Technical Memorandum

No. 1

Existing Conditions

SR 90/SW 7th Street/SW 8th Street
from SR 5/US 1/Brickell Avenue
to SR 9/SW 27th Avenue

Miami-Dade County, Florida

FM No. 432639-5-22-01

Prepared For:
Florida Department of Transportation, District Six

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Executive Summary

Gannett Fleming, Inc., in association with Jacobs Engineering Group, Inc., has been retained by the Florida Department of Transportation District Six to provide preliminary engineering services associated with the corridor study of SR 90 between SR 9/SW 27th Avenue to the west and SR 5/Brickell Avenue to the east. This segment of SR 90 consists of a one-way pair, with SW 7th Street operating as SR 90 westbound and SW 8th Street operating as SR 90 eastbound. The corridor includes the interchange with I-95, near SW 3rd Avenue and SW 4th Avenue, and over 30 signalized intersections with the following roadways: (1) SR 5/Brickell Avenue, (2) S. Miami Avenue, (3) SW 1st Avenue, (4) SW 2nd Avenue, (5) SW 3rd Avenue, (6) SW 4th Avenue, (7) SR 7/SW 8th Avenue, (8) SR 933/SW 12th Avenue, (9) SW 16th Avenue, (10) SW 17th Avenue, (11) SW 19th Avenue, (12) SW 22nd Avenue, (13) SW Beacom Boulevard, and (14) SR 9/SW 27th Avenue.

This dense urban corridor, located entirely within the City of Miami in Miami-Dade County, Florida, has seen significant growth in the last decade with high-density high-rise developments and its operation is expected to be impacted with increased traffic volumes by several new major development projects currently proposed within the Brickell area.

Based on the year 2010 Census data, the study area consists of a total population of 39,628 with the highest concentration occurring in the mostly residential (i.e. multifamily buildings) area north of the corridor from SW 22nd Avenue to SR 9/SW 8th Avenue. Other land uses along the corridor includes highway infrastructure (i.e., I-95) and commercial.

This Technical Memorandum documents existing conditions and assesses the following items: area demographics, land use, crash data, transit data, pedestrian and bicycle data, on-street parking, roadway data, access management, environmental characteristics, existing utilities, and traffic data. Additionally, project related documents such as the Transportation Improvement Program (TIP), Miami-Dade MPO 2035 Long Range Transportation Plan (LRTP), Miami Comprehensive Neighborhood Plan (MCNP), Miami Bicycle Master Plan (MBMP) were reviewed; excerpts have been included herein.

The crash data analysis revealed that on eastbound SR 90, a total of 1717 crashes were documented between 2007 and 2011 of which the predominant types were angle (21.3%) and rear-end (18.1%). An average of nine (9) pedestrians and three (3) bicyclists per year were involved in a crash during this 5-year period. Additionally, of seven (7) fatal crashes reported, five (5) involved a pedestrian. Contributing causes documented in the crash data indicate careless driving (84 crashes – 82%), failed to yield right-of-way (163 crashes – 9.5%), and improper lane change (162 – 9.4%) were among the highest.

The following intersections were considered high crash intersections: SW 22nd Avenue, SW 17th Avenue, SW 4th Avenue, eastbound SR 90 on-ramps to northbound I-95, SW 3rd Avenue, SW 2nd Avenue. The following intersections had a high percentage of crashes under dark conditions: SW 22nd Avenue, and SW 12th Avenue.

On westbound SR 90, a total of 1170 crashes were documented between 2007 and 2011 of which the predominant types were angle (27.9%), rear-end (17.5%), and sideswipe (10.4%). An average of six (6) pedestrians and one (1) bicyclist per year were involved in a crash during the 5-year period. Additionally, of five (5) fatal crashes reported during this period, three (3) crashes involved a pedestrian, one (1) involved a rear-end crash, and one (1) involved a parked car. Similar to eastbound SR 90, several angle crashes may have been miscoded and may correspond to sideswipe crashes based upon the direction of the vehicles involved in the crash. Among the contributing causes documented in the crash data, careless driving (21.2%) and failed to yield right-of-way (12.6%) were the highest.

The following intersections were considered high crash intersections: SW 3rd Avenue and SW 2nd Avenue. The following intersections had a high percentage of crashes under dark conditions: SW 2nd Avenue, SW 3rd Avenue, SR 7/SW 8th Avenue, SR 933/SW 12th Avenue and SW 22nd Avenue.

The methodology established by the 2010 Highway Capacity Manual (HCM) was used for evaluating transit service along an urban street segment. Data elements were collected as per Exhibit 17-6 of the (HCM), which displays the elements from non-automobile modes needed to conduct an existing condition analysis and to evaluate the LOS of the corridor.

The transit systems operating on or near the study segment consist of MDT's bus (Metrobus), heavy rail (Metrorail), automated people-mover (APM) (Metromover), and demand-reponse service (Special Transportation Service or STS) of which Metrobus is the only one present throughout the entire study limits. The transit data collected corresponds to the Metrobus system and is limited to the study corridor. Ridership data, obtained for Routes 8, 207, and 208 during January, February, March, and April, revealed that the bus stops with the highest ridership on eastbound SR 90 were found at SW 27th Avenue, SW 19th Avenue, SW 9th Avenue, SW 5th Avenue, SW 2nd Avenue, and on westbound SR 90 at SW 2nd Avenue, SW 5th Avenue, SW 12th Avenue, and SW 19th Avenue.

Bicycle and pedestrian data were collected based on the elements described in Exhibit 17-6 of the 2010 HCM to perform operational analyses that will determine the level of service of the study segment. Field visits verified the presence of sidewalks on both sides of the roadway and the lack of designated bicycle lanes within the limits of the study. A missing link of sidewalk was observed along the south side of eastbound SR 90 between SW 4th Avenue and SW 3rd Avenue.

On-street parking along the study segment includes a total of 489 curb spaces of which 242 are metered parking spaces, 240 are Pay to Park Spaces, and seven (7) are existing disabled spaces.

SR 90 is classified as an Urban Other Principal Arterial with a posted speed of 30 MPH within the study limits. Typical sections include three (3) 11-foot eastbound lanes and three (3) 11-foot westbound lanes. Right-of-way along eastbound SR 90 ranges from 58 feet to 80 feet, and along westbound SR 90 from 50 feet to 60 feet. The roadway is an Access Management Class 7 with minimum requirements consisting of 125 feet of connection spacing, 1320 feet of signal spacing, and 660 feet of directional median opening spacing. The average median opening variance on eastbound and westbound SR 90 is 46 percent and 28 percent, respectively. Similarly, the

average signal spacing variance is 56 percent and 59 percent for eastbound and westbound SR 90, respectively.

Traffic data collection consisted of the following: 72 Hour approach counts, 1-day and 2-day TMCs, 6-hour pedestrian counts at signalized mid-block pedestrian crossings, queuing studies at four locations, and special 1-day and 6-hour TMCs at two locations. The peak hours for this corridor study are 8:00 AM and 5:15 PM east of I-95, and 7:45 AM and 5:15 PM west of I-95 on both directions.

Operational analyses for the base year (2013) were performed for both the AM and PM peak periods. Level of Service (LOS) analyses for the signalized intersections and roadway segments along the study corridor were conducted by using Synchro 8.0 and ARTPLAN, respectively. On Eastbound SR 90 The following intersections were found to be operating at unacceptable levels of service: SR 933/SW 12th Avenue, SW 5th Avenue, SW 4th Avenue, SW 2nd Avenue, SW 1st Avenue, South Miami Avenue, and SR 5/Brickell Avenue. On Westbound SR 90 the following intersections were found to be operating at unacceptable levels of service: South Miami Avenue, SW 3rd Avenue, and SR 933/SW 12th Avenue.

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1. Introduction

1.1 Objective

The purpose of this technical memorandum is to document existing conditions and deficiencies that help establish the need for improvements for the segment of SR 90/SW 7th Street and SW 8th Street from SR 5/Brickell Avenue to SR 9/SW 27th Avenue. The report presents an inventory of existing conditions and an assessment of the following items: crash data, transit data, bicycle and pedestrian data, on-street parking, roadway data, access management, and traffic data. Other data regarding: project related documents, environmental features, utilities, and right-of-way; were also collected and are presented herein.

1.2 Project Description

The study focuses on the segment of SR 90/SW 7th Street and SW 8th Street, sections 87120001and 87120000 respectively, from SR 5/Brickell Avenue to SR 9/SW 27th Avenue. This segment of SR 90 is an east-west urban principal arterial consisting of a one-way pair, with SW 7th Street operating as SR 90 westbound and SW 8th Street operating as SR 90 eastbound.

This dense urban corridor, from SR 5/Brickell Avenue to SR 9/SW 27th Avenue, includes over 30 signalized intersections. Located near SW 3rd Avenue and SW 4th Avenue, is an interchange with I-95, which has a significant impact on traffic volumes and operations along the corridor as it acts as the main access to the Brickell area for commuters via the regional transportation system. Moreover, the Brickell area serviced by SR 90/SW 7th Street and SW 8th Street has seen significant growth in the last decade with high-density high-rise developments, which have contributed to changes in the operations of the study corridor. Additionally, several new major development projects are currently proposed within the Brickell area, all of which can further impact operations and increase traffic volumes along this already congested corridor.

1.2.1 Purpose

The project efforts consist of developing and evaluating corridor alternatives and providing recommendations to improve existing and future physical, operational, and safety deficiencies of the corridor. The project will focus on preserving future expansion needs for multimodal transportation facilities, enhancing mobility of the corridor including movement of freight and goods, and conducting intergovernmental coordination with emphasis on communication with key decision makers and stakeholders.

1.3 Study Area

The study area consists of a half-mile buffer around the segment of SR 90 extending from SR 5/Brickell Avenue to SR 9/SW 27th Avenue. This area includes the existing interchange with I-95, located near SW 3rd Avenue and SW 4th Avenue as well as two major north-south corridors, SR 933/SW 12th Avenue and SR 7/SW 8th Avenue. Figure 1-1 exhibits the limits of the SR 90 study segment as well as the half-mile buffer study area.

Additionally, there are segments of the study corridor around which, a substantial number of historic structures are located within a 350 feet buffer. These segments are between SW 12th Avenue and SW 10th Avenue, with a total of 22 historic structures; and between SW 2nd Avenue and Brickell Avenue, with a total of 33 historic structures.

1.4 Municipalities

The SR 90 study segment is located entirely within the City of Miami, in Miami-Dade County. Though located only within one municipality, the study segment passes through six (6) different neighborhoods: West Flagler, Shenandoah, Little Havana, Riverside, The Roads, and Brickell.

1.5 Area Demographics

Based on the year 2010 Census data, the study area consists of a total population of 39,628. This represents approximately 1.5 percent of Miami-Dade County's total population, which was estimated at 2,496,457 by the 2010 Census. The variety of the population density along the study segment is represented in Figure 1-2. The highest concentration occurs to the north of the corridor from SW 22nd Avenue to SR 9/SW 8th Avenue. This high density area is located within the neighborhoods of West Flagler and Little Havana, which are mostly residential.

1.6 Land Use

The existing land use directly adjacent to the study corridor is predominantly multifamily residential, highway infrastructure (i.e., I-95), and commercial. A generalized existing land use map of the project corridor is presented in Figure 1-3. Moreover, the land use along eastbound SR 90 is predominantly commercial on either side of the street. In contrast, the land use along westbound SR 90, east of I-95, is predominantly commercial with scattered residential, and primarily residential to the west of I-95. The residential area is composed of multifamily buildings.

According to the Miami-Dade County comprehensive plan, significant medium-high density residential and mixed use developments are anticipated in the overall project area. Furthermore, regional and local transit studies are underway that may result in future "transit oriented development (TOD)" along major arterial transportation corridors and at logical network hubs of roadway, railway and other facilities. It is anticipated that such TOD would result in more "mixed-use" developments of commercial, industrial and/or institutional uses combined with medium to high density residential.

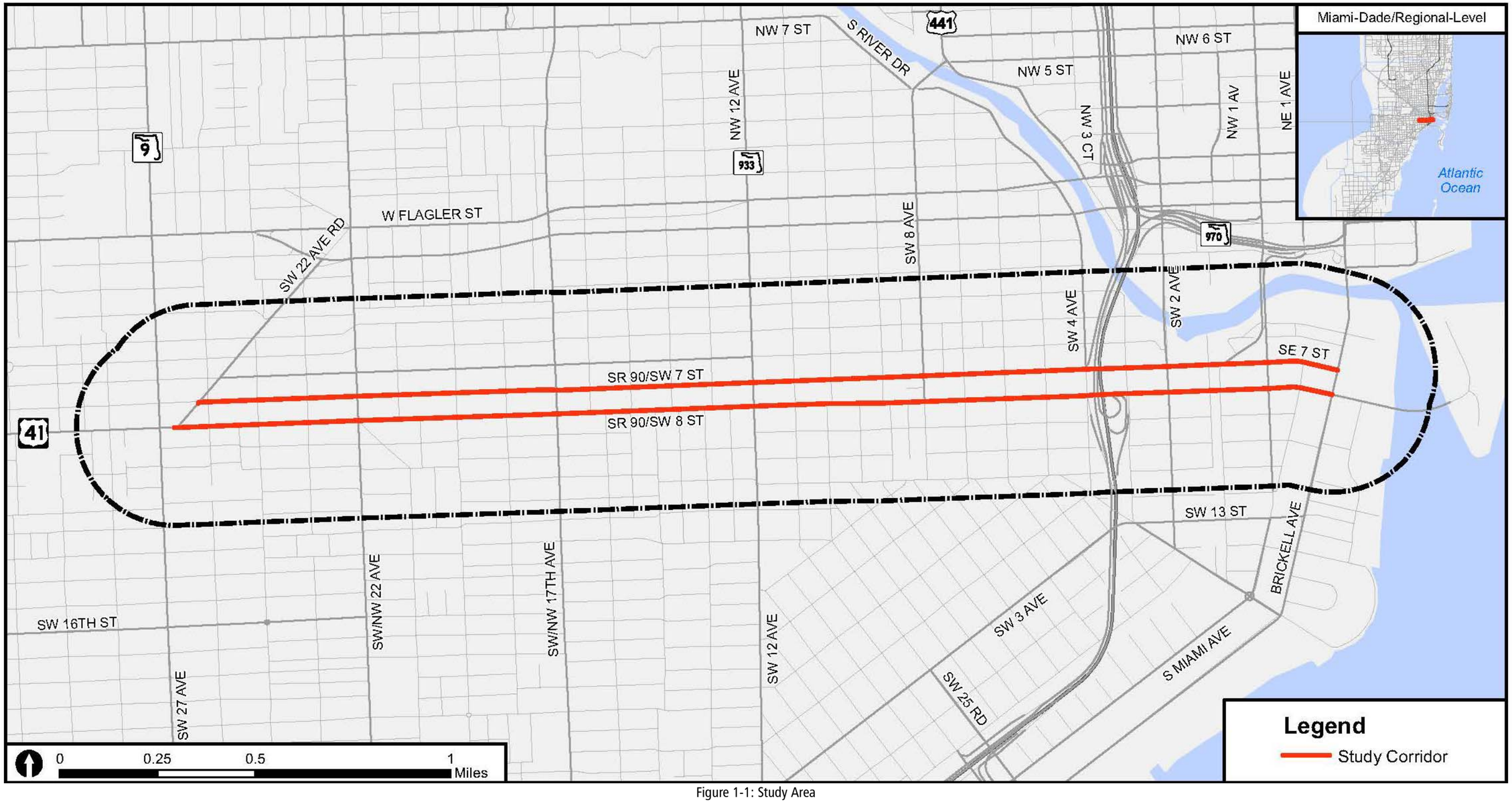


Figure 1-1: Study Area

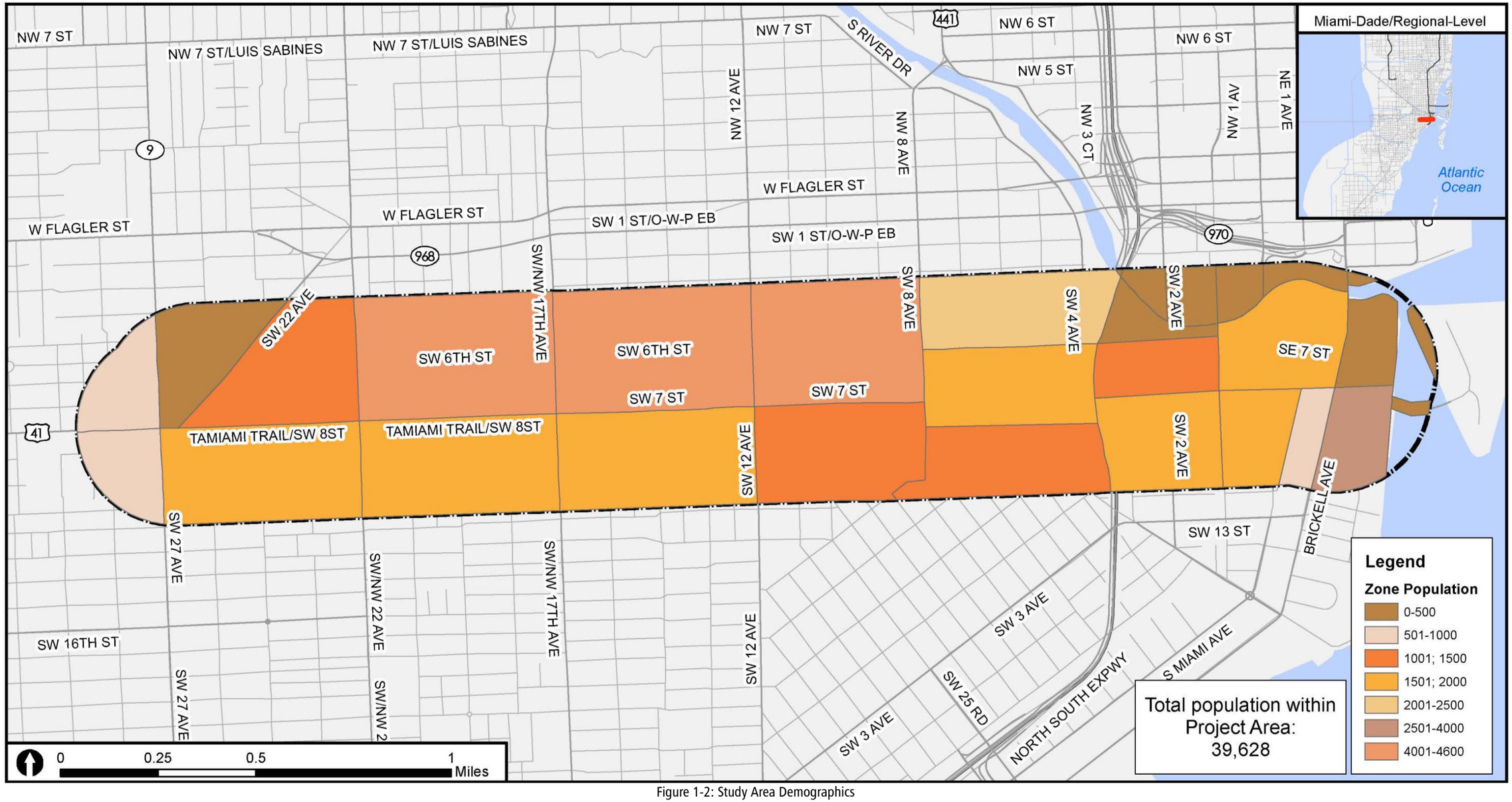


Figure 1-2: Study Area Demographics



Figure 1-3: Existing Land Use within Study Area

1.7 Relevant Plans/Projects

The Transportation Improvement Program (TIP) and the Miami-Dade 2035 Long Range Transportation Plan (LRTP) from fiscal years 2013/2014 to 2017/2018 were reviewed to identify projects within the study area that overlap with the study segment of SR 90 or affect it in any way. Additionally, City of Miami plans were reviewed to identify relevant projects.

1.7.1 Transportation Improvement Program (TIP)

The following are state projects within the project's limits of this study:

- 432639-2 Miami-Dade SR 7/SR 933/US 441 from SW 8th Street to Golden Glades Interchange Park and Ride lot – Planning Study
- 414964-1 SR 9A/I-95 – Planning Development and Environment Study
- 433283-1 SR 90 and SW 27th Avenue – Intersection Improvements
- 433493-1 SW 933/SW 12th Avenue – Intersection Improvements
- 414643-2 SW 933/SW 12th Avenue – Landscaping Project
- 429037-1 SR 90 at SW 4th Avenue and at SW 3rd Avenue – Intersection Improvements

1.7.2 Miami-Dade MPO 2035 Long Range Transportation Plan (LRTP)

The Miami-Dade LRTP to the year 2035 is a required activity of Miami-Dade County to meet federal and state requirement for an update of the Transportation Plan every five years. Federal law requires that the LRTP address a minimum of a 20-year horizon from the date of the Metropolitan Planning Organization (MPO) adoption. The 2035 LRTP was adopted in 2009. The following projects were identified using the LRTP Interactive Project Tool:

- SR 90 from SR 826 to I-95 – Congestion Management
- SW 67th Avenue from SW 152nd Street to Flagler Street – Congestion Management
- SW 2nd Avenue from SW 15th Road to SW 8th Street – Bicycle Facilities Improvements
- South Miami Avenue from SW 6th Street to SW 3rd Avenue – Bicycle Facility Improvement
- M-Path Master Plan from Miami River to SW 37th Avenue – Trail Facility Improvement

1.7.3 City of Miami

1.7.3.1 Miami Comprehensive Neighborhood Plan (MCNP)

By State Statute, each City and County in Florida should adopt a comprehensive plan and land development regulations to implement a comprehensive plan. The MCNP serves as a guide for the City to meet the needs of existing and future residents, visitors, and businesses while preserving the character and quality of its communities. By the creation of policy framework, the MCNP guides all public and private development decisions in the City. The plan was last updated in January 2013. The following policies may apply to the SR 90 Corridor.

Policy LU-1.1.1: Development orders authorizing new development or redevelopment that results in an increase in the density or intensity of land use shall be contingent upon the availability of public facilities that meet or exceed the minimum level of service (LOS) standards adopted in the Capital Improvements Element (CIE), specifically sanitary sewer, solid waste, stormwater, potable water, parks and recreation, and transportation facilities. The public services and facilities provided to meet concurrency requirements shall be consistent with the CIE, or guaranteed in an enforceable agreement. The public services and facilities will include public schools when the Miami-Dade County School Board and local governments in the county implement school concurrency pursuant to paragraph 163.3177(12)(i), F.S.

Policy LU-1.1.3: The City's zoning ordinance provides for protection of all areas of the city from: (1) the encroachment of incompatible land uses; (2) the adverse impacts of future land uses in adjacent areas that disrupt or degrade public health and safety, or natural or man-made amenities; (3) transportation policies that divide or fragment established neighborhoods; and (4) degradation of public open space, environment, and ecology. Strategies to further protect existing neighborhoods through the development of appropriate transition standards and buffering requirements will be incorporated into the City's land development regulations.

Policy LU-1.1.6: The City's street and storm sewer improvement projects will provide curb and gutter, and street landscaping, unless deemed to be physically or economically infeasible.

Policy LU-1.1.10: The City's land development regulations will encourage high density residential development and redevelopment in close proximity to Metrorail and Metromover stations.

Policy LU-1.1.11: The City hereby adopts designation of the City, excluding Virginia Key, Watson Island and the uninhabited islands of Biscayne Bay, that have a land use and zoning classification of Conservation, as an Urban Infill Area pursuant to Miami- Dade County's designation of an Urban Infill Area lying generally east of the Palmetto Expressway and including all of the City of Miami. Within this area, the concentration and intensification of development around centers of activity shall be emphasized with the goals of enhancing the livability of residential neighborhoods and the viability of commercial areas. Priority will be given to infill development on vacant parcels, adaptive reuse of underutilized land and structures, redevelopment of substandard sites, downtown revitalization and the development of projects that promote public transportation. Maintenance of transportation LOS within this designated Urban Infill Transportation Concurrency Exception Area (TCEA) shall be in accordance with the adopted Transportation Corridors LOS standards and the City of Miami Person Trip Methodology as set forth in Policies TR-1.1.2 and 1.1.3 of the Transportation Element of the MCNP.

Policy LU-1.1.14: Improve facility and program accessibility through implementation of the Americans with Disabilities Act of 1990.

Policy LU-1.3.4: The City will continue to work with the Miami-Dade County School Board to ensure the expansion of educational facilities in areas that are easily accessible by public transit and facilitate expansion of job training/ placement programs for youths and low-income persons.

Policy LU-1.3.7: The City will continue to use the City's Enterprise Zone, Empowerment Zone, Commercial Business Corridors, and Brownfield Redevelopment Area strategies to stimulate economic revitalization, and encourage employment opportunities. (Policy PA-3.3.10).

Policy LU-1.3.14: The City will continue to enforce urban design guidelines for public and private projects which shall be consistent with neighborhood character, history, and function, and shall be in accordance with the neighborhood design and development standards adopted as a result of the amendments to the City's land development regulations and other initiatives.

Policy TR-1.1.2: The City of Miami originated and continues to utilize a person-trip methodology for measurement of local LOS on a transportation facility, which may be a roadway, mass transit service, pedestrian way, bikeway, or any other transportation mode alone or in combination with others. The MCNP adopted as Ordinance 10544 on February 9, 1989) established under Policies TR 1.1.2 and TR 1.1.3 that within designated Transportation Corridors, the capacity of all transportation modes will be used in the measurement of future, peak hour LOS standards. The City of Miami "Methodology for Calculating Peak Hour Person-Trip Capacity" was incorporated into the Transportation Element of the MCNP under Policies TR 1.1.2 and TR 1.1.3 on January 24, 1991 (adopted as Ordinance 10832), and was separately published as a report entitled "Transportation Corridors: Meeting the Challenge of Growth Management in Miami", September 1990. The City of Miami Person-Trip Methodology calculates the total person-trip capacity of all transportation modes utilizing a transportation facility against the total person-trip demand for travel on that facility expressing the resulting ratio in letter grades LOS A through LOS F in the same manner as used by the conventional volume-over-capacity (V/C) methodology. The measurement of LOS is made for the peak period (the average of the two highest consecutive hours of trip volume during a weekday), where an overall minimum peak period LOS standard of E (100 percent utilization of person-trip capacity) will be maintained. Issuance of development orders for new development or significant expansion of existing development shall be contingent upon compliance with these LOS standards, subject to the modifications described in subparagraphs 1.1.2.1 through 1.1.2.3 below, and any applicable provisions of the Urban Infill TCEA.

1.1.2.1: Where no public transit exists, and private passenger vehicles are the only vehicular mode available for travel on the facility: minimum LOS E (100 percent of capacity) shall apply.

1.1.2.2: Where local bus transit service on minimum 20-minute headways is available parallel to and within ½ mile of the facility, the facility shall operate at no greater than 120 percent of capacity.

1.1.2.3: Where express bus transit and/or premium transit service on minimum 20-minute headways is available parallel to and within ½ mile of the facility, the facility shall operate at no greater than 150 percent of capacity.

Policy TR-1.1.3: Notwithstanding the foregoing, as required by s. 163.3180(10) F.S., the following standards established by rule by the Florida Department of Transportation (FDOT) are adopted by the City of Miami as its minimum LOS standards for Florida Intrastate Highway System (FIHS) roadways within the City subject to any applicable provisions governing requirements of the Urban Infill TCEA (see Policy TR-1.1.1):

1.1.3.1: Limited access FIHS highways shall operate at LOS D or better, except that where exclusive through lanes exist, such roadways may operate at LOS E.

1.1.3.2: Controlled access FIHS highways shall operate at LOS D or better, except that where such roadways are parallel to exclusive transit facilities or are located within a TCEA, roadways may operate at LOS E.

1.1.3.3: Where FDOT has determined that a FIHS roadway is constrained or backlogged, such roadways operating below the foregoing minimums must be managed so as not to cause significant deterioration, which is defined as an average annual daily traffic (AADT) increase in two-way traffic volume of 10 percent or more, or a 10 percent or greater reduction in operating speed for the peak direction in the 100th highest hour.

Policy TR-1.1.7: The City shall seek, where appropriate, based on operational analysis, cost effectiveness, land development regulations, and the concurrence of Miami-Dade County or FDOT, to restore existing one-way streets to two-way operation to improve access and reduce trip length and vehicular speeds, particularly in the very high density areas of the City such as Little Havana and Downtown/Brickell/Omni, where access to existing buildings and garages will not be diminished or impeded.

Policy TR-1.3.1: The City will continue to provide a properly designed and safe system for controlling vehicular traffic by adhering to design standards and procedures and recognizing those relevant standards and procedures applicable to the agency with jurisdiction over the roadway or transportation facility.

Policy TR1.3.3: The City will continue to provide a properly designed and safe system for pedestrian access by adhering to design standards and procedures which comply with the Americans with Disabilities Act of 1990 and which are required by the Engineering Standards for Design and Construction published by the Department of Public Works in December 2005.

Policy TR-1.4.1: The City will seek cooperative agreements, as necessary, with Miami-Dade County and with FDOT to ensure that the County and State's transportation improvements are designed to minimize the intrusion of commuter traffic on City residential streets, do not sever or fragment well-defined neighborhoods, and do not result in major disruption to pedestrian traffic.

Policy TR-1.4.2: The City will coordinate with Miami-Dade County and with FDOT to encourage local traffic to use alternatives to the FIHS roadways, where practicable, to support the TCEA and to protect its interregional and intrastate functions.

Policy TR-1.4.3: The City will develop a streetscape design program that will guide landscaping, lighting and construction of sidewalks and bicycle paths along city streets, and such improvements will be coordinated with major repairs and renovation of city streets.

Policy TR-1.4.5: A new category of public thoroughfares is created entitled "Urban Streets," defining the Urban Street as a pedestrian and vehicular way whose primary function is to serve adjoining residential neighborhoods and the businesses that serve them in the City of Miami. Characteristics and standards for such streets will be defined and specifications created on a case-by-case basis in cooperation with the governmental entity having ownership of the street, local residents and homeowner associations. Principles that will guide the design process will include, as appropriate: lower design speeds and control of traffic volumes utilizing traffic calming devices including but not limited to modification of lane widths consistent with lower design speeds; wide sidewalks; medians; roundabouts; landscaping; attractive lighting; creative and informative signage; on-street parking; and other design features and amenities as appropriate. Urban Streets shall be subject to the level of service standards described in Policies TR-1.1.2 and TR-1.1.3. The first such Urban Streets to be designated shall be:

Biscayne Boulevard
Grand Avenue
Calle Ocho from Brickell Avenue to SW 27th Avenue
Coral Way from Brickell Avenue to SW 37th Avenue
NE 2nd Avenue from NE 36th Street to the North City Limit

Policy TR-1.4.6: Develop and encourage bicycle paths and bicycle lanes throughout the City of Miami in coordination with FDOT, Miami-Dade County and the MPO to promote alternative travel modes in the TCEA.

Policy TR-1.4.7: The City of Miami shall continue to respond to neighborhood traffic concerns by developing and implementing neighborhood traffic calming measures using standard traffic flow modification procedures in place by Miami-Dade County and FDOT to evaluate traffic calming proposals. Neighborhood traffic calming measures may include but are not limited to traffic circles, median modifications, mid-block raised medians and streetscape improvements in coordination with Miami-Dade County and FDOT as appropriate.

Policy TR-1.5.8: The City will ensure a stronger interface between the development or redevelopment of neighborhood activity centers and the public transportation system by establishing design guidelines for connectivity and transit infrastructure to be incorporated into the development/redevelopment program. The City shall require all new development and redevelopment in existing and planned transit corridors to be planned and designed to promote pedestrianism and transit usage through the following:

A. The City shall encourage development of a wide variety of residential and nonresidential land-uses and activities in nodes around rapid transit stations to produce short trips, minimize transfers, attract transit ridership, and promote transit operational and financial efficiencies. Land uses that may be approved around transit stations shall include housing, shopping, and offices in moderate to high density and intensity, complemented by compatible entertainment, cultural uses and human services in varying mixes. The particular uses that are approved in a given station area should respect the character of the nearby neighborhood, strive to serve the needs of the neighborhood, and promote balance in the range of existing and planned land uses along the subject transit line.
B. It is the policy of the City of Miami to accommodate new development around rapid transit stations that is well designed, conducive to both pedestrian and transit use, and architecturally attractive. In recognition that many transit riders begin and end their trips as pedestrians, pedestrian accommodations shall include, as appropriate, continuous sidewalks to the transit station, small blocks and closely intersecting streets, buildings oriented to the street or other pedestrian paths, parking lots predominantly to the rear and sides of buildings, primary building entrances as close to the street or transit stop as to the parking lot, shade trees, awnings and other weather protection for pedestrians.
C. On all arterial and collector streets served by public transit new non-residential buildings and substantial alterations to existing non-residential buildings, and residential buildings wherever practical shall provide at least one full-time building entrance that is recognizable and accessible from the street and is comparably as close to the street and/or transit stop as it is to the primary parking lot.
D. New residential and non-residential developments, subdivisions and replats shall provide for buildings that front the transit street, or provide streets or pedestrian connections that intersect with the transit street in close proximity to transit stops not more than 700 feet apart.
E. Redevelopment of property within ½ mile of existing and planned transit stations and bus routes shall not cause an increase in walking distance from nearby areas to the transit services and shall, wherever practical, be done in a manner that reduces walking distances and is comfortable and attractive to pedestrians.
F. Land uses that are not conducive to public transit ridership such as car dealerships, car-oriented food establishments, and container yards should not be permitted to locate or expand within ¼ mile of a rapid transit station.
G. The City of Miami seeks to increase the density of development within walking distance of rapid transit stations in a manner appropriate to the particular setting of each transit station and consistent with the policies of the MCNP that specify that existing abutting residential neighborhoods are to be protected and preserved.

Policy TR-1.5.12: The City, through its Intergovernmental Coordination Policies, will continue to support Miami-Dade Transit (MDT) in its efforts to increase transit ridership. The City will coordinate with MDT to develop weekday peak hour transit ridership data to ensure that a baseline can be established to support the City's person-trip methodology level of service measurements and to support MDT's efforts to improve transit services.

1.7.3.2 Miami Bicycle Master Plan (MBMP)

This plan was developed as an effort to create the first City of Miami Bicycle Master Plan (MBNP) and was adopted on September 2009. The MBMP establishes a citywide network of bicycle routes consisting of bicycle lanes, shared use lanes (sharrows), bicycle boulevards, and shared used paths (greenways). The plan is broken down into four implementation phases and recommends bikeway projects for the years 2010, 2015, 2020, and 2030. The following are the projects included in these phases related to the study segment of SR 90.

2015 Phase Projects:

SW 7th Street (3.0 miles): This Bicycle Route project will extend from Brickell Avenue to SW 27th Avenue. It is to include signs demarcating the routes as part of the Miami Bicycle Network, as well as any additional signs intended to improve the visibility of the bikeway.

SW/NW 17th Avenue (2.83 miles): This Bicycle Route project will extend from NW River Drive to US1. It is to include signs demarcating the routes as part of the Miami Bicycle Network, as well as any additional signs intended to improve the visibility of the bikeway.

SW/NW 2nd Avenue (1.44 miles): This project extends sharrow pavement markings between SW 7th Street and NW 11th Street, and extends to NW 14th Street along NW 1st Place.

SW 8th Street (3.32 miles): This project extends sharrow pavement from Brickell Key Drive to SW 27th Avenue. SW 8th Street is a one-way street.

Metromover Guideway Path (.25 miles): This project includes a shared-use path segment running underneath the Metromover, from SW 8th Street to the Miami River Greenway.

2020 Phase Projects:

SW/NW 22nd Avenue (4.54 miles): This Bicycle Route project will extend from NW 36th Street to US1. It is to include signs demarcating the routes as part of the Miami bikeway network, as well as any additional signs intended to improve the visibility of the bikeway.

SW/NW 27th Avenue (4.87 miles): This Bicycle Route project will extend from US1 to NW 39th Street. It is to include signs demarcating the routes as part of the Miami bikeway network, as well as any additional signs intended to improve the visibility of the bikeway.

Beacom Boulevard (0.25 mile): This project is comprised of two segments. The first segment extends sharrow pavement markings from SW 8th Street to SW 6th Street. The second segment extends sharrow pavement markings from SW 1st Street to West Flagler Street.

SW 12th Avenue (1.5 miles): This project places sharrow pavement markings along an already designated Bicycle Route, from SW 8th Street to NW 14th Street.

SW/NW 8th Avenue (0.98 miles): This project includes Bicycle Lanes between SW 11th Street and NW South River Drive.

2030 Phase Projects:

SW 7th Street (3.01 miles): This 'road diet' project adds Bicycle Lanes to the existing Bike Route, from Brickell Avenue to SW 27th Avenue.

SW 12th Avenue (1.52 miles): This 'road diet' project adds Bicycle Lanes to segments of an already existing Bike Route. The first segment includes Coral Way to SW 8th Street. The second segment extends from NW 14th Street to NW 20th Street.

SW 11th Avenue/SW 26th Road (1.31 miles): This Bicycle Boulevard project extends from SW 3rd Avenue to SW 8th Street. Bicycle Priority Signals/Actuators and/or traffic calming devices, should be considered at the SW 8th, SW 7th, SW 1st, and West Flagler Street intersections.

SW/NW 7th Avenue (0.97 miles): This Bicycle Boulevard project extends from SW 20th Street to Northwest South River Drive. Bicycle Priority Signals/Actuators and/or traffic calming devices, should be considered at the SW 8th, SW 7th, SW 1st, and West Flagler Street intersections.

SW/NW 19th Avenue (2.45 miles): This Bicycle Boulevard project extends from US1 to NW 7th Street. Priority Signals/Actuators and/or traffic calming devices, should be considered at the SW 8th, SW 7th, SW 1st, and West Flagler Street intersections.

2. Existing Conditions

2.1 Crash Data

2.1.1 Eastbound SR 90/SW 8th Street

The five-year crash data (2007-2011) along SR 90 from SR 5/Brickell Avenue to SR 9/SW 27th Avenue was provided by the FDOT. A total of 1,717 crashes were documented along the study roadway segment (MP 15.134 to MP 18.147) during the five-year period with 306 crashes in 2007, 348 crashes in 2008, 403 crashes in 2009, 294 crashes in 2010, and 366 crashes in 2011. The predominant types of crashes were angle (21.3%) and rear-end (18.1%). Table 2-1 presents a summary of the crashes that occurred within the study segment of eastbound SR 90 from 2007 to 2011, and crash summary tables are included in Appendix A.

Table 2-1: Five-Year Crash Summary for Eastbound SR 90 from SR 9/SW 27th Avenue to SR 5/Brickell Avenue

Eastbound SR 90 from SR 9/SW 27th Avenue to SR 5/Brickell Avenue		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2007	2008	2009	2010	2011			
Crash Type	Rear End	54	54	72	38	92	310	62.00	18.1%
	Head On	12	23	35	15	9	94	18.80	5.5%
	Angle	58	89	84	57	77	365	73.00	21.3%
	Left Turn	17	18	25	25	25	110	22.00	6.4%
	Right Turn	5	2	6	4	5	22	4.40	1.3%
	Sideswipe	40	57	68	43	0	208	41.60	12.1%
	Backed Into	1	10	7	7	10	35	7.00	2.0%
	Coll. w/ Parked Car	10	9	19	9	14	61	12.20	3.6%
	Coll. w/ Pedestrian	12	12	6	9	7	46	9.20	2.7%
	Coll. w/ Bicycle	3	0	4	2	4	13	2.60	0.8%
	Fixed Object	4	9	7	4	4	28	5.60	1.6%
	Overturned	0	0	0	1	0	1	0.20	0.1%
	Other	90	65	70	80	119	424	84.80	24.7%
	Total Crashes	**306**	**348**	**403**	**294**	**366**	**1717**	**343.40**	**100.0%**

Based on crash severity, a total of 298 (17%) crashes resulted in an injury and 1,412 (82%) crashes were property damage only crashes. There were a total of seven (7) fatal crashes reported during the referenced five-year period, five (5) crashes involving a pedestrian, one (1) involving a fixed object, and one (1) classified as "all-other". Approximately 532 (31%) and 137 (8%) crashes occurred under dark conditions and wet pavement conditions, respectively. These percentages are lower than the state-wide average values of 34 percent and 13 percent, respectively. However, the percentage of crashes occurring under dark conditions exceeds the district-wide average of 30 percent. There were 46 crashes involving pedestrians and 13 crashes involving bicyclists during the five-year period. The main contributing causes of these crashes were "fail to yield right of way" and "careless driving".

Among the contributing causes documented in the crash data, careless driving (84 crashes – 82%), failed to yield right-of-way (163 crashes – 9.5%), and improper lane change (162 – 9.4%) were among the highest.

Figure 2-1 depicts the number of crashes that occurred during the five-year period along the study segment of eastbound SR 90. The histogram shows that a high concentration of crashes occurred at eight (8) intersections:

- SR 9/SW 27th Avenue
- SW 24th Avenue
- SW 22nd Avenue
- SW 17th Avenue
- SR 933/SW 12th Avenue
- SW 4th Avenue/southbound I-95 on-ramp
- SW 2nd Avenue
- SR 5/Brickell Avenue

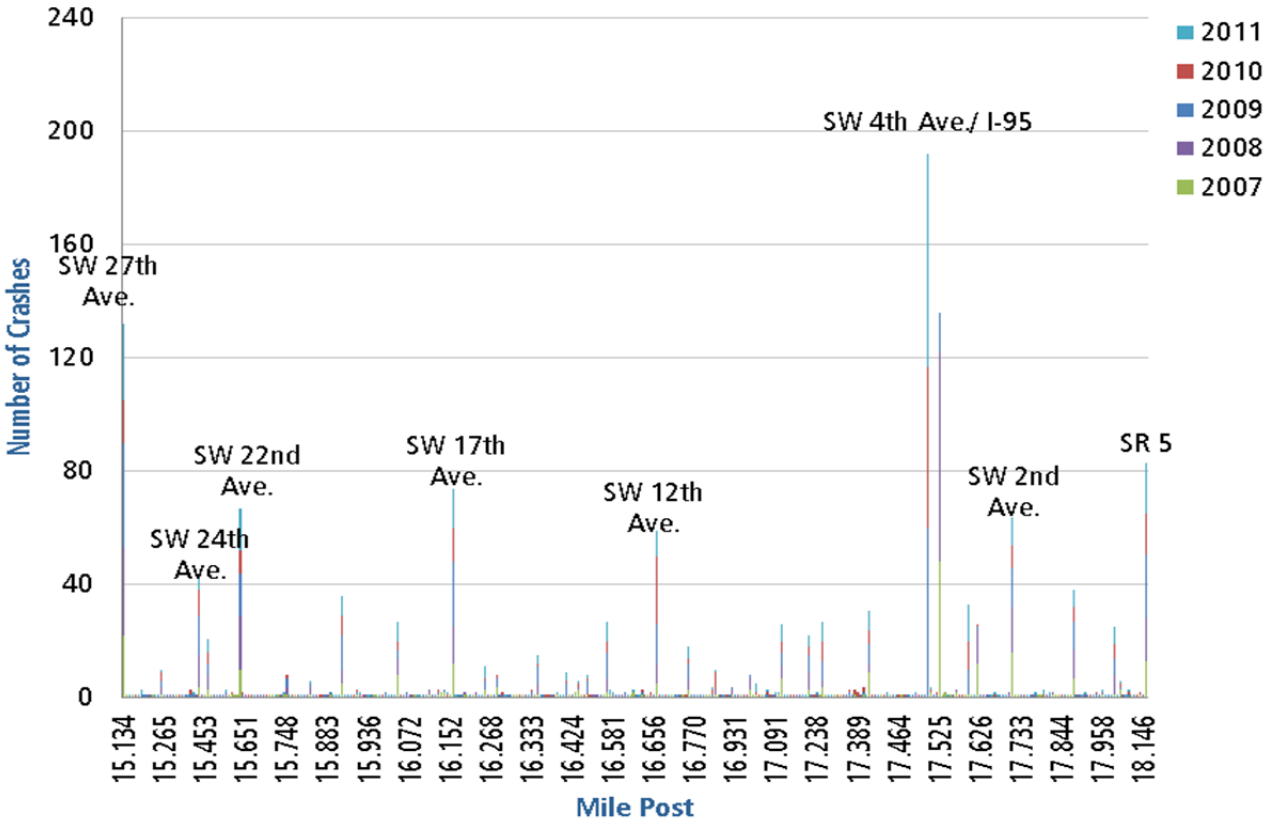


Figure 2-1: Frequency of Crashes along Eastbound SR 90 Study Segment from 2007 to 2011

A more detailed crash data analysis of the aforementioned eight (8) intersections is presented below. Expected Value Analyses were not performed at these intersections because the geometry of the intersections is not considered in the Expected Value Analysis Report.

2.1.1.1 Intersection of Eastbound SR 90 and SR 9/SW 27th Avenue

The intersection of eastbound SR 90 and SR 9/SW 27th Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-10. Table 2-2 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence levels for each of the five years. The predominant types of crashes were rear-end (31.2%) and angle (18.4%) crashes. Also, the crash data indicate that approximately 46 (33%) crashes occurred during dark conditions and 14 (10%) occurred during wet pavement conditions. These percentages are lower than the state-wide average values of 34 percent and 13 percent, respectively. However, the percentage of crashes occurring under dark conditions exceeds the district-wide average of 30 percent. Therefore, a detailed safety evaluation should be conducted at this intersection during the PD&E Study to determine possible contributing causes and countermeasures. There were three (3) crashes that involved a pedestrian at this intersection.

Table 2-2: Five-Year Crash Summary for Eastbound SR 90 at SR 9/SW 27th Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	3	4	3	4	0	14	9.9%	2.80
Angle	3	7	9	2	5	26	18.4%	5.20
Coll. w/ MV on Other Roadway	1	3	0	1	6	11	7.8%	2.20
Coll. w/ Parked Car	1	0	1	0	1	3	2.1%	0.60
Coll. w/ Pedestrian	0	1	1	1	0	3	2.1%	0.60
Head-On	0	4	5	2	1	12	8.5%	2.40
Left-Turn	2	3	3	0	2	10	7.1%	2.00
Other Fixed Object	0	1	0	0	1	2	1.4%	0.40
Rear-End	7	7	12	3	15	44	31.2%	8.80
Sideswipe	3	1	5	3	0	12	8.5%	2.40
Unknown	4	0	0	0	0	4	2.8%	0.80
Grand Total	**24**	**31**	**39**	**16**	**31**	**141**	**100.0%**	**28.2**
Safety Ratio	0.673	0.883	1.017	0.464	0.837			
Confidence Level	82.32%	99.53%	99.98%	24.98%	98.61%			

A review of rear-end crashes revealed that approximately 32 percent, 25 percent, 20 percent, and 7 percent occurred on the southbound, northbound, eastbound, and westbound directions, respectively. The direction of the remaining 16 percent is not known or it may have been miscoded. A review of angle crashes revealed that approximately 15 percent involved vehicles traveling on the westbound and southbound approaches to the intersection; approximately 8 percent involved vehicles traveling on the eastbound and southbound approaches; and approximately 8 percent involved vehicles traveling on the eastbound and northbound approaches. In addition, approximately 15 percent of the angle crashes involved vehicles traveling southbound on SR 9/SW 27th Avenue, 15 percent traveling eastbound on SR 90; and approximately 4 percent traveling only on northbound SR 9/SW 27th Avenue. These crashes may have miscoded as angle crashes and they may correspond to sideswipe crashes. The remaining percentage of the angle crashes appears to have been left-turn crashes miscoded as angle crashes.

2.1.1.2 Intersection of Eastbound SR 90 and SW 24th Avenue

The intersection of eastbound SR 90 and SW 24th Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-10. Table 2-3 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence levels for each of the five years. The predominant types of crashes were angle (20.4%) and sideswipe (18.5%) crashes. Also, the crash data indicate that approximately 8 (15%) crashes occurred during dark conditions and 4 (7%) occurred during wet pavement conditions. These percentages are lower than the state-wide and district-wide averages. There were three (3) crashes that involved a pedestrian at this intersection.

Two (2) crashes, within the five-year period, resulted in fatalities. One crash involved a pedestrian and the other crash was a collision with a fixed object.

A review of the angle crashes revealed that approximately 18 percent involved vehicles traveling on the eastbound and southbound approaches to the intersection. Additionally, approximately 73 percent of the angle crashes consist of vehicles traveling eastbound on SR 90, which indicates that these may have been miscoded as angle crashes and may correspond to sideswipe crashes. The remaining 9 percent of the angle crashes appears to have been left-turn crashes miscoded as angle crashes.

A review of sideswipe crashes revealed that approximately 90 percent occurred on the eastbound approach to the intersection.

Table 2-3: Five-Year Crash Summary for Eastbound SR 90 at SW 24th Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	1	4	1	2	0	8	14.8%	1.60
Angle	1	2	3	3	2	11	20.4%	2.20
Backed Into	0	0	1	0	0	1	1.9%	0.20
Coll. w/ MV on Other Roadway	1	0	2	0	3	6	11.1%	1.20
Coll. w/ Parked Car	0	0	0	1	0	1	1.9%	0.20
Coll. w/Utility Pole	0	1	0	0	0	1	1.9%	0.20
Coll. w/ Pedestrian	0	1	1	1	0	3	5.6%	0.60
Head-On	0	0	1	0	0	1	1.9%	0.20
Left-Turn	0	2	1	1	0	4	7.4%	0.80
Other Fixed Object	0	0	0	0	1	1	1.9%	0.20
Rear-End	0	0	2	2	2	6	11.1%	1.20
Right-Turn	0	0	0	1	0	1	1.9%	0.20
Sideswipe	1	4	5	0	0	10	18.5%	2.00
Grand Total	**4**	**14**	**17**	**11**	**8**	**54**	**100.0%**	**10.8**
Safety Ratio	0.228	0.781	0.811	0.600	0.434			
Confidence Level	11.61%	98.81%	99.08%	86.36%	51.39%			

2.1.1.3 Intersection of Eastbound SR 90 and SW 22nd Avenue

The intersection of eastbound SR 90 and SW 22nd Avenue is a signalized five-legged intersection. However, the fifth leg (i.e. SW 10th Street Road) runs in a northwest-southeast direction and serves as a right-turn-only onto eastbound SR 90/SW 8th Street. Additionally, it can only be access from the SW 22nd Avenue northbound approach; for existing intersection geometry, please refer to Section 3.3; Figure 3-10. Table 2-4 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence levels for each of the five years. The predominant types of crashes were rear-end (16.1%) and angle (14.9%) crashes. Approximately 32 (37%) and 11 (13%) crashes occurred during dark conditions and wet pavement conditions, respectively. The percentage of crashes occurring under dark conditions exceeds the state-wide and district-wide averages. Therefore, a detailed safety evaluation should be conducted at this intersection during the PD&E Study to determine possible contributing causes and countermeasures.

There was one (1) crash that involved a bicyclist at this intersection. One (1) crash within the five-year period resulted in a fatality. The crash is classified as "all other".

Since the percentage of crashes under dark conditions is higher than the state-wide value, the time-of-day was reviewed. Figure 2-2 shows that approximately 27 (31%) crashes occurred between 7:00 PM and 1:00 AM. Of these crashes, 7 (26%) occurred to careless driving. Additionally, there were two (2) crashes that involved a parked car.

Table 2-4: Five-Year Crash Summary for Eastbound SR 90 at SW 22nd Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	5	9	1	5	0	20	23.0%	4.00
Angle	2	3	3	1	4	13	14.9%	2.60
Backed Into	0	1	0	0	1	2	2.3%	0.40
Coll. w/ MV on Other Roadway	1	1	2	0	6	10	11.5%	2.00
Coll. w/ Parked Car	1	1	0	0	0	2	2.3%	0.40
Coll. w/Bicycle	0	0	0	0	1	1	1.1%	0.20
Head-On	1	2	4	2	0	9	10.3%	1.80
Left-Turn	1	1	2	1	2	7	8.0%	1.40
Rear-End	2	5	2	3	2	14	16.1%	2.80
Sideswipe	1	1	4	1	0	7	8.0%	1.40
Unknown	1	0	0	0	1	2	2.3%	0.40
Grand Total	**15**	**24**	**18**	**13**	**17**	**87**	**100.0%**	**17.4**
Safety Ratio	0.854	1.339	0.859	0.709	0.922			
Confidence Level	99.68%	99.99%	99.62%	96.32%	99.91%			

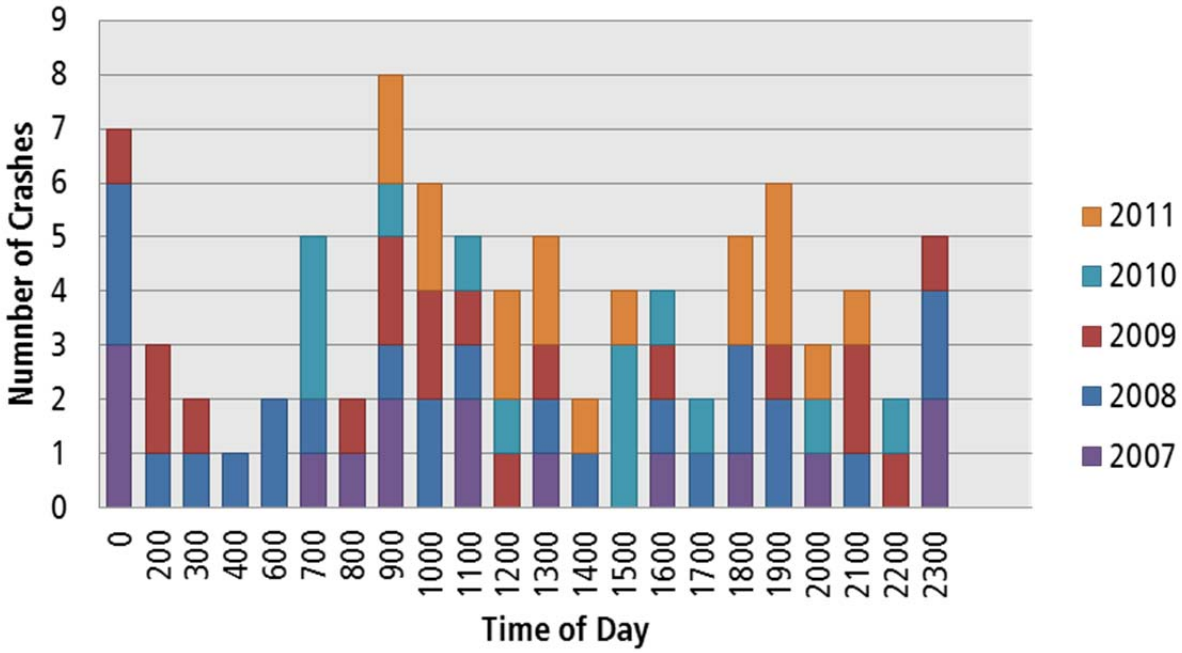


Figure 2-2: Number of Crashes by Time of Day for Eastbound SR 90 at SW 22nd Avenue

A review of the rear-end crashes revealed that approximately 50 percent and 29 percent occurred on the eastbound and northbound directions, respectively. The remaining rear-end crashes exhibit two different vehicle directions.

A review of the angle crashes revealed that approximately 23 percent involved vehicles traveling on the eastbound and southbound approaches to the intersection; and approximately 8 percent involved vehicles traveling on the eastbound and northbound approaches to the intersection. In addition, approximately 23 percent and 15 percent of the angle crashes involved vehicles traveling eastbound on SR 90 and southbound on SW 22nd Avenue, respectively, which indicates that these crashes may have been miscoded as angle crashes. The remaining 39 percent of the angle crashes appears to have been left-turn crashes miscoded as angle crashes.

2.1.1.4 Intersection of Eastbound SR 90 and SW 17th Avenue

The intersection of eastbound SR 90 and SW 17th Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-10. Table 2-5 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence level for each of the five years. The predominant types of crashes were rear-end (20.8%) and angle (17.9%) crashes. Approximately 35 (33%) crashes occurred during dark conditions and 15 (14%) occurred during wet pavement conditions. The percentage of crashes occurring during wet pavement conditions is higher than the state-wide average. Also, the percentage of crashes under dark conditions is higher than the district-wide average of 30 percent. A detailed safety evaluation should be conducted at this intersection during the PD&E Study to determine possible contributing causes and countermeasures. One (1) crash involved a bicyclist while four (4) involved a pedestrian. One of the pedestrian crashes resulted in a fatality.

Table 2-5: Five-Year Crash Summary for Eastbound SR 90 at SW 17th Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	8	7	4	2	1	22	20.8%	4.40
Angle	2	4	5	2	6	19	17.9%	3.80
Backed Into	0	1	1	0	0	2	1.9%	0.40
Coll. w/ MV on Other Roadway	0	0	2	1	6	9	8.5%	1.80
Coll. w/ Parked Car	1	1	1	0	0	3	2.8%	0.60
Coll. w/Bicycle	0	0	1	0	0	1	0.9%	0.20
Coll. w/Moped	0	0	1	0	0	1	0.9%	0.20
Coll. w/ Pedestrian	2	1	0	0	1	4	3.8%	0.80
Head-On	1	1	2	1	0	5	4.7%	1.00
Left-Turn	0	1	3	2	0	6	5.7%	1.20
Rear-End	5	3	3	4	7	22	20.8%	4.40
Right-Turn	1	0	1	0	0	2	1.9%	0.40
Sideswipe	2	2	3	2	0	9	8.5%	1.80
Unknown	0	0	0	0	1	1	0.9%	0.20
Grand Total	**22**	**21**	**27**	**14**	**22**	**106**	**100.0%**	**21.2**
Safety Ratio	1.252	1.172	1.289	0.666	1.151			
Confidence Level	99.99%	99.99%	99.99%	91.81%	99.99%			

A review of the rear-end crashes revealed that approximately 73 percent, 14 percent, and 9 percent occurred on the eastbound, northbound, and southbound approaches to the intersection, respectively. The remaining percentage of the rear-end crashes shows unknown vehicle directions. A review of the angle crashes revealed that approximately 26 percent involved vehicles traveling on the eastbound and southbound approaches to the intersection; and approximately 16 percent involved vehicles traveling on the eastbound and northbound approaches to the intersection. Additionally, approximately 23 percent of the angle crashes consist of vehicles traveling in the eastbound direction, which indicates that these crashes may have been miscoded as angle crashes and correspond to sideswipe crashes. The remaining 35 percent of the angle crashes appears to have been left-turn crashes miscoded as angle crashes.

2.1.1.5 Intersection of Eastbound SR 90 and SR 933/SW 12th Avenue

The intersection of eastbound SR 90 and SR 933/SW 12th Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-10. Table 2-6 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence level for each of the five years. The predominant types of crashes were angle (36.8%) and rear-end (19.7%) crashes. There were three (3) crashes that involved a pedestrian at this intersection. Approximately 39 (51%) crashes occurred during dark conditions and 4 (5%) occurred during wet pavement conditions. Since the percentage of crashes occurring during dark conditions is higher than the district-wide average, a detailed safety evaluation should be conducted at this intersection during the PD&E Study to determine possible contributing causes and countermeasures.

A review of the rear-end crashes revealed that approximately 80 percent and 7 percent occurred on the eastbound and southbound approaches to the intersection, respectively. The remaining 13 percent exhibits two different vehicle directions.

A review of the angle crashes revealed that approximately 50 percent involved vehicles traveling on the eastbound and southbound approaches to the intersection; and approximately 25 percent involved vehicles traveling on the eastbound and northbound approaches to the intersection. Approximately 14 percent of the angle crashes involved vehicles traveling eastbound on SR 90, which indicates that these crashes may have been miscoded and correspond to sideswipe crashes. The remaining 11 percent of the angle crashes appears to have been left-turn crashes miscoded as angle. Since a high percentage of crashes occurred during dark conditions, the time of the day was reviewed. Figure 2-3 shows that 42 (55%) crashes occurred at the intersection between 10:00 PM and 5:00 AM. All the crashes during this timeframes were attributed to “all other” or “unknown causes”.

Table 2-6: Five-Year Crash Summary for Eastbound SR 90 at SR 933/SW 12th Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	1	0	1	6	0	8	10.5%	1.60
Angle	2	4	6	12	4	28	36.8%	5.60
Backed Into	0	2	0	0	0	2	2.6%	0.40
Coll. w/ MV on Other Roadway	0	0	1	2	1	4	5.3%	0.80
Coll. w/ Parked Car	0	0	0	0	1	1	1.3%	0.20
Coll. w/ Pedestrian	1	0	0	1	1	3	3.9%	0.60
Head-On	2	1	2	1	0	6	7.9%	1.20
Left-Turn	0	0	0	1	0	1	1.3%	0.20
Rear-End	2	1	5	1	6	15	19.7%	3.00
Sideswipe	1	0	1	3	0	5	6.6%	1.00
Tree/Shrubbery	0	0	1	1	0	2	2.6%	0.40
Unknown	0	1	0	0	0	1	1.3%	0.20
Grand Total	**9**	**9**	**17**	**28**	**13**	**76**	**100.0%**	**15.2**
Safety Ratio	0.402	0.398	0.643	1.107	0.539			
Confidence Level	32.70%	31.21%	84.46%	99.99%	65.12%			

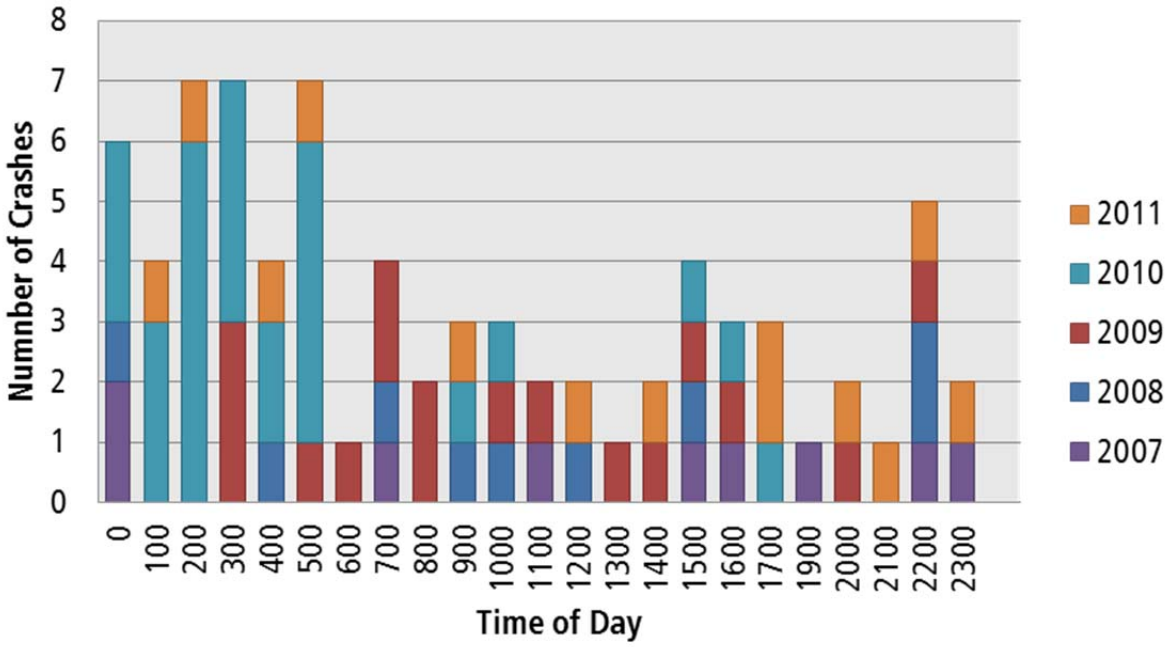


Figure 2-3: Number of Crashes by Time of Day for Eastbound SR 90 at SR 933/SW 12th Avenue

2.1.1.6 Intersection of Eastbound SR 90 and SW 4th Avenue/Southbound I-95 On-Ramp

The intersection of eastbound SR 90 and SW 4th Avenue/southbound I-95 on-ramp is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-10. Table 2-7 presents a summary of the crashes that occurred at this intersection from 2007 to 2011 as well as the confidence level for each of the five years. The predominant types of crashes were angle (31.8%), sideswipe (14.6%), and left-turn (11.8%) crashes. Approximately 111 (31%) and 19 (5%) crashes occurred during dark and wet pavement conditions, respectively. Since the percentage of crashes occurring during dark conditions is higher than the district-wide average, a detailed safety evaluation should be conducted at this intersection during the PD&E Study to determine possible contributing causes and countermeasures. Two (2) crashes involved pedestrians and two (2) involved bicyclists. Additionally one (1) "All Other" crash resulted in a fatality.

Table 2-7: Five-Year Crash Summary for Eastbound SR 90 at SW 4th Avenue/Southbound I-95 On-Ramp

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	14	9	9	18	0	50	14.1%	10.00
Angle	17	33	25	15	23	113	31.8%	22.60
Backed Into	0	0	0	0	1	1	0.3%	0.20
Barrier Wall	0	0	1	0	0	1	0.3%	0.20
Coll. w/ MV on Other Roadway	2	0	3	2	26	33	9.3%	6.60
Coll. w/ Parked Car	1	0	0	0	0	1	0.3%	0.20
Coll. w/Bicycle	0	0	1	1	0	2	0.6%	0.40
Coll. w/Utility Pole	0	1	0	0	0	1	0.3%	0.20
Coll. w/ Pedestrian	2	0	0	0	0	2	0.6%	0.40
Head-On	3	4	9	1	1	18	5.1%	3.60
Hit Fence	0	0	0	1	0	1	0.3%	0.20
Hit Guardrail	0	0	1	0	0	1	0.3%	0.20
Left-Turn	3	4	8	11	16	42	11.8%	8.40
Rear-End	6	7	6	2	8	29	8.2%	5.80
Right-Turn	2	1	1	0	1	5	1.4%	1.00
Sideswipe	7	19	15	11	0	52	14.6%	10.40
Unknown	0	0	0	0	3	3	0.8%	0.60
Grand Total	**57**	**78**	**79**	**62**	**79**	**355**	**100.0%**	**71.0**
Safety Ratio	3.126	4.128	3.639	2.623	3.805			
Confidence Level	99.99%	99.99%	99.99%	99.99%	99.99%			

A review of the angle crashes revealed that approximately 24 percent involved vehicles traveling on the eastbound and southbound approaches to the intersection. Additionally, approximately 53 percent of the angle crashes consist of vehicles traveling only in the southbound direction; and approximately 12 percent consist of vehicles traveling in the eastbound direction. These crashes are likely sideswipes that were miscoded as angle crashes. These crashes are consistent with the findings from previous traffic safety and operations studies performed at the intersection and are related to the lane usage at the intersection. The remaining 11 percent of the angle crashes show vehicle directions that are not part of this intersection (e.g., northbound and westbound).

A review of the sideswipe crashes revealed that approximately 50 percent and 38 percent of these crashes occurred in the southbound and eastbound directions, respectively. The remaining 12 percent of the sideswipe crashes involved vehicles traveling on the eastbound and southbound approaches to the intersection, which are related to the lane usage at the intersection.

A review of left-turn crashes revealed that approximately 12 percent involved vehicles traveling on the eastbound and southbound approaches to the intersection. Additionally, approximately 59 percent of the angle crashes consist of vehicles traveling in the southbound direction; and approximately 24 percent consist of vehicles traveling in the eastbound direction. These crashes may have been miscoded as left-turn crashes and may correspond to sideswipe crashes related to the lane usage. The remaining percentage of the left-turn crashes show vehicle directions that are not part of this intersection, such as northbound and westbound.

2.1.1.7 Intersection of Eastbound SR 90 and SW 2nd Avenue

The intersection of eastbound SR 90 and SW 2nd Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-10. Table 2-8 presents a summary of the crashes and confidence levels at this intersection from 2007 to 2011. The predominant types of crashes were rear-end (24.7%) and angle (18.2%) crashes. Also, the crash data indicate that approximately 23 (30%) crashes occurred during dark conditions and 7 (9%) occurred during wet pavement conditions. The percentage of crashes occurring during dark and wet pavement conditions is equal to or lower than both, state-wide and district-wide averages. There was one (1) crash that involved a pedestrian at this intersection.

A review of the rear-end crashes revealed that approximately 58 percent, 21 percent, and 16 percent occurred on the eastbound, northbound, and southbound approaches to the intersection, respectively. The remaining percentage of rear-end crashes shows unknown vehicle directions.

A review of the angle crashes revealed that approximately 29 percent involved vehicles traveling on the eastbound and southbound approaches to the intersection; and approximately 14 percent involved vehicles traveling on the eastbound and northbound approaches to the intersection. Approximately 21 percent of the angle crashes involved vehicles traveling in the eastbound direction and these may have been miscoded as angle crashes. The remaining percentage of the angle crashes appears to have been left-turn crashes which were miscoded as angle crashes.

Table 2-8: Five-Year Crash Summary for Eastbound SR 90 at SW 2nd Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	4	2	1	2	0	9	11.7%	1.80
Angle	3	6	1	1	3	14	18.2%	2.80
Coll. w/ MV on Other Roadway	0	1	1	0	6	8	10.4%	1.60
Coll. w/ Parked Car	0	0	1	1	0	2	2.6%	0.40
Coll. w/ Pedestrian	0	1	0	0	0	1	1.3%	0.20
Head-On	1	1	1	0	1	4	5.2%	0.80
Left-Turn	1	2	1	2	1	7	9.1%	1.40
Rear-End	3	3	6	3	4	19	24.7%	3.80
Sideswipe	6	2	4	1	0	13	16.9%	2.60
Grand Total	**18**	**18**	**16**	**10**	**15**	**77**	**100.0%**	**15.4**
Safety Ratio	1.383	1.406	1.037	0.865	1.109			
Confidence Level	99.99%	99.99%	99.99%	99.87%	99.99%			

2.1.1.8 Intersection of Eastbound SR 90 and SR 5/Brickell Avenue

The intersection of eastbound SR 90 and SR 5/Brickell Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-10. Table 2-9 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence levels for each of the five years. The predominant types of crashes were rear-end (30.3%), sideswipe (15.7%), and angle (12.4%) crashes. Also, the crash data indicate that approximately 27 (30%) crashes occurred during dark conditions and 8 (9%) occurred during wet pavement conditions. The percentage of crashes occurring during dark conditions is equal to the district-wide average. There were two (2) crashes that involved a pedestrian at this intersection.

Table 2-9: Five-Year Crash Summary for Eastbound SR 90 at SR 5/Brickell Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	1	1	8	3	1	14	15.7%	2.80
Angle	3	3	0	1	4	11	12.4%	2.20
Backed Into	0	0	1	0	0	1	1.1%	0.20
Coll. w/ MV on Other Roadway	0	0	0	0	3	3	3.4%	0.60
Coll. w/ Pedestrian	1	0	0	0	1	2	2.2%	0.40
Head-On	0	3	0	2	0	5	5.6%	1.00
Left-Turn	3	2	1	1	0	7	7.9%	1.40
Rear-End	4	3	7	6	7	27	30.3%	5.40
Right-Turn	1	1	0	0	1	3	3.4%	0.60
Sideswipe	2	2	7	3	0	14	15.7%	2.80
Unknown	0	1	0	0	1	2	2.2%	0.40
Grand Total	**15**	**16**	**24**	**16**	**18**	**89**	**100.0%**	**17.8**
Safety Ratio	0.621	0.684	0.909	0.663	0.765			
Confidence Level	83.07%	92.25%	99.82%	89.35%	97.54%			

A review of rear-end crashes revealed that approximately 30 percent, 30 percent, 22 percent, and 7 percent occurred in the southbound, westbound, northbound, and eastbound directions, respectively. The remaining 11 percent of the rear-end crashes have different vehicle directions. A review of the sideswipe crashes revealed that approximately 43 percent, 36 percent, and 21 percent occurred in the eastbound, northbound, and southbound directions, respectively. A review of the angle crashes revealed that approximately 18 percent involved vehicles traveling on the eastbound and southbound approaches to the intersection; and approximately 9 percent involved vehicles traveling on the eastbound and northbound approaches to the intersection. Approximately 36 percent and 9 percent of the angle crashes involved vehicles traveling in the eastbound and westbound directions, respectively. These 45 percent of the crashes may have been miscoded as angle. The remaining percentage of the angle crashes appears to have been left-turn and right-turn crashes miscoded as angle crashes.

2.1.2 Summary of Predominant Crashes along of Eastbound SR 90 by Intersection

Table 2-10 presents a summary of predominant crash types with probable causes and possible counter measures.

Table 2-10: Eastbound SR 90/SW 8th Street Summary of Predominant Intersection Crashes

SW 8th ST			
Intersections	**Predominant Crash Type**	**Probable Causes**	**Counter Measures**
SR 9/SW 27th Ave.	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
SW 24th Ave.	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
	Sideswipe	Inadequate pavement markings	Install or refurnish center lines, lane lines and pavement edge lines
SW 22nd Ave.	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
	Angle	Restricted sight distance Excessive speed on approaches	Remove sight obstructions Increase amber phase
SW 17th Ave.	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
SW 12th Ave.	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
SW 4th Ave.	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
	Sideswipe	Inadequate pavement markings	Install or refurnish center lines, lane lines and pavement edge lines
	Left-turn	Large volume of left-turns	Provide turning guidelines (if there is a dual left-turn lane)
SW 2nd Ave.	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
SR 5/Brickell Ave.	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
	Sideswipe	Inadequate pavement markings	Install or refurnish center lines, lane lines and pavement edge lines
	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase

2.1.3 Westbound SR 90/SW 7th Street

The five-year crash data (2007-2011) along SR 90 from SR 5/Brickell Avenue to SR 9/SW 27th Avenue were provided by the FDOT. A total of 1,170 crashes were documented along the study roadway segment (MP 0.000 to MP 2.998) during the referenced five-year period with 227 crashes in 2007, 207 crashes in 2008, 294 crashes in 2009, 201 crashes in 2010, and 241 crashes in 2011. The predominant types of crashes were angle (27.9%), rear-end (17.5%), and sideswipe (10.4%). Table 2-11 presents a summary of the crashes that occurred within the study segment of westbound SR 90 from 2007 to 2011. Crash summary tables are included in Appendix A.

Table 2-11: Five-Year Crash Summary for Westbound SR 90 from SR 5/Brickell Avenue to SR 9/SW 27th Avenue

Westbound SR 90 from SR 5/Brickell Avenue to SR 9/SW 27th Avenue		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	% of Total
		Year							
		2007	2008	2009	2010	2011			
Crash Type	Rear End	26	30	65	23	61	205	41.00	17.5%
	Head On	10	11	22	15	4	62	12.40	5.3%
	Angle	48	62	84	63	70	327	65.40	27.9%
	Left Turn	13	17	15	6	19	70	14.00	6.0%
	Right Turn	4	4	4	2	5	19	3.80	1.6%
	Sideswipe	33	27	29	33	0	122	24.40	10.4%
	Backed Into	3	6	5	5	2	21	4.20	1.8%
	Coll. w/ Parked Car	3	0	2	2	4	11	2.20	0.9%
	Coll. w/ Pedestrian	9	6	3	5	6	29	5.80	2.5%
	Coll. w/ Bicycle	0	2	1	1	0	4	0.80	0.3%
	Fixed Object	4	5	3	5	4	21	4.20	1.8%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	0	0	0	1	1	0.20	0.1%
	Other	74	37	61	41	65	278	55.60	23.8%
	Total Crashes	**227**	**207**	**294**	**201**	**241**	**1,170**	**234.00**	**100.0%**

Based on crash severity, approximately 21 percent of the crashes resulted in an injury and approximately 79 percent of the crashes were property damage only crashes. There were five (5) fatal crashes reported during the five-year period: three (3) crashes involved a pedestrian, one (1) rear-end crash, and one (1) crash involved a parked car. The number of crashes that occurred under dark conditions and wet pavement conditions were 374 (32%) and 94 (8%), respectively, which are lower than the state-wide values. However, the percentage of crashes occurring during dark conditions is higher than the district-wide average. There were 29 (twenty-nine) crashes that involved pedestrians and four (4) crashes involved bicyclists during the five-year period.

Among the contributing causes documented in the crash data, careless driving (21.2%) and failed to yield right-of-way (12.6%) were among the highest. Figure 2-4 depicts the number of crashes

that occurred during the five-year period along the study segment of westbound SR 90. The histogram shows that a high concentration of crashes occurred at ten (10) intersections:

- SR 5/Brickell Avenue
- South Miami Avenue
- SW 2nd Avenue
- SW 3rd Avenue
- SW 4th Avenue/southbound I-95 off-ramp
- SR 7/SW 8th Avenue
- SR 933/SW 12th Avenue
- SW 17th Avenue
- SW 22nd Avenue
- Beacom Boulevard

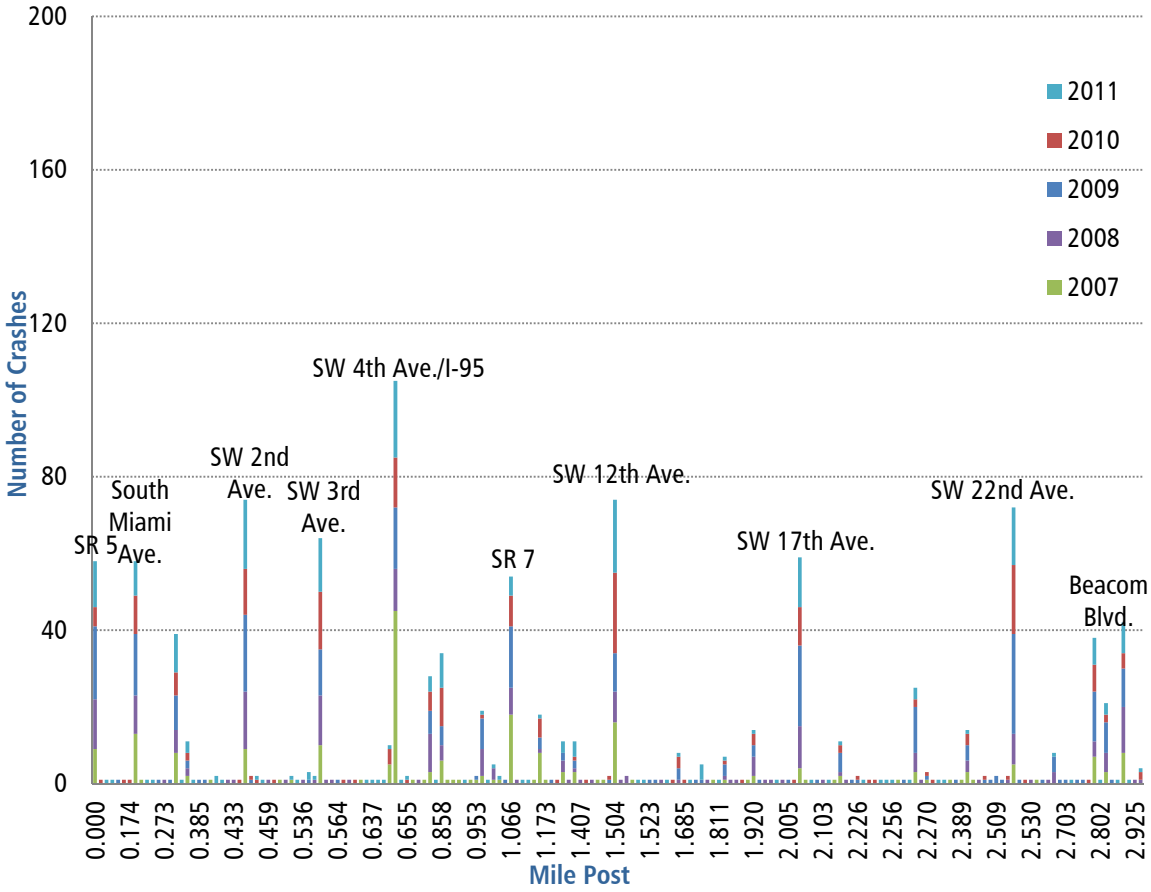


Figure 2-4: Frequency of Crashes along Westbound SR 90 Study Segment from 2007 to 2011

A more detailed crash data analysis of the aforementioned ten (10) intersections is presented below. Expected Value Analyses were not performed at these intersections because the geometry of the intersections is not considered in the Expected Value Analysis Report.

2.1.3.1 Intersection of Westbound SR 90 and SR 5/Brickell Avenue

The intersection of westbound SR 90 and SR 5/Brickell Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-11. Table 2-12 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence levels for the intersection for each of the five years. The predominant types of crashes were rear-end (27.4%) and angle (19.4%) crashes. Approximately 22 (35%) and 6 (10%) crashes occurred during dark and wet pavement conditions, respectively. Since the percentage of crashes occurring during dark conditions is higher than the district-wide average, a detailed safety evaluation should be conducted at this intersection during the PD&E Study to determine possible contributing causes and countermeasures. There were two (2) crashes that involved a pedestrian at this intersection.

Table 2-12: Five-Year Crash Summary for Westbound SR 90 at SR 5/Brickell Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	1	3	2	2		8	12.9%	1.60
Angle	3	2	5	0	2	12	19.4%	2.40
Backed Into	2	1	0	0	0	3	4.8%	0.60
Coll. w/ MV on Other Roadway	0	0	0	0	8	8	12.9%	1.60
Coll. w/ Pedestrian	1	0	1	0	0	2	3.2%	0.40
Const. Barricade/sign	0	0	1	0	0	1	1.6%	0.20
Hit Fence	0	1	0	0	0	1	1.6%	0.20
Left-Turn	0	2	1	1	0	4	6.5%	0.80
Rear-End	1	3	8	1	4	17	27.4%	3.40
Right-Turn	0	0	1	0	0	1	1.6%	0.20
Sideswipe	1	1	1	2	0	5	8.1%	1.00
Grand Total	**9**	**13**	**20**	**6**	**14**	**62**	**100.0%**	**12.4**
Safety Ratio	0.487	0.694	0.918	0.276	0.582			
Confidence Level	64.46%	95.28%	99.88%	10.69%	75.43%			

A review of the rear-end crashes revealed that approximately 41 percent and 47 percent occurred on the northbound and southbound approaches to the intersection, respectively. The other 12 percent of the rear-end crashes occurred on the westbound departure of the intersection.

A review of the angle crashes revealed that approximately 25 percent involved vehicles traveling on the westbound and southbound approaches to the intersection. Approximately 17 percent of the angle crashes involved vehicles traveling northbound and southbound on SR 5, which may indicate that these crashes were miscoded and may correspond to left-turn crashes. Also, 33 percent of the angle crashes involved vehicles traveling in the northbound direction which may have been miscoded and may correspond to sideswipe crashes.

2.1.3.2 Intersection of Westbound SR 90 and South Miami Avenue

The intersection of westbound SR 90 and South Miami Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-11. Table 2-13 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence levels for each of the five years. The predominant type of crash was angle (46.9%). Approximately 11 (17%) and 4 (6%) crashes occurred during dark and wet pavement conditions, respectively. These percentages are lower than state-wide and district-wide averages.

A review of the angle crashes revealed that approximately 63 percent involved vehicles traveling on the westbound and northbound approaches to the intersection. Approximately 20 percent and 13 percent of the angle crashes involved vehicles traveling in the northbound and westbound directions, respectively, which indicates that these crashes may have been miscoded and correspond to sideswipe crashes.

Table 2-13: Five-Year Crash Summary for Westbound SR 90 at S. Miami Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	4	0	2	2	0	8	12.5%	1.60
Angle	5	6	9	4	6	30	46.9%	6.00
Backed Into	0	0	0	0	1	1	1.6%	0.20
Barrier Wall	0	1	0	0	0	1	1.6%	0.20
Coll. w/ MV on Other Roadway	2	0	1	1	2	6	9.4%	1.20
Head-On	0	2	1	1	0	4	6.3%	0.80
Hit Fence	0	1	0	0	0	1	1.6%	0.20
Left-Turn	1	0	0	0	1	2	3.1%	0.40
Rear-End	1	0	1	1	1	4	6.3%	0.80
Sideswipe	0	0	3	2	0	5	7.8%	1.00
Unknown	1	0	0	1	0	2	3.1%	0.40
Grand Total	**14**	**10**	**17**	**12**	**11**	**64**	**100.0%**	**12.8**
Safety Ratio	1.019	0.804	1.165	0.980	0.792			
Confidence Level	99.99%	99.57%	99.99%	99.98%	99.36%			

2.1.3.3 Intersection of Westbound SR 90 and SW 2nd Avenue

The intersection of SR 90 and SW 2nd Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-11. Table 2-14 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence levels for the intersection for each of the five years. The predominant types of crashes were angle (30.0%) and rear-end (24.4%) crashes. There were two (2) crashes that involved a bicyclist at this intersection.

A review of the rear-end crashes revealed that approximately 74 percent, 13 percent, and 13 percent occurred on the westbound, northbound, and southbound approaches to the intersection, respectively.

A review of the angle crashes revealed that approximately 63 percent involved vehicles traveling on the westbound and northbound approaches to the intersection; and approximately 7 percent involved vehicles traveling on the westbound and southbound approaches to the intersection. Approximately 15 percent of the angle crashes involved vehicles traveling in the westbound direction; and approximately 7 percent involved vehicles traveling in the northbound direction which indicates that these crashes may have been miscoded and correspond to sideswipe crashes.

Table 2-14: Five-Year Crash Summary for Westbound SR 90 at SW 2nd Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	2	1	0	1	0	4	4.4%	0.80
Angle	2	3	9	8	5	27	30.0%	5.40
Backed Into	0	1	1	0	1	3	3.3%	0.60
Coll. w/ MV on Other Roadway	0	1	1	1	7	10	11.1%	2.00
Coll. w/Bicycle	0	1	0	1		2	2.2%	0.40
Head-On	1	1	0	1	1	4	4.4%	0.80
Left-Turn	1	4	0	0	2	7	7.8%	1.40
Rear-End	3	4	9	1	6	23	25.6%	4.60
Right-Turn	0	0	0	0	1	1	1.1%	0.20
Sideswipe	1	2	3	3	0	9	10.0%	1.80
Grand Total	**10**	**18**	**23**	**16**	**23**	**90**	**100.0%**	**18.0**
Safety Ratio	0.728	1.447	1.576	1.306	1.656			
Confidence Level	98.31%	99.99%	99.99%	99.99%	99.99%			

Approximately 42 (47%) crashes occurred during dark conditions and 5 (6%) crashes occurred during wet pavement conditions. The percentage of crashes under dark conditions exceeds the state-wide average value of 34 percent as well as the district-wide average of 30 percent. Therefore, a detailed safety evaluation should be conducted at this intersection during the PD&E Study to determine possible contributing causes and countermeasures.

Figure 2-5 shows that 16 (18%) crashes and 18 (20%) occurred between 7:00 PM and 10:00 PM and 2:00 AM and 5:00 AM. Of these crashes, 6 (18%) were due to "careless driving", 5 (15%) were due to "disregarded traffic signal", and 7 (21%) due to "failed to yield right of way".

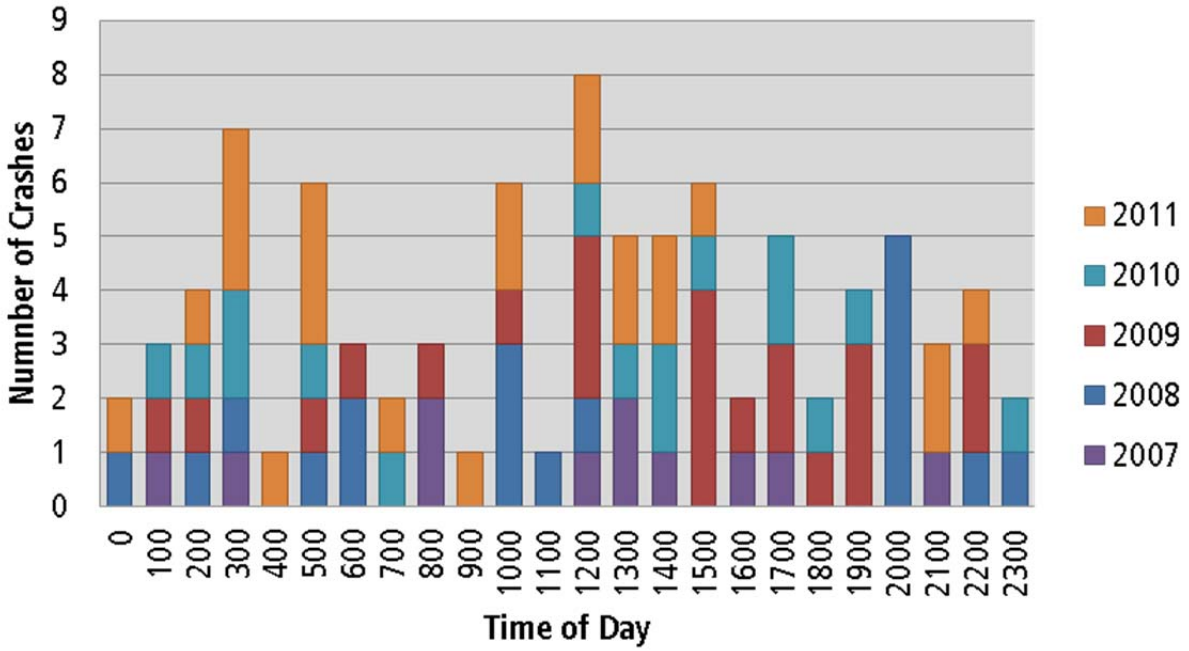


Figure 2-5: Number of Crashes by Time of Day for Westbound SR 90 at SW 2nd Avenue

2.1.3.4 Intersection of Westbound SR 90 and SW 3rd Avenue

The intersection of SR 90 and SW 3rd Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-11. Table 2-15 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence levels for the intersection for each of the five years. The predominant types of crashes were rear-end (20.5%), angle (16.7%), and sideswipe (16.7%) crashes. Also, the crash data indicate that approximately 30 (38%) crashes occurred during dark conditions and 8 (10%) occurred during wet pavement conditions. Since the percentage of crashes occurring during dark conditions is higher than the district-wide average, a detailed safety evaluation should be conducted at this intersection during the PD&E Study to determine possible contributing causes and countermeasures. There were two (2) crashes that involved a pedestrian and one (1) that involved a bicyclist.

Table 2-15: Five-Year Crash Summary for Westbound SR 90 at SW 3rd Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	1	3	2	4	0	10	12.8%	2.00
Angle	3	3	2	3	2	13	16.7%	2.60
Backed Into	0	1	0	0	0	1	1.3%	0.20
Coll. w/ MV on Other Roadway	1	2	0	1	6	10	12.8%	2.00
Coll. w/ Parked Car	0	0	0	0	1	1	1.3%	0.20
Coll. w/Bicycle	0	1	0	0	0	1	1.3%	0.20
Coll. w/Utility Pole	0	0	0	1	0	1	1.3%	0.20
Coll. w/ Pedestrian	2	0	0	0	0	2	2.6%	0.40
Head-On	0	1	2	1	1	5	6.4%	1.00
Left-Turn	0	1	1	0	2	4	5.1%	0.80
Rear-End	2	2	5	1	6	16	20.5%	3.20
Right-Turn	0	0	0	0	1	1	1.3%	0.20
Sideswipe	3	4	2	4	0	13	16.7%	2.60
Grand Total	**12**	**18**	**14**	**15**	**19**	**78**	**100.0%**	**15.6**
Safety Ratio	0.873	1.447	0.959	1.225	1.368			
Confidence Level	99.85%	99.99%	99.97%	99.99%	99.99%			

A review of rear-end crashes revealed that approximately 69 percent, 13 percent, and 6 percent occurred on the westbound, southbound, and northbound directions of the intersection, respectively. The remaining percentage of angle crashes involves vehicle direction not compatible with this intersection, such as eastbound. A review of sideswipe crashes revealed that approximately 69 percent and 23 percent occurred on the westbound and northbound directions, respectively. Vehicle direction for the remaining sideswipe crashes percentage is unknown. A review of angle crashes revealed that approximately 38 percent involved vehicles traveling on the westbound and northbound approaches, and approximately 30 percent involved vehicles traveling on the westbound and southbound approaches. Additionally, approximately 8 percent involved vehicles traveling only on the westbound direction and 8 percent involved vehicles traveling only on the northbound direction. These may have been sideswipes miscoded as angle.

2.1.3.5 Intersection of Westbound SR 90 and SW 4th Avenue/Southbound I-95 Off-ramp

The intersection of SR 90 and SW 4th Avenue/southbound I-95 off-ramp is a signalized five-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-11. Table 2-16 presents a summary of the crashes that occurred from 2007 to 2011 at this intersection and the intersection's confidence levels for each of the five years. The predominant types of crashes were angle (25.2%), rear-end (20.5%), and sideswipe (12.6%) crashes. Approximately 32 (25%) and 9 (7%) crashes occurred during dark and wet pavement conditions, respectively. These averages are lower than the state-wide and district-wide averages. There was one (1) fatal crash that involved a pedestrian.

Table 2-16: Five-Year Crash Summary for Westbound SR 90 at SW 4th Avenue/Southbound I-95 Off-Ramp

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	13	2	0	3	0	18	14.2%	3.60
Angle	13	2	5	7	5	32	25.2%	6.40
Barrier Wall	0	0	0	0	1	1	0.8%	0.20
Coll. w/ MV on Other Roadway	3	0	2	1	6	12	9.4%	2.40
Coll. w/ Pedestrian	1	0	0	0	0	1	0.8%	0.20
Head-On	1	2	1	0	0	4	3.1%	0.80
Hit Fence	0	0	0	1	0	1	0.8%	0.20
Left-Turn	4	1	0	0	4	9	7.1%	1.80
Rear-End	6	2	5	4	9	26	20.5%	5.20
Right-Turn	2	1	0	1	2	6	4.7%	1.20
Sideswipe	9	2	3	2	0	16	12.6%	3.20
Unknown	0	0	0	1	0	1	0.8%	0.20
Grand Total	**52**	**12**	**16**	**20**	**27**	**127**	**100.0%**	**25.4**
Safety Ratio	5.571	0.738	1.582	1.628	1.722			
Confidence Level	99.99%	98.02%	99.99%	99.99%	99.99%			

A review of the rear-end crashes revealed that approximately 54 percent and 38 percent of the crashes occurred on the westbound and southbound approaches to the intersection, respectively. The remaining percentage of the rear-end crashes does not show the direction of the involved vehicles.

A review of the sideswipe crashes revealed that approximately 50 percent and 31 percent occurred on the southbound and westbound approaches to the intersection, respectively.

A review of the angle crashes revealed that approximately 22 percent involved vehicles traveling on the westbound and southbound approaches to the intersection. In addition, approximately 62 percent of the angle crashes involved vehicles traveling in the westbound direction; and approximately 16 percent of the angle crashes involved vehicles traveling in the southbound direction. These percentages indicate that these crashes may have been miscoded as angle and may be sideswipe crashes.

2.1.3.6 Intersection of Westbound SR 90 and SR 7/SW 8th Avenue

The intersection of SR 90 and SR 7/SW 8th Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-11. Table 2-17 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence levels for the intersection for each of the five years. The predominant types of crashes were angle (18.5%) and rear-end (13.8%) crashes. There were three (3) crashes that involved a pedestrian at this intersection.

Table 2-17: Five-Year Crash Summary for Westbound SR 90 at SR 7/SW 8th Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	8	1	5	0	0	14	21.5%	2.80
Angle	4	2	2	2	2	12	18.5%	2.40
Coll. w/ MV on Other Roadway	0	0	3	0	3	6	9.2%	1.20
Coll. w/ Pedestrian	0	1	0	1	1	3	4.6%	0.60
Head-On	1	2	1	1	0	5	7.7%	1.00
Hit Fence	1	0	0	1	1	3	4.6%	0.60
Left-Turn	2	2	1	2	0	7	10.8%	1.40
Rear-End	3	2	2	0	2	9	13.8%	1.80
Sideswipe	0	1	2	1	0	4	6.2%	0.80
Unknown	1	0	1	0	0	2	3.1%	0.40
Grand Total	**20**	**11**	**17**	**8**	**9**	**65**	**100.0%**	**13.0**
Safety Ratio	1.245	0.535	0.842	0.429	0.419			
Confidence Level	99.99%	71.02%	99.50%	49.61%	39.23%			

Approximately 25 (38%) crashes occurred during dark conditions and 7 (11%) occurred during wet pavement conditions. Since the percentage of dark crashes is higher than the state-wide and district-wide values, a detailed safety evaluation should be conducted at this intersection during the PD&E Study to determine possible contributing causes and countermeasures. Figure 2-6 shows that 21 (32%) crashes occurred during the early morning hours (i.e., between 12:00 AM and 5:00 AM). The main contributing cause of crashes between 12:00 AM and 5:00 AM was "disregarded traffic signal" which resulted in 6 (29%) crashes.

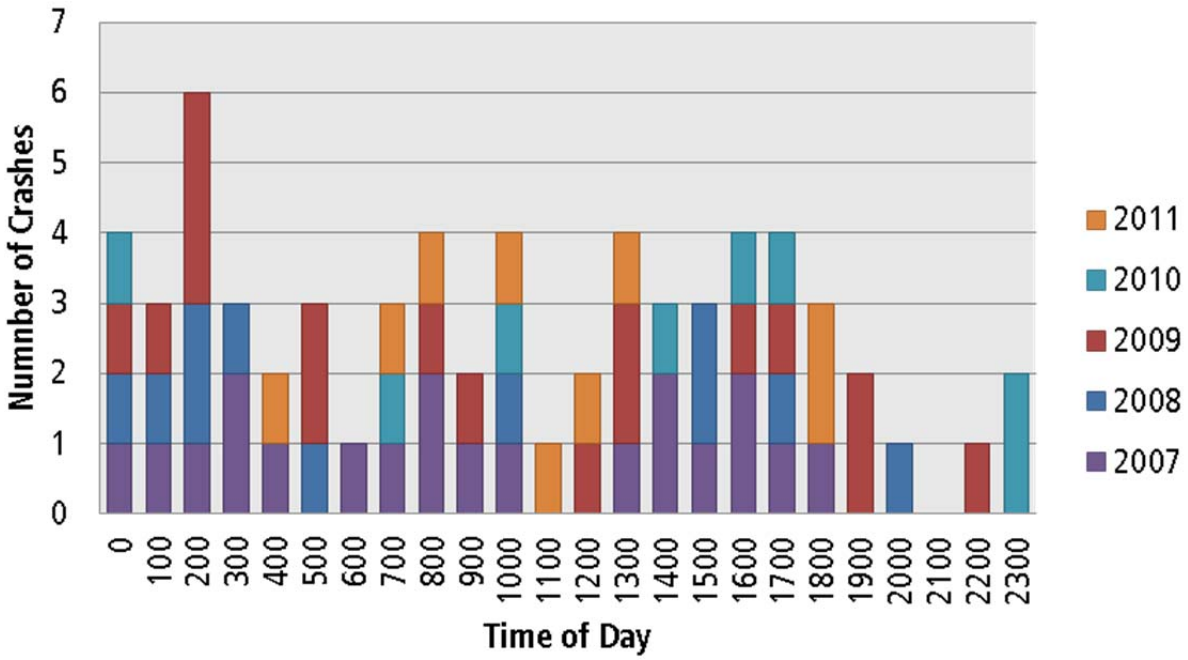


Figure 2-6: Number of Crashes by Time of Day for Westbound SR 90 at SR 7/SW 8th Avenue

A review of the rear-end crashes revealed that approximately 78 percent, 11 percent, and 11 percent of the crashes occurred on the westbound, northbound, and southbound approaches to the intersection, respectively.

A review of the angle crashes revealed that approximately 50 percent involved vehicles traveling on the westbound and southbound approaches to the intersection; and approximately 8 percent involved vehicles traveling on the westbound and northbound approaches to the intersection. The remaining percentage of the angle crashes appears to correspond to crashes that may have been miscoded and correspond to sideswipes crashes.

2.1.3.7 Intersection of Westbound SR 90 and SR 933/SW 12th Avenue

The intersection of SR 90 and SR 933/SW 12th Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-11. Table 2-18 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence levels for the intersection for each of the five years. The predominant types of crashes were angle (25.6%) and rear-end (13.8%) crashes. There were three (3) crashes that involved a pedestrian at this intersection. Approximately 42 (49%) and 9 (10%) crashes occurred during dark and wet pavement conditions, respectively. Since the percentage of crashes occurring during dark conditions is higher than the district-wide average, a detailed safety evaluation should be conducted at this intersection during the PD&E Study to determine possible contributing causes and countermeasures.

Table 2-18: Five-Year Crash Summary for Westbound SR 90 at SR 933/SW 12th Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	7	1	4	5	0	17	19.8%	3.40
Angle	1	3	2	7	9	22	25.6%	4.40
Coll. w/ MV on Other Roadway	1	1	1	0	4	7	8.1%	1.40
Coll. w/Utility Pole	0	1	0	0	0	1	1.2%	0.20
Coll. w/ Pedestrian	1	0	0	0	2	3	3.5%	0.60
Head-On	4	0	1	4	0	9	10.5%	1.80
Left-Turn	1	0	0	0	1	2	2.3%	0.40
Other Fixed Object	0	0	0	1	0	1	1.2%	0.20
Overturned	0	0	0	0	1	1	1.2%	0.20
Rear-End	2	4	2	1	4	13	15.1%	2.60
Right-Turn	0	0	0	1	0	1	1.2%	0.20
Sideswipe	2	0	1	3	0	6	7.0%	1.20
Unknown	0	1	2	0	0	3	3.5%	0.60
Grand Total	**19**	**11**	**13**	**22**	**21**	**86**	**100.0%**	**17.2**
Safety Ratio	0.724	0.426	0.401	0.884	0.781			
Confidence Level	94.46%	30.82%	14.65%	99.71%	97.67%			

Since the percentage of dark crashes is higher than the state-wide value, the time of day at which these crashes occurred was reviewed. Figure 2-7 shows that 17 (20%) crashes occurred between 7:00 PM and 10:00 PM while 30 (35%) crashes occurred between 12:00 AM and 5:00 AM. The main causes for these crashes where "careless driving" resulting in 9 (19%) crashes, "Disregarded Traffic Signal" resulting in 10 (21%) crashes, and "Failed to Yield Right of Way" resulting in 6 (13%).

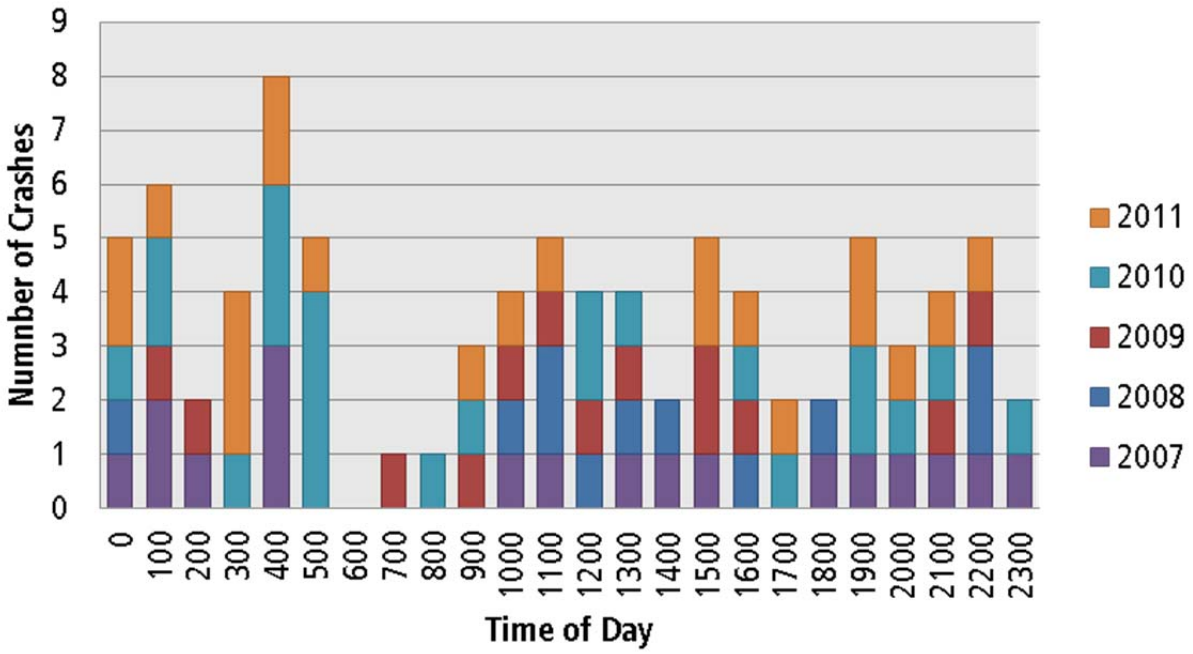


Figure 2-7: Number of Crashes by Time of Day for Westbound SR 90 at SR 933/SW 12th Avenue

A review of the rear-end crashes revealed that approximately 70 percent, 15 percent, and 15 percent of the rear-end crashes occurred on the westbound, southbound, and northbound approaches to the intersection, respectively.

A review of the angle crashes revealed that approximately 64 percent involved vehicles traveling on the westbound and southbound approaches to the intersection; and approximately 23 percent involved vehicles traveling on the westbound and northbound approaches to the intersection. The remaining 13 percent of the angle crashes involved vehicles traveling in the westbound direction, which may have been miscoded as angle and may be sideswipe crashes.

2.1.3.8 Intersection of Westbound SR 90 and SW 17th Avenue

The intersection of SR 90 and SW 17th Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-11. Table 2-19 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence levels for the intersection for each of the five years. The predominant types of crashes were angle (29.2%) and rear-end (23.1%) crashes. Approximately 18 (28%) crashes occurred during dark conditions and 9 (14%) occurred during wet pavement conditions. These values are lower than state-wide and district-wide averages. There were two (2) crashes that involved a pedestrian and one (1) that involved a bicyclist.

Table 2-19: Five-Year Crash Summary for Westbound SR 90 at SW 17th Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	0	4	5	1	0	10	15.4%	2.00
Angle	0	4	6	3	6	19	29.2%	3.80
Backed Into	0	0	1	2	0	3	4.6%	0.60
Coll. w/ MV on Other Roadway	0	0	2	0	0	2	3.1%	0.40
Coll. w/Bicycle	0	0	1	0	0	1	1.5%	0.20
Coll. w/ Pedestrian	1	0	0	1	0	2	3.1%	0.40
Head-On	0	0	0	1	1	2	3.1%	0.40
Left-Turn	0	0	1	0	2	3	4.6%	0.60
Other Fixed Object	0	0	0	0	1	1	1.5%	0.20
Rear-End	2	3	5	1	4	15	23.1%	3.00
Right-Turn	0	1	0	0	0	1	1.5%	0.20
Sideswipe	2	0	1	2	0	5	7.7%	1.00
Unknown	0	1	0	0	0	1	1.5%	0.20
Grand Total	**5**	**13**	**22**	**11**	**14**	**65**	**100.0%**	**13.0**
Safety Ratio	0.285	0.753	1.156	0.680	0.914			
Confidence Level	20.11%	98.26%	99.99%	95.65%	99.92%			

A review of the rear-end crashes revealed that approximately 60 percent, 13 percent, and 7 percent occurred on the westbound, northbound, and southbound approaches to the intersection, respectively. The remaining percentages of the rear-end crashes do not show the direction of the involved vehicles or show a direction that is not part of this intersection, such as eastbound.

A review of angle crashes revealed that approximately 53 percent involved vehicles traveling on the westbound and northbound approaches to the intersection; and approximately 11 percent involved vehicles traveling on the westbound and southbound approaches to the intersection. The remaining percentage of the angle crashes consist of vehicles traveling in the same direction, which may have been miscoded as angle and may correspond to sideswipe crashes.

2.1.3.9 Intersection of Westbound SR 90 and SW 22nd Avenue

The intersection of SR 90 and SW 22nd Avenue is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-11. Table 2-20 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence levels for the intersection for each of the five years. The predominant types of crashes were angle (42.9%) and rear-end (10.7%) crashes. Approximately 40 (48%) and 8 (10%) crashes occurred during dark and wet pavement conditions, respectively. Since the percentage of crashes occurring during dark conditions is higher than the district-wide average, a detailed safety evaluation should be conducted at this intersection during the PD&E Study to determine possible contributing causes and countermeasures. There was one (1) crash that involved a pedestrian at this intersection.

Table 2-20: Five-Year Crash Summary Westbound SR 90 at SW 22nd Avenue

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	3	1	4	2	0	10	11.9%	2.00
Angle	1	4	9	12	10	36	42.9%	7.20
Backed Into	0	0	0	1	0	1	1.2%	0.20
Coll. w/ MV on Other Roadway	0	0	3	1	3	7	8.3%	1.40
Coll. w/ Pedestrian	0	1	0	0	0	1	1.2%	0.20
Explosion	0	1	0	0	0	1	1.2%	0.20
Head-On	0	0	6	1	0	7	8.3%	1.40
Left-Turn	0	1	1	1	0	3	3.6%	0.60
Rear-End	0	1	6	0	2	9	10.7%	1.80
Right-Turn	1	0	0	0	0	1	1.2%	0.20
Sideswipe	1	1	3	3	0	8	9.5%	1.60
Grand Total	**6**	**10**	**32**	**21**	**15**	**84**	**100.0%**	**16.8**
Safety Ratio	0.342	0.579	1.682	1.299	0.979			
Confidence Level	31.53%	84.78%	99.99%	99.99%	99.98%			

Since the percentage of dark crashes is higher than the state-wide value, the time of day at which these crashes occurred was reviewed. Figure 2-8 shows that several crashes occurred between 2:00 AM and 3:00 AM. The main causes for these crashes include "fail to yield right of way" resulting in 6 (40%) crashes and "disregarded traffic signal" resulting in 5 (30%) crashes.

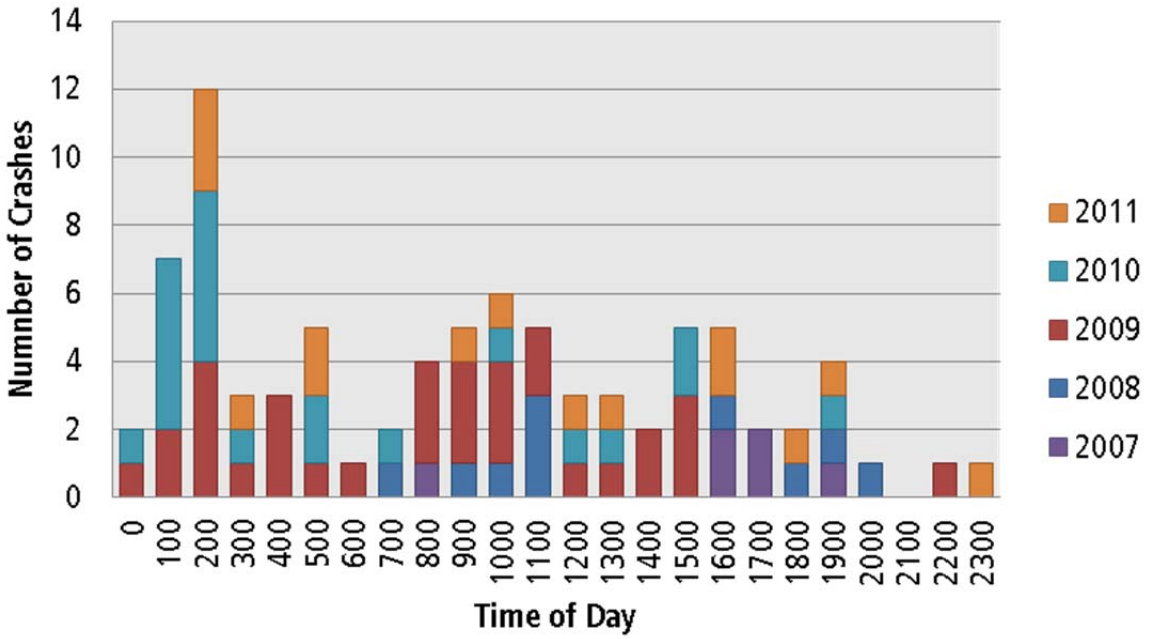


Figure 2-8: Number of Crashes by Time of Day for Westbound SR 90 at SW 22nd Avenue

A review of the rear-end crashes revealed that approximately 56 percent, 33 percent, and 11 percent occurred on the westbound, northbound and southbound approaches to the intersection, respectively.

A review of the angle crashes revealed that approximately 56 percent involved vehicles traveling on the westbound and northbound approaches to the intersection; and approximately 14 percent involved vehicles traveling on the westbound and southbound approaches to the intersection. In addition, approximately 19 percent of the angle crashes involved vehicles traveling in the westbound direction, which indicates that these crashes may have been miscoded and correspond to sideswipe crashes.

2.1.3.10 Intersection of Westbound SR 90 and Beacom Boulevard

The intersection of SR 90 and Beacom Boulevard is a signalized four-legged intersection; for existing intersection geometry, please refer to Section 3.3, Figure 3-11. Table 2-21 presents a summary of the crashes that occurred at this intersection from 2007 to 2011; and shows the confidence levels for the intersection for each of the five years. The predominant types of crashes were angle (34.3%), rear-end (17.9%), and sideswipe (14.9%) crashes. Also, the crash data indicate that approximately 18 (27%) crashes occurred during dark conditions and 7 (10%) occurred during wet pavement conditions. These averages are lower than state-wide and district-wide averages. There was one (1) crash that involved a pedestrian at this intersection.

Table 2-21: Five-Year Crash Summary for Westbound SR 90 at Beacom Boulevard

Crash Type	Number of Crashes					5 Year Total	% of Total	Mean Crashes per Year
	2007	2008	2009	2010	2011			
All other	1	1	1	0	1	4	6.0%	0.80
Angle	5	6	7	4	1	23	34.3%	4.60
Coll. w/ MV on Other Roadway	0	0	2	1	4	7	10.4%	1.40
Coll. w/ Parked Car	0	0	1	0	0	1	1.5%	0.20
Coll. w/ Pedestrian	0	1	0	0	0	1	1.5%	0.20
Head-On	0	1	1	0	0	2	3.0%	0.40
Left-Turn	2	1	0	0	2	5	7.5%	1.00
Rear-End	0	2	4	1	5	12	17.9%	2.40
Right-Turn	0	0	1	0	0	1	1.5%	0.20
Sideswipe	3	5	2	0	0	10	14.9%	2.00
Tree/Shrubbery	0	1	0	0	0	1	1.5%	0.20
Grand Total	**11**	**18**	**19**	**6**	**13**	**67**	**100.0%**	**13.4**
Safety Ratio	0.626	1.043	0.999	0.371	0.848			
Confidence Level	90.39%	99.99%	99.98%	42.82%	99.71%			

A review of the angle crashes revealed that approximately 22 percent involved vehicles traveling on the westbound and southbound approaches to the intersection; and approximately 9 percent involved vehicles traveling on the westbound and northbound approaches to the intersection. In addition, approximately 39 percent of the angle crashes involved vehicles traveling in the westbound direction; and approximately 26 percent of the angle crashes involved vehicles traveling in the southbound direction, which indicates that these crashes may have been miscoded and correspond to sideswipe crashes.

A review of the rear-end crashes revealed that approximately 50 percent and 25 percent occurred on the westbound and southbound approaches to the intersection, respectively.

A review of the sideswipe crashes revealed that approximately 50 percent and 30 percent occurred on the westbound and southbound approaches to the intersection, respectively.

2.1.4 Summary of Predominant Crashes along of Westbound SR 90 by Intersection

Table 2-22 summarizes predominant crash types, probable causes, and possible counter measures.

Table 2-22: Westbound SR 90/SW 8th Street Summary of Predominant Intersection Crashes

SW 7th ST			
Intersections	**Predominant Crash Type**	**Probable Causes**	**Counter Measures**
SR 5/Brickell Ave.	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
S. Miami Ave.	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
SW 2nd Ave.	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
SW 3rd Ave.	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
	Sideswipe	Inadequate pavement markings	Install or refurnish center lines, lane lines and pavement edge lines
SW 4th Ave.	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
	Sideswipe	Inadequate pavement markings	Install or refurnish center lines, lane lines and pavement edge lines
SW 8th Ave.	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
SW 12th Ave.	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
SW 17th Ave.	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
SW 22nd Ave.	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
Beacom Boulevard	Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
	Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
	Sideswipe	Inadequate pavement markings	Install or refurnish center lines, lane lines and pavement edge lines

2.1.5 High Crash List Review

The High Crash Lists of Segments and Spots for the years 2007 through 2011 were reviewed. Tables 2-23 and 2-24 summarize the intersections and segments of eastbound and westbound SR 90, which appeared on the lists having a confidence level of 99.99 percent for at least one of the five years.

Table 2-23: Summary of High Crash Segments and Spots, Eastbound SR 90

From MP	To MP	Segment	2007	2008	2009	2010	2011
14.960	15.177	SW 29th Ct. to Beacom Blvd.	-	-	99.99%	99.99%	99.99%
15.126	15.177	West of SR 9/SW 27th Ave. to Beacom Blvd.	99.99%	99.99%	-	-	-
15.477	15.777	West of SW 23rd Ave. to West of SW 20th Ave.	-	99.99%	-	-	-
15.977	16.177	East of SW 19th Ave. to East of SW 17th Ave.	-	99.99%	-	-	99.99%
15.977	16.377	West of SW 18th Ave. to West of SW 14th Ave.	99.99%	-	99.99%	-	-
16.477	16.677	East of SW 13th Ct. to East of SR 933/SW 12th Ave.	-	-	-	99.99%	-
16.477	16.777	East of SW 13th Ct. to East of SW 11th Ave.	-	-	99.99%	-	-
17.377	17.877	West of 5th Ave. to East of SB SW 1st Ave.	-	-	-	99.99%	-
17.477	18.147	East of SW 5th Ave. to SR 5/Brickell Ave.	-	-	-	-	99.99%
17.377	18.147	West of SW 5th Ave. to SR 5/Brickell Ave.	99.99%	99.99%	99.99%	-	-
18.077	18.147	East of SE 1st Ave. to SR 5/Brickell Ave.	-	-	-	99.99%	-
MP		Spot/Intersection	2007	2008	2009	2010	2011
15.177		Beacom Blvd.	99.99%	99.99%	99.99%	-	-
15.642		SW 22nd Ave.	-	99.99%	99.99%	-	-
16.154		SW 17th Ave.	99.99%	99.99%	99.99%		99.99%
17.513		SW 4th Ave.	99.99%	99.99%	99.99%	99.99%	99.99%
17.531		On-Ramp to SB I-95	99.99%	99.99%	99.99%	99.99%	99.99%
17.575		On-Ramp to NB I-95	99.99%	99.99%	99.99%	99.99%	99.99%
17.615		SW 3rd Ave.	99.99%	99.99%	-	99.99%	99.99%
17.616		On-Ramp to NB I-95	99.99%	99.99%	-	99.99%	99.99%
17.618		NB I-95 Off-Ramp (SW 3rd Ave. and SW 8th St.)	99.99%	99.99%	-	99.99%	99.99%
17.724		SW 2nd Ave.	99.99%	99.99%	99.99%	-	99.99%
17.824		NB SW 1st Ave.	99.99%	99.99%	-	-	-
17.848		Side Road	99.99%	99.99%	-	-	-
17.853		SB SW 1st Ave.	99.99%	99.99%	-	-	-
18.143		SR 5/Brickell Ave.	99.99%	-	-	-	-

Note: "-" indicates that the intersection or segment was not included in the High Crash List in that year

Table 2-24: Summary of High Crash Segments and Spots, Westbound SR 90

From MP	To MP	Street	2007	2008	2009	2010	2011
0.000	0.800	SR 5/Brickell Ave. to West of SW 5th Ave.	-	99.99%	99.99%	-	-
0.000	0.900	SR 5/Brickell Ave. to West of SW 6th St.	-	-	-	99.99%	99.99%
0.000	1.200	SR 5/Brickell Ave. to West of SW 9th Ave.	99.99%	-	-	-	-
1.500	1.700	SR 933/SW 12th Ave. to East of SW 14th Ave.	-	-	-	99.99%	-
2.000	2.100	SW 17th Ave. to East of SW 18th Ave.	-	-	99.99%	-	-
2.400	2.600	East of SW 21st Ave. to East of SW 23rd Ave.	-	-	-	99.99%	-
2.400	2.915	East of SW 21st Ave. to Beacom Blvd.	-	-	99.99%	-	-
MP		**Spot/Intersection**	**2007**	**2008**	**2009**	**2010**	**2011**
0.183		S. Miami Ave.	99.99%	-	-	-	-
0.292		SB SW 1st Ave.	-	-	-	-	99.99%
0.303		SW 1st Ave.	-	-	-	-	99.99%
0.334		SW 1st Ct.	-	-	-	-	99.99%
0.440		SW 2nd Ave.	-	99.99%	99.99%	99.99%	99.99%
0.545		SW 3rd Ave.	-	99.99%	-	99.99%	99.99%
0.644		SB Off-Ramp (SW 4th Ave. and SW 7th St.)	99.99%	-	99.99%	99.99%	99.99%
0.646		SW 4th Ave.	99.99%	-	99.99%	99.99%	99.99%
2.518		SW 22nd Ave.	-	-	99.99%	99.99%	-
2.998		Beacom Blvd.	99.99%	99.99%	99.99%	-	-

Note: "-" indicates that the intersection or segment was not included in the High Crash List in that year

2.2 Transit

The methodology used for evaluating the performance of an urban street segment, in terms of its service to transit passengers, is in accordance with the 2010 Highway Capacity Manual (HCM). Data elements were collected as per Exhibit 17-6 of the (HCM), which displays the elements from non-automobile modes needed to conduct an existing condition analysis and to evaluate the LOS of the corridor. Table 2-25 shows the elements collected for the existing transit service as per the HCM.

Table 2-25: Data Requirements from Nonautomobile Modes (Transit)

Data Category	Location	Data Element
Traffic Characteristics	Segment	Transit frequency
Geometric Design	Segment	Segment length
Other	Segment	Area type
	Transit Stop	Transit stop location

The transit systems that operate on or near the study segment of SR 90 consist of MDT and City of Miami Trolley. MDT operates four (4) transit modes of service: bus (Metrobus), heavy rail (Metrorail), automated people-mover (APM) (Metromover), and demand-reponse service (Special Transportation Service or STS). MDT operates the 15th largest transit system in the United States and is the largest transit system in the State of Florida. Out of these four (4) transit modes, Metrobus service is the only one present throughout the entire study limits of SR 90. Metrobus consists of local, feeder circulator, limited-stop, express, and Bus Rapid Transit (BRT) (Arterial Busway). The transit data collected corresponds to the MDT local bus system, the only system currently providing service on the corridor. However, the MDT Brickell Station, a transit hub providing Metrobus and Metrorail service, and the Brickell Metromover Station located on SW 1st Avenue just south of the corridor, are in close proximity. No existing conditions analysis was conducted for Metrorail or the Metromover system since they do not operate in mixed traffic. Therefore, existing conditions analyses are limited to the Metrobus system within the limits of this study.

The City of Miami Trolley consists of four routes. The Biscayne/Brickell District routes are the only one that operates on the corridor on SW 8th St. from SW 1st Avenue to SR 5/Brickell Avenue. This route runs from Monday to Sunday with approximately 15 minutes headways; and serves the Brickell Station, on the SR 90 study segment, and the Brickell Village which is in close proximity. No existing conditions were conducted for this transit system. Additional information will be gathered during the coordination phase of this study.

For Metrobus, data were obtained for three (3) bus routes that run on either eastbound or westbound SR 90; Routes 8, 207, and 208. Data for other routes that run on eastbound SR 90 from SW 1st Avenue to SR 5/Brickell Avenue were not collected, as there is only one (1) stop within the study segment. Table 2-26 shows the average headways for each of the three (3) routes as per the MDT route schedules, which are provided in Appendix B. Additionally, Appendix B contains detailed maps for each of the three routes. Section 4.2.2 summarizes the LOS for transit routes in the corridor.

Table 2-26: Study Corridor Bus Routes Average Headways

Route	Service Day	Direction	Peak Average Headway (minutes)	Non-Peak Average Headway (minutes)
8	Weekday	Eastbound	10	15
		Westbound	10	15
	Weekend	Eastbound	15 (Saturday) and 20 (Sunday)	
		Westbound	15 (Saturday) and 20 (Sunday)	
207	Weekday	Circulator	15	20
	Weekend	Circulator	20 (Saturday) and 20 Sunday	
208	Weekday	Circulator	15	20
	Weekend	Circulator	20 Saturday) and 20 (Sunday)	

Source: Official MDT Route Schedules
http://www.miamidade.gov/transit/routes. Accessed on October 2013

2.2.1 Ridership

Ridership data for bus routes 8, 207, and 208 were collected for the first four (4) months of the years 2012 and 2013, as the ridership during these months is the highest. Table 2-27 summarizes the ridership data for MDT bus routes 8, 207, and 208. The MDT bus stops on the study segment with the most ridership are the following:

Eastbound SR 90 (Routes 8 and 208):

- The stop at the intersection of SW 27th Avenue with approximately 120 average daily boardings and 140 average daily alightings
- The stop at the intersection of SW 19th Avenue with approximately 160 average daily boardings and 140 average daily alightings
- The stop at the intersection of SW 9th Avenue with approximately 180 average daily boardings and 160 average daily alightings
- The stop at the intersection of SW 5th Avenue with approximately 190 average daily boardings and 210 average daily alightings
- The stop at the intersection of SW 2nd Avenue with approximately 50 average daily boardings and 310 average daily alightings

Westbound SR 90 (Routes 8 and 207):

- The stop at the intersection of SW 2nd Avenue with approximately 270 average daily boardings and 50 average daily alightings
- The stop at the intersection of SW 5th Avenue with approximately 150 average daily boardings and 130 average daily alightings
- The stop at the intersection of SW 12th Avenue with approximately 145 average daily boardings and 165 average daily alightings
- The stop at the intersection of SW 19th Avenue with approximately 140 average daily boardings and 185 average daily alightings

Additionally, Figures 2-9 and 2-10 illustrate the stop activity/ridership for bus routes 8, 207, and 208 on eastbound and westbound SR 90.

Table 2-27: Ridership Summary for Bus Routes 8, 207, and 208

Bus Stop Location	Route 8				Route 207				Route 208				Total	
	Average Max. Boarding	Average Max. Alighting	Average Daily Boarding	Average Daily Alighting	Average Max. Boarding	Average Max. Alighting	Average Daily Boarding	Average Daily Alighting	Average Max. Boarding	Average Max. Alighting	Average Daily Boarding	Average Daily Alighting	Average Daily Boarding	Average Daily Alighting
SW 7th St. & SW 2nd Ave.	3.8	1.8	36.2	11.5	14.1	5.3	232.8	37.9					268.9	49.4
SW 7th St. & SW 4th Ave.	3.2	2.6	40.2	31.5	3.7	2.7	35.2	26.6					75.4	58.1
SW 7th St. & SW 5th Ave.	5.0	3.3	94.9	74.5	4.1	3.9	52.6	52.0					147.5	126.6
SW 7th St. & SW 7th Ave.	3.9	2.8	43.7	46.6	3.9	3.0	31.8	35.5					75.6	82.1
SW 7th St. & SW 8th Ave.	4.7	2.6	63.1	45.2	2.6	2.6	30.8	32.1					93.9	77.3
SW 7th St. & SW 9th Ave.	3.0	3.0	39.4	44.6	3.7	3.4	21.3	31.8					60.8	76.4
SW 7th St. & SW 10th Ave.	2.8	2.9	42.2	45.0	1.7	2.7	19.6	32.3					61.8	77.3
SW 7th St. & SW 12th Ave.	5.9	4.8	100.2	96.1	4.1	5.1	45.2	67.9					145.4	163.9
SW 7th St. & SW 14th Ave.	4.6	3.1	77.0	77.2	2.7	3.7	27.0	50.3					104.0	127.5
SW 7th St. & SW 16th Ave.	4.4	2.7	60.4	55.6	2.5	3.5	24.0	42.9					84.4	98.6
SW 7th St. & SW 17th Ave.	4.2	3.1	67.7	61.6	1.8	3.1	20.0	41.2					87.7	102.7
SW 7th St. & SW 19th Ave.	5.3	5.2	88.4	104.1	4.1	6.0	49.4	80.4					137.8	184.6
SW 7th St. & SW 21st Ave.	2.8	2.5	23.3	31.9	1.6	2.4	10.6	21.1					33.8	53.0
SW 7th St. & SW 22nd Ave.	4.1	3.0	51.9	54.4	2.0	3.2	17.8	44.5					69.6	99.0
SW 7th St. & SW 24th Ave.	8.1	4.7	82.1	75.2	2.0	2.9	12.5	24.9					94.6	100.1
SW 8th St. & SW 27th Ave. (WB)	6.0	3.6	93.4	70.8									93.4	70.8
SW 8th St. & SW 27th Ave. (EB)	6.9	5.3	120.5	140.6									120.5	140.6
SW 8th St. & SW 25th Ave.	6.0	3.1	69.0	33.6					4.1	2.0	51.6	21.3	120.6	54.9
SW 8th St. & SW 24th Ave.	3.5	4.1	53.1	56.7					3.7	2.0	34.8	12.3	88.0	69.0
SW 8th St. & SW 23rd Ave.	2.7	1.3	20.4	18.4					2.1	1.7	16.8	10.5	37.3	.2.2
SW 8th St. & SW 22nd Ave.	3.9	2.5	53.4	49.5					3.4	1.8	34.9	16.8	88.3	66.3
SW 8th St. & SW 20th Ave.	2.7	2.4	28.4	27.6					2.8	2.2	23.5	15.8	51.9	43.4
SW 8th St. & SW 19th Ave.	4.7	4.5	89.6	90.0					4.6	3.4	70.9	51.4	160.4	141.4
SW 8th St. & SW 18th Ave.	3.3	3.3	46.3	38.7					3.4	2.3	38.9	21.4	85.2	60.1
SW 8th St. & SW 17th Ave.	5.1	3.5	80.1	85.1					4.1	2.4	56.2	28.3	136.4	113.4
SW 8th St. & SW 15th Ave.	3.7	3.9	60.1	86.1					3.2	3.0	40.6	34.1	100.6	120.2
SW 8th St. & SW 13th Ct.	3.9	2.6	56.4	50.6					3.6	2.4	42.1	25.6	98.4	76.1
SW 8th St. & SW 12th Ct.	4.6	4.0	78.1	84.7					3.6	2.5	42.6	29.0	120.7	113.7
SW 8th St. & SW 12th Ave.	4.0	3.5	69.8	76.4					3.4	2.4	45.4	24.5	115.2	100.9
SW 8th St. & SW 10th Ave.	4.1	4.6	56.9	53.9					5.4	3.3	42.0	25.4	98.9	79.3
SW 8th St. & SW 9th Ave.	5.9	4.2	101.9	101.3					6.0	4.8	74.8	61.0	176.8	162.3
SW 8th St. & SW 7th Ave.	4.0	3.3	36.8	42.2					2.9	3.3	28.4	29.7	65.2	71.9
SW 8th St. & SW 5th Ave.	7.1	4.5	104.8	109.6					7.3	6.5	84.6	101.1	189.4	210.7
SW 8th St. & SW 2nd Ave.	2.8	3.9	19.4	78.5					3.3	18.2	31.6	229.1	51.0	307.6

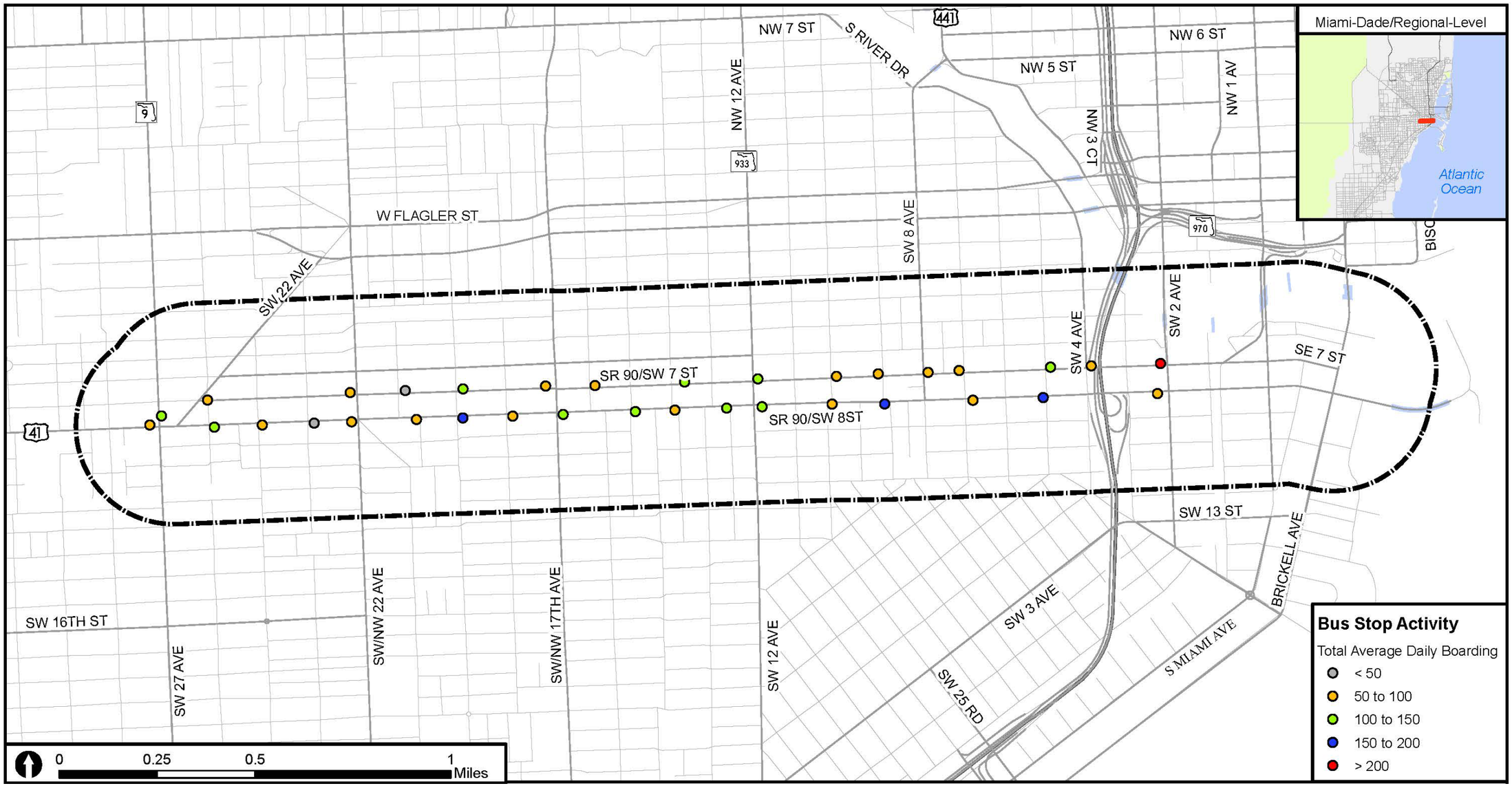


Figure 2-9: Bus Stop Activity/Ridership on Eastbound and Westbound SR 90 - Boardings

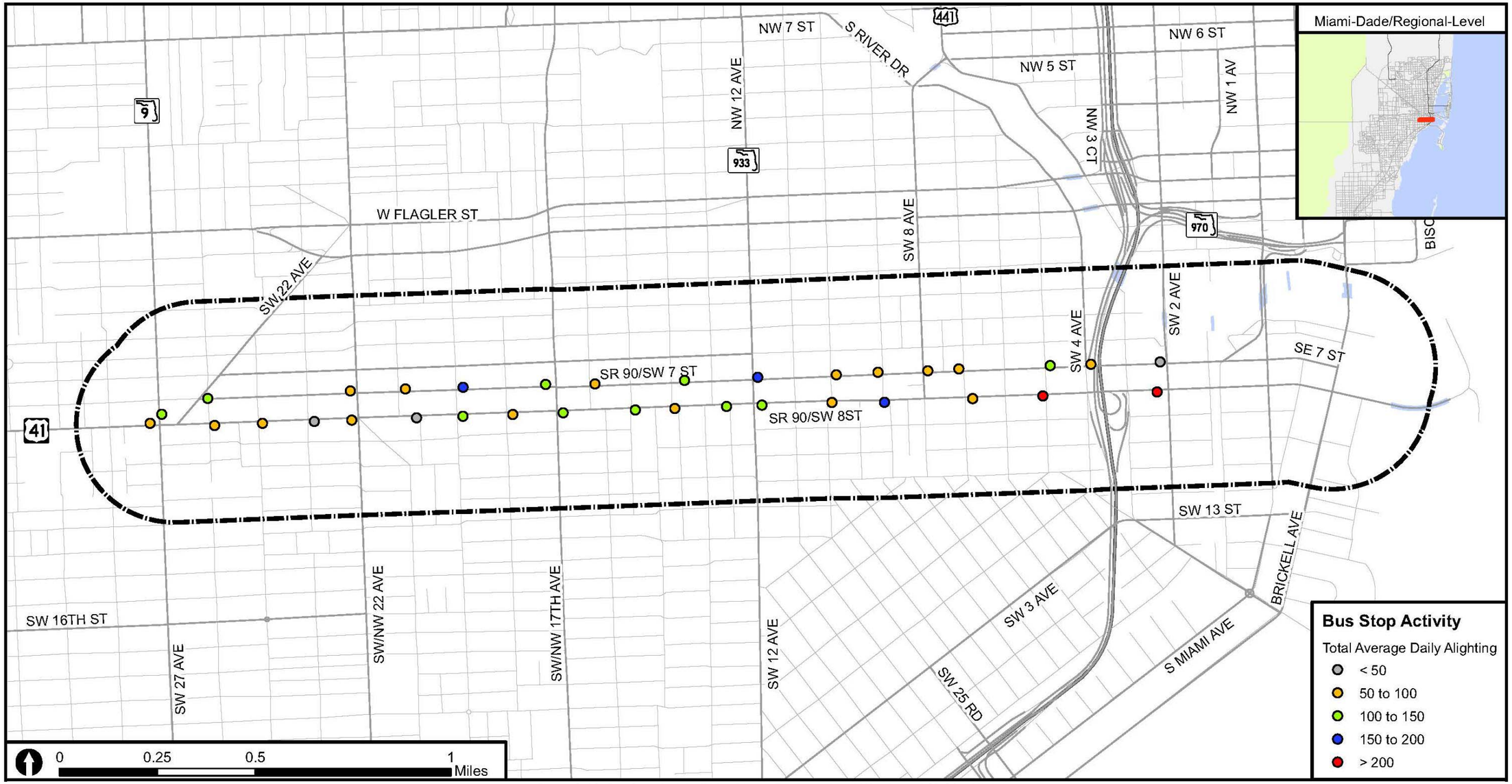


Figure 2-10: Bus Stop Activity/Ridership on Eastbound and Westbound SR 90 - Alightings

2.2.2 Productivity

Productivity reports for bus routes 8, 207, and 208 were obtained for the first four (4) months of the years 2012 and 2013, as the ridership during these months is the highest. Table 2-28 summarizes the data from the productivity reports of the bus routes. Additionally, detailed productivity data provided by MDT is included in Appendix B.

Table 2-28: Productivity Summary for Bus Routes 8, 207, and 208

Month	Route	Scheduled Revenue Miles	2012			2013		
			Scheduled Revenue Hours	Direct Operation Recovery Ratio	Average Boardings / Revenue Hour	Scheduled Revenue Hours	Direct Operation Recovery Ratio	Average Boardings / Revenue Hour
January	8	1919.4	180.8	43.7%	43.2	181.7	42.5%	43.4
	207	348.1	44.4	36.6%	41.8	44.4	32.9%	39.5
	208	358.5	43.5	42.7%	51.2	43.5	51.6%	57.1
February	8	1919.4	180.8	42.6%	45.1	181.7	43.0%	44.4
	207	348.1	44.4	35.4%	43.6	44.4	36.7%	43.2
	208	358.5	43.5	41.3%	52.5	43.5	53.1%	61.4
March	8	1919.4	180.8	43.4%	46.3	181.7	43.9%	44.3
	207	348.1	44.4	34.9%	44.0	44.4	34.3%	40.9
	208	358.5	43.5	42.1%	54.1	43.5	54.7%	61.6
April	8	1919.4	180.8	40.6%	44.0	181.7	43.7%	45.0
	207	348.1	44.4	33.4%	41.8	44.4	34.9%	42.0
	208	358.5	43.5	43.6%	55.7	43.5	51.6%	58.0

2.2.3 Bus Stop Amenities

Table 2-29 summarizes the bus stop amenities observed during field visits at the existing bus stops located on SR 90 within the study limits.

Table 2-29: Bus Stop Amenities Inventory

1 Stop Location	Near Side / Far Side	Bus Bay	Shelter	Bench	Trash Receptacle
Eastbound SR 90, Routes 8 & 208					
SW 8th St. & SW 27th Ave.	Near side of SW 27th Ave.	No	No	Yes	Yes
SW 8th St. & SW 25th Ave.	Far side of SW 25th Ave.	Yes	Other Shelter	Yes	Yes
SW 8th St. & SW 24th Ave.	Far side of SW 24th Ave.	Yes	Other Shelter	Yes	Yes
SW 8th St. & SW 23rd Ave.	Far side of SW 23rd Ave.	Yes	Other Shelter	Yes	Yes
SW 8th St. & SW 22nd Ave.	Near side of SW 22nd Ave.	Yes	Yes	Yes	Yes
SW 8th St. & SW 20th Ave.	Near side of SW 20th Ave.	No	No	No	No
SW 8th St. & SW 19th Ave.	Far side of SW 19th Ave.	Yes	Yes	Yes	Yes
SW 8th St. & SW 18th Ave.	Far side of SW 18th Ave.	Yes	No	Yes	Yes
SW 8th St. & SW 17th Ave.	Far side of SW 17th Ave.	Yes	No	Yes	Yes
SW 8th St. & SW 15th Ave.	Mid-block b/w SW 16th and SW 14th Ave.	No	No	No	Yes
SW 8th St. & SW 13th Ct.	Near side of SW 13th Ct.	Yes	No	No	Yes
SW 8th St. & SW 12th Ct.	Near side of SW 12th Ct.	Yes	No	Yes	Yes
SW 8th St. & SW 12th Ave.	Far side of SW 12th Ave.	Yes	No	Yes	Yes
SW 8th St. & SW 10th Ave.	Far side of SW 10th Ave.	Yes	Yes	Yes	No
SW 8th St. & SW 9th Ave.	Near side of SW 9th Ave.	Yes	Other Shelter	Yes	Yes
SW 8th St. & SW 8th Ave.	Near side of SW 8th Ave.	Yes	Yes	Yes	Yes
SW 8th St. & SW 7th Ave.	Far side of SW 7th Ave.	Yes	No	No	Yes
SW 8th St. & SW 5th Ave.	Near side of SW 7th Ave.	Yes	Yes	Yes	Yes
SW 8th St. & SW 2nd Ave.	Near side of SW 2nd Ave.	Yes	Yes	Yes	Yes
Westbound SR 90, Routes 8 & 207					
SW 7th St. & SW 2nd Ave.	Far side of SW 2nd Ave.	No	No	No	No
SW 7th St. & SW 4th Ave.	Near side of SW 4th Ave.	No	Yes	Yes	Yes
SW 7th St. & SW 5th Ave.	Near side of SW 5th Ave.	No	Yes	Yes	No
SW 7th St. & SW 7th Ave.	Near side of SW 7th Ave.	No	Yes	Yes	Yes
SW 7th St. & SW 8th Ave.	Near side of SW 8th Ave.	No	Yes	Yes	No
SW 7th St. & SW 9th Ave.	Far side of SW 9th Ave.	No	No	Yes	No
SW 7th St. & SW 10th Ave.	Near side of SW 10th Ave.	No	Yes	Yes	Yes
SW 7th St. & SW 12th Ave.	Near side of SW 12th Ave.	No	Yes	Yes	Yes
SW 7th St. & SW 14th Ave.	Mid-bloclk b/w SW 13th and SW 14th Ave.	No	No	No	No
SW 7th St. & SW 16th Ave.	Near side of SW 16th Ave.	No	Yes	Yes	Yes
SW 7th St. & SW 17th Ave.	Near side of SW 17th Ave.	No	Yes	Yes	No
SW 7th St. & SW 19th Ave.	Near side of SW 19th Ave.	No	Yes	Yes	No
SW 7th St. & SW 21st Ave.	Near side of SW 21st Ave.	No	No	Yes	No
SW 7th St. & SW 22nd Ave.	Far side of SW 22nd Ave.	No	Yes	Yes	No
SW 7th St. & SW 24th Ave.	Near side of SW 24th Ave.	No	No	No	No

2.3 Pedestrian and Bicycle Data

Bicycle and pedestrian data were collected considering the elements described in Exhibit 17-6 of the 2010 HCM to perform operational analyses that will determine the level of service of the study segment. Table 2-30 shows the elements collected for pedestrian and bicycle facilities.

Table 2-30: Data Requirements from Nonautomobile Modes (Pedestrian and Bicycle)

Data Category	Location	Data Element
Traffic Characteristics	Segment	Midsegment flow rate (motorized vehicles)
		Percent heavy vehicles
		Pedestrian flow rate
		Proportion of on-street parking occupied
Geometric Design	Segment (roadway)	Downstream intersection width
		Segment length
		Number of through lanes
		Width of outside through lane
		Width of bicycle lane
		Width of paved outside shoulder
		Median type and curb presence
		Number of access point approaches
	Segment (sidewalk)	Presence of sidewalk
		Total walkway width
		Buffer width
Other	Segment	Pavement condition rating
		Legality of midsegment pedestrian crossing
		Proportion of sidewalk adjacent to window, building, or fence

Sidewalks are provided along both eastbound and westbound SR 90 and along the connecting streets throughout the majority of the study limits. A missing link of sidewalk was observed during field visits along eastbound SR 90 between SW 4th Avenue and SW 3rd Avenue on the south side of the roadway. There are no designated bicycle lanes on SR 90 within the study limits. Figure 2-11 shows the existing bicycle facilities within or in the vicinity of the study area.

Additionally, detailed data of pedestrian and bicycle elements are included in Appendix C of this report.

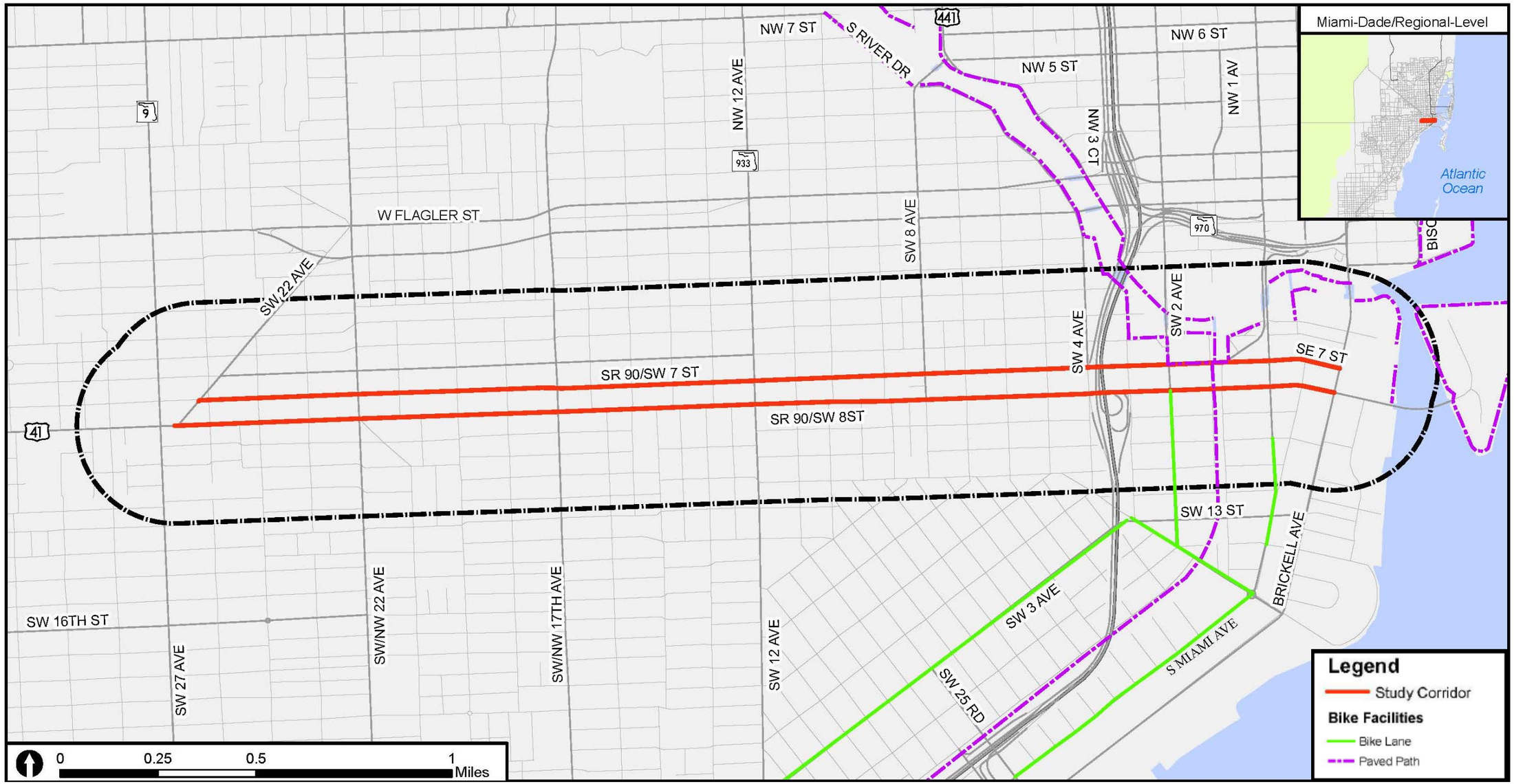


Figure 2-11: Existing Bicycle Facilities within the Study Area

2.4 On-Street Parking

On-street parking serves several critical needs in urban areas and typically supplements the off-street parking supply. On-street parking is an important factor promoting businesses in Cities, especially in commercial areas. While allowing multiple users to reach numerous destinations, on-street parking utilizes less land per space than off-street parking and provides easy access to businesses located on city streets.

For pedestrians its presence provides additional comfort because it serves as a safeguard between the sidewalk and travel lanes. Moreover, it can serve as a traffic calming device potentially reducing the number of severity crashes in a corridor.

However, there are some negatives effects of on-street parking. Depending on where the on–street parking is situated, it can create visual obstructions for both pedestrians trying to cross at intersections and motorists along the streets. When right of way constraints are present, on-street parking competes with other uses of roadway, including additional lanes for traffic flow, bike lanes, and wider sidewalk.

Figure 2-12 is an overview of the existing parking supply in the study area. This data was collected by aerials and field review. Of the 489 on-street curb spaces along the corridor, 242 are metered parking spaces while 240 are Pay to Park Spaces. There are seven (7) existing disabled spaces in the corridor.

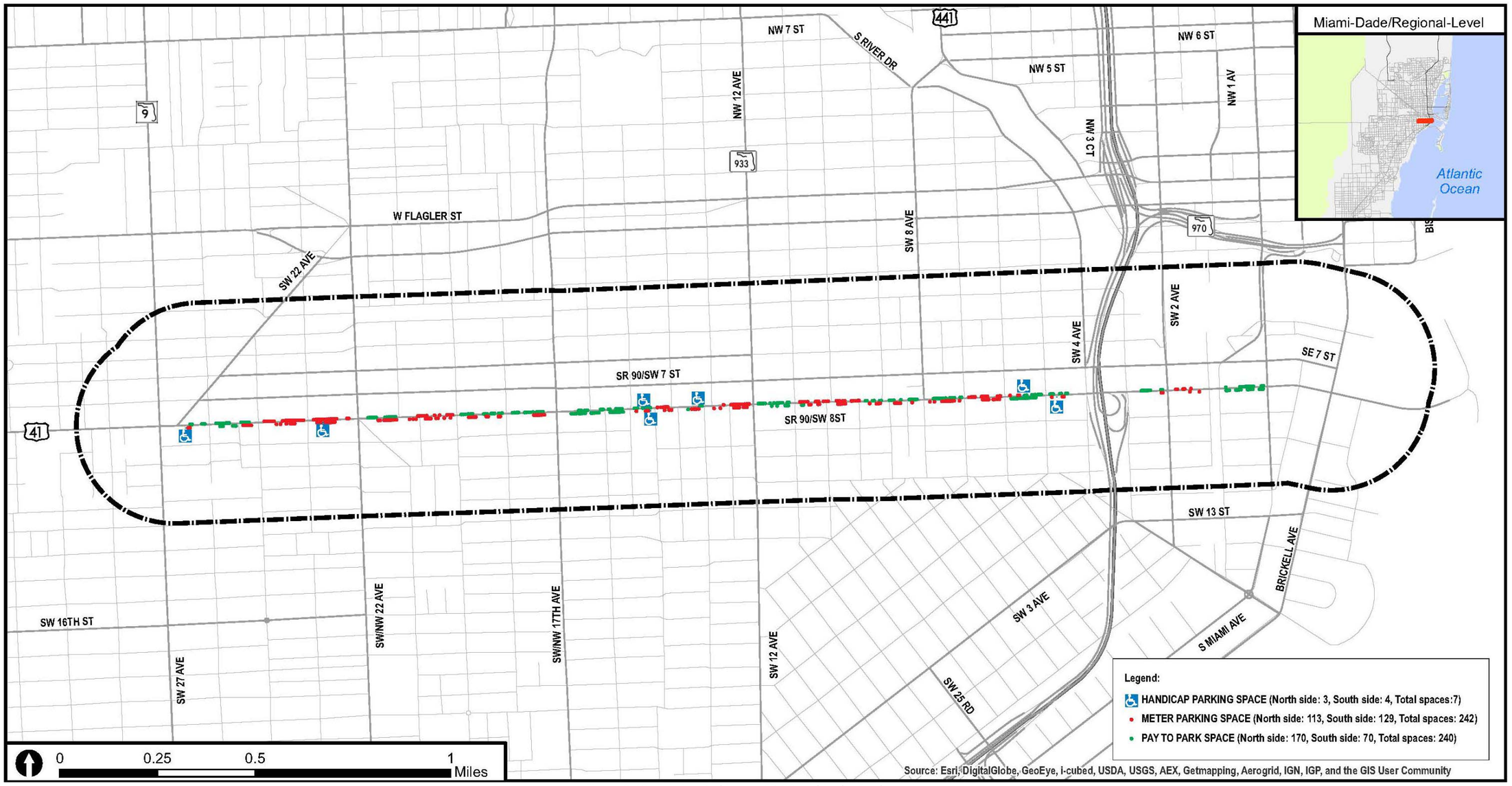


Figure 2-12: Existing Parking on SR 90 within the Study Limits

2.5 Roadway Data

Existing roadway characteristics were identified based on field visits, FDOT's Straight Line Diagrams (SLD), as-built plans and aerial photographs.

2.5.1 Functional Classification

As per FDOT's SLD, SR 90 is classified as an Urban Other Principal Arterial with a posted speed of 30 MPH within the study limits. The SLDs are provided in Appendix D of this report.

2.5.2 Typical Sections

The elements for the typical sections of eastbound and westbound SR 90 were collected from as-built plans, the most recent aerial photographs, and measurements taken during field visits. Table 2-31 summarizes all the elements and dimensions of the typical section for the study segment. Figures 2-13 and 2-14 graphically depict the typical sections of SR 90 with the study limits

Table 2-31: Typical Section Characteristics of SR 90 within the Study Limits

Typical Section Element	SR 90	
	Eastbound	Westbound
Direction	Eastbound	Westbound
Number of Travel Lanes	3 Through	3 Through
Travel Lane Width	11 ft.	11 ft.
Parking Lane Width	7 ft.	N/A
Curb and Gutter	Type "F"	Type "F"
Inside Shoulders Width	N/A	N/A
Outside Shoulders Width	N/A	N/A
Median Width	N/A	N/A
Sidewalk Width	9 ft.	6.5 ft.
Right-of-Way Width	Varies (65 ft. - 75 ft.)	Varies (50 ft. - Min.)

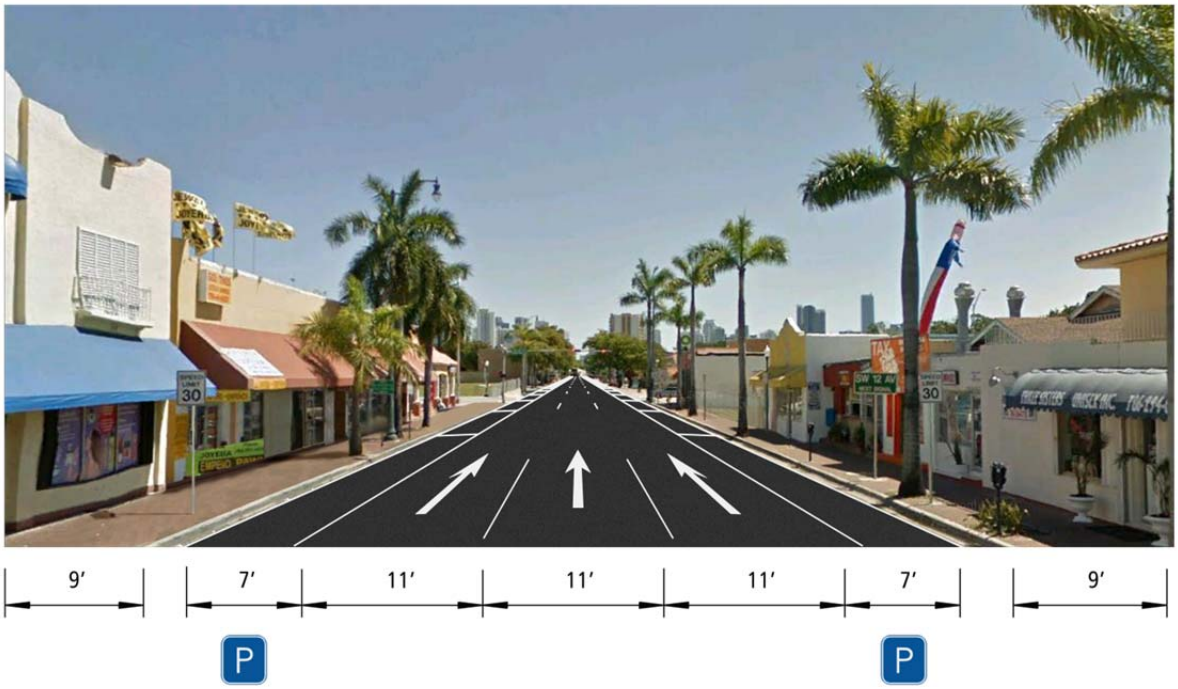


Figure 2-13: Existing Roadway Typical Section of Eastbound SR 90



Figure 2-14: Existing Roadway Typical Section of Westbound SR 90

2.5.3 Right-of-Way

The existing available right-of-way (ROW) along eastbound SR 90 ranges from 58 feet to 80 feet, and along westbound SR 90 from 50 feet to 60 feet. These values were obtained from as-built plans provided by the Department, of which, excerpts are included in Appendix D of this report. Table 2-32 summarizes the ROW data along the study roadway segments.

Table 2-32: Existing ROW along Eastbound and Westbound SR 90 within the Study Limits

Roadway Segment	ROW Width (ft.)	As-Built FPID
Eastbound SR 90		
SW 27th Ave. to SW 23rd Ave.	75	414646-1-52-01
SW 23rd Ave. to SW 22nd Ave.	70	
SW 22nd Ave. to SW 20th Ave.	65	
SW 20th Ave. to SW 19th Ave.	70	
SW 19th Ave. to SW 17th Ave.	65	
SW 17th Ave. to SW 16th Ave.	70	
SW 16th Ave. to SW 15th Ave.	65	
SW 15th Ave. to 360 ft. West of SW 11th Ave.	70	
360 ft. West of SW 11th Ave. to 120 ft. East of SW 10th Ave.	Varies (70 - 80)	
120 ft. East of SW 10th Ave. to SW 4th Ave.	70	
SW 2nd Ave. to S. Miami Ave.	70	428485-1-52-01
S. Miami Ave. to SE 1st Ave.	58	
SE 1st Ave. to SR 5/Brickell Ave.	70	
Westbound SR 90		
SR 9/SW 27th Ave. to 160 ft. East	60	412481-1-52-01
160 ft. East of SW 27th Ave. to 180 ft. West of SW 17th Ave.	50	
180 ft. West of SW 17th Ave. to SW 17th Ave.	Varies (50 – 60)	
SW 17th Ave. to SR 5/Brickell Ave.	50	

Figures 2-15 through 2-25 show the existing ROW along eastbound and westbound SR 90 within the study limits.



Figure 2-15: Existing Right-of-Way for Eastbound and Westbound SR 90

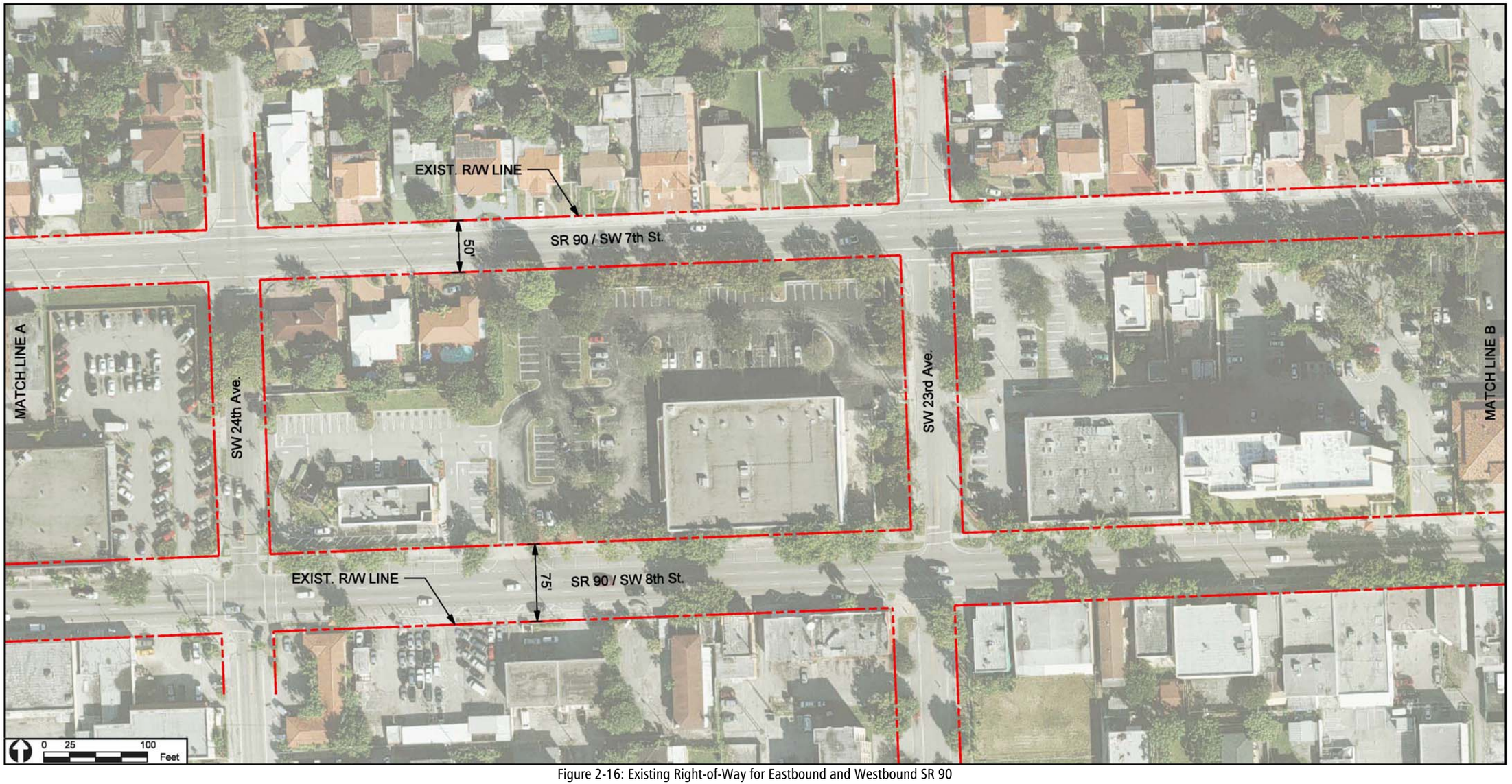


Figure 2-16: Existing Right-of-Way for Eastbound and Westbound SR 90



Figure 2-17: Existing Right-of-Way for Eastbound and Westbound SR 90



Figure 2-18: Existing Right-of-Way for Eastbound and Westbound SR 90

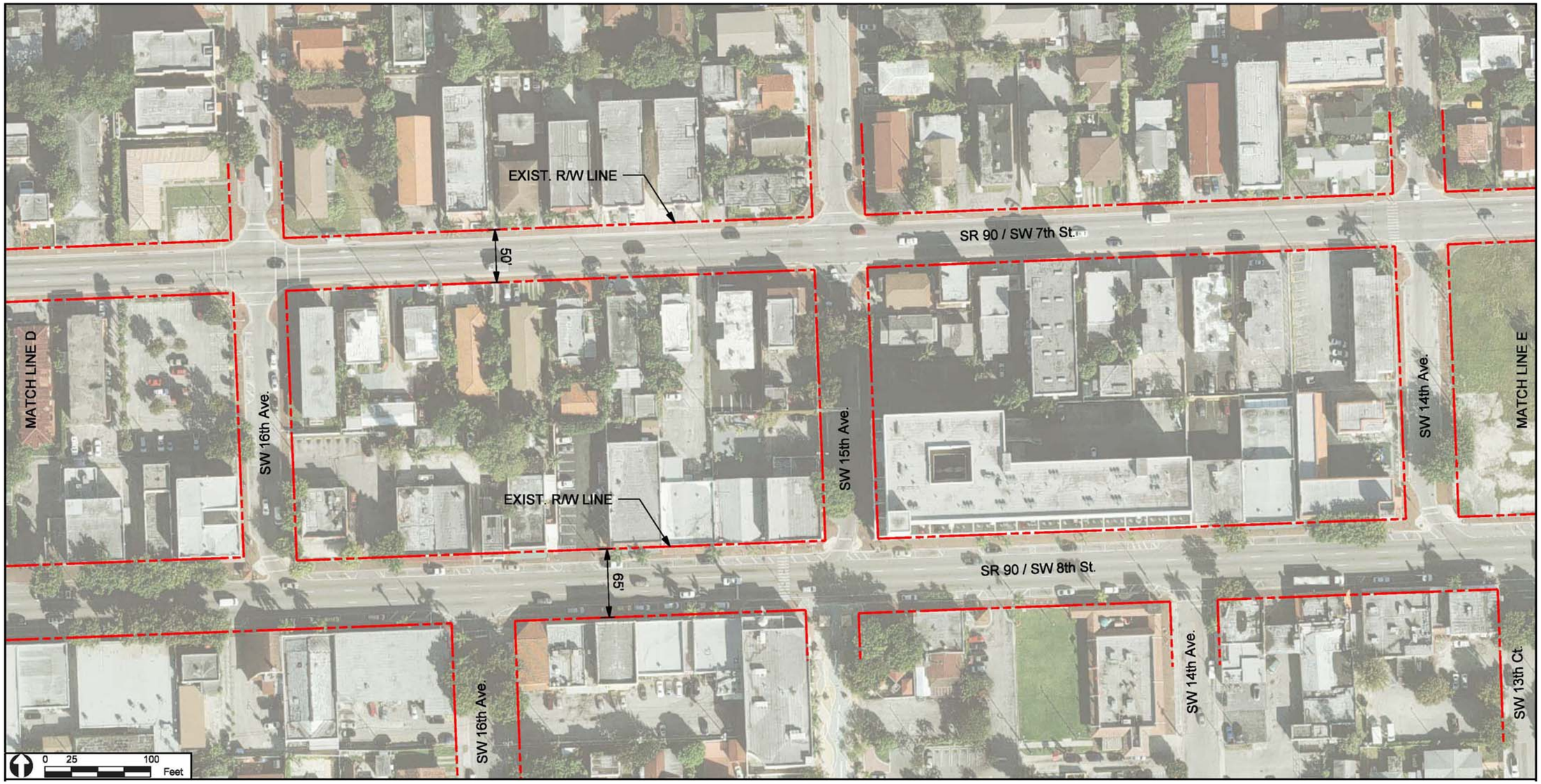


Figure 2-19: Existing Right-of-Way for Eastbound and Westbound SR 90



Figure 2-20: Existing Right-of-Way for Eastbound and Westbound SR 90

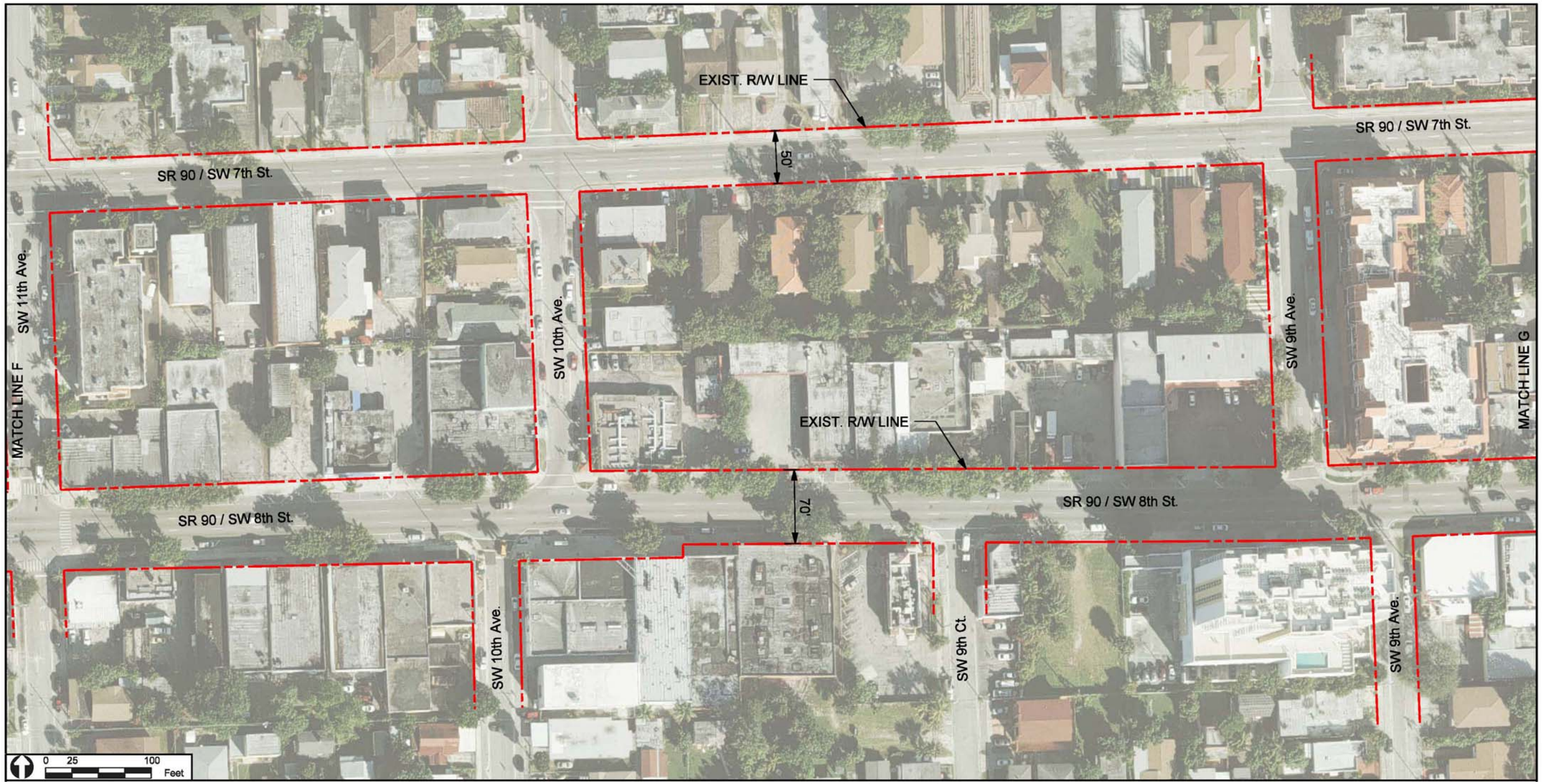


Figure 2-21: Existing Right-of-Way for Eastbound and Westbound SR 90

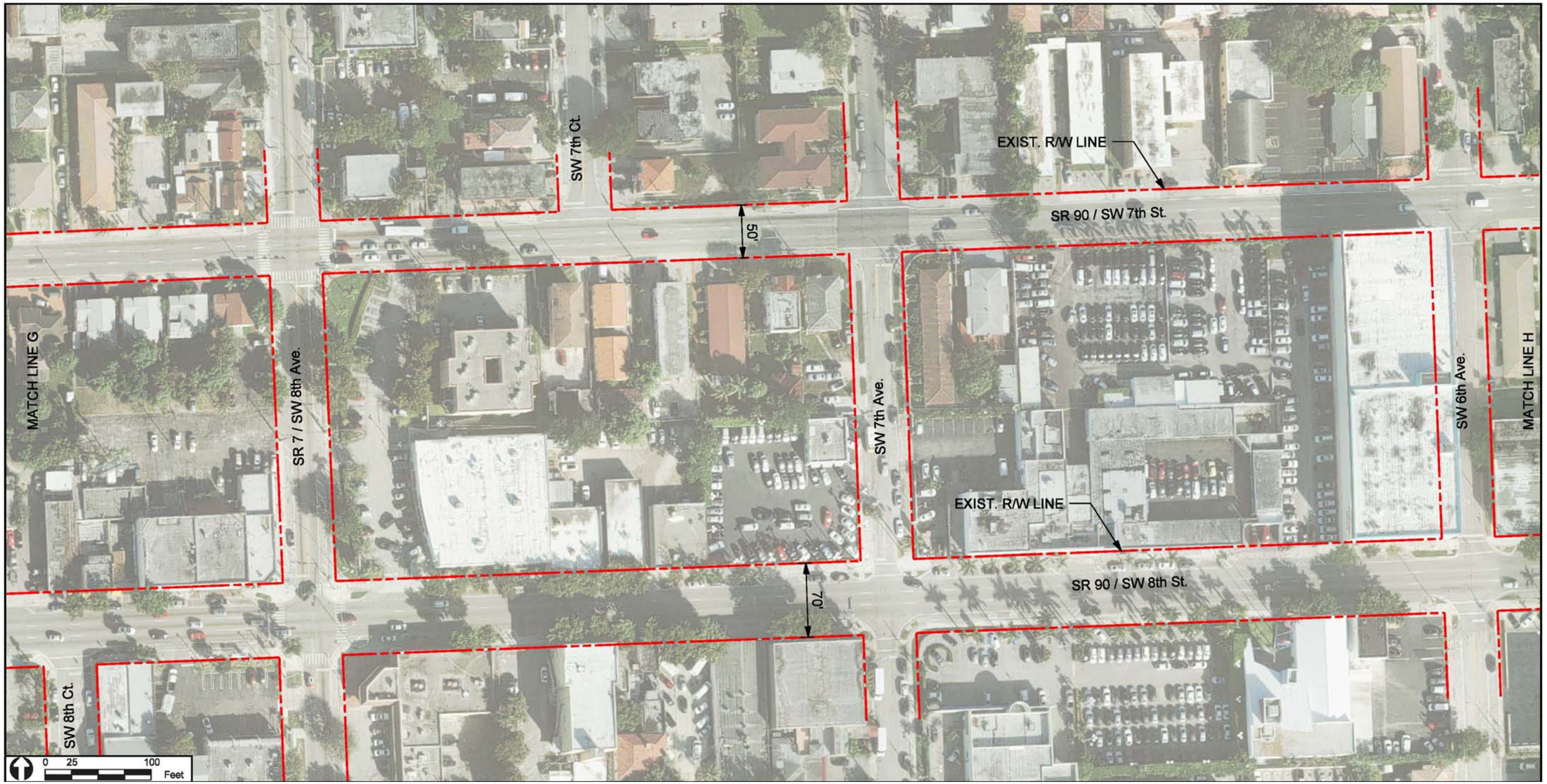


Figure 2-22: Existing Right-of-Way for Eastbound and Westbound SR 90

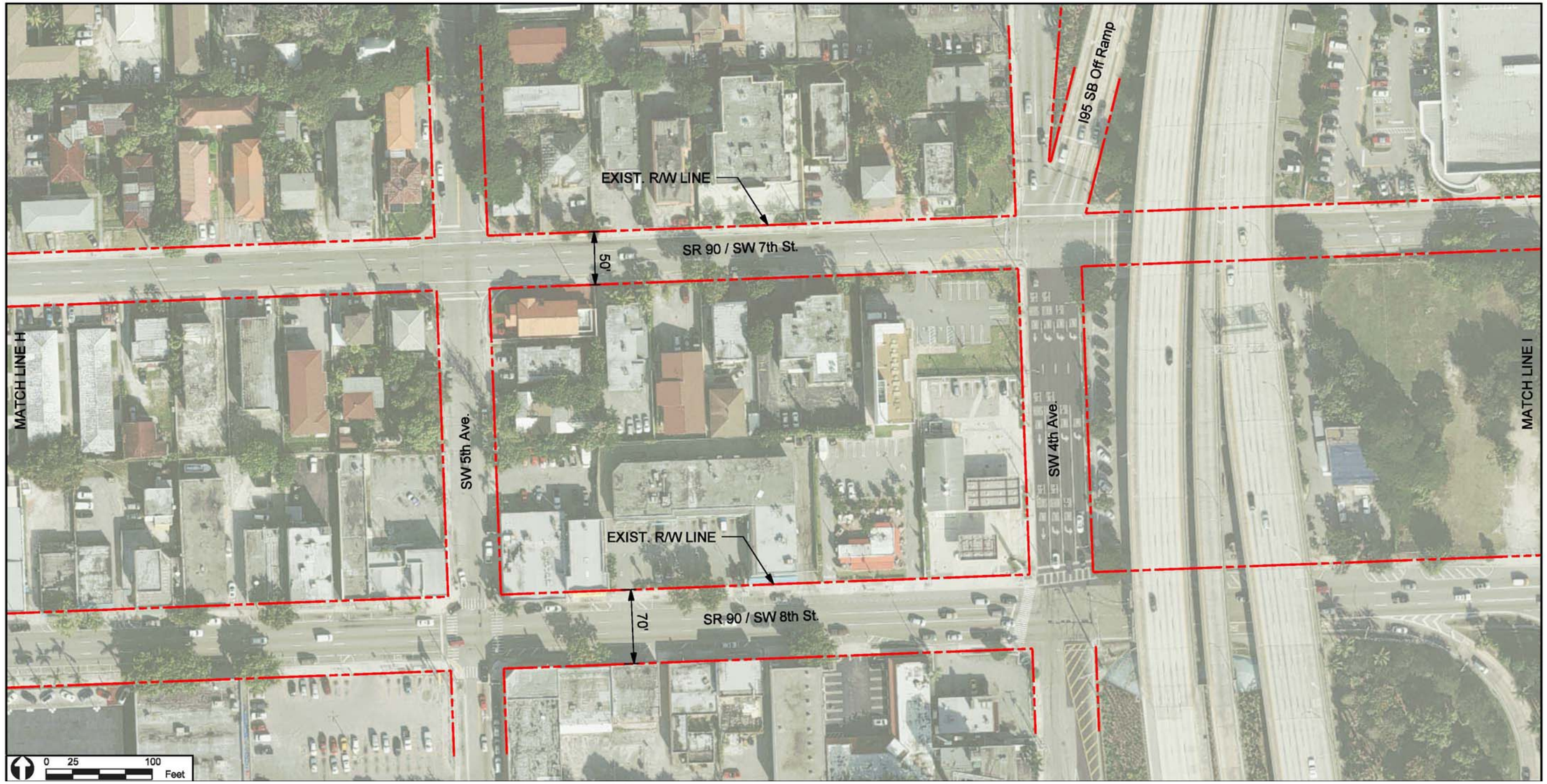


Figure 2-23: Existing Right-of-Way for Eastbound and Westbound SR 90

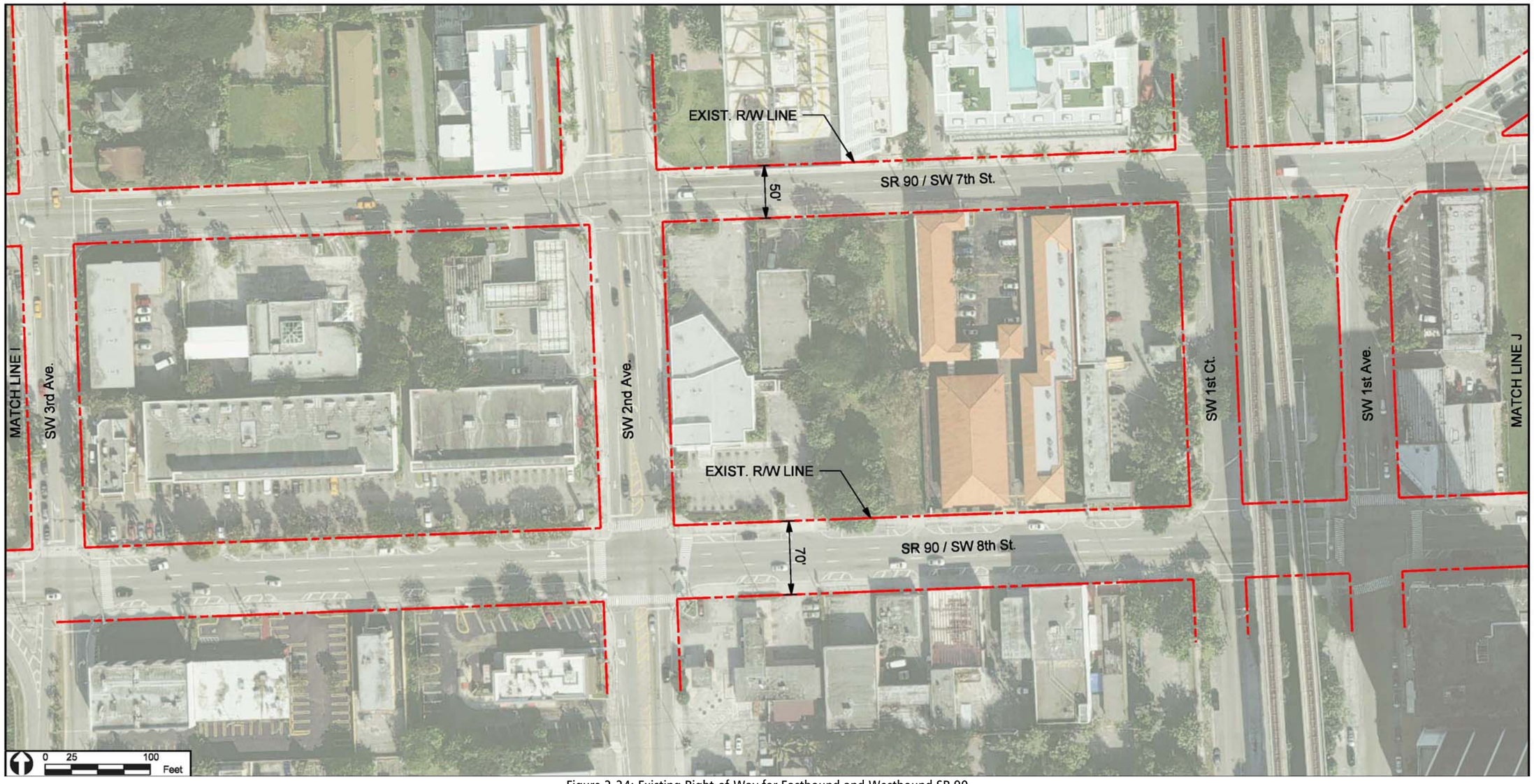


Figure 2-24: Existing Right-of-Way for Eastbound and Westbound SR 90

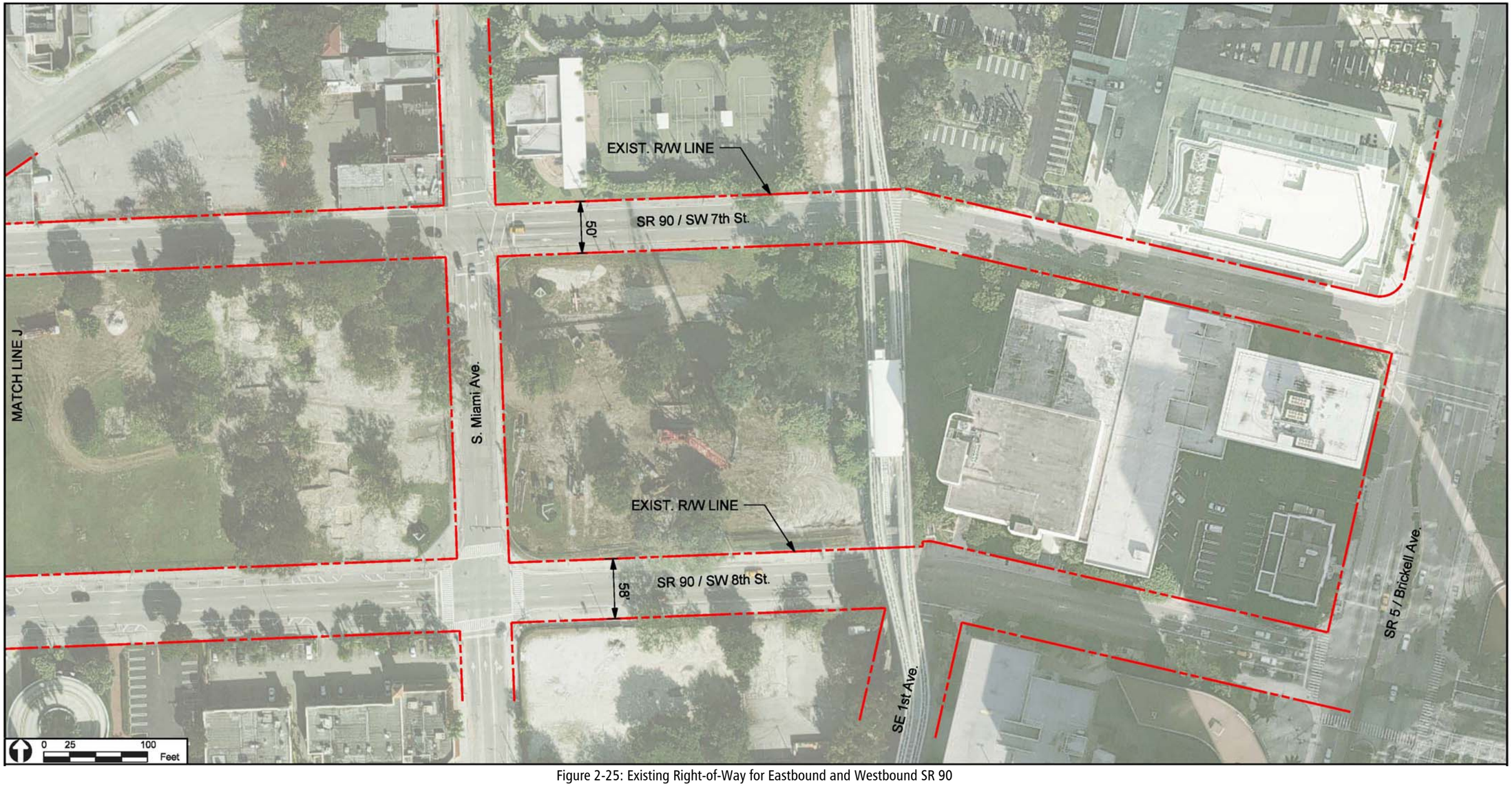


Figure 2-25: Existing Right-of-Way for Eastbound and Westbound SR 90

2.5.4 Horizontal Alignment

The existing horizontal alignment for eastbound and westbound SR 90 runs East-West with no horizontal curves within the study limits; only tangents with deflection angles are present along segments of the roadway as well as at intersections. Table 2-33 summarizes the horizontal alignment of SR 90 within the study limits as per the SLDs provided by the Department. The SLDs are provided in Appendix D of this report.

Table 2-33: Existing Horizontal Alignment of SR 90/SW 7th Street/SW 8th Street within the Study Limits

Nearest Cross Street	Point of Intersection MP	Bearing	Deflection Angle
Eastbound SR 90			
SR 9/SW 27th Ave.	14.134	N 87°09′ 41″ E	00°02′ 42″
SW 22nd Ave.	15.643	N 88°04′ 17″ E	00°04′ 26″
SW 17th Ave.	16.151	N 87°01′ 53″ E	00°02′ 24″
SR 933/SW 12th Ave.	16.656	N 87°01′ 33″ E	00°00′ 20″
SW 10th Ave.	16.856	N 89°00′ 17″ E	01°08′ 44″
SW 9th Ave.	16.989	N 89°09′ 10″ E	01°01′ 07″
SW 7th Ave.	17.197	N 89°09′ 18″ E	00°00′ 08″
SW 5th Ave.	17.405	N 87°00′ 38″ E	00°01′ 20″
SW 4th Ave.	17.509	N 87°00′ 23″ E	00°00′ 15″
SW 3rd Ave.	17.613	N 87°00′ 53″ E	00°00′ 30″
SW 2nd Ave.	17.724	N 87°00′ 25″ E	00°00′ 28″
SW 1st Ct.	17.828	N 87°07′ 17″ E	00°03′ 08″
S. Miami Ave.	17.981	N 87°07′ 15″ E	00°09′ 58″
Metromover	18.061	S 77°03′ 40″ E	15°09′ 05″
Westbound SR 90/SW 7th Street			
SR 9/SW 27th Ave.	2.915	N 87°09′ 41″ E	
SW 22nd Ave.	2.521	N 88°04′ 17″ E	00°04′ 26″
SW 17th Ave.	2.013	N 87°01′ 53″ E	00°02′ 24″
SR 933/SW 12th Ave.	1.508	N 87°01′ 33″ E	00°00′ 20″
SW 10th Ave.	1.308	N 89°00′ 17″ E	01°08′ 44″
SW 9th Ave.	1.175	N 89°09′ 10″ E	01°01′ 07″
SW 7th Ave.	0.967	N 89°09′ 18″ E	00°00′ 08″
SW 5th Ave.	0.759	N 87°00′ 38″ E	00°01′ 20″
SW 4th Ave.	0.655	N 87°00′ 23″ E	00°00′ 15″
SW 3rd Ave.	0.551	N 87°00′ 53″ E	00°00′ 30″
SW 2nd Ave.	0.44	N 87°00′ 25″ E	00°00′ 28″
SW 1st Ct.	0.336	N 87°07′ 17″ E	00°03′ 08″
S. Miami Ave.	0.183	N 87°07′ 15″ E	00°09′ 58″
Metromover	0.103	S 77°03′ 40″ E	15°09′ 05″

2.5.5 Vertical Alignment

The as-built plans provided by the FDOT do not include any vertical alignment information of the study corridor. Based on field observations, SR 90, within the study limits, exhibits a relatively flat vertical profile.

2.6 Access Management

2.6.1 Access Management Classification

SR 90 is an Access Management Class 7 roadway within the study limits, with a posted speed of limit of 30 MPH. Table 2-34 shows the spacing requirements for a Class 7 roadway.

Table 2-34: Access Management Minimum Requirements

Access Class	Median Treatment and Access Roads	Minimum Connection Spacing (ft.)	Minimum Median Opening Spacing (ft.)		Minimum Signal Spacing (ft.)
			Directional	Full	
7	Non-Restrictive and Restrictive	125	330	660	1,320

2.6.2 Median Opening Locations/Spacing

Tables 2-35 and 2-36 show the location of the existing traffic signals along the study segment of SR 90.

Table 2-35: Existing Median Opening Locations on Eastbound SR 90

Opening	MP	Spacing (ft.)	Existing Median Opening Type	Signal Deviation (%)
Class 7				
(1) SR 9/SW 27th Ave.	15.134	--	FULL (Signalized)	--
(2) SW 24th Ave.	15.388	58	FULL (Signalized)	--
(3) SW 22nd Ave./SW 10th St.	15.642	681	FULL (Signalized)	--
(4) SW 19th Ave.	16.000	539	FULL (Signalized)	--
(5) SW 17th Ave.	16.154	681	FULL (Signalized)	38
(6) SR 933/SW 12th Ave.	16.657	322	FULL (Signalized)	--
(7) SW 11th Ave.	16.762	554	FULL (Signalized)	58
(8) SR-7/US-441/SW 8th Ave.	17.095	227	FULL (Signalized)	--
(9) SW 5th Ave.	17.408	549	FULL (Signalized)	--
(10) SW 4th Ave.	17.513	554	FULL (Signalized)	58
(11) SW 3rd Ave.	17.615	539	FULL (Signalized)	59
(12) SW 2nd Ave.	17.724	576	FULL (Signalized)	56
(13) SB SW 1st Ave.	17.853	153	FULL (Signalized)	48
(14) South Miami Ave.	17.977	655	FULL (Signalized)	50
(15) SE 1st Ave.	18.058	428	FULL (Signalized)	68
(16) SR 5/Brickell Ave.	18.147	470	FULL (Signalized)	64
Average		**408**		**56**

Table 2-36: Existing Median Opening Locations on Westbound SR 90

Opening	MP	Spacing (ft.)	Existing Median Opening Type	Signal Deviation (%)
Class 7				
(1) SR 5/Brickell Ave.	0.000	--	FULL (Signalized)	--
(2) South Miami Ave.	0.183	966	FULL (Signalized)	27
(3) SW 1st Ave.	0.292	576	FULL (Signalized)	56
(4) SW 2nd Ave.	0.440	560	FULL (Signalized)	41
(5) SW 3rd Ave.	0.545	554	FULL (Signalized)	58
(6) SW 4th Ave.	0.646	533	FULL (Signalized)	60
(7) SR-7th/US-441/SW 8th Ave.	1.066	275	FULL (Signalized)	--
(8) SR 933/SW 12th Ave.	1.504	560	FULL (Signalized)	--
(9) SW 16th Ave.	1.920	544	FULL (Signalized)	--
(10) SW 17th Ave.	2.008	465	FULL (Signalized)	65
(11) SW 19th Ave.	2.264	676	FULL (Signalized)	--
(12) SW 22nd Ave.	2.518	560	FULL (Signalized)	--
(13) SW 25th Ave.	2.901	671	FULL (Unsignalized)	--
(14) Beacom Blvd.	2.915	74	FULL (Signalized)	94
(15) SR 9/SW 27th Ave.	2.998	438	FULL (Signalized)	67
Average		**546**		**59**

2.6.3 Driveway Spacing

Driveway spacing measurements were obtained from existing aerial photography, for both sides of eastbound and westbound SR 90. Tables summarizing the driveway spacing are provided in Appendix E.

2.7 Environmental Characteristics

The environmental information has been identified through the use of Florida Geographic Data Library (FGDL) and Miami-Dade County Geographic Information System (GIS) datasets, as well as through field observations. These GIS datasets have been summarized and mapped using GIS, and field verified at the study segment location.

The following list contains the environmental features for which data were gathered. Tables and maps summarizing these features are included in Appendix F of this report.

- Archeological and Historic Sites
- Cemeteries
- Daycare Facilities
- Educational Facilities
- Emergency Evacuation
- Emergency Management Services and Facilities
- Government Facilities
- Hazardous Materials Sites
- Public Lands
- Religious Facilities
- Social Services Facilities
- FEMA Floodplain
- FEMA Floodway Areas
- Wetlands
- Outstanding Florida Waters

2.8 Utilities

Information about existing utilities located within the study segment of SR 90 was obtained through Online Sunshine. Table 2-37 provides a matrix for the utilities located within study area. Information regarding the location of these utilities has been requested.

Table 2-37: Existing Utilities Matrix

Utility Company Name	Address	Contact	Phone Number
FDOT ITS (AECOM)	1001 NW 111th Ave., Miami, FL 33172	Thomas Miller	305-470-5757
Atlantic Broadband	1681 Kennedy Cswy, North Bay Village, FL 33141	David McBride	305-861-8069 Ext. 3240
ATT/T	2315 Salem Rd., 1st Floor-F11, Conyers, GA 30013	Nancy Spence	770-918-5424
ATT/Distribution	9101 SW 24th St., 1st Floor, Miami, FL 33165	Steve Massie	305-222-8745
Centurylink (Formerly Qwest Communication)	700 W Mineral Ave. NE J31.2 Littleton, CO 80120	George Mcelvain	303-992-9931
Comcast Cable	2601 SW 145th Ave. Miramar, FL 33027	Leonard Maxwell-Newbold	954-447-8405
Dade County Public Works And Traffic	7100 NW 36th St. Miami, FL 33166	George Brown	305-592-3470 Ext: 235
Fiberlight, LLC	602 S Military Trl. Deerfield Beach, FL 33442	Troy Gaeta	954-422-5618
Florida Power & Light	158 Macarthur Cswy., Miami Beach, FL 33139	Seyed Hajassadollah	305-228-5290
Florida Power & Light	2900 Catherine St., Palatka, FL 32177	Tracy Stern	800-868-9554
FPL Fibernet LLC	9250 W Flagler St. Miami, FL 33174	Danny Haskett	305-552-2931
Hotwire Communications	3870 Pembroke Rd., Hollywood, FL 33021	Phil Gallub	Unknown
Level 3 Communications LLC	1025 Eldorado Blvd. Broomfield, CO 80021	Judy Henry	720-888-2061
MCI Verizon Florida	1909 US Hwy. 301 N Bldg. D Tampa, FL 33619	Verizon Florida	813-740-1231
Miami-Dade Enterprise Technology Service	10300 SW 72nd St. Ste #358 Miami, FL 33173	Carlos Pertuz	305-275-7813
Miami Dade Water Sewer	3575 S Lejeune Rd. Miami, FL 33157	Sergio Garcia	786-268-5320
Teco People Gas	5101 NW 21st Ave., Suite 460, Ft. Lauderdale, FL 33309	Yvonne Goldman	954-453-0824
Time Warner Telecom	100 NE 3rd Ave., Suite 900, Ft. Lauderdale, FL 33301	Willie Zackery	954-761-2730
XO Communications	165 NW 15th Ave., Miami, FL 33169	Tony Kowaleski	305-356-3160

3. Traffic

3.1 Previous Traffic and Safety Studies

I-95 On-ramp signage at SR 90/SW 7th Street and SW 8th Street

On September 6, 2007, the FDOT conducted a Composite Study in Miami-Dade County. This study investigated and documented the existing geometric and operational conditions in the area bounded by westbound SR 90 on the north, eastbound SR 90 on the south, SW 4th Avenue on the west, and SW 3rd Avenue on the east. The existing conditions documentation included a review of roadway approach, traffic circulation patterns, and the identification of (I-95) roadway sign locations. Based upon the field data, recommendations were made to improve signage locations and sign structures so that drivers would be able to make better decisions about which lane to drive on to reach their intended routes. In addition, the study recommended where to place pavement marking legends that would lead to the interstate, and the reduction of vehicle queuing at some intersections to improve driving conditions.

Safety Study 2007 High Crash Locations

This Safety Study was conducted on May 5, 2009 by FDOT in Miami-Dade County. This study identified crash patterns and probably causes at the intersections of eastbound SR 90 at SW 4th Avenue and at SW 3rd Avenue, and westbound SR 90 at SW 4th Avenue. The purpose of the study was to develop a recommendation of options which improve driving conditions at these intersections and to weigh those options through a cost/benefit analysis. Through a survey of existing conditions, the study was able to identify existing intersection approach geometries, existing traffic signals and signage, areas with missing signs such as posted speed limits, areas of major congestion, and pedestrian activity. Crash patterns were investigated and analyzed using a frequency analysis based upon police reports. The crash analysis revealed the times and locations where certain crash types, such as side-swipes or rear-end collisions, were most likely to occur.

Recommendations for each intersection were presented based upon the safety and operational deficiencies identified by the study and positive cost/benefit analysis results. The recommendations included replacing traffic signals, installing signal heads, constructing bulbouts, lengthening pocket lanes, installing pavement messaging, and other guide/lane use signs.

Qualitative Assessment of SR 90/SW 8th Street at SW 4th Avenue

On May 28, 2003, FDOT conducted a study to examine safety and operations at the intersection of eastbound SR 90/SW 8th Street at SW 4th Avenue within Miami-Dade County. The intent of the study was to evaluate intersection operations and identify safety concerns. The evaluation consisted of field reviews during morning and afternoon peak periods, a review of the existing intersection geometry, and an analysis of the following data: three years of crash history data, 72-hours of traffic counts and 4-hour peak turning movement counts (TMC's). The study also examined existing traffic control signaling devices, signing and pavement markings, pedestrian and bicycle access, bus stops, street lighting, pavement conditions, drainage, driveways, parking, and other access management concerns.

Traffic Impact Analysis for Brickell CitiCentre Development

This study was conducted by Kimley-Horn and Associates, Inc. for submittal to the City of Miami on December of 2012. Brickell CitiCentre, LLC is currently constructing a mixed-use development in the area bounded by SE 5th Street to the north, SE 6th Street to the south, South Miami Avenue to the west, and SE 1st Avenue to the east; and the purpose of this study was to assess the project's impact on the surrounding transportation network and determine if adequate capacity is available to support future demand.

The major tasks for this study included performing transportation corridor segments capacity analyses and intersection capacity analyses for existing conditions and for future conditions with and without project traffic. The analyses yielded that the transportation corridors and intersections in the vicinity of the project site would operate at adopted levels of service or better during both the AM and PM peak hours.

Bicycle and Pedestrian Issues Review Summary of SR 90/SW 8th Street from SW 27th Avenue to SW 17th Avenue

This memorandum summarizes field reviews and analyses performed by Kimley-Horn and Associates, Inc., to evaluate issues along eastbound SR 90/SW 8th Street that were identified as part of the Safe Routes to Age in Place (SRAP) program. The SRAP is a component of the Miami-Dade County Age-Friendly Initiative to make walking a safer and easier option throughout life. Through the SRAP outreach program, the residents of the SR 90/SW 8th Street identified concerns regarding sidewalk condition, pedestrian signalization, sidewalk conflicts between pedestrians and bicyclists, and a few others regarding pedestrian and vehicular traffic conflicts.

The recommendations of this memorandum included sidewalk repairs, driveway reconstruction, and the installation of pedestrian signals and "Yield to Pedestrian" signs. Additionally, the document recommended performing a traffic operations/safety study to determine if the existing crosswalk on the north leg of the Beacom Boulevard intersection is adequate.

3.2 Traffic Data

Different traffic data were collected along the corridor at various segments and major intersections. The data collection consisted of the following: 72 Hour approach counts, 1-day and 2-day TMCs, 6-hour pedestrian counts at signalized mid-block pedestrian crossings, queuing studies at four locations, and special 1-day and 6-hour TMCs at two locations. The specific locations where the traffic data were collected are shown in Figure 3-1. Please note that traffic data collected at the intersections of SW 1st Avenue, S. Miami Avenue, and SR 5/Brickell Avenue were not utilized for the operational analyses because construction activities in the vicinity are impacting traffic operations at these intersections. Instead, traffic volume data from the Traffic Impact Analysis performed for the Brickell CitiCentre were utilized in this study to conduct operational analyses of these six (6) intersections.

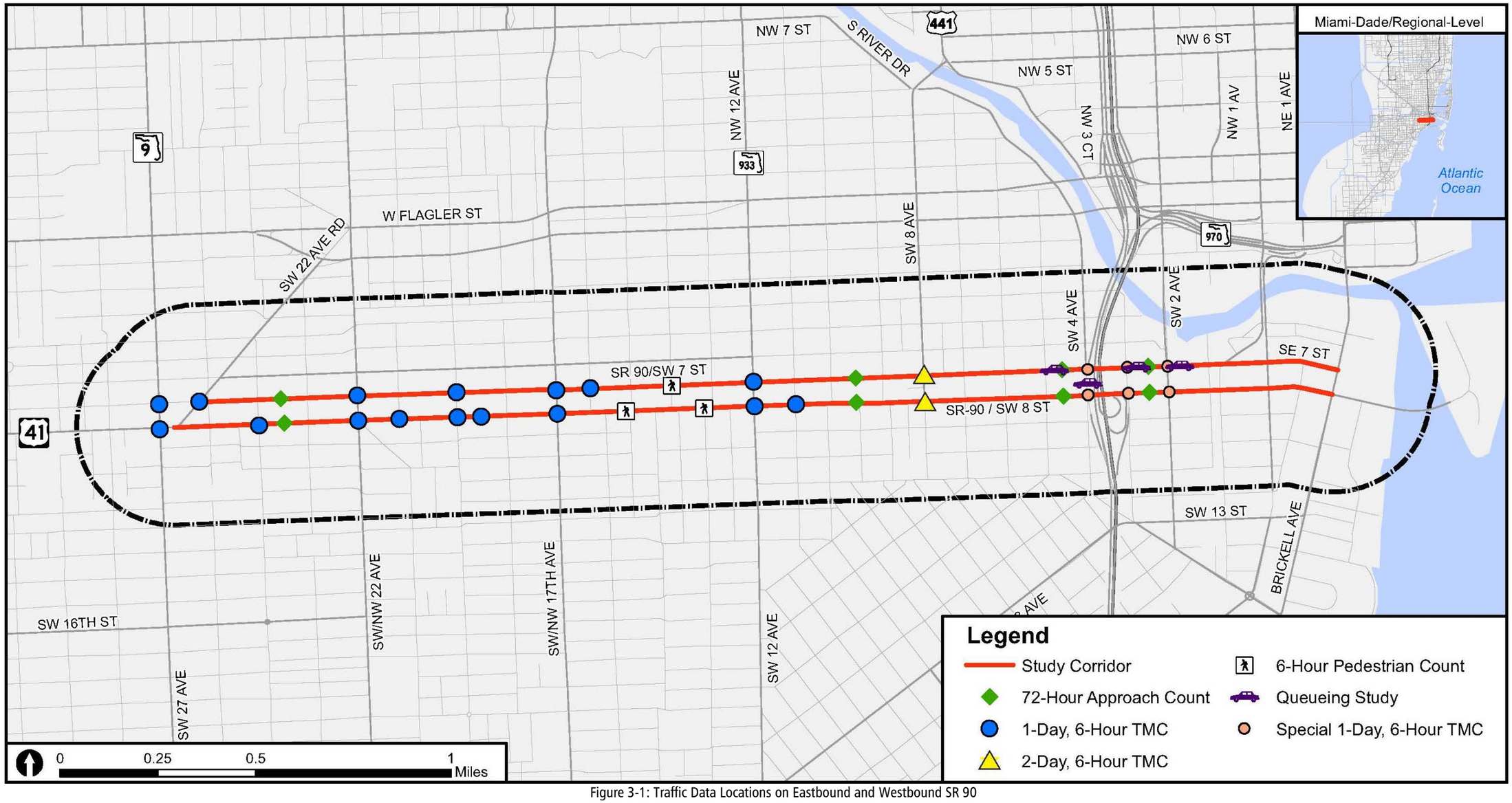


Figure 3-1: Traffic Data Locations on Eastbound and Westbound SR 90

3.2.1 Traffic Volume Data

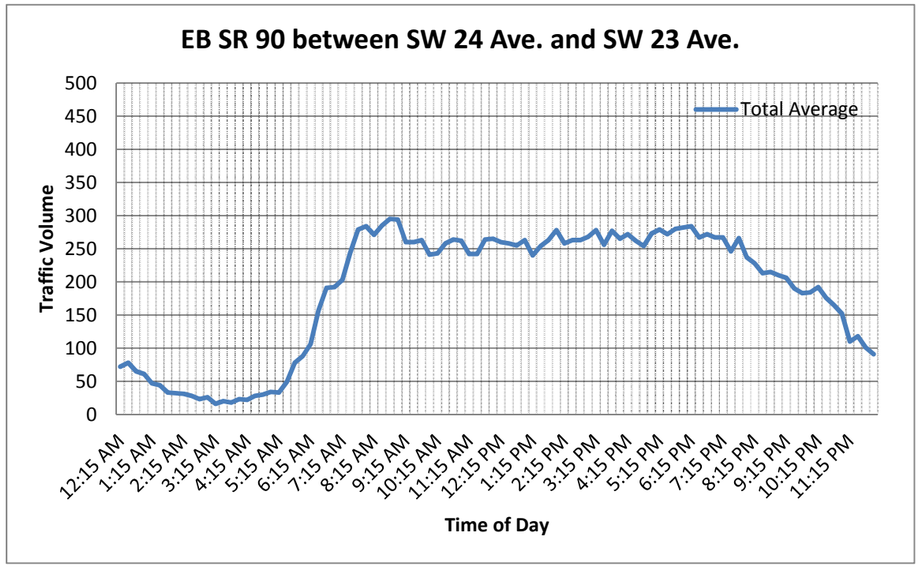
Different traffic data were collected along the corridor at various segments and major intersections. The data collection consisted of the following: 72-hour approach counts, 1-day and 2-day TMC, 6-hour pedestrian counts at signalized mid-block pedestrian crossings, queuing studies at four locations, and a special one-day TMC to obtain origin-destination information at the interchange with I-95.

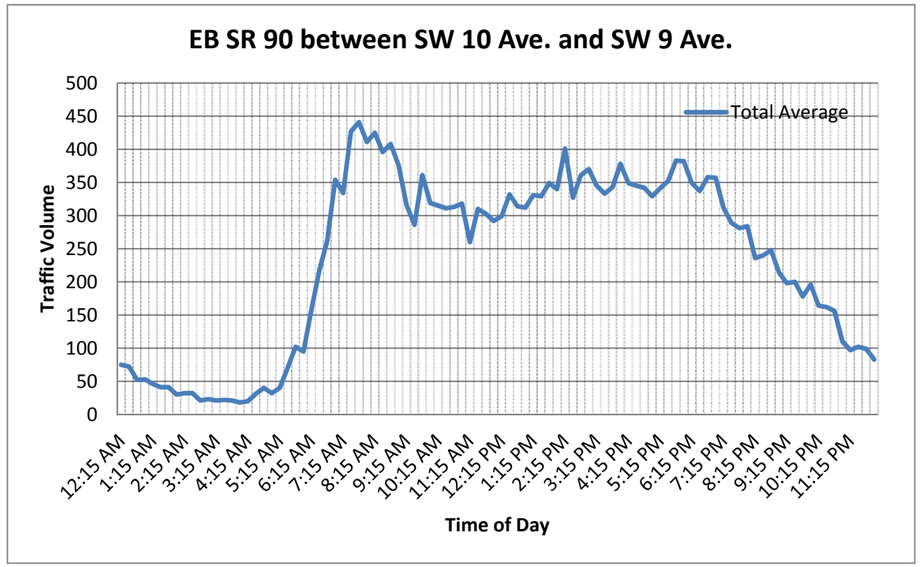
3.2.1.1 72-Hour Approach Counts

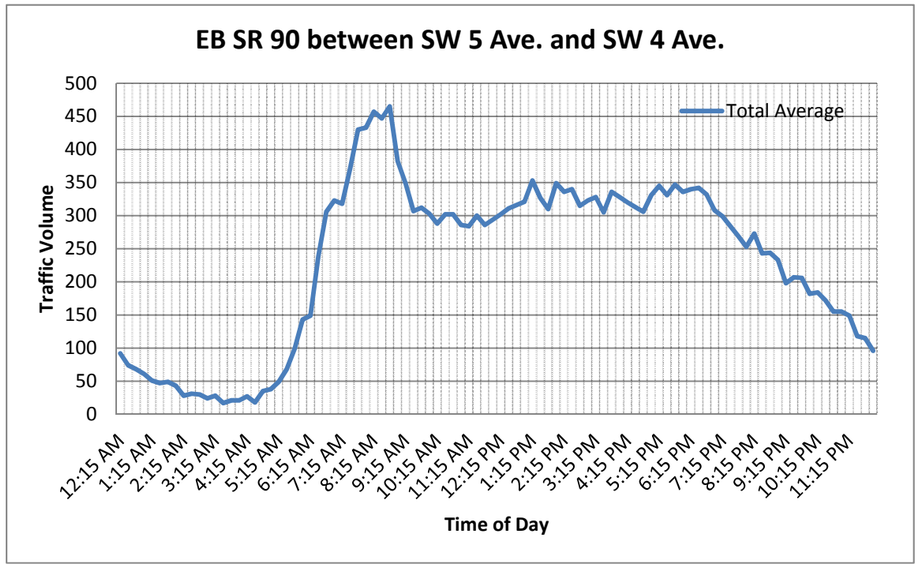
Figures 3-2 and 3-3 graphically depict the average traffic volumes obtained from the 72-hour approach counts at the locations indicated in the graphs. As shown Figure 3-2, the AM and PM peak hours on eastbound SR 90 occur from 7:30 AM to 8:30 AM and from 5:15 PM to 6:00 PM, respectively. Similarly, the AM and PM peak hours on westbound SR 90 occur from 8:00 AM to 8:30 AM and from 4:45 PM to 5:15 PM, respectively, as shown in Figure 3-3. It should be noted that caution must be exercised for those approach counts collected on the east side of I-95 due to the potential impact of construction activities on traffic volumes and motorist behavior.

The raw 72-hour approach count data are included in Appendix G.

Figure 3-2: Graphical Illustration of Average Daily Traffic Volumes on Eastbound SR 90







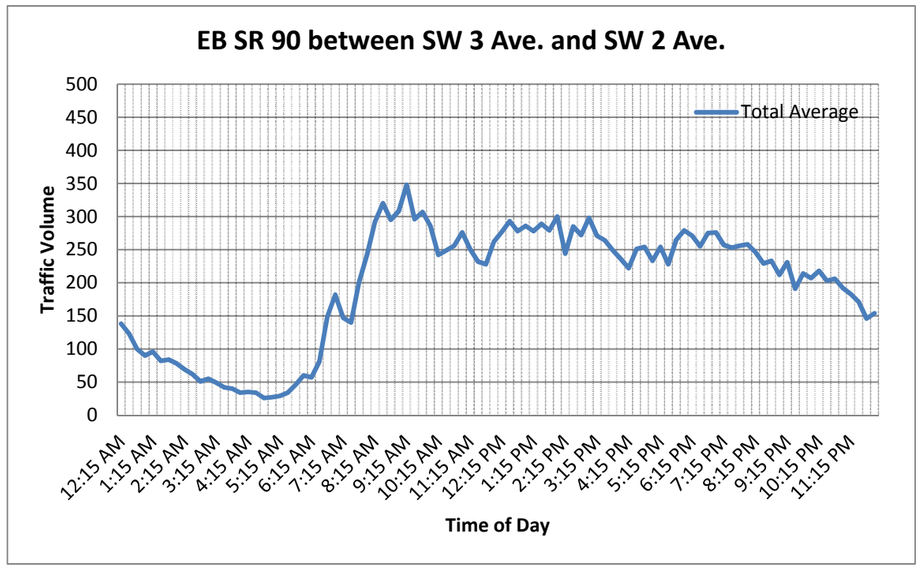
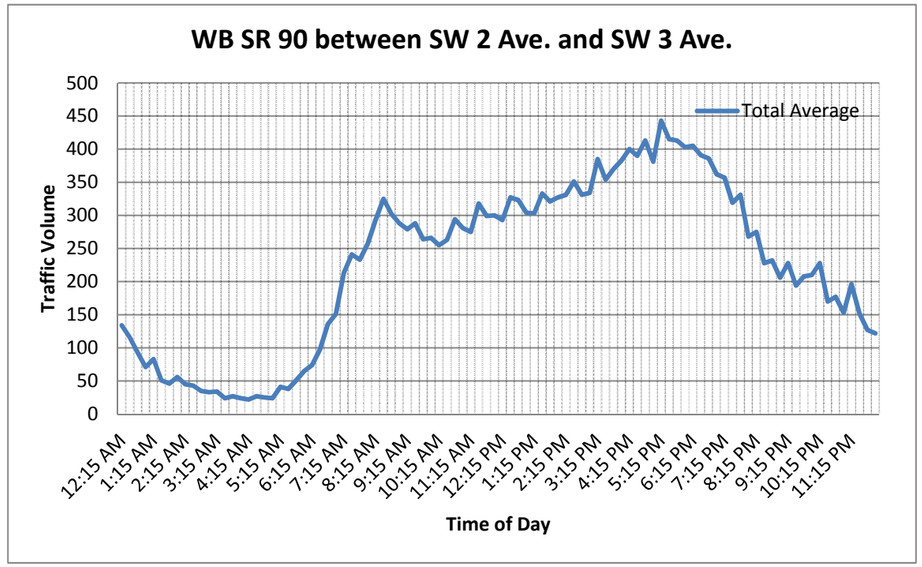
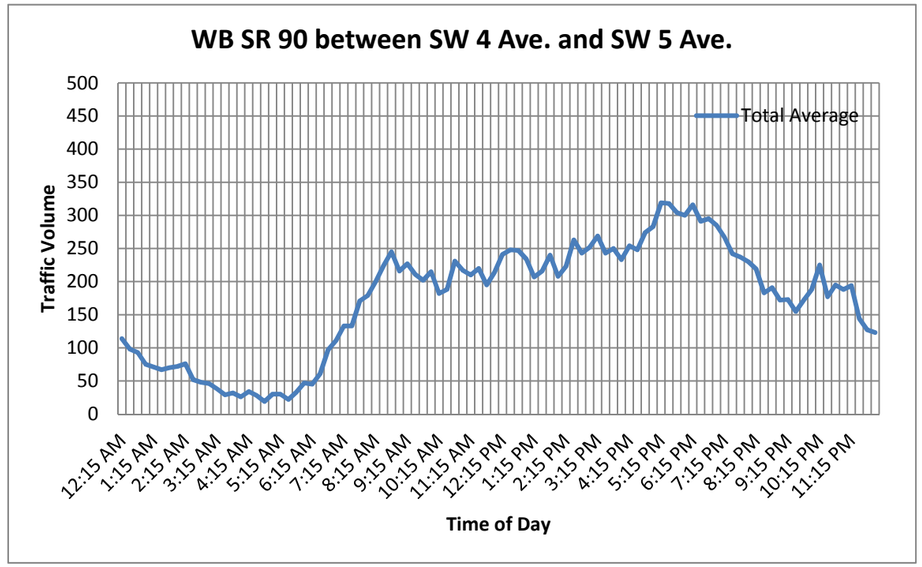
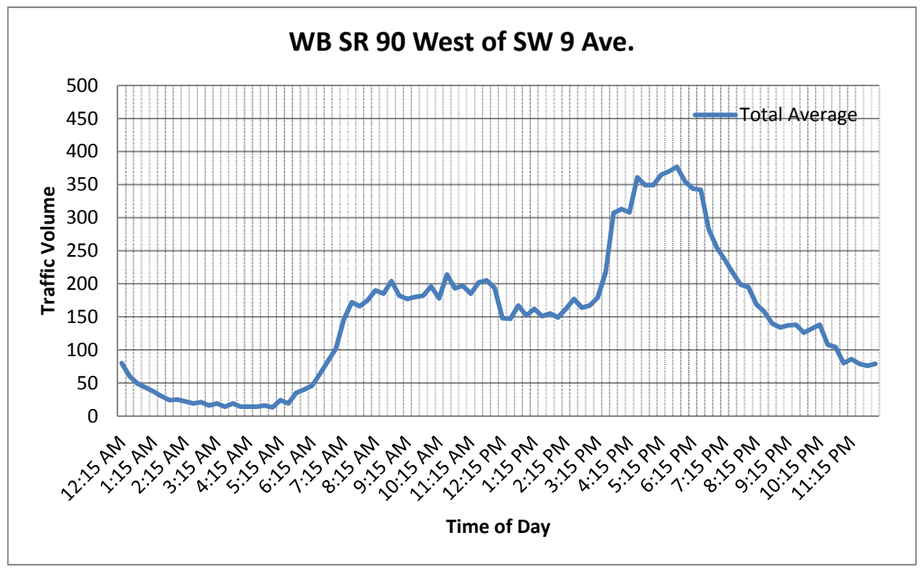
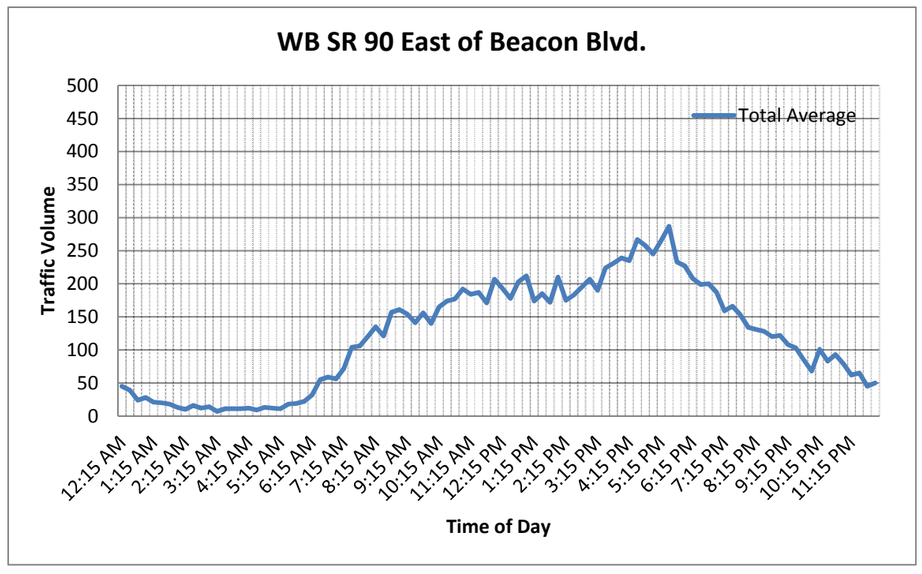


Figure 3-3: Graphical Illustration of Average Daily Traffic Volumes on Westbound SR 90









3.2.1.2 Turning Movement Counts (TMCs)

Based upon the 72-hour approach counts, TMCs were collected from 7:00 AM to 10:00 AM and from 4:00 PM to 7:00 PM at the study intersections on both eastbound and westbound SR 90. The raw TMC data are included in Appendix G.

Table 3-1 summarizes the time frames at which the AM and PM peak hours occurred at the study intersections on eastbound SR 90 based upon the collected TMCs. Results from Table 3-1 indicate that the most frequent AM peak hour corresponds to the 8:00 AM – 9:00 AM time frame (42%), followed by the 7:45 AM – 8:45 AM (26%) time frame. Also, Table 3-1 shows that the most frequent PM peak hour was from 5:15 PM to 6:15 PM (37%).

Table 3-1: AM and PM Peak Hours at Study Intersections along Eastbound SR 90, Based Upon TMCs[1]

Intersection	AM	PM
SR 9/SW 27th Ave.	8:00	4:30
SW 24th Ave.	8:00	5:15
SW 22nd Ave.	7:30	5:45
SW 21st Ave.	7:15	4:00
SW 19th Ave.	7:45	5:00
SW 19th-18th Ave. – Midblock Pedestrian Crossing	8:00	4:15
SW 17th Ave.	7:45	4:15
SW 15th Ave. – Midblock Pedestrian Crossing	7:45	5:15
SW 13th Ave. – Midblock Pedestrian Crossing	8:15	5:15
SR 933/SW 12th Ave.	7:45	4:45
SW 11th Ave.	7:30	5:15
SR 7/SW 8th Ave.	7:15	5:15
SW 4th Ave.	7:45	6:00
SW 3rd Ave.	8:00	5:30
SW 2nd Ave.	8:00	5:15
SW 1st Ave.[2]	8:00	5:00
South Miami Ave.[2]	8:00	5:15
SE 1st Ave./Rail Station[2]	8:00	4:45
SR 5/Brickell Ave.[2]	8:30	6:00

Notes:
(1) Traffic data provided by CALTRAN Engineering Group.
(2) Construction activities have an impact on traffic operations at the intersection.

Table 3-2 summarizes the time frames at which the AM and PM peak hours occurred at the study intersections on westbound SR 90 based upon the TMCs. Results from Table 3-2 show that the most frequent AM peak hour corresponds to the 7:45 AM – 8:45 AM time frame (44%), followed by the 8:00 AM – 9:00 AM time frame (31%). In addition, Table 3-2 shows that the most frequent PM peak hour occurred from 5:00 PM to 6:00 PM (25%).

Table 3-2: AM and PM Peak Hours at Study Intersections along Westbound SR 90, Based Upon TMCs[1]

Intersection	AM	PM
SR 5/Brickell Ave.[2]	8:30	17:00
Rail Station[2]	7:45	17:00
South Miami Ave.[2]	8:15	16:30
SW 1st Ave.[2]	8:15	16:45
SW 2nd Ave.	8:00	17:30
SW 3rd Ave.	7:45	18:00
SW 4th Ave.	7:30	17:30
SR 7/SW 8th Ave.	7:45	16:45
SR 933/SW 12th Ave.	8:00	17:00
SW 14th Ave.	8:00	16:00
SW 16th Ave.	8:00	16:00
SW 17th Ave.	7:45	17:30
SW 19th Ave.	8:00	16:00
SW 22nd Ave.	7:45	17:15
Beacom Blvd.	7:45	17:00
SR 9/SW 27th Ave.	7:45	16:45

Notes:
(1) Traffic data provided by CALTRAN Engineering Group.
(2) Construction activities have an impact on traffic operations at the intersection.

Figure 3-4 to 3-7 graphically depict the TMC's obtained at each intersection within the study segment of SR 90 during the general AM and PM peak hour determined for conducting the operational analyses. Since the interchange with I-95 is considered critical for the operational analyses, this study considered that the general peak hour should be consistent with the peak hours observed at the intersections of SR 90 with SW 4th Avenue, SW 3rd Avenue and SW 2nd Avenue, and the approach count data in the vicinity of the interchange with I-95.

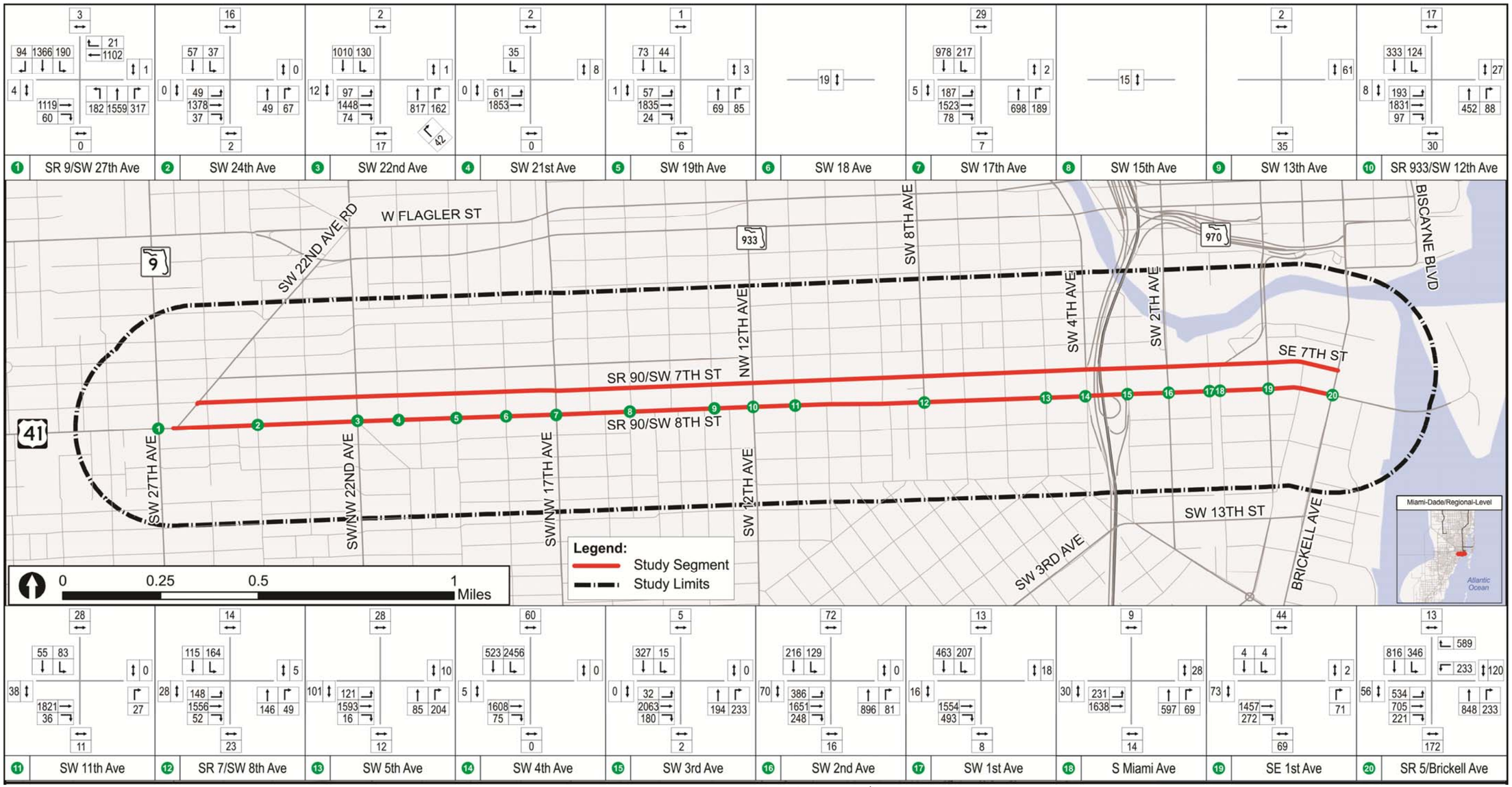


Figure 3-4: Traffic Movement Counts on Eastbound SR 90/SW 8th Street AM Peak Hour

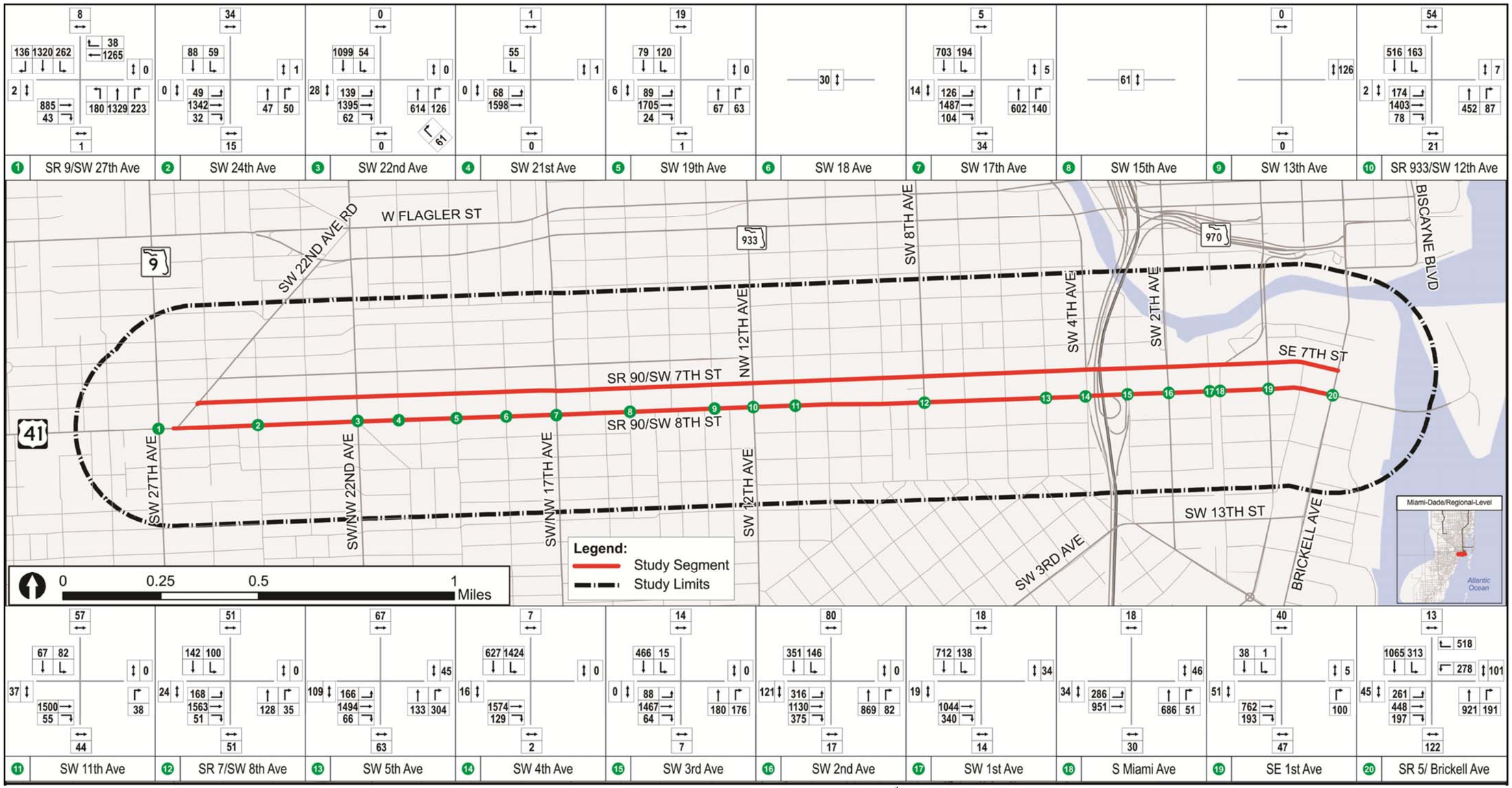


Figure 3-5: Traffic Movement Counts on Eastbound SR 90/SW 8th Street PM Peak Hour

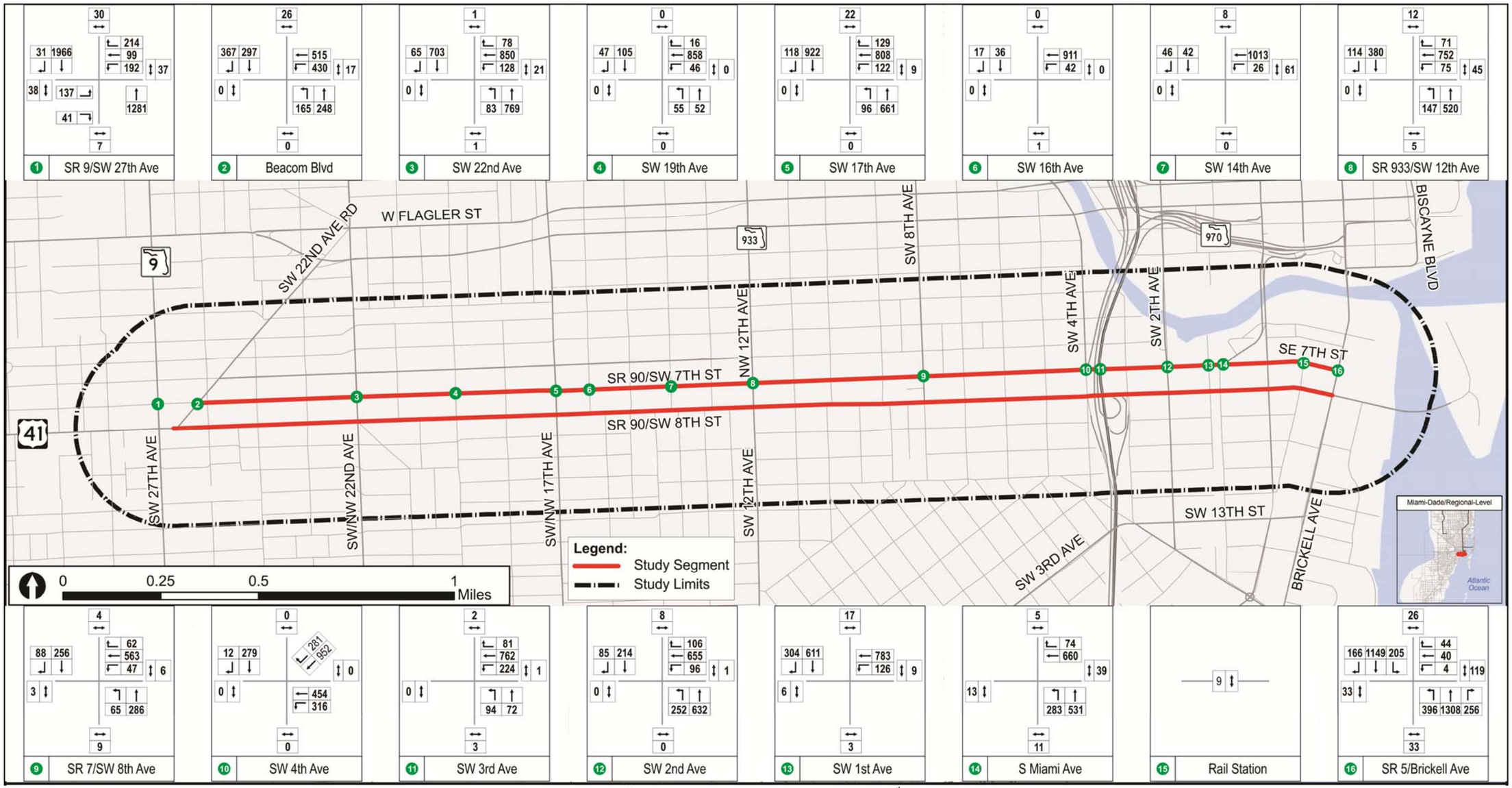


Figure 3-6: Traffic Movement Counts on Westbound SR 90/SW 7th Street AM Peak Hour

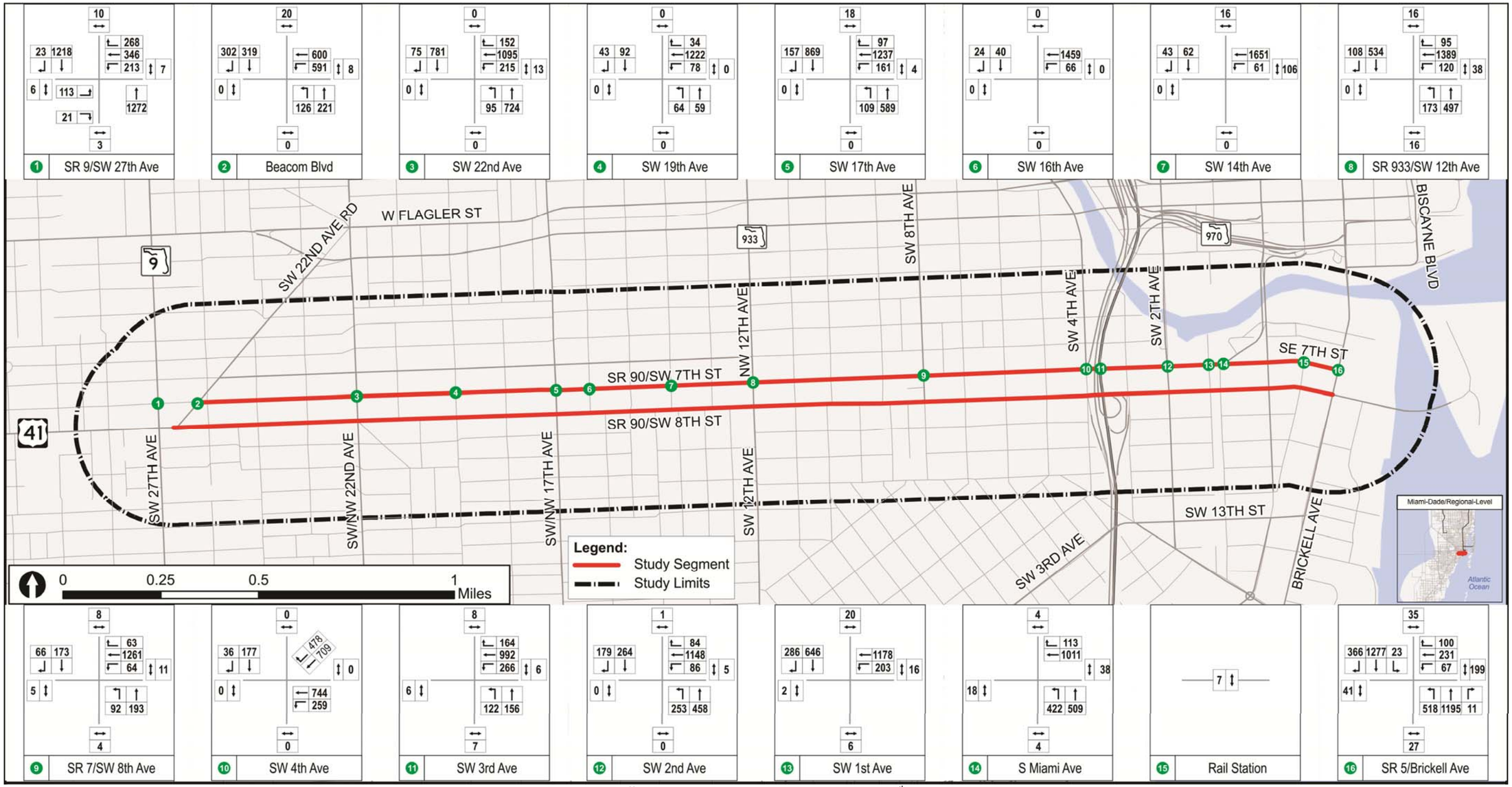


Figure 3-7: Traffic Movement Counts on Westbound SR 90/SW 7th Street PM Peak Hour

3.2.1.3 Historical AADT Volume Data

Historical AADT data were obtained from available FDOT stations located in the vicinity of the study area. Table 3-3 summarizes the historical data.

Table 3-3: Historical AADT Volume Data from FDOT Count Stations

PTMS	Description	Year					Average
		2008	2009	2010	2011	2012	
872545	SR 90/US-41/SW 8th St./One-Way EB, 150' West of I-95	19,500	21,000	30,500	23,000	25,000	23,800
875090	SR 90/US-41/SW 8th St./One-Way EB, 200' West of SR 5/US-1	12,000	13,000	11,000	12,500	17,000	13,100
875091	SR 90/US-1/SW 7th St./One-Way WB, 200' West of SR 5/US-1	13,000	12,000	12,000	13,000	14,000	12,800
875095	SR 90/US-41/SW 8th St./One-Way EB, 200' West of SW 7th Ave.	23,000	17,000	21,500	21,000	22,000	20,900
875096	SR 90/US-41/SW 7th St./One-Way WB, 200' East of SW 7th Ave.	9,500	12,500	15,000	17,000	17,000	14,200
875097	SR 90/US-41/SW 7th St./One-Way WB, 200' West of SW 12th Ave.	17,000	20,000	17,500	17,000	21,500	18,600
875098	SR 90/US-41/SW 8th St./One-Way EB, 200' West of SW 12th Ave.	25,500	23,000	26,000	20,500	26,000	24,200
875103	SR 90/US-41/SW 8th St./One-Way EB, 200' East of Beacon Blvd.	18,500	20,000	21,500	19,500	19,500	19,800
875105	SR 90/US-41/SW 7th St./One-Way WB, 200' East of Beacon Blvd.	18,500	17,500	18,000	15,000	16,500	17,100
875389	SR 90/US-41/SW 7th St. (Two Way), 150' West of SW 25th Ave.	N/A	N/A	N/A	20,400	18,600	19,500
876301	Ramp 87270168 from SB SW 4th Ave. to SB I-95, 200' South of SW 4th Ave.	2,600	3,000	3,000	2,400	2,400	26,80
876302	Ramp 87270169 from NB SW 3rd Ave., 200' North of I-95	4,000	4,400	4,400	4,400	4,400	43,20
876303	Ramp 87270170 from EB SW 8th St. to NB I-95, 100' East of SW 8th St.	13,500	12,000	12,000	14,000	14,000	13,100
876356	Ramp 87270501 from EB SW 8th St. to NB I-95, 300' South of SW 8th St.	8,000	8,600	8,600	6,700	6,700	77,20
875126	SR 9/SW/NW 27th Ave., 100' North of SW 8th St./SR 90	36,000	36,500	34,000	34,000	37,000	35,500
878340	SW/NW 22nd Ave., 200' South of SW 8th St.	N/A	N/A	N/A	N/A	14,500	14,500
875011	SR 933/SW/NW 12th Ave., 200' North of SW 7th St.	15,100	15,800	15,200	15,600	14,100	15,160
875000	SR 7/US-441/SW/NW 8th Ave., 200' North of SW 7th St.	6,800	6,500	7,000	7,100	8,000	7,080
877061	SW 2nd Ave., 100' North of SW 11th St.	N/A	13,100	13,400	13,200	12,000	12,925
878611	South Miami Ave., 200' South of SE 6th St. (2011 Off System Cycle)	N/A	N/A	N/A	N/A	8,000	8,000
870550	SR 5/US-1, 200' South of Miami River Bridge	31,500	31,500	36,500	36,500	34,000	34,000
875042	SR 5/US-1, 200' South of SE 8th St./SR 90/Tamiami Trail	30,500	32,500	33,000	28,000	26,000	30,000

Source: FDOT's Florida Traffic Online (2012)

3.2.1.4 2013 AADT Volume Data

AADT volume data were obtained from the 72-hour approach counts collected for the study. The Average Daily Traffic (ADT) was adjusted by the Seasonal Factor (SF) and Axle Factor (AF) to obtain the AADT. Table 3-4 presents the 2013 AADT volume data and detailed calculations are included in Appendix G.

Table 3-4: 2013 AADT Volumes

Description	2013 AADT (vpd)
EB SR 90 b/w SW 24th Ave. and SW 23rd Ave.	17,200
EB SR 90, East of SW 10th Ave.	21,400
EB SR 90 b/w SW 5th Ave. and SW 4th Ave.	21,200
EB SR 90 b/w SW 3rd Ave. and SW 2nd Ave.	17,900
WB SR 90 b/w SW 3rd Ave. and SW 2nd Ave.	20,700
WB SR 90 b/w SW 4th Ave. and SW 5th Ave.	15,800
WB SR 90, West of SW 9th Ave.	13,700
WB SR 90, 200 ft. East of Beacom Blvd.	11,100

3.2.1.5 Special Count Data at I-95 Interchange

Since the I-95 interchange with SR 90 has a significant impact on traffic operations on the study corridor, a special count was conducted at the intersections of eastbound SR 90 with SW 4th Avenue and the eastbound SR 90 on-ramps to northbound I-95. The objective of the special count was to identify the approximate percentage of vehicles utilizing a particular lane to enter one of the two eastbound SR 90 on-ramps to northbound I-95.

Figures 3-8 and 3-9 depict the approximate origin destination data for the AM and PM peak hours, respectively. Figures 3-8 and 3-9 show that approximately 30 percent of the vehicles on both eastbound SR 90 and SW 4th Avenue utilize the westernmost on-ramp to get into northbound I-95, and the easternmost on-ramp is underutilized during both AM and PM peak periods. Also, these figures show that an average of 10 percent of vehicles in Lane 3 of SW 4th Avenue change lanes to access northbound I-95's westernmost ramp. This weaving condition presents a potential for sideswipes with vehicles in Lane 2; this is reflected in the high number of sideswipe crashes reported at this intersection.

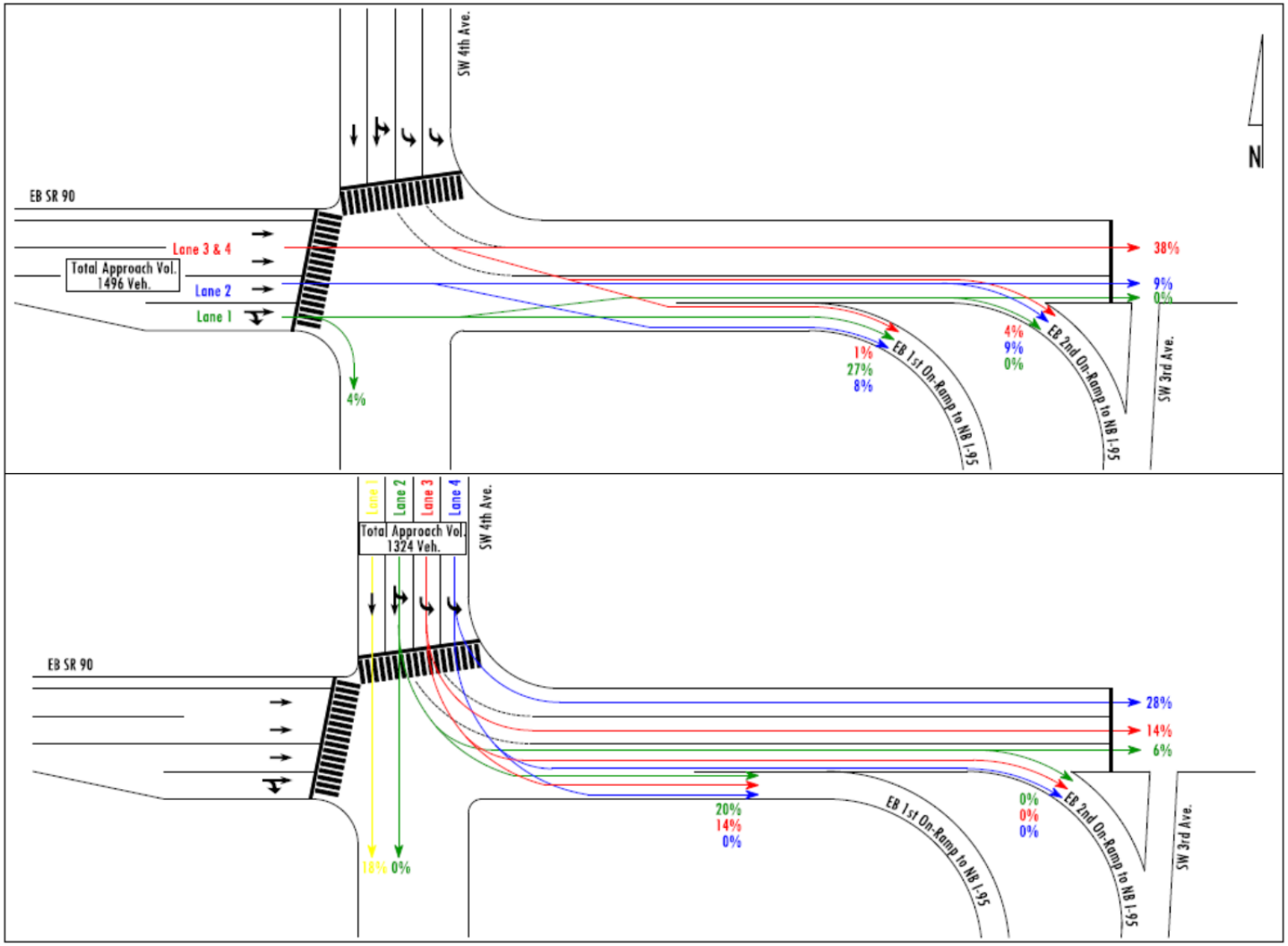


Figure 3-8: Approximate Origin-Destination of Traffic Volumes at the Intersection of Eastbound SR 90 and SW 4th Avenue, AM Peak

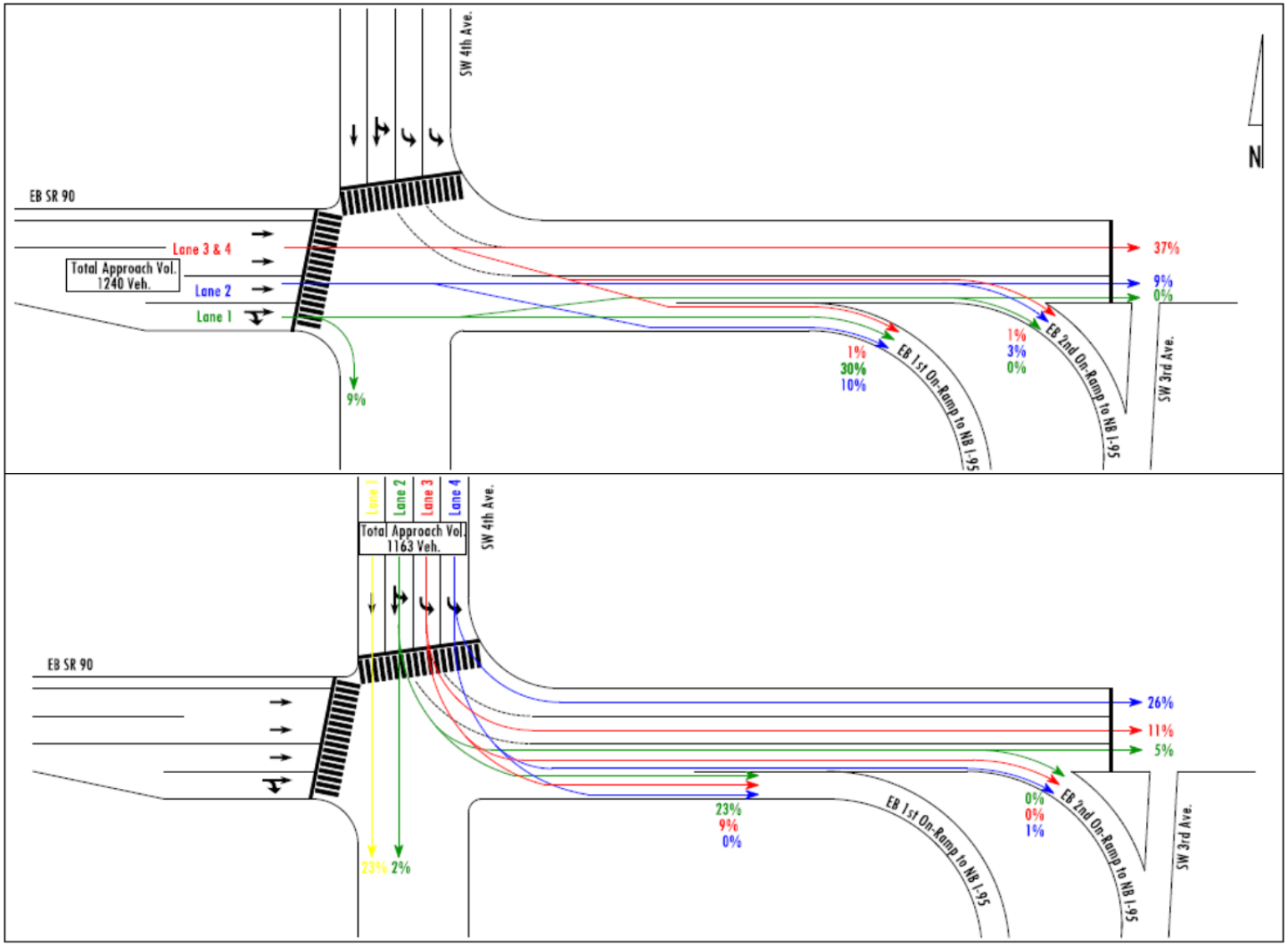


Figure 3-9: Approximate Origin-Destination of Traffic Volumes at the Intersection of Eastbound SR 90 and SW 4th Avenue, PM Peak

3.2.2 Design Factors

The Design Hour Factor (K) corresponds to the standard K factor value of 9 percent established by FDOT for urban arterials. The Directional Distribution (D) Factor is 100 percent since SR 90 is a one-way pair. The Peak-Hour Factor was obtained from the TMCs collected at each intersection. Table 3-5 presents the T factors obtained from the historical traffic volume data.

Table 3-5: Historical and Average T-Factors

PTMS	Description	Year					Average T-Factor
		2008	2009	2010	2011	2012	
872545	SR 90/US-41/SW 8th St./One-Way EB, 150' West of I-95	5.9	4.7	8.3	6.1	5.4	6.1
875090	SR 90/US-41/SW 8th St./One-Way EB, 200' West of SR 5/US-1	5.9	4.7	8.3	6.1	5.4	6.1
875091	SR 90/US-1/SW 7th St./One-Way WB, 200' West of SR 5/US-1	5.9	4.7	8.3	6.1	5.4	6.1
875095	SR 90/US-41/SW 8th St./One-Way EB, 200' West of SW 7th Ave.	4.0	2.0	7.5	7.5	2.5	4.7
875096	SR 90/US-41/SW 7th St./One-Way WB, 200' East of SW 7th Ave.	7.7	1.7	13.0	13.0	2.6	7.6
875097	SR 90/US-41/SW 7th St./One-Way WB, 200' West of SW 12th Ave.	5.9	4.7	8.3	6.1	5.4	6.1
875098	SR 90/US-41/SW 8th St./One-Way EB, 200' West of SW 12th Ave.	5.9	4.7	8.3	6.1	5.4	6.1
875103	SR 90/US-41/SW 8th St./One-Way EB, 200' East of Beacon Blvd.	5.9	4.7	8.3	6.1	5.4	6.1
875105	SR 90/US-41/SW 7th St./One-Way WB, 200' East of Beacon Blvd.	5.9	4.7	8.3	6.1	5.4	6.1
875389	SR 90/US-41/SW 7th St. (Two Way), 150' West of SW 25th Ave.	N/A	N/A	N/A	6.1	5.4	5.8
Average							**3.1**
876301	Ramp 87270168 from SB SW 4th Ave. to SB I-95, 200' South of SW 4th Ave.	1.9	2.6	2.6	2.6	8.6	3.7
876302	Ramp 87270169 from NB SW 3rd Ave., 200' North of I-95	1.8	3.1	3.1	3.0	8.6	3.9
876303	Ramp 87270170 from EB SW 8th St. to NB I-95, 100' East of SW 8th St.	2.7	4.5	4.5	4.5	8.6	5.0
876356	Ramp 87270501 from EB SW 8th St. to NB I-95, 300' South of SW 8th St.	2.1	1.7	1.7	1.7	8.6	3.2
Average							**2.6**
875126	SR 9/SW/NW 27th Ave., 100' North of SW 8th St./SR 90	5.9	3.0	4.8	4.8	4.1	4.5
878340	SW/NW 22nd Ave., 200' South of SW 8th St.	N/A	N/A	N/A	N/A	16.0	16.0
875011	SR 933/SW/NW 12th Ave., 200' North of SW 7th St.	8.8	1.3	1.8	1.8	8.9	4.5
875000	SR 7/US-441/SW/NW 8th Ave., 200' North of SW 7th St.	4.7	5.4	7.1	7.8	6.0	6.2
877061	SW 2nd Ave., 100' North of SW 11th St.	N/A	5.4	7.1	7.8	3.8	6.0
878611	South Miami Ave., 200' South of SE 6th St. (2011 Off System Cycle)	N/A	N/A	N/A	N/A	16.0	16.0
870550	SR 5/US-1, 200' South of Miami River Bridge	3.7	4.9	4.3	3.9	5.1	4.4
875042	SR 5/US-1, 200' South of SE 8th St./SR 90/Tamiami Trail	1.9	1.7	2.0	2.0	9.9	3.5

Source: FDOT's Florida Traffic Online (2012)

3.2.3 Travel Time Runs

Travel time runs were performed to determine the current travel time and travel speeds along both eastbound and westbound SR 90 during the AM and PM peak hours. Travel time runs were performed by CALTRAN Engineering Group, Inc., from December 4, 2013, to December 6, 2013. The travel time runs were performed from 7:00 AM to 9:00 AM and from 4:30 PM to 6:30 PM according to the methodology described in FDOT's Manual on Uniform Traffic Studies (MUTS). The raw travel time data is included in Appendix G.

Tables 3-6 and 3-7 summarize the average stops, travel time and travel speed during the AM and PM peak hours along both eastbound and westbound SR 90, respectively.

Table 3-6: Average Stops and Travel Speed, and LOS during AM and PM Peak Hours on Eastbound SR 90

Segment Length				AM Peak		PM Peak	
ID	From	To	Length	Average Stops	Average Travel Speed (mph)	Average Stops	Average Travel Speed (mph)
1	SR 9/SW 27th Ave.	SW 24th Ave.	1324	0	22.8	0	23.0
2	SW 24th Ave.	SW 22nd Ave.	1309	1	23.3	2	19.9
3	SW 22nd Ave.	SW 21st Ave.	596	0	23.4	0	23.8
4	SW 21st Ave.	SW 19th Ave.	786	1	18.1	1	19.4
5	SW 19th Ave.	SW 17th Ave.	1365	1	14.4	0	21.9
6	SW 17th Ave.	SR 933/SW 12th Ave.	2626	1	18.4	4	14.0
7	SR 933/SW 12th Ave.	SW 11th Ave.	559	0	22.8	0	25.8
8	SW 11th Ave.	SW 4th Ave.	3948	6	8.9	2	19.7
9	SW 4th Ave.	SW 3rd Ave.	516	2	10.3	2	8.8
10	SW 3rd Ave.	SW 2nd Ave.	567	1	10.1	0	22.8
11	SW 2nd Ave.	SW 1st Ave.	687	1	16.4	0	22.9
12	SW 1st Ave.	S. Miami Ave.	646	1	16.8	0	22.8
13	S. Miami Ave.	Rail Station	422	1	12.0	2	14.2
14	Rail Station	SR 5	471	1	2.7	2	6.8

Table 3-7: Average Stops and Travel Speed, and LOS during AM and PM Peak Hours on Westbound SR 90

Segment Length				AM Peak		PM Peak	
ID	From	To	Length	Average Stops	Average Travel Speed (mph)	Average Stops	Average Travel Speed (mph)
1	SR 5	Rail Station	511	0	11.9	0	4.7
2	Rail Station	S. Miami Ave.	413	1	8.2	2	7.7
3	S. Miami Ave.	SW 1st Ave.	621	0	16.6	2	7.7
4	SW 1st Ave.	SW 2nd Ave.	736	0	20.9	2	5.7
5	SW 2nd Ave.	SW 3rd Ave.	553	1	18.1	2	15.4
6	SW 3rd Ave.	SW 4th Ave.	543	1	15.3	1	15.8
7	SW 4th Ave.	SW 11th Ave.	3902	0	28.4	4	3.9
8	SW 11th Ave.	SR 933/SW 12th Ave.	591	1	13.0	1	24.7
9	SR 933/SW 12th Ave.	SW 17th Ave.	2665	1	21.5	2	15
10	SW 17th Ave.	SW 19th Ave.	1346	1	15.7	9	10.9
11	SW 19th Ave.	SW 21st Ave.	763	0	25.5	2	16.6
12	SW 21st Ave.	SW 22nd Ave.	550	1	20.0	0	23.7
13	SW 22nd Ave.	SW 24th Ave.	1337	0	29.5	1	17.8
14	SW 24th Ave.	SR 9/SW 27th Ave.	1370	2	8.7	0	28.5

3.2.4 Intersection Queues

Queue data were collected at four (4) intersections located in the vicinity of the I-95 interchange due to their impact on traffic operations. The average queue and maximum queue are summarized in Table 3-8 at each of the aforementioned intersections.

Table 3-8: Average and Maximum Vehicular Queue during the AM and PM Peak Hours

Intersection	Approach	Lane	AM Peak		PM Peak	
			Average: (Vehicles/Feet)	Maximum (Vehicles/Feet)	Average: (Vehicles/Feet)	Maximum (Vehicles/Feet)
EB SR 90 at SW 4th Ave.	Southbound	Left- East Side	4/100	13/325	3/75	6/150
		Left- Middle	9/100	14/350	5/125	10/250
		Left- West Side	12/300	15/375	9/225	13/325
WB SR 90 at SW 4th Ave.	Westbound	Left	5/125	11/275	5/125	10/250
		Shared Left- Through	7/175	12/300	14/350	17/425
WB SR 90 at SW 3rd Ave.	Westbound	Outside Through	7/175	14/350	10/250	18/450
WB SR 90 at SW 2nd Ave.	Westbound	Outside Through	4/100	9/225	5/125	15/375

Notes:

(1) Traffic data provided by CALTRAN Engineering Group.
(2) Queue length in feet assumes an average distance of 25 feet per vehicle.

3.2.5 Signal Timing Data

Existing signal timing was obtained from Miami-Dade County's Traffic Signals and Signs Division and it is included in Appendix G. Existing signal timing was verified during site review observations.

3.3 Existing Intersection Geometry

The geometry of the existing signalized intersections along the study segment is shown in Figures 3-10 and 3-11.

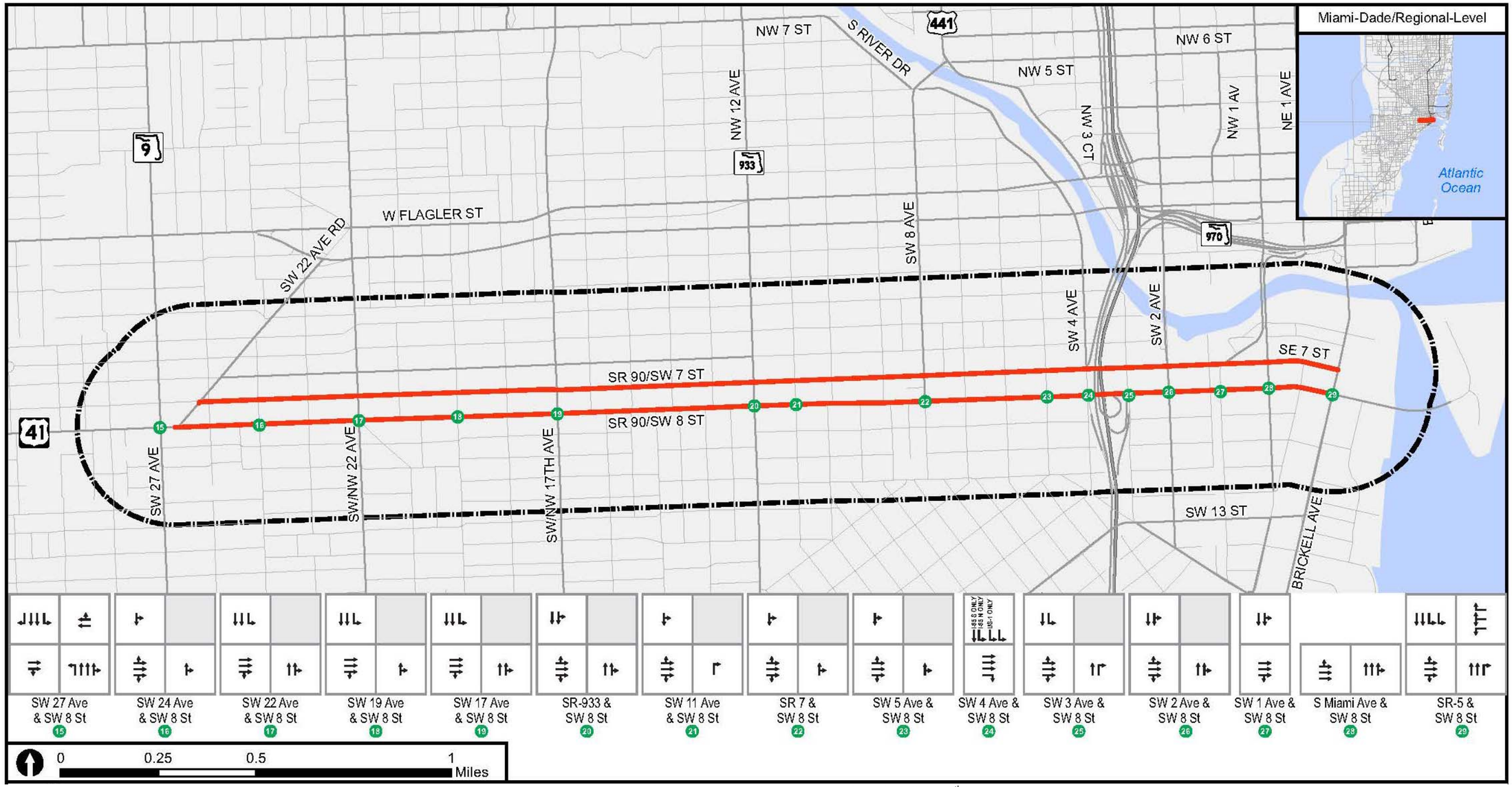


Figure 3-10: Existing Intersection Geometry on Eastbound SR 90/SW 8th Street

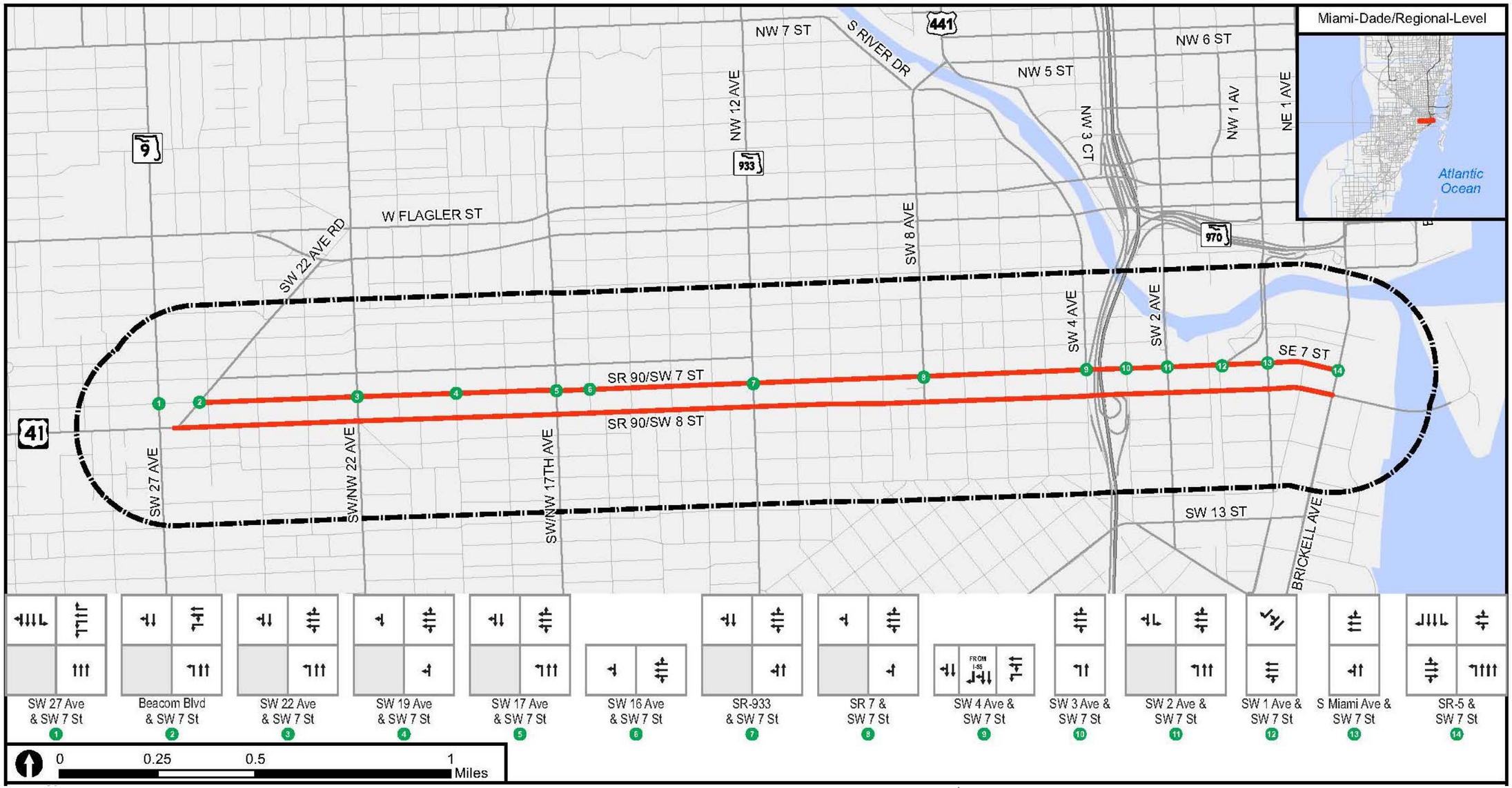


Figure 3-11: Existing Intersection Geometry on Westbound SR 90/SW 7th Street

4. Base Year (2013) Conditions

4.1 Traffic Characteristics

4.1.1 Peak Period Selection

A general peak hour was determined for conducting the operational analyses. As it was described in Sub-Section 3.2, the beginning of the AM and PM peak hours differed at the study intersections along both eastbound and westbound SR 90. Since the interchange with I-95 is considered critical for the operational analyses, this study considered that the general peak hour should be consistent with the peak hours observed at the intersections of SR 90 with SW 4th Avenue, SW 3rd Avenue and SW 2nd Avenue, and the approach count data in the vicinity of the interchange with I-95. Table 4-1 summarizes the general peak hours utilized for the study.

Table 4-1: General Peak Hours

Roadway	Segment	AM Peak Hour	PM Peak Hour
Eastbound SR 90	SR 9/SW 27th Ave. – SW 4th Ave.	7:45 AM – 8:45 AM	5:15 PM – 6:15 PM
	SW 3rd Ave. – SR 5	8:00 AM – 9:00 AM	5:15 PM – 6:15 PM
Westbound SR 90	SR 5 - SW 3rd Ave.	8:00 AM – 9:00 AM	5:15 PM – 6:15 PM
	SW 4th Ave. – SR 9/SW 27th Ave.	7:45 AM – 8:45 AM	5:15 PM – 6:15 PM

4.2 Level of Service Analyses

LOS analyses for the signalized intersections and roadway segments along the study corridor were conducted by using Synchro 8 and ARTPLAN. Automobile, bicycle, pedestrian, and transit modes were considered for the analyses.

4.2.1 Intersection Level of Service

For the automobile mode, the service measure of signalized and unsignalized urban street intersections is control delay (in seconds) that a driver would experience at the intersection. It should be noted that there are no service measures for the transit mode at intersections.

It should be noted that the current HCM methodology does not include intersections with more than five legs and split phasing. Because of this, the geometry and/or signal timing information were modified to simulate the current operation of those intersections. The intersections that were modified are as follows:

- Westbound SR 90 at SR 5/Brickell Avenue: Split phase, stopped time experienced by motorists on westbound SR 90 was kept and a four-phase operation was utilized.
- Westbound SR 90 at SW 4th Avenue: the southbound I-95 off-ramp and SW 4th Avenue were modeled as a single intersection leg and the signal timing reflects the current time motorists are stopped on SR 90.
- SW 7th Street at SR 9/SW 27th Avenue: Split phase, stopped time experienced by motorists on westbound SR 90 was kept and a four-phase operation was utilized.

In addition, the current HCM methodology does not consider left-turn movements without an opposing through movement which is experienced on one-way roadways. The recommendation provided by HCS is to add the left-turning traffic volume to the through movement volume and adjust the saturation flow rate according to the percentage of the left-turn movement. All the through volumes at the study intersections located within the one-way pair were modified accordingly.

Tables 4-2 and 4-3 summarize the LOS for the automobile mode for eastbound and westbound SR 90, respectively. Table 4-2 shows that the following intersections are operating at an unacceptable level of service on eastbound SR 90/SW 8th Street:

- SR 933/SW 12th Avenue, SW 2nd Avenue, SW 1st Avenue, South Miami Avenue, and SR 5/Brickell Avenue: AM (LOS F) and PM (LOS F)
- SW 5th Avenue: AM (LOS E) and PM (LOS F)
- SW 4th Avenue: AM (LOS F)

Table 4-3 shows that the following intersections are operating at an unacceptable level of service on westbound SR 90:

- South Miami Avenue, SW 3rd Avenue, and SR 933/SW 12th Avenue: AM (LOS F) and PM (LOS F)

Table 4-2: Intersection LOS and Delay for Eastbound SR 90/SW 8th Street, Base Year (2013)

Automobile Mode											
Intersection	Peak Period	Approach								Intersection	
		EB		WB		NB		SB			
		LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)
SR 9/SW 27th Ave.	AM	D	39.7	D	37.0	E	57.7	E	62.9	D	51.7
	PM	D	40.4	E	73.5	D	38.1	C	21.8	D	41.6
SW 24th Ave.	AM	A	4.4	N/A		D	40.1	D	40.0	A	8.9
	PM	A	5.3			D	42.2	D	47.8	B	11.2
SW 22nd Ave.	AM	D	38.8	N/A		F	91.7	D	39.5	D	52.9
	PM	D	38.8			D	53.6	B	17.5	C	34.4
SW 21st Ave.	AM	B	16.5	N/A		-		-		B	16.5
	PM	B	19.8							B	19.8
SW 19th Ave.	AM	C	27.7	N/A		C	32.8	D	40.3	C	28.7
	PM	C	33.0			D	35.1	E	56.2	D	35.3
SW 17th Ave.	AM	C	27.1	N/A		C	27.7	C	25.2	C	26.6
	PM	C	21.8			D	46.6	B	12.9	C	24.9
SR 933/SW 12th Ave.	AM	D	52.5	N/A		B	15.6	F	533.2	F	116.6
	PM	D	45.7			B	15.6	F	1091.8	F	287.2
SW 11th Ave.	AM	C	25.0	N/A		C	30.9	C	32.6	C	25.6
	PM	C	24.6			D	39.6	D	41.5	C	26.4
SR 7/SW 8th Ave.	AM	C	33.5	N/A		C	26.0	D	51.1	D	35.0
	PM	C	34.8			C	33.6	D	54.6	D	36.9
SW 5th Ave.	AM	E	77.8	N/A		D	35.0	-		E	71.7
	PM	F	124.8			E	56.6			F	111.0
SW 4th Ave.	AM	F	95.9	N/A		-		F	122.0	F	112.6
	PM	D	41.7					C	27.3	C	33.8
SW 3rd Ave.	AM	A	9.9	N/A		D	37.4	D	35.7	B	17.1
	PM	B	18.9			B	19.6	B	10.4	B	17.3
SW 2nd Ave.	AM	E	69.5	N/A		E	55.3	F	563.3	F	112.9
	PM	D	48.0			C	33.7	F	702.3	F	143.4
SW 1st Ave.	AM	C	32.4	N/A		-		F	576.2	F	166.4
	PM	D	37.5					F	363.6	F	161.6
S. Miami Ave.	AM	F	187.8	N/A		D	43.0	-		F	149.8
	PM	F	457.7			D	49.6			F	305.3
SR 5/Brickell Ave.	AM	F	103.7	F	865.6	E	72.8	F	153.1	F	247.5
	PM	D	52.0	F	486.9	F	117.8	F	99.4	F	167.6

Table 4-3: Intersection LOS and Delay for Westbound SR 90/SW 7th Street, Base Year (2013)

Automobile Mode											
Intersection	Peak Period	Approach								Intersection	
		EB		WB		NB		SB		LOS	DELAY (sec.)
		LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)		
SR 5/Brickell Ave.	AM	N/A		E	56.6	B	13.6	B	11.3	B	13.7
	PM			E	62.0	B	11.8	C	28.3	C	24.3
S. Miami Ave.	AM	N/A		A	1.6	F	731.9	-		F	385.7
	PM			A	1.7	F	954.8			F	433.6
SW 1st Ave.	AM	N/A		B	14.1	-		D	39.5	C	26.8
	PM			B	15.8			D	41.9	C	26.3
SW 2nd Ave.	AM	N/A		D	41.9	A	4.9	C	30.7	C	24.2
	PM			D	45.5	D	36.4	D	43.4	D	42.5
SW 3rd Ave.	AM	N/A		F	320.8	F	225.4	-		F	308.0
	PM			F	440.2	F	377.8			F	430.0
SW 4th Ave.	AM	N/A		D	43.3	-		E/D*	55.9/35.8*	D	40.9
	PM			D	46.3			E/D*	66.4/44.9*	D	47.4
SR 7/SW 8th Ave.	AM	N/A		B	12.8	D	46.7	C	25.2	C	24.6
	PM			B	13.0	E	60.9	C	33.3	C	22.7
SR 933/SW 12th Ave.	AM	N/A		C	29.0	F	842.0	B	13.1	F	288.6
	PM			D	36.1	F	1136.8	C	20.2	F	285.4
SW16th Ave.	AM	N/A		C	21.6	-		D	39.0	C	22.5
	PM			D	43.9			D	43.5	D	43.9
SW 17th Ave.	AM	N/A		D	45.0	A	1.7	C	21.0	C	24.8
	PM			E	58.7	A	2.4	C	24.2	D	35.5
SW 19th Ave.	AM	N/A		B	14.5	C	32.3	C	30.4	B	18.2
	PM			B	18.5	D	46.3	D	36.7	C	22.2
SW 22nd Ave.	AM	N/A		C	27.8	B	18.6	C	20.9	C	22.9
	PM			C	31.6	B	10.4	C	31.1	C	25.9
SW Beacom Blvd.	AM	N/A		A	9.0	B	20.0	C	33.2	B	19.2
	PM			B	10.5	C	32.3	C	24.5	B	18.1
SR 9/SW 27th Ave.	AM	F	258.0	D	36.1	B	12.3	C	20.5	C	30.5
	PM	F	612.8	E	58.2	A	1.2	B	14.7	D	43.1

*SW 4th Avenue analysis includes LOS SB 4th Avenue and SWL off SB I-95 Off-Ramp (SBT/SWL)

4.2.2 Urban Street Segment Level of Service

For the automobile mode, the service measure on urban streets is the percentage of base free-flow speed. This report provides the arterial speed to better understand the conditions of the study corridor, but presents the LOS based on the percentage of the free-flow speed.

The transit mode service measures for urban streets are based on the LOS score. This score incorporates the perceived comfort of the transit user walking to the stop bus, waiting for the transit vehicle, load factor, and presence of amenities; such as, benches, shelters, etc.

Tables 4-4 and 4-5 summarize the LOS for all modes (i.e. automobile, bicycle, pedestrian, and transit) along eastbound and westbound SR 90, respectively. For the automobile mode, Table 4-4 shows that the following segments along eastbound SR 90/SW 8th Street operate at unacceptable LOS (i.e., LOS E and F):

- SR 9/SW 27th Avenue to SW 24th Avenue
- SW 19th Avenue to SR 933/SW 12th Avenue
- SW 5th Avenue to SW 4th Avenue
- SW 3rd Avenue to SW 2nd Avenue
- South Miami Avenue to SR 5/Brickell Avenue

Tables 4-4 also shows that transit and pedestrian mode along every segment of eastbound SR90/SW 8th Street operate at LOS C or better. However, the bicycle mode operates at an overall facility LOS of D.

For the automobile mode, Table 4-5 shows that the following segments along westbound SR 90/SW 7th Street operate at unacceptable LOS (i.e., LOS E and F):

- SW 1st Avenue to SW 2nd Avenue
- SW 3rd Avenue to SW 4th Avenue
- SW 16th Avenue to SW 17th Avenue
- SW 19th Avenue to SW 22nd Avenue
- Beacom Boulevard to SR 9/SW 27th Avenue

Tables 4-5 also shows that transit along every segment of westbound SR90/SW 7th Street operates at LOS C or better. However, bicycle mode operates at LOS D throughout the facility.

Figures 4-1 and 4-2 graphically depict Intersection and Arterial LOS for AM and PM peak, respectively, Figures 4-3, 4-4, and 4-5 depict segment LOS for the bicycle mode, pedestrian mode, and transit mode, respectively.

Table 4-4: Multimodal Segment LOS for Eastbound SR 90/SW 8th Street, Base Year (2013)

Segment		Automobile Mode	Bicycle	Pedestrian	Transit Mode
From	To				
SR 9/SW 27th Ave.	SW 24th Ave.	E	D	C	B
SW 24th Ave.	SW 22nd Ave.	B	D	C	B
SW 22nd Ave.	SW 19th Ave.	B	D	C	B
SW 19th Ave.	SW 17th Ave.	E	C	B	B
SW 17th Ave.	SR 933/SW 12th Ave.	F	D	C	A
SR 933/SW 12th Ave.	SR 7/SW 8th Ave.	C	D	C	A
SR 7/SW 8th Ave.	SW 5th Ave.	C	D	C	A
SW 5th Ave.	SW 4th Ave.	F	C	C	A
SW 4th Ave.	SW 3rd Ave.	C	C	B	B
SW 3rd Ave.	SW 2nd Ave.	F	C	B	B
SW 2nd Ave.	SW 1st Ave.	C	C	C	B
SW 1st Ave.	S. Miami Ave.	C	D	C	B
S. Miami Ave.	SR 5/Brickell Ave.	E	D	C	A
	Facility	*	**D**	**C**	**A**

*ARTPLAN wasn't able to calculate Facility LOS for the Automobile mode along eastbound SR 90

Table 4-5: Multimodal Segment LOS for Westbound SR 90/SW 7th Street, Base Year (2013)

Segment		Automobile Mode	Bicycle	Pedestrian	Transit Mode
From	To				
SR 5/Brickell Ave.	S. Miami Ave.	A	D	C	B
S. Miami Ave.	SW 1st Ave.	D	D	C	B
SW 1st Ave.	SW 2nd Ave.	F	D	C	A
SW 2nd Ave.	SW 3rd Ave.	D	D	C	B
SW 3rd Ave.	SW 4th Ave.	F	D	C	B
SW 4th Ave.	SR 7/SW 8th Ave.	B	D	B	A
SR 7/SW 8th Ave.	SR 933/SW 12th Ave.	C	D	C	A
SR 933/SW 12th Ave.	SW 16th Ave.	A	D	C	A
SW 16th Ave.	SW 17th Ave.	F	D	C	A
SW 17th Ave.	SW 19th Ave.	A	D	C	B
SW 19th Ave.	SW 22nd Ave.	E	D	C	A
SW 22nd Ave.	Beacom Blvd.	B	D	C	A
Beacom Blvd.	SR 9/SW 27th Ave.	F	D	C	B
	Facility	**D**	**D**	**C**	**A**

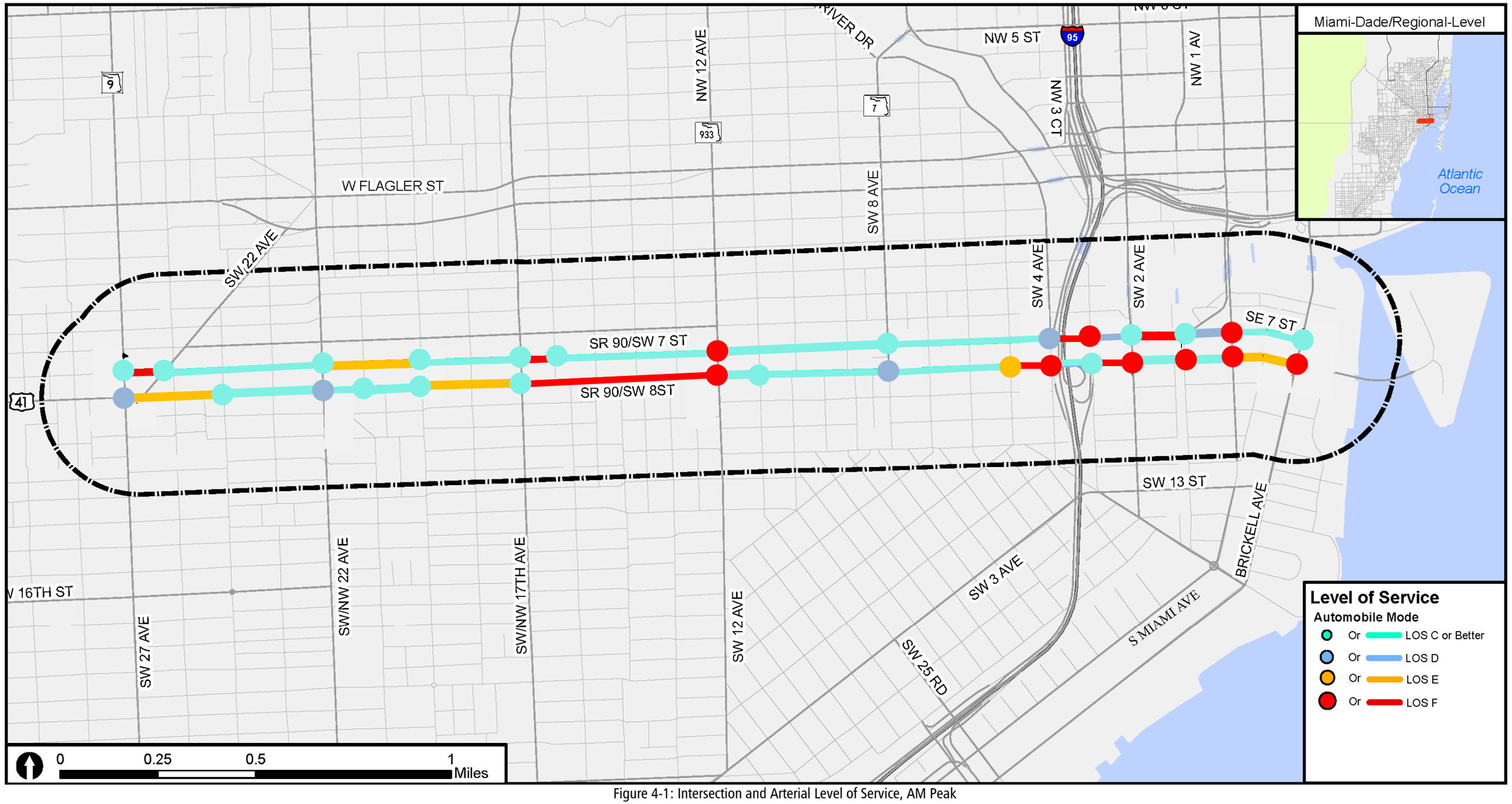


Figure 4-1: Intersection and Arterial Level of Service, AM Peak

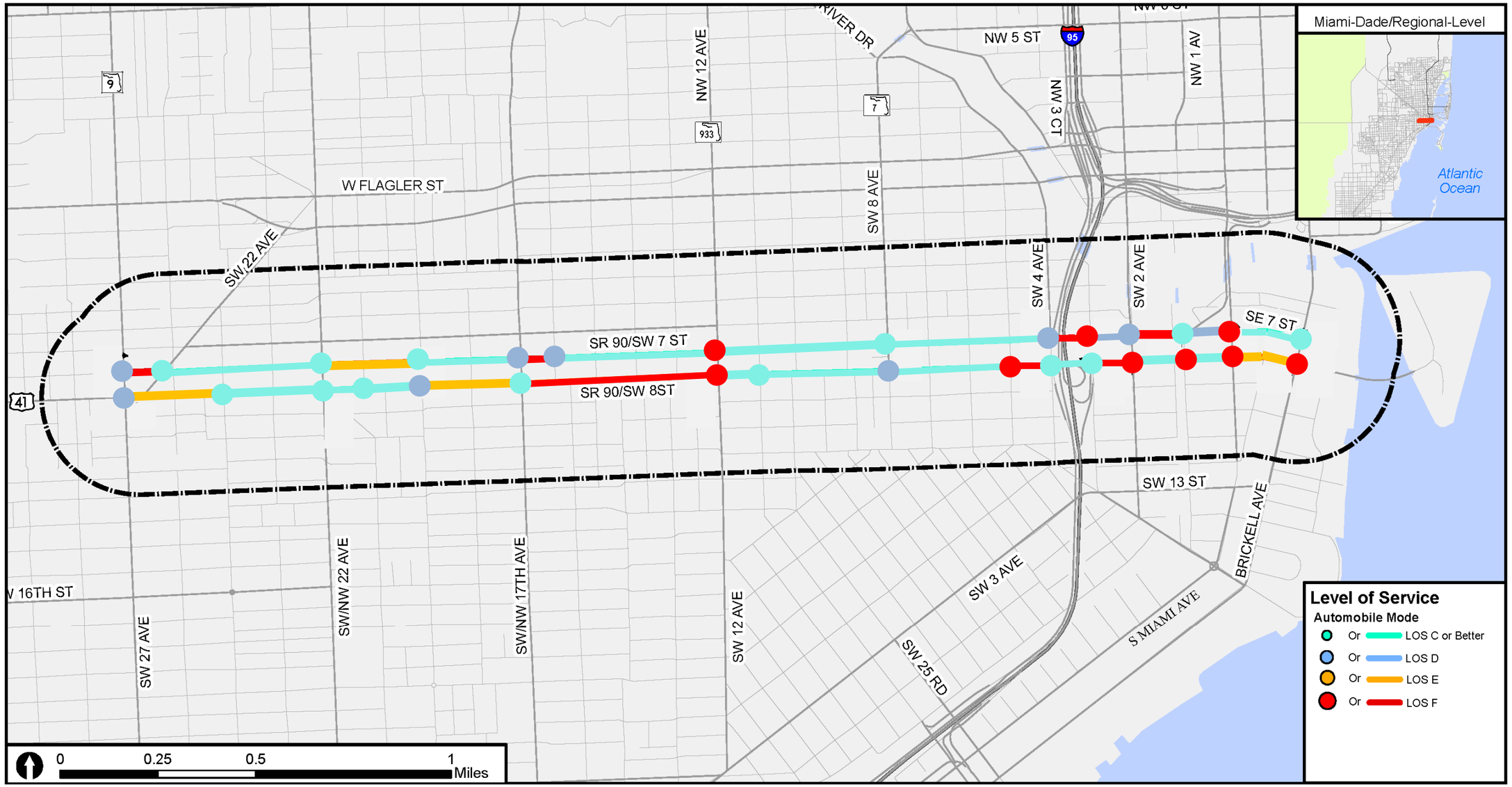


Figure 4-2: Intersection and Arterial Level of Service, PM Peak

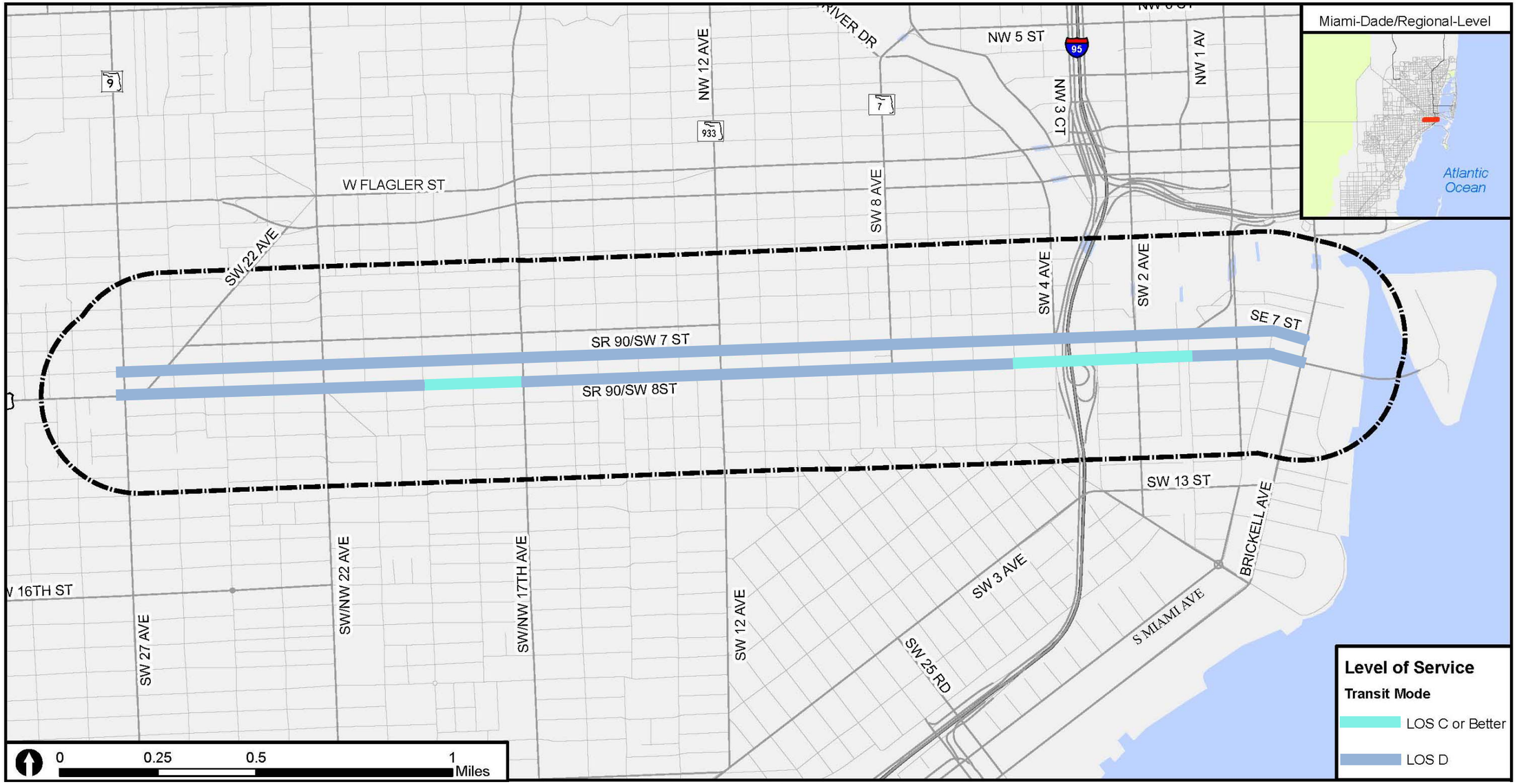


Figure 4-3: Arterial Level of Service for Bicycle Mode on Eastbound and Westbound SR 90

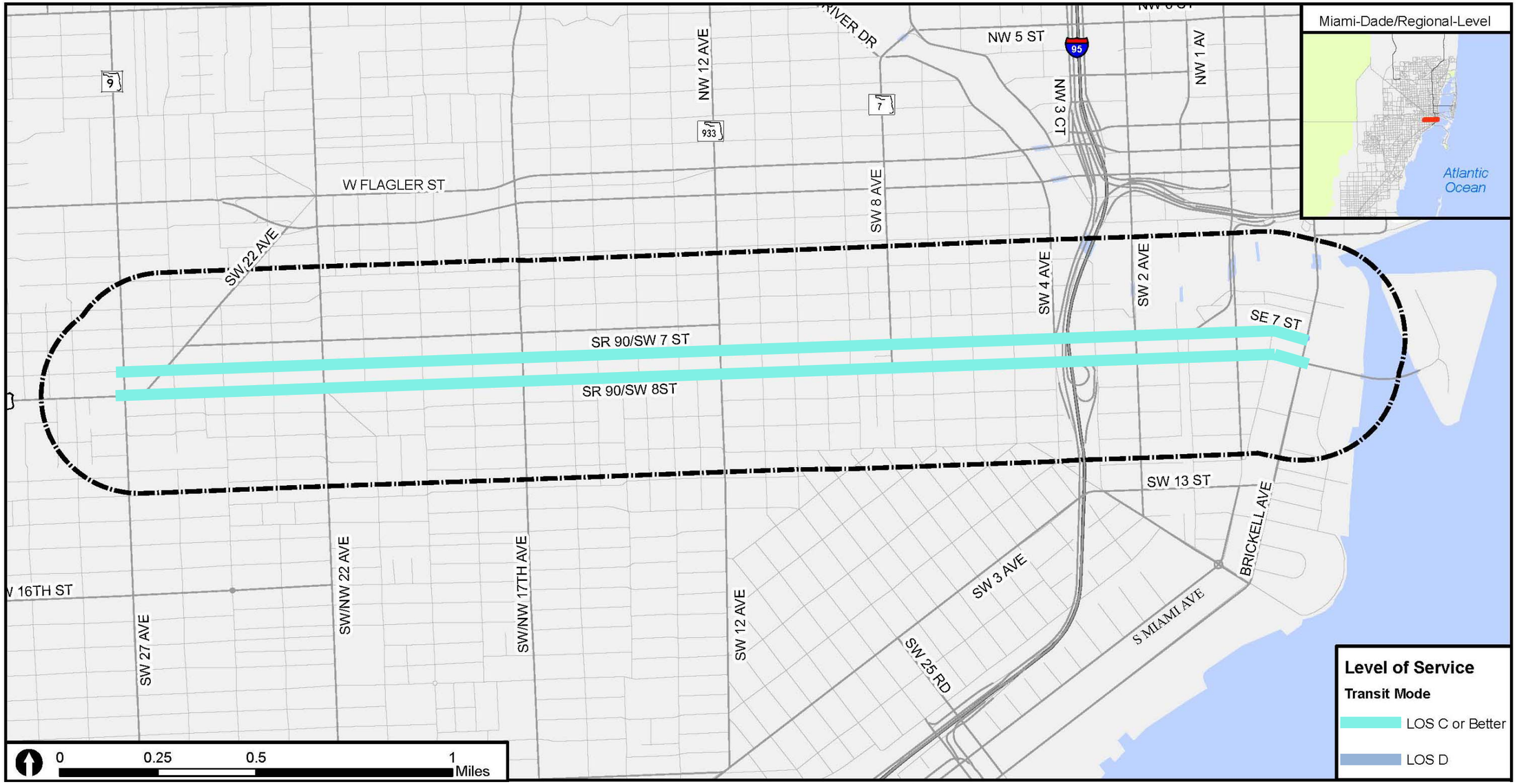


Figure 4-4: Arterial Level of Service for Pedestrian Mode on Eastbound and Westbound SR 90

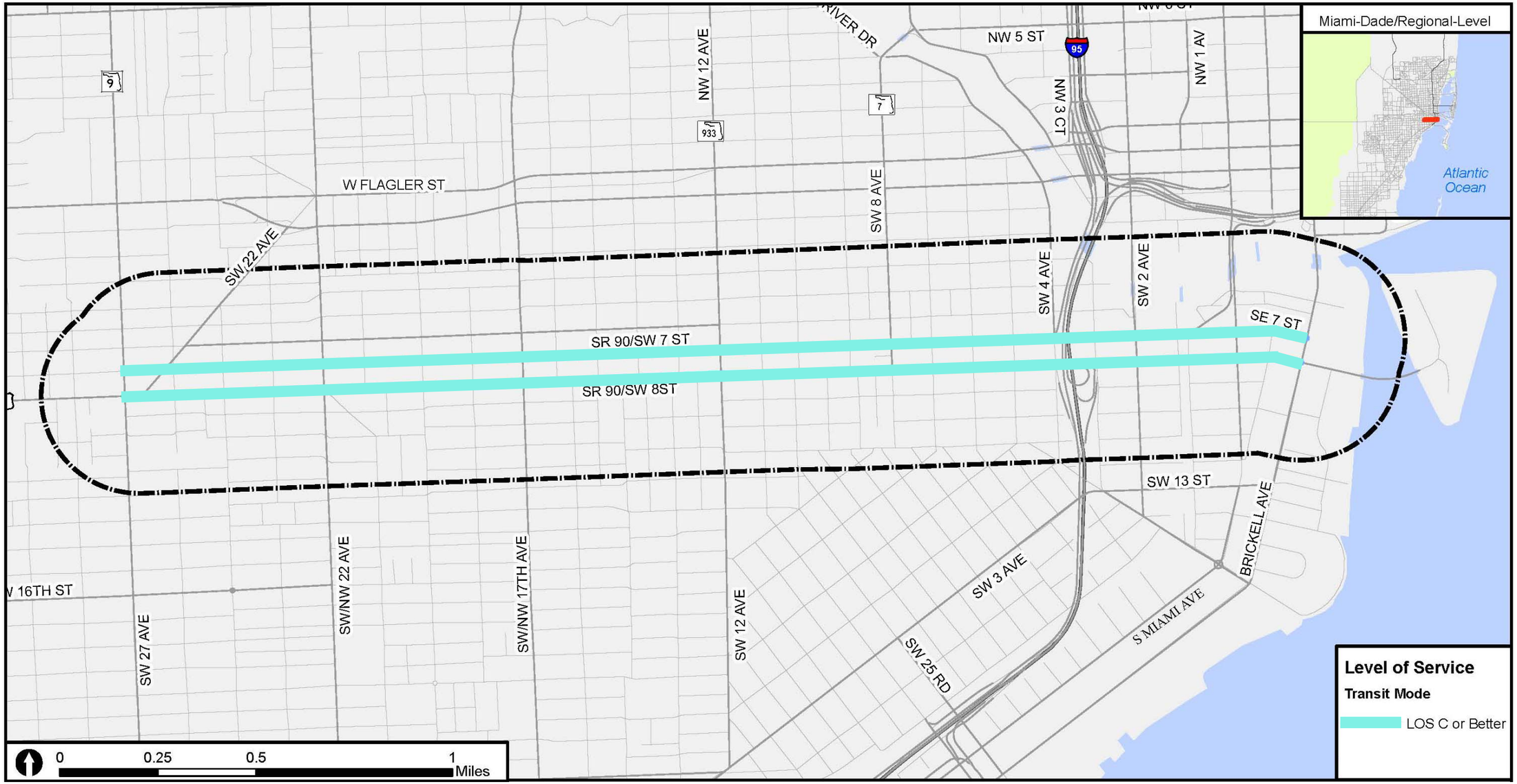


Figure 4-5: Arterial Level of Service for Transit Mode on Eastbound and Westbound SR 90

Table 4-6 and 4-7 show levels of service obtained through travel time runs along eastbound and westbound SR 90, respectively. Travel time runs were obtained following the methodology described in FDOT's Manual on Uniform Traffic Studies (MUTS). The LOS was obtained by calculating the percentage of the travel speed with respect to the Base Free Flow (BFF) speed as described in the 2010 HCM, and by utilizing the LOS thresholds presented in Exhibit 16-4 of the 2010 HCM.

Overall, these LOS results show some consistency with ARTPLAN LOS results shown in table 4-4 and 4-5.

Table 4-6: Average Stops and Travel Speed, and LOS during AM and PM Peak Hours on Eastbound SR 90

Segment Length				AM Peak				PM Peak			
ID	From	To	Length	Average Stops	Average Travel Speed (mph)	Percent of BFF Speed	LOS	Average Stops	Average Travel Speed (mph)	Percent of BFF Speed	LOS
1	SR 9/SW 27th Ave.	SW 24th Ave.	1324	0	22.8	59.7%	F*	0	23.0	60.2%	F*
2	SW 24th Ave.	SW 22nd Ave.	1309	1	23.3	61.0%	C	2	19.9	52.1%	C
3	SW 22nd Ave.	SW 21st Ave.	596	0	23.4	61.3%	C	0	23.8	62.3%	C
4	SW 21st Ave.	SW 19th Ave.	786	1	18.1	47.4%	D	1	19.4	50.8%	C
5	SW 19th Ave.	SW 17th Ave.	1365	1	14.4	37.7%	E	0	21.9	57.3%	C
6	SW 17th Ave.	SR 933/SW 12th Ave.	2626	1	18.4	48.2%	F*	4	14.0	36.6%	F*
7	SR 933/SW 12th Ave.	SW 11th Ave.	559	0	22.8	59.7%	B	0	25.8	67.5%	B
8	SW 11th Ave.	SW 4th Ave.	3948	6	8.9	23.3%	F	2	19.7	51.6%	F*
9	SW 4th Ave.	SW 3rd Ave.	516	2	10.3	27.0%	F	2	8.8	23.0%	F
10	SW 3rd Ave.	SW 2nd Ave.	567	1	10.1	26.4%	F	0	22.8	59.7%	C
11	SW 2nd Ave.	SW 1st Ave.	687	1	16.4	42.9%	D	0	22.9	59.9%	C
12	SW 1st Ave.	S. Miami Ave.	646	1	16.8	44.0%	D	0	22.8	59.7%	C
13	S. Miami Ave.	Rail Station	422	1	12.0	31.4%	E	2	14.2	37.2%	E
14	Rail Station	SR 5	471	1	2.7	7.1%	F	2	6.8	17.8%	F

Notes:

(1) BFF=Base Free-Flow

(2) BFF was assumed to be 38.2 mph. BFF was estimated according to Equation 17-2 of the 2010 HCM.

* LOS F based on ARTPLAN reported v/c ratio greater than 1

Table 4-7: Average Stops and Travel Speed, and LOS during AM and PM Peak Hours on Westbound SR 90

Segment Length				AM Peak				PM Peak			
ID	From	To	Length	Average Stops	Average Travel Speed (mph)	Percent of BFF Speed	LOS	Average Stops	Average Travel Speed (mph)	Percent of BFF Speed	LOS
1	SR 5	Rail Station	511	0	11.9	31.2%	E	0	4.7	12.3%	F
2	Rail Station	S. Miami Ave.	413	1	8.2	21.5%	F	2	7.7	20.2%	F
3	S. Miami Ave.	SW 1st Ave.	621	0	16.6	43.5%	D	2	7.7	20.2%	F
4	SW 1st Ave.	SW 2nd Ave.	736	0	20.9	54.7%	C	2	5.7	14.9%	F
5	SW 2nd Ave.	SW 3rd Ave.	553	1	18.1	47.4%	D	2	15.4	40.3%	D
6	SW 3rd Ave.	SW 4th Ave.	543	1	15.3	40.1%	D	1	15.8	41.4%	D
7	SW 4th Ave.	SW 11th Ave.	3902	0	28.4	74.3%	B	4	3.9	10.2%	F
8	SW 11th Ave.	SR 933/SW 12th Ave.	591	1	13.0	34.0%	E	1	24.7	64.7%	C
9	SR 933/SW 12th Ave.	SW 17th Ave.	2665	1	21.5	56.3%	C	2	15	39.3%	D
10	SW 17th Ave.	SW 19th Ave.	1346	1	15.7	41.1%	D	9	10.9	28.5%	F
11	SW 19th Ave.	SW 21st Ave.	763	0	25.5	66.8%	B	2	16.6	43.5%	D
12	SW 21st Ave.	SW 22nd Ave.	550	1	20.0	52.4%	F*	0	23.7	62.0%	F*
13	SW 22nd Ave.	SW 24th Ave.	1337	0	29.5	77.2%	F*	1	17.8	46.6%	F*
14	SW 24th Ave.	SR 9/SW 27th Ave.	1370	2	8.7	22.8%	F	0	28.5	74.6%	B

Notes:

(1) BFF=Base Free-Flow

(2) BFF was assumed to be 38.2 mph. BFF was estimated according to Equation 17-2 of the 2010 HCM.

* LOS F based on ARTPLAN reported v/c ratio greater than 1

5. Summary of Findings

Table 5-1 summarizes the findings of the study for existing conditions.

Table 5-1: Summary of Findings

Segment	
Area of Concern	**Findings**
Safety Analysis	Eastbound SR 90 The predominant types of crashes on eastbound SR 90 were angle (21.3%) and rear-end (18.1%) for the 2007-2011 period. An average of nine (9) pedestrians and three (3) bicyclists per year were involved in a crash during the 2007-2011 period. Out of seven (7) fatal crashes, five (5) fatal crashes involved a pedestrian. Detailed evaluation of the crash data at locations where a high frequency of crashes occurred indicate that several angle crashes may have been miscoded and may correspond to sideswipe crashes based upon the direction of the vehicles involved in the crash. The following intersections were considered high crash intersections: SW 22nd Avenue, SW 17th Avenue, SW 4th Avenue, eastbound SR 90 on-ramps to northbound I-95, SW 3rd Avenue, SW 2nd Avenue. The following intersections had a high percentage of crashes under dark conditions: SW 22nd Avenue, and SW 12th Avenue. Westbound SR 90 The predominant types of crashes on westbound SR 90 were angle (27.9%) and rear-end (17.5%) and sideswipe (10.4%) for the 2007-2011 period. An average of six (6) pedestrians and one (1) bicyclists per year were involved in a crash during the 2007-2011 period. Similar to eastbound SR 90, several angle crashes may have been miscoded and may correspond to sideswipe crashes based upon the direction of the vehicles involved in the crash. The following intersections were considered high crash intersections: SW 3rd Avenue and SW 2nd Avenue. The following intersections had a high percentage of crashes under dark conditions: SW 2nd Avenue, SW 3rd Avenue, SR 7/SW 8th Avenue, SR 933/SW 12th Avenue and SW 22nd Avenue.
Transit	The bus stops with the highest ridership were found on eastbound SR 90 at SW 27th Avenue, SW 19th Avenue, SW 9th Avenue, SW 5th Avenue, SW 2nd Avenue, and on westbound SR 90 at SW 2nd Avenue, SW 5th Avenue, SW 12th Avenue, and SW 19th Avenue.
Access Management	SR 90 is an Access Management Class 7 roadway with a posted speed limit of 30 MPH. Minimum requirements consist of 125 ft. of connection spacing, 1320 ft. of signal spacing, and 660 ft. of directional median opening spacing. The average median opening variance on eastbound and westbound SR 90 is 46 percent and 28 percent, respectively. Similarly, the average signal spacing variance is 56 percent and 59 percent for eastbound and westbound SR 90, respectively.
Environmental	Existing land use along eastbound SR 90 is predominantly commercial. The land use on westbound SR 90, east of I-95, is predominantly commercial with scattered residential, and primarily residential to the west of I-95. Most of the residential land use consists of multifamily buildings. Significant medium-high density residential and mixed use developments are anticipated in the overall project area.
Operational Analyses	The peak hour for this study is 8:00 AM and 5:15 PM east of I-95, and 7:45 AM and 5:15 PM west of I-95 on both directions. Eastbound SR 90 The following intersections were found to be operating at unacceptable levels of service: SR 933/SW 12th Avenue, SW 5th Avenue, SW 4th Avenue, SW 2nd Avenue, SW 1st Avenue, South Miami Avenue, SR 5/Brickell Avenue. Westbound SR 90 The following intersections were found to be operating at unacceptable levels of service: South Miami Avenue, SW 3rd Avenue, and SR 933/SW 12th Avenue

Table 5-2 summarizes the probable causes of predominant crashes and their respective countermeasures. It should be noted that these are probable causes and more detailed analyses should be conducted during the PD&E phase.

Table 5-2: Summary of Predominant Crashes, Probable Causes, and General Countermeasures

Accident Pattern	Probable Causes	General Countermeasure
Rear-end	Inadequate signal timing	Provide progression through a set of signalized intersections
Angle	Restricted sight distance Large total intersection volume Excessive speed on approaches	Remove sight obstructions Retime signals Increase amber phase
Sideswipe	Inadequate pavement markings	Install or refurnish center lines, lane lines and pavement edge lines
Left-turn	Large volume of left-turns	Provide turning guidelines (if there is a dual left-turn lane)

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Appendix B – Transit Data
- Route Schedules
- Route Maps
- Productivity Summary
- Ridership Data

Appendix C – Pedestrian and Bicycle Data
Appendix D – As-Built Plans Excerpts and Straight Line Diagrams
Appendix E – Access Management Data
Appendix F – Environmental Features Tables and Maps
Appendix G – Traffic Data
- Traffic Movement Counts (TMC's)
- Approach Counts
- AADT Volumes
- Travel Time Reports
- Signal Timing Report
- Trend Analysis

Appendix H – Level of Service Analyses/Synchro Output Reports

Appendix A

Crash Data

SR 90/SW 7th Street 5-Year Crash Statistics

SR 90/SW 7 Street from US-1 to Beacom Blvd		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2007	2008	2009	2010	2011			
CRASH TYPE	Rear End	26	30	65	23	61	205	41.00	17.5%
	Head On	10	11	22	15	4	62	12.40	5.3%
	Angle	48	62	84	63	70	327	65.40	27.9%
	Left Turn	13	17	15	6	19	70	14.00	6.0%
	Right Turn	4	4	4	2	5	19	3.80	1.6%
	Sideswipe	33	27	29	33	0	122	24.40	10.4%
	Backed Into	3	6	5	5	2	21	4.20	1.8%
	Coll. w/ Parked Car	3	0	2	2	4	11	2.20	0.9%
	Coll. w/ Pedestrian	9	6	3	5	6	29	5.80	2.5%
	Coll. w/ Bicycle	0	2	1	1	0	4	0.80	0.3%
	Fixed Object	4	5	3	5	4	21	4.20	1.8%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	0	0	0	1	1	0.20	0.1%
	Other	74	37	61	41	65	278	55.60	23.8%
	Total Crashes	**227**	**207**	**294**	**201**	**241**	**1170**	**234.00**	**100.0%**
SEVERITY	PDO Crashes	168	163	232	163	197	923	184.60	78.9%
	Fatal Crashes	2	1	1	1	0	5	1.00	0.4%
	Injury Crashes	57	43	61	37	44	242	48.40	20.7%
LIGHTING CONDITIONS	Daylight	155	141	206	126	154	782	156.40	66.8%
	Dusk	4	8	9	7	6	34	6.80	2.9%
	Dawn	5	7	4	2	1	19	3.80	1.6%
	Dark	58	50	71	63	79	321	64.20	27.4%
	Unknown	5	1	4	3	1	14	2.80	1.2%
SURFACE CONDITIONS	Dry	206	183	266	172	221	1048	209.60	89.6%
	Wet	16	19	19	24	20	98	19.60	8.4%
	Others	5	5	9	5	0	24	4.80	2.1%
MONTH OF YEAR	January	16	18	18	16	4	72	14.40	6.2%
	February	9	17	28	16	7	77	15.40	6.6%
	March	29	17	29	15	11	101	20.20	8.6%
	April	23	16	22	24	7	92	18.40	7.9%
	May	23	23	34	20	25	125	25.00	10.7%
	June	17	9	22	8	26	82	16.40	7.0%
	July	16	25	26	21	17	105	21.00	9.0%
	August	23	12	27	14	27	103	20.60	8.8%
	September	21	18	18	21	34	112	22.40	9.6%
	October	14	15	26	24	22	101	20.20	8.6%
	November	12	18	25	8	38	101	20.20	8.6%
	December	24	19	19	14	23	99	19.80	8.5%
DAY OF WEEK	Sunday	28	21	33	26	31	139	27.80	11.9%
	Monday	32	41	53	29	27	182	36.40	15.6%
	Tuesday	38	30	42	34	25	169	33.80	14.4%
	Wednesday	27	24	48	29	40	168	33.60	14.4%
	Thursday	33	30	39	33	41	176	35.20	15.0%
	Friday	38	36	44	28	42	188	37.60	16.1%
	Saturday	31	25	35	22	35	148	29.60	12.6%
HOUR OF DAY	00:00-06:00	45	26	48	37	50	206	41.20	17.6%
	06:00-09:00	22	15	32	20	18	107	21.40	9.1%
	09:00-11:00	17	26	31	14	27	115	23.00	9.8%
	11:00-13:00	25	28	34	20	29	136	27.20	11.6%
	13:00-15:00	21	16	32	18	26	113	22.60	9.7%
	15:00-18:00	49	52	55	48	49	253	50.60	21.6%
	18:00-24:00	47	44	62	44	42	239	47.80	20.4%

Notes:

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

SR 90/SW 8th Street 5-Year Crash Statistics

SR 90/SW 8 Street from US-1 to SW 27 Avenue		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2007	2008	2009	2010	2011			
CRASH TYPE	Rear End	54	54	72	38	92	310	62.00	18.1%
	Head On	12	23	35	15	9	94	18.80	5.5%
	Angle	58	89	84	57	77	365	73.00	21.3%
	Left Turn	17	18	25	25	25	110	22.00	6.4%
	Right Turn	5	2	6	4	5	22	4.40	1.3%
	Sideswipe	40	57	68	43	0	208	41.60	12.1%
	Backed Into	1	10	7	7	10	35	7.00	2.0%
	Coll. w/ Parked Car	10	9	19	9	14	61	12.20	3.6%
	Coll. w/ Pedestrian	12	12	6	9	7	46	9.20	2.7%
	Coll. w/ Bicycle	3	0	4	2	4	13	2.60	0.8%
	Fixed Object	4	9	7	4	4	28	5.60	1.6%
	Ran Off Road	0	0	0	0	0	0	0.00	0.0%
	Overturned	0	0	0	1	0	1	0.20	0.1%
	Other	90	65	70	80	119	424	84.80	24.7%
	Total Crashes	**306**	**348**	**403**	**294**	**366**	**1717**	**343.40**	**100.0%**
SEVERITY	PDO Crashes	243	278	346	240	305	1412	282.40	82.2%
	Fatal Crashes	1	1	1	2	2	7	1.40	0.4%
	Injury Crashes	62	69	56	52	59	298	59.60	17.4%
LIGHTING CONDITIONS	Daylight	213	228	292	206	233	1172	234.40	68.3%
	Dusk	5	11	5	3	11	35	7.00	2.0%
	Dawn	3	8	1	2	3	17	3.40	1.0%
	Dark	79	96	101	80	118	474	94.80	27.6%
	Unknown	6	5	4	3	1	19	3.80	1.1%
SURFACE CONDITIONS	Dry	271	321	368	262	327	1549	309.80	90.2%
	Wet	25	23	29	27	35	139	27.80	8.1%
	Others	10	4	6	5	4	29	5.80	1.7%
MONTH OF YEAR	January	21	30	35	26	6	118	23.60	6.9%
	February	23	26	38	31	14	132	26.40	7.7%
	March	26	41	46	15	4	132	26.40	7.7%
	April	23	18	45	28	15	129	25.80	7.5%
	May	36	29	35	28	25	153	30.60	8.9%
	June	18	25	31	9	32	115	23.00	6.7%
	July	16	33	30	36	41	156	31.20	9.1%
	August	29	16	41	23	38	147	29.40	8.6%
	September	22	27	32	26	54	161	32.20	9.4%
	October	29	22	19	43	46	159	31.80	9.3%
	November	31	43	33	14	40	161	32.20	9.4%
	December	32	38	18	15	51	154	30.80	9.0%
DAY OF WEEK	Sunday	37	41	37	34	52	201	40.20	11.7%
	Monday	44	45	67	42	53	251	50.20	14.6%
	Tuesday	58	50	54	51	47	260	52.00	15.1%
	Wednesday	23	53	68	44	49	237	47.40	13.8%
	Thursday	45	56	63	47	47	258	51.60	15.0%
	Friday	54	54	66	36	73	283	56.60	16.5%
	Saturday	45	49	48	40	45	227	45.40	13.2%
HOUR OF DAY	00:00-06:00	41	47	38	51	55	232	46.40	13.5%
	06:00-09:00	40	33	41	30	46	190	38.00	11.1%
	09:00-11:00	32	29	50	44	44	199	39.80	11.6%
	11:00-13:00	33	47	48	35	41	204	40.80	11.9%
	13:00-15:00	43	45	49	25	49	211	42.20	12.3%
	15:00-18:00	53	66	85	60	47	311	62.20	18.1%
	18:00-24:00	64	81	91	49	84	369	73.80	21.5%

Notes:

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

Appendix B

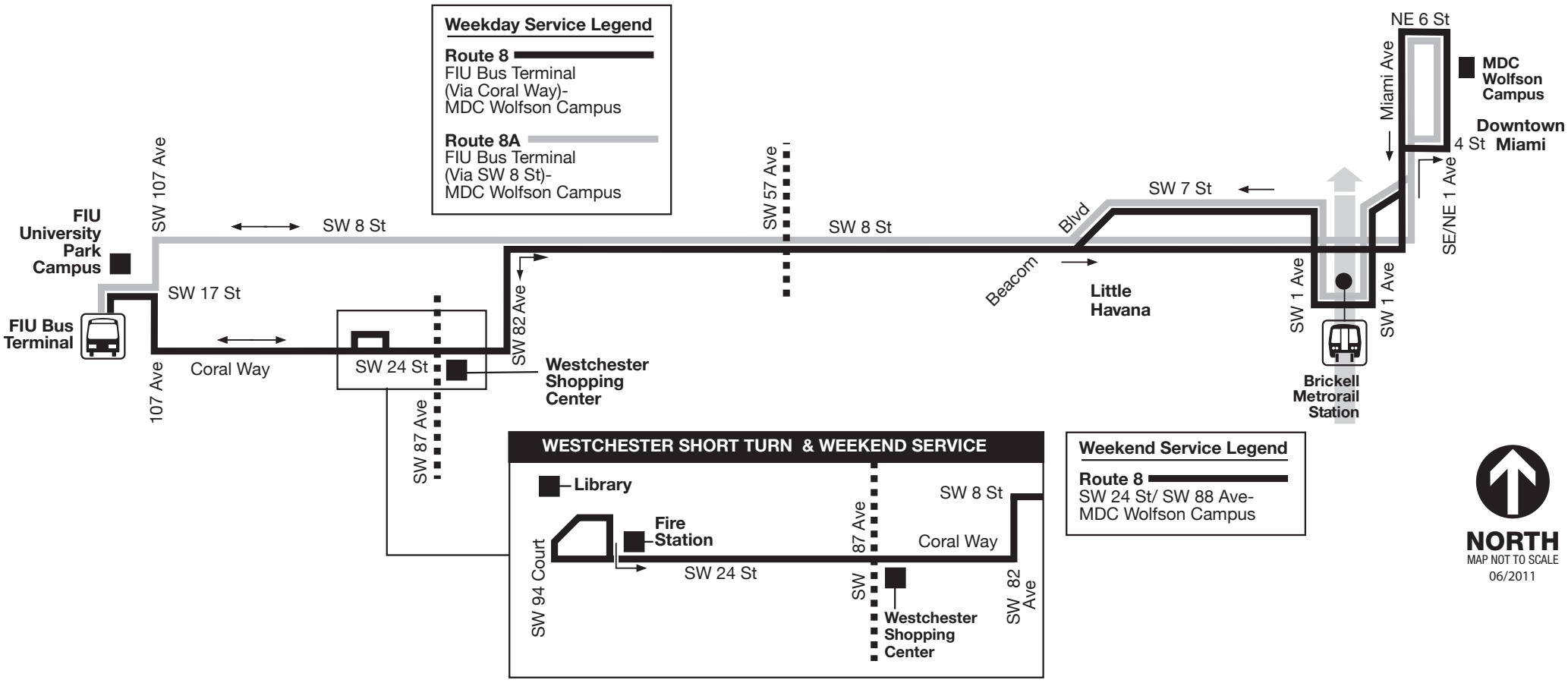
Transit Data

Appendix B

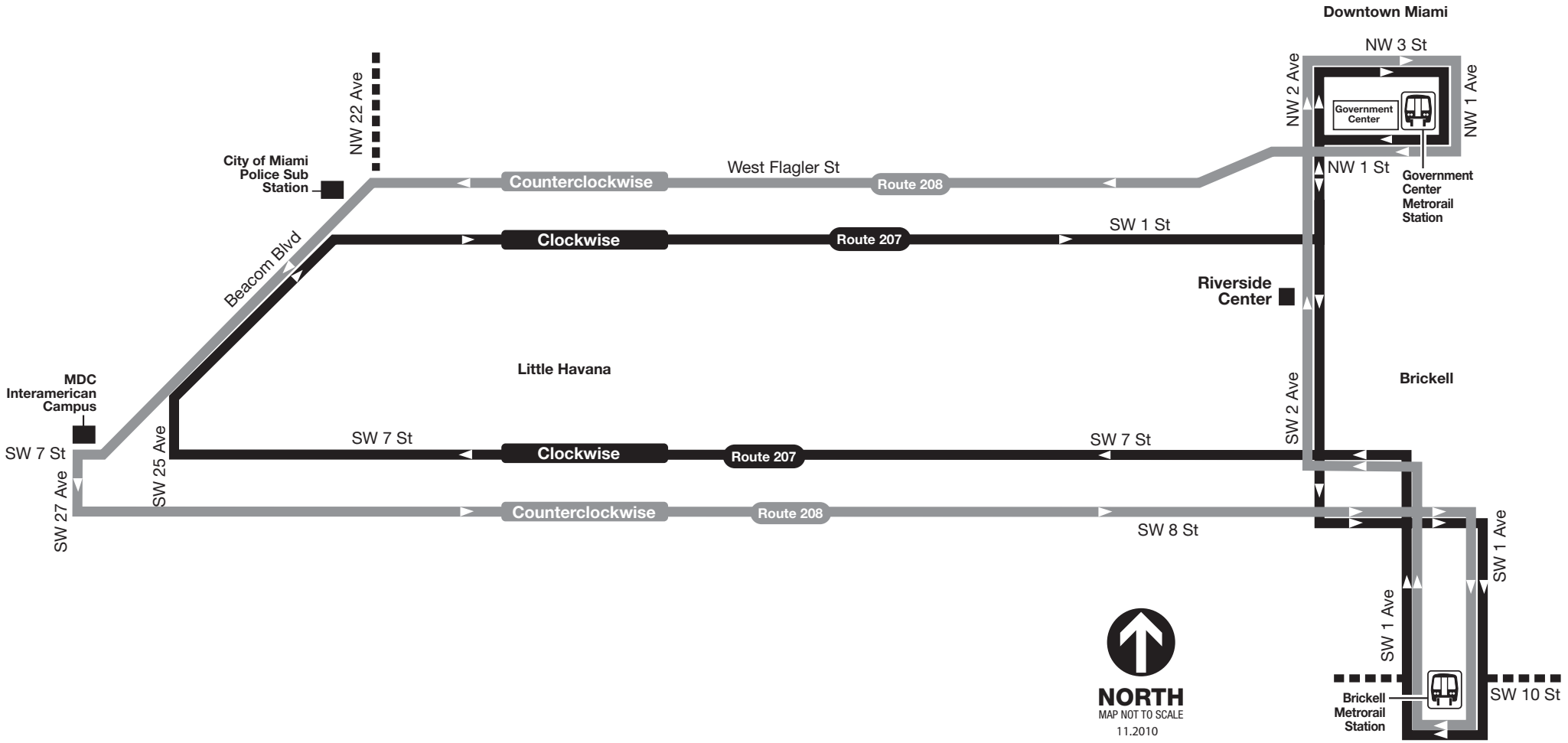
Transit Data

Route Maps

Route 8


Weekday Service Legend
Route 8
FIU Bus Terminal
(Via Coral Way)-
MDC Wolfson Campus
Route 8A
FIU Bus Terminal
(Via SW 8 St)-
MDC Wolfson Campus
FIU University Park Campus
FIU Bus Terminal
SW 107 Ave
SW 17 St
Coral Way
107 Ave
SW 8 St
SW 24 St
SW 82 Ave
Westchester Shopping Center
SW 87 Ave
SW 57 Ave
SW 8 St
Beacom Blvd
SW 7 St
Little Havana
SW 1 Ave
SW 1 Ave
Brickell Metrorail Station
NE 6 St
Miami Ave
MDC Wolfson Campus
Downtown Miami
4 St
SE/NE 1 Ave
WESTCHESTER SHORT TURN & WEEKEND SERVICE
Library
Fire Station
SW 94 Court
SW 24 St
SW 87 Ave
SW 8 St
Coral Way
SW 82 Ave
Westchester Shopping Center
Weekend Service Legend
Route 8
SW 24 St/ SW 88 Ave-
MDC Wolfson Campus
NORTH
MAP NOT TO SCALE
06/2011

Route 207/208
Little Havana Connection



Appendix B

Transit Data

Route Schedules

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule Route 8

Back to previous page *(javascript: history.go(-1))*

Service: WEEKDAY **Direction:** EASTBOUND

FIU Univ Park Campus	SW 24 St & 87 Ave	SW 24 St & 82 Ave	SW 8 St & 87 Ave	SW 8 St & 57 Ave	SW 8 St & 42 Ave	SW 8 St & 27 Ave	SW 8 St & 12 Ave	Brickell Station	Miami Dade College Dwtn. Camp
04:39AM	:	:	04:46AM	04:56AM	05:01AM	05:06AM	05:13AM	05:19AM	05:25AM
05:04AM	05:13AM	05:14AM	:	05:25AM	05:30AM	05:35AM	05:42AM	05:48AM	05:54AM
05:24AM	:	:	05:31AM	05:41AM	05:46AM	05:51AM	05:58AM	06:06AM	06:14AM
05:31AM	05:40AM	05:41AM	:	05:52AM	05:57AM	06:04AM	06:13AM	06:21AM	06:29AM
05:49AM	:	:	05:56AM	06:06AM	06:12AM	06:19AM	06:28AM	06:36AM	06:44AM
:	:	:	:	06:16AM	06:22AM	06:29AM	06:38AM	06:46AM	06:54AM
05:57AM	06:09AM	06:11AM	:	06:25AM	06:31AM	06:38AM	06:47AM	06:55AM	07:04AM
06:16AM	:	:	06:25AM	06:35AM	06:41AM	06:48AM	06:57AM	07:05AM	07:14AM
:	:	:	:	06:44AM	06:50AM	06:57AM	07:07AM	07:15AM	07:24AM
06:25AM	06:37AM	06:39AM	:	06:53AM	06:59AM	07:07AM	07:17AM	07:25AM	07:34AM
06:37AM	:	:	06:46AM	07:01AM	07:09AM	07:17AM	07:27AM	07:35AM	07:44AM
:	:	:	:	07:11AM	07:19AM	07:27AM	07:37AM	07:45AM	07:54AM
06:47AM	07:00AM	07:03AM	:	07:21AM	07:29AM	07:37AM	07:47AM	07:55AM	08:04AM
07:05AM	:	:	07:16AM	07:31AM	07:39AM	07:47AM	07:57AM	08:05AM	08:14AM
:	:	:	:	07:41AM	07:49AM	07:57AM	08:07AM	08:15AM	08:24AM
07:17AM	07:30AM	07:33AM	:	07:51AM	07:59AM	08:07AM	08:17AM	08:25AM	08:34AM
07:35AM	:	:	07:46AM	08:01AM	08:09AM	08:17AM	08:27AM	08:35AM	08:44AM
:	:	:	:	08:11AM	08:19AM	08:27AM	08:37AM	08:45AM	08:54AM
07:47AM	08:00AM	08:03AM	:	08:21AM	08:29AM	08:37AM	08:47AM	08:55AM	09:04AM
08:10AM	:	:	08:21AM	08:36AM	08:44AM	08:52AM	09:02AM	09:10AM	09:19AM
08:15AM	08:28AM	08:31AM	:	08:49AM	08:57AM	09:07AM	09:17AM	09:25AM	09:34AM
08:38AM	:	:	08:49AM	09:04AM	09:12AM	09:22AM	09:32AM	09:40AM	09:49AM
08:50AM	09:03AM	09:05AM	:	09:19AM	09:27AM	09:37AM	09:47AM	09:55AM	10:04AM
09:09AM	:	:	09:20AM	09:34AM	09:42AM	09:52AM	10:02AM	10:10AM	10:19AM
09:21AM	09:33AM	09:35AM	:	09:49AM	09:57AM	10:07AM	10:17AM	10:25AM	10:34AM
09:39AM	:	:	09:50AM	10:04AM	10:12AM	10:22AM	10:32AM	10:40AM	10:49AM
09:51AM	10:03AM	10:05AM	:	10:19AM	10:27AM	10:37AM	10:47AM	10:55AM	11:04AM

10:09AM	:	:	10:20AM	10:34AM	10:42AM	10:52AM	11:02AM	11:10AM	11:19AM
10:21AM	10:33AM	10:35AM	:	10:49AM	10:57AM	11:07AM	11:17AM	11:25AM	11:34AM
10:39AM	:	:	10:50AM	11:04AM	11:12AM	11:22AM	11:32AM	11:40AM	11:49AM
10:51AM	11:03AM	11:05AM	:	11:19AM	11:27AM	11:37AM	11:47AM	11:55AM	12:04PM
11:09AM	:	:	11:20AM	11:34AM	11:42AM	11:52AM	12:02PM	12:10PM	12:19PM
11:21AM	11:33AM	11:35AM	:	11:49AM	11:57AM	12:07PM	12:17PM	12:25PM	12:34PM
11:39AM	:	:	11:50AM	12:04PM	12:12PM	12:22PM	12:32PM	12:40PM	12:49PM
11:51AM	12:03PM	12:05PM	:	12:19PM	12:27PM	12:37PM	12:47PM	12:55PM	01:04PM
12:09PM	:	:	12:20PM	12:34PM	12:42PM	12:52PM	01:02PM	01:10PM	01:19PM
12:21PM	12:33PM	12:35PM	:	12:49PM	12:57PM	01:07PM	01:17PM	01:25PM	01:34PM
12:39PM	:	:	12:50PM	01:04PM	01:12PM	01:22PM	01:32PM	01:40PM	01:49PM
12:51PM	01:03PM	01:05PM	:	01:19PM	01:27PM	01:37PM	01:47PM	01:55PM	02:04PM
01:09PM	:	:	01:20PM	01:34PM	01:42PM	01:52PM	02:02PM	02:10PM	02:19PM
01:21PM	01:33PM	01:35PM	:	01:49PM	01:57PM	02:07PM	02:17PM	02:25PM	02:34PM
01:39PM	:	:	01:50PM	02:04PM	02:12PM	02:22PM	02:32PM	02:40PM	02:49PM
01:49PM	02:01PM	02:03PM	:	02:17PM	02:25PM	02:35PM	02:45PM	02:53PM	03:04PM
02:01PM	:	:	02:12PM	02:26PM	02:34PM	02:44PM	02:54PM	03:03PM	03:14PM
02:07PM	02:19PM	02:21PM	:	02:35PM	02:43PM	02:53PM	03:04PM	03:13PM	03:24PM
02:17PM	02:29PM	02:31PM	:	02:45PM	02:53PM	03:03PM	03:14PM	03:23PM	03:34PM
02:29PM	:	:	02:40PM	02:54PM	03:03PM	03:13PM	03:24PM	03:33PM	03:44PM
:	:	:	:	03:04PM	03:13PM	03:23PM	03:34PM	03:43PM	03:54PM
02:45PM	02:57PM	02:59PM	:	03:14PM	03:23PM	03:33PM	03:44PM	03:53PM	04:04PM
03:00PM	:	:	03:11PM	03:24PM	03:33PM	03:43PM	03:54PM	04:03PM	04:14PM
03:05PM	03:17PM	03:19PM	:	03:34PM	03:43PM	03:53PM	04:04PM	04:13PM	04:24PM
03:15PM	03:27PM	03:29PM	:	03:44PM	03:53PM	04:03PM	04:14PM	04:23PM	04:34PM
03:30PM	:	:	03:41PM	03:54PM	04:03PM	04:13PM	04:24PM	04:33PM	04:44PM
:	:	:	:	04:04PM	04:13PM	04:23PM	04:34PM	04:43PM	04:54PM
03:45PM	03:57PM	03:59PM	:	04:14PM	04:23PM	04:33PM	04:44PM	04:53PM	05:04PM
04:00PM	:	:	04:11PM	04:24PM	04:33PM	04:43PM	04:54PM	05:03PM	05:14PM
:	:	:	:	04:34PM	04:43PM	04:53PM	05:04PM	05:13PM	05:24PM
04:15PM	04:27PM	04:29PM	:	04:44PM	04:53PM	05:03PM	05:14PM	05:23PM	05:34PM
04:30PM	:	:	04:41PM	04:54PM	05:03PM	05:13PM	05:24PM	05:33PM	05:44PM
:	:	:	:	05:04PM	05:13PM	05:23PM	05:34PM	05:43PM	05:54PM
04:45PM	04:57PM	04:59PM	:	05:14PM	05:23PM	05:33PM	05:44PM	05:53PM	06:04PM
05:05PM	:	:	05:16PM	05:29PM	05:38PM	05:48PM	05:59PM	06:08PM	06:19PM

05:15PM	05:27PM	05:29PM	:	05:44PM	05:53PM	06:03PM	06:14PM	06:23PM	06:34PM
05:35PM	:	:	05:46PM	05:59PM	06:08PM	06:18PM	06:29PM	06:38PM	06:49PM
05:46PM	05:58PM	06:00PM	:	06:15PM	06:24PM	06:34PM	06:45PM	06:54PM	07:05PM
06:18PM	:	:	06:29PM	06:42PM	06:51PM	07:01PM	07:10PM	07:17PM	07:25PM
06:39PM	06:51PM	06:53PM	:	07:08PM	07:14PM	07:21PM	07:30PM	07:37PM	07:45PM
07:04PM	07:14PM	07:16PM	:	07:28PM	07:34PM	07:41PM	07:50PM	07:57PM	08:05PM
07:29PM	:	:	07:38PM	07:48PM	07:54PM	08:01PM	08:10PM	08:17PM	08:25PM
07:54PM	08:04PM	08:06PM	:	08:18PM	08:24PM	08:31PM	08:40PM	08:47PM	08:55PM
08:27PM	08:37PM	08:39PM	:	08:51PM	08:57PM	09:04PM	09:11PM	09:17PM	09:25PM
09:07PM	09:16PM	09:17PM	:	09:27PM	09:32PM	09:37PM	09:44PM	09:50PM	09:58PM
10:07PM	10:16PM	10:17PM	:	10:27PM	10:32PM	10:37PM	10:44PM	10:50PM	10:58PM
11:07PM	11:16PM	11:17PM	:	11:27PM	11:32PM	11:37PM	11:44PM	11:50PM	11:58PM

Back to previous page *(javascript: history.go(-1))*

Page Last Edited: Fri Jul 19, 2013 12:12:08 PM

(http://www.centerdigitalgov.com/survey/88/2012)

MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule Route 8

Back to previous page *(javascript: history.go(-1))*

Service: WEEKDAY **Direction:** WESTBOUND

Miami Dade College Dwtn. Camp	Miami Ave & Flagler St	Brickell Station	SW 7 St & 12 Ave	SW 8 St & 27 Ave	SW 8 St & 42 Ave	SW 8 St & 57 Ave	SW 8 St & 87 Ave	SW 24 St & 82 Ave	SW 24 St & 88 Ave	FIU Univ Park Campus
05:26AM	05:30AM	05:34AM	05:40AM	05:46AM	05:51AM	05:55AM	06:06AM	:	:	06:13AM
05:41AM	05:45AM	05:49AM	05:55AM	06:03AM	06:10AM	06:15AM	:	06:28AM	06:31AM	06:39AM
05:55AM	05:59AM	06:04AM	06:12AM	06:20AM	06:27AM	06:32AM	:	06:45AM	06:48AM	06:56AM
06:15AM	06:20AM	06:25AM	06:33AM	06:41AM	06:48AM	06:53AM	07:04AM	:	:	07:13AM
06:30AM	06:35AM	06:40AM	06:48AM	06:56AM	07:04AM	07:10AM	07:21AM	:	:	07:30AM
06:45AM	06:50AM	06:55AM	07:04AM	07:14AM	07:22AM	07:28AM	:	07:41AM	07:43AM	07:52AM
06:55AM	07:00AM	07:05AM	07:14AM	07:24AM	07:32AM	07:38AM	:	07:51AM	07:53AM	08:02AM
07:05AM	07:10AM	07:15AM	07:24AM	07:34AM	07:42AM	07:48AM	07:59AM	:	:	08:08AM
07:15AM	07:20AM	07:25AM	07:34AM	07:44AM	07:52AM	07:58AM	:	:	:	:
07:25AM	07:30AM	07:35AM	07:44AM	07:54AM	08:02AM	08:08AM	:	08:21AM	08:23AM	08:32AM
07:35AM	07:40AM	07:45AM	07:54AM	08:04AM	08:12AM	08:18AM	08:29AM	:	:	08:38AM
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12:10AM	12:14AM	12:18AM	12:24AM	12:31AM	12:36AM	12:40AM	:	12:50AM	12:51AM	:

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(http://www.centerdigitalgov.com/survey/88/2012)

MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule Route 8

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Service: SATURDAY **Direction:** EASTBOUND

SW 24 St & 88 Ave	SW 24 St & 87 Ave	SW 24 St & 82 Ave	SW 8 St & 57 Ave	SW 8 St & 42 Ave	SW 8 St & 27 Ave	SW 8 St & 12 Ave	Brickell Station	Miami Dade College Dwtn. Camp
:	05:16AM	05:17AM	05:27AM	05:32AM	05:38AM	05:45AM	05:50AM	05:55AM
:	05:46AM	05:47AM	05:57AM	06:02AM	06:08AM	06:15AM	06:20AM	06:25AM
:	06:01AM	06:02AM	06:12AM	06:17AM	06:23AM	06:30AM	06:35AM	06:40AM
:	06:16AM	06:17AM	06:27AM	06:32AM	06:38AM	06:45AM	06:50AM	06:55AM
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:	06:37AM	06:38AM	06:48AM	06:53AM	07:01AM	07:10AM	07:17AM	07:25AM
06:46AM	06:49AM	06:50AM	07:02AM	07:08AM	07:16AM	07:25AM	07:32AM	07:40AM
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:	07:18AM	07:20AM	07:32AM	07:38AM	07:46AM	07:55AM	08:02AM	08:10AM
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Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule Route 8

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Service: SATURDAY **Direction:** WESTBOUND

Miami Dade College Dwtn. Camp	Miami Ave & Flagler St	Brickell Station	SW 7 St & 12 Ave	SW 8 St & 27 Ave	SW 8 St & 42 Ave	SW 8 St & 57 Ave	SW 24 St & 82 Ave	SW 24 St & 88 Ave
05:36AM	05:40AM	05:44AM	05:50AM	05:55AM	06:00AM	06:03AM	06:13AM	06:14AM
05:56AM	06:00AM	06:04AM	06:10AM	06:15AM	06:20AM	06:23AM	06:33AM	06:34AM
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06:41AM	06:45AM	06:49AM	06:55AM	07:02AM	07:09AM	07:14AM	07:26AM	07:28AM
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02:56PM	03:01PM	03:06PM	03:15PM	03:23PM	03:30PM	03:35PM	03:48PM	03:50PM
03:11PM	03:16PM	03:21PM	03:30PM	03:38PM	03:45PM	03:50PM	04:03PM	04:05PM
03:26PM	03:31PM	03:36PM	03:45PM	03:53PM	04:00PM	04:05PM	04:18PM	04:20PM
03:41PM	03:46PM	03:51PM	04:00PM	04:08PM	04:15PM	04:20PM	04:33PM	04:35PM
03:56PM	04:01PM	04:06PM	04:15PM	04:23PM	04:30PM	04:35PM	04:48PM	04:50PM
04:11PM	04:16PM	04:21PM	04:30PM	04:38PM	04:45PM	04:50PM	05:03PM	05:05PM
04:26PM	04:31PM	04:36PM	04:45PM	04:53PM	05:00PM	05:05PM	05:18PM	05:20PM
04:41PM	04:46PM	04:51PM	05:00PM	05:08PM	05:15PM	05:20PM	05:33PM	05:35PM
04:56PM	05:01PM	05:06PM	05:15PM	05:23PM	05:30PM	05:35PM	05:48PM	05:50PM
05:11PM	05:16PM	05:21PM	05:30PM	05:38PM	05:45PM	05:50PM	06:03PM	06:05PM
05:26PM	05:31PM	05:36PM	05:45PM	05:53PM	06:00PM	06:05PM	06:16PM	06:18PM
05:41PM	05:46PM	05:51PM	06:00PM	06:07PM	06:13PM	06:18PM	06:29PM	06:31PM
05:56PM	06:01PM	06:06PM	06:14PM	06:21PM	06:27PM	06:32PM	06:43PM	06:45PM
06:11PM	06:16PM	06:21PM	06:29PM	06:36PM	06:42PM	06:47PM	06:58PM	07:00PM
06:26PM	06:31PM	06:36PM	06:44PM	06:51PM	06:57PM	07:02PM	07:13PM	07:15PM
06:41PM	06:46PM	06:51PM	06:59PM	07:06PM	07:12PM	07:17PM	07:28PM	07:30PM
06:56PM	07:01PM	07:06PM	07:14PM	07:21PM	07:27PM	07:32PM	07:43PM	07:45PM
07:26PM	07:31PM	07:36PM	07:44PM	07:51PM	07:57PM	08:02PM	08:13PM	08:15PM
07:56PM	08:01PM	08:06PM	08:14PM	08:21PM	08:27PM	08:32PM	08:43PM	08:45PM
08:26PM	08:31PM	08:36PM	08:44PM	08:51PM	08:57PM	09:02PM	09:12PM	09:13PM
08:56PM	09:01PM	09:05PM	09:12PM	09:18PM	09:23PM	09:27PM	09:37PM	09:38PM
10:10PM	10:14PM	10:18PM	10:25PM	10:31PM	10:36PM	10:40PM	10:50PM	10:51PM
11:10PM	11:14PM	11:18PM	11:25PM	11:31PM	11:36PM	11:40PM	11:50PM	11:51PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule Route 8

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Service: SUNDAY **Direction:** EASTBOUND

SW 24 St & 88 Ave	SW 24 St & 87 Ave	SW 24 St & 82 Ave	SW 8 St & 57 Ave	SW 8 St & 42 Ave	SW 8 St & 27 Ave	SW 8 St & 12 Ave	Brickell Station	Miami Dade College Dwtn. Camp
:	05:17AM	05:18AM	05:28AM	05:33AM	05:39AM	05:45AM	05:50AM	05:55AM
:	05:47AM	05:48AM	05:58AM	06:03AM	06:09AM	06:15AM	06:20AM	06:25AM
:	06:17AM	06:18AM	06:28AM	06:33AM	06:39AM	06:45AM	06:50AM	06:55AM
:	06:39AM	06:40AM	06:50AM	06:55AM	07:02AM	07:10AM	07:17AM	07:25AM
07:02AM	07:06AM	07:07AM	07:19AM	07:25AM	07:32AM	07:40AM	07:47AM	07:55AM
07:32AM	07:36AM	07:37AM	07:49AM	07:55AM	08:02AM	08:10AM	08:17AM	08:25AM
08:02AM	08:06AM	08:07AM	08:19AM	08:25AM	08:32AM	08:40AM	08:47AM	08:55AM
:	08:26AM	08:27AM	08:39AM	08:45AM	08:52AM	09:00AM	09:07AM	09:15AM
08:42AM	08:46AM	08:47AM	08:59AM	09:05AM	09:12AM	09:20AM	09:27AM	09:35AM
09:02AM	09:06AM	09:07AM	09:19AM	09:25AM	09:32AM	09:40AM	09:47AM	09:55AM
:	09:25AM	09:26AM	09:38AM	09:44AM	09:51AM	09:59AM	10:06AM	10:15AM
09:41AM	09:45AM	09:46AM	09:58AM	10:04AM	10:11AM	10:19AM	10:26AM	10:35AM
10:00AM	10:04AM	10:05AM	10:18AM	10:24AM	10:31AM	10:39AM	10:46AM	10:55AM
10:20AM	10:24AM	10:25AM	10:38AM	10:44AM	10:51AM	10:59AM	11:06AM	11:15AM
10:40AM	10:44AM	10:45AM	10:58AM	11:04AM	11:11AM	11:19AM	11:26AM	11:35AM
11:00AM	11:04AM	11:05AM	11:18AM	11:24AM	11:31AM	11:39AM	11:46AM	11:55AM
11:20AM	11:24AM	11:25AM	11:38AM	11:44AM	11:51AM	11:59AM	12:06PM	12:15PM
11:40AM	11:44AM	11:45AM	11:58AM	12:04PM	12:11PM	12:19PM	12:26PM	12:35PM
12:00PM	12:04PM	12:05PM	12:18PM	12:24PM	12:31PM	12:39PM	12:46PM	12:55PM
12:20PM	12:24PM	12:25PM	12:38PM	12:44PM	12:51PM	12:59PM	01:06PM	01:15PM
12:40PM	12:44PM	12:45PM	12:58PM	01:04PM	01:11PM	01:19PM	01:26PM	01:35PM
01:00PM	01:04PM	01:05PM	01:18PM	01:24PM	01:31PM	01:39PM	01:46PM	01:55PM
01:20PM	01:24PM	01:25PM	01:38PM	01:44PM	01:51PM	01:59PM	02:06PM	02:15PM
01:40PM	01:44PM	01:45PM	01:58PM	02:04PM	02:11PM	02:19PM	02:26PM	02:35PM
02:00PM	02:04PM	02:05PM	02:18PM	02:24PM	02:31PM	02:39PM	02:46PM	02:55PM
02:20PM	02:24PM	02:25PM	02:38PM	02:44PM	02:51PM	02:59PM	03:06PM	03:15PM
02:40PM	02:44PM	02:45PM	02:58PM	03:04PM	03:11PM	03:19PM	03:26PM	03:35PM

03:00PM	03:04PM	03:05PM	03:18PM	03:24PM	03:31PM	03:39PM	03:46PM	03:55PM
03:20PM	03:24PM	03:25PM	03:38PM	03:44PM	03:51PM	03:59PM	04:06PM	04:15PM
03:40PM	03:44PM	03:45PM	03:58PM	04:04PM	04:11PM	04:19PM	04:26PM	04:35PM
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04:40PM	04:44PM	04:45PM	04:58PM	05:04PM	05:11PM	05:19PM	05:26PM	05:35PM
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06:05PM	06:09PM	06:10PM	06:22PM	06:28PM	06:34PM	06:42PM	06:49PM	06:55PM
07:05PM	07:09PM	07:10PM	07:22PM	07:28PM	07:34PM	07:42PM	07:49PM	07:55PM
08:05PM	08:09PM	08:10PM	08:22PM	08:28PM	08:34PM	08:42PM	08:49PM	08:55PM
09:18PM	09:21PM	09:22PM	09:32PM	09:36PM	09:41PM	09:48PM	09:53PM	09:58PM
10:18PM	10:21PM	10:22PM	10:32PM	10:36PM	10:41PM	10:48PM	10:53PM	10:58PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule Route 8

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Service: SUNDAY **Direction:** WESTBOUND

Miami Dade College Dwtn. Camp	Miami Ave & Flagler St	Brickell Station	SW 7 St & 12 Ave	SW 8 St & 27 Ave	SW 8 St & 42 Ave	SW 8 St & 57 Ave	SW 24 St & 82 Ave	SW 24 St & 88 Ave
05:56AM	06:00AM	06:04AM	06:10AM	06:15AM	06:20AM	06:23AM	06:33AM	06:34AM
06:26AM	06:30AM	06:34AM	06:40AM	06:45AM	06:50AM	06:53AM	07:04AM	07:06AM
06:56AM	07:01AM	07:06AM	07:13AM	07:19AM	07:26AM	07:31AM	07:42AM	07:44AM
07:26AM	07:31AM	07:36AM	07:43AM	07:49AM	07:56AM	08:01AM	08:12AM	08:14AM
07:56AM	08:01AM	08:06AM	08:13AM	08:19AM	08:26AM	08:31AM	08:42AM	08:44AM
08:26AM	08:31AM	08:36AM	08:43AM	08:49AM	08:56AM	09:01AM	09:12AM	09:14AM
08:56AM	09:01AM	09:06AM	09:13AM	09:19AM	09:26AM	09:31AM	09:42AM	09:44AM
09:16AM	09:21AM	09:26AM	09:33AM	09:39AM	09:46AM	09:51AM	10:03AM	10:05AM
09:36AM	09:41AM	09:46AM	09:53AM	09:59AM	10:06AM	10:11AM	10:23AM	10:25AM
09:56AM	10:01AM	10:06AM	10:13AM	10:20AM	10:27AM	10:32AM	10:44AM	10:46AM
10:16AM	10:21AM	10:26AM	10:33AM	10:40AM	10:47AM	10:52AM	11:04AM	11:06AM
10:36AM	10:41AM	10:46AM	10:53AM	11:00AM	11:07AM	11:12AM	11:24AM	11:26AM
10:56AM	11:01AM	11:06AM	11:13AM	11:20AM	11:27AM	11:32AM	11:44AM	11:46AM
11:16AM	11:21AM	11:26AM	11:33AM	11:40AM	11:47AM	11:52AM	12:04PM	12:06PM
11:36AM	11:41AM	11:46AM	11:53AM	12:00PM	12:07PM	12:12PM	12:24PM	12:26PM
11:56AM	12:01PM	12:06PM	12:13PM	12:20PM	12:27PM	12:32PM	12:44PM	12:46PM
12:16PM	12:21PM	12:26PM	12:33PM	12:40PM	12:47PM	12:52PM	01:04PM	01:06PM
12:36PM	12:41PM	12:46PM	12:53PM	01:00PM	01:07PM	01:12PM	01:24PM	01:26PM
12:56PM	01:01PM	01:06PM	01:13PM	01:20PM	01:27PM	01:32PM	01:44PM	01:46PM
01:16PM	01:21PM	01:26PM	01:33PM	01:40PM	01:47PM	01:52PM	02:04PM	02:06PM
01:36PM	01:41PM	01:46PM	01:53PM	02:00PM	02:07PM	02:12PM	02:24PM	02:26PM
01:56PM	02:01PM	02:06PM	02:13PM	02:20PM	02:27PM	02:32PM	02:44PM	02:46PM
02:16PM	02:21PM	02:26PM	02:33PM	02:40PM	02:47PM	02:52PM	03:04PM	03:06PM
02:36PM	02:41PM	02:46PM	02:53PM	03:00PM	03:07PM	03:12PM	03:24PM	03:26PM
02:56PM	03:01PM	03:06PM	03:13PM	03:20PM	03:27PM	03:32PM	03:44PM	03:46PM
03:16PM	03:21PM	03:26PM	03:33PM	03:40PM	03:47PM	03:52PM	04:04PM	04:06PM
03:36PM	03:41PM	03:46PM	03:53PM	04:00PM	04:07PM	04:12PM	04:24PM	04:26PM

03:56PM	04:01PM	04:06PM	04:13PM	04:20PM	04:27PM	04:32PM	04:44PM	04:46PM
04:16PM	04:21PM	04:26PM	04:33PM	04:40PM	04:47PM	04:52PM	05:04PM	05:06PM
04:36PM	04:41PM	04:46PM	04:53PM	05:00PM	05:07PM	05:12PM	05:24PM	05:26PM
04:56PM	05:01PM	05:06PM	05:13PM	05:20PM	05:27PM	05:32PM	05:44PM	05:46PM
05:16PM	05:21PM	05:26PM	05:33PM	05:40PM	05:47PM	05:52PM	06:04PM	06:06PM
05:36PM	05:41PM	05:46PM	05:53PM	06:00PM	06:06PM	06:11PM	06:22PM	06:24PM
05:56PM	06:01PM	06:06PM	06:13PM	06:19PM	06:25PM	06:30PM	06:41PM	06:43PM
06:26PM	06:31PM	06:36PM	06:43PM	06:49PM	06:55PM	07:00PM	07:11PM	07:13PM
06:56PM	07:01PM	07:06PM	07:13PM	07:19PM	07:25PM	07:30PM	07:41PM	07:43PM
07:56PM	08:01PM	08:06PM	08:13PM	08:19PM	08:25PM	08:30PM	08:41PM	08:43PM
08:56PM	09:01PM	09:05PM	09:11PM	09:17PM	09:22PM	09:26PM	09:36PM	09:37PM
10:10PM	10:14PM	10:18PM	10:24PM	10:30PM	10:35PM	10:39PM	10:49PM	10:50PM
11:10PM	11:14PM	11:18PM	11:24PM	11:30PM	11:35PM	11:39PM	11:49PM	11:50PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule Route 207

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Service: WEEKDAY **Direction:** CLOCKWISE

NW 1 St & 1 Ave	Brickell Station	SW 7 St & 12 Ave	SW 7 St & 25 Ave	SW 1 St & 17 Ave	NW 1 St & 1 Ave
05:55AM	06:01AM	06:09AM	06:16AM	06:21AM	06:31AM
06:10AM	06:16AM	06:24AM	06:31AM	06:36AM	06:46AM
06:25AM	06:31AM	06:39AM	06:46AM	06:51AM	07:02AM
06:40AM	06:46AM	06:54AM	07:02AM	07:11AM	07:22AM
06:55AM	07:02AM	07:11AM	07:19AM	07:28AM	07:39AM
07:10AM	07:17AM	07:26AM	07:34AM	07:43AM	07:54AM
07:25AM	07:32AM	07:41AM	07:49AM	07:58AM	08:09AM
07:40AM	07:47AM	07:56AM	08:04AM	08:13AM	08:24AM
07:55AM	08:02AM	08:11AM	08:19AM	08:28AM	08:39AM
08:10AM	08:17AM	08:26AM	08:34AM	08:43AM	08:54AM
08:25AM	08:32AM	08:41AM	08:49AM	08:58AM	09:10AM
08:40AM	08:47AM	08:56AM	09:04AM	09:11AM	09:23AM
08:55AM	09:02AM	09:11AM	09:19AM	09:26AM	09:38AM
09:15AM	09:22AM	09:31AM	09:39AM	09:46AM	09:58AM
09:35AM	09:42AM	09:51AM	09:59AM	10:06AM	10:18AM
09:55AM	10:02AM	10:11AM	10:19AM	10:26AM	10:38AM
10:15AM	10:22AM	10:31AM	10:39AM	10:46AM	10:58AM
10:35AM	10:42AM	10:51AM	10:59AM	11:06AM	11:18AM
10:55AM	11:02AM	11:11AM	11:19AM	11:26AM	11:38AM
11:15AM	11:22AM	11:31AM	11:39AM	11:46AM	11:58AM
11:35AM	11:42AM	11:51AM	11:59AM	12:06PM	12:18PM
11:55AM	12:02PM	12:11PM	12:19PM	12:26PM	12:38PM
12:15PM	12:22PM	12:31PM	12:39PM	12:46PM	12:58PM
12:35PM	12:42PM	12:51PM	12:59PM	01:06PM	01:18PM
12:55PM	01:02PM	01:11PM	01:19PM	01:26PM	01:38PM
01:15PM	01:22PM	01:31PM	01:39PM	01:46PM	01:58PM
01:35PM	01:42PM	01:51PM	01:59PM	02:06PM	02:18PM

01:55PM	02:02PM	02:11PM	02:19PM	02:26PM	02:38PM
02:15PM	02:22PM	02:31PM	02:39PM	02:46PM	02:58PM
02:35PM	02:42PM	02:51PM	02:59PM	03:06PM	03:18PM
02:55PM	03:04PM	03:15PM	03:23PM	03:30PM	03:42PM
03:15PM	03:24PM	03:35PM	03:43PM	03:50PM	04:02PM
03:35PM	03:44PM	03:55PM	04:03PM	04:10PM	04:22PM
03:55PM	04:04PM	04:15PM	04:23PM	04:30PM	04:42PM
04:10PM	04:19PM	04:30PM	04:38PM	04:45PM	04:57PM
04:25PM	04:34PM	04:45PM	04:53PM	05:00PM	05:12PM
04:40PM	04:49PM	05:00PM	05:08PM	05:15PM	05:27PM
04:55PM	05:04PM	05:15PM	05:23PM	05:30PM	05:42PM
05:10PM	05:19PM	05:30PM	05:38PM	05:45PM	05:57PM
05:25PM	05:34PM	05:45PM	05:53PM	06:00PM	06:11PM
05:40PM	05:49PM	06:00PM	06:07PM	06:12PM	06:23PM
05:55PM	06:04PM	06:13PM	06:20PM	06:25PM	06:36PM
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06:40PM	06:47PM	06:56PM	07:03PM	07:08PM	07:19PM
06:55PM	07:02PM	07:11PM	07:18PM	07:23PM	07:34PM
07:15PM	07:22PM	07:31PM	07:38PM	07:43PM	07:54PM
07:35PM	07:42PM	07:51PM	07:58PM	08:03PM	08:14PM
07:55PM	08:02PM	08:11PM	08:18PM	08:23PM	08:34PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule Route 207

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Service: SATURDAY **Direction:** CLOCKWISE

NW 1 St & 1 Ave	Brickell Station	SW 7 St & 12 Ave	SW 7 St & 25 Ave	SW 1 St & 17 Ave	NW 1 St & 1 Ave
05:55AM	06:01AM	06:08AM	06:15AM	06:19AM	06:29AM
06:15AM	06:21AM	06:28AM	06:35AM	06:39AM	06:49AM
06:35AM	06:41AM	06:48AM	06:55AM	06:59AM	07:10AM
06:55AM	07:02AM	07:10AM	07:18AM	07:24AM	07:35AM
07:15AM	07:22AM	07:30AM	07:38AM	07:44AM	07:55AM
07:35AM	07:42AM	07:50AM	07:58AM	08:04AM	08:15AM
07:55AM	08:02AM	08:10AM	08:18AM	08:24AM	08:35AM
08:15AM	08:22AM	08:30AM	08:38AM	08:44AM	08:55AM
08:35AM	08:42AM	08:50AM	08:58AM	09:04AM	09:15AM
08:55AM	09:02AM	09:10AM	09:18AM	09:24AM	09:35AM
09:15AM	09:22AM	09:30AM	09:38AM	09:44AM	09:55AM
09:35AM	09:42AM	09:50AM	09:58AM	10:04AM	10:15AM
09:55AM	10:02AM	10:10AM	10:18AM	10:24AM	10:35AM
10:15AM	10:22AM	10:30AM	10:38AM	10:44AM	10:55AM
10:35AM	10:42AM	10:50AM	10:58AM	11:04AM	11:15AM
10:55AM	11:02AM	11:10AM	11:18AM	11:24AM	11:35AM
11:15AM	11:22AM	11:30AM	11:38AM	11:44AM	11:55AM
11:35AM	11:42AM	11:50AM	11:58AM	12:04PM	12:15PM
11:55AM	12:02PM	12:10PM	12:18PM	12:24PM	12:35PM
12:15PM	12:22PM	12:30PM	12:38PM	12:44PM	12:55PM
12:35PM	12:42PM	12:50PM	12:58PM	01:04PM	01:15PM
12:55PM	01:02PM	01:10PM	01:18PM	01:24PM	01:35PM
01:15PM	01:22PM	01:30PM	01:38PM	01:44PM	01:55PM
01:35PM	01:42PM	01:50PM	01:58PM	02:04PM	02:15PM
01:55PM	02:02PM	02:10PM	02:18PM	02:24PM	02:35PM
02:15PM	02:22PM	02:30PM	02:38PM	02:44PM	02:55PM
02:35PM	02:42PM	02:50PM	02:58PM	03:04PM	03:15PM

02:55PM	03:02PM	03:10PM	03:18PM	03:24PM	03:35PM
03:15PM	03:22PM	03:30PM	03:38PM	03:44PM	03:55PM
03:35PM	03:42PM	03:50PM	03:58PM	04:04PM	04:15PM
03:55PM	04:02PM	04:10PM	04:18PM	04:24PM	04:35PM
04:15PM	04:22PM	04:30PM	04:38PM	04:44PM	04:55PM
04:35PM	04:42PM	04:50PM	04:58PM	05:04PM	05:15PM
04:55PM	05:02PM	05:10PM	05:18PM	05:24PM	05:35PM
05:15PM	05:22PM	05:30PM	05:38PM	05:44PM	05:55PM
05:35PM	05:42PM	05:50PM	05:58PM	06:04PM	06:14PM
05:55PM	06:02PM	06:09PM	06:16PM	06:21PM	06:31PM
06:15PM	06:21PM	06:28PM	06:35PM	06:40PM	06:50PM
06:35PM	06:41PM	06:48PM	06:55PM	07:00PM	07:10PM
06:55PM	07:01PM	07:08PM	07:15PM	07:20PM	07:30PM
07:15PM	07:21PM	07:28PM	07:35PM	07:40PM	07:50PM
07:35PM	07:41PM	07:48PM	07:55PM	08:00PM	08:10PM
07:55PM	08:01PM	08:08PM	08:15PM	08:20PM	08:30PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule Route 207

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Service: SUNDAY **Direction:** CLOCKWISE

NW 1 St & 1 Ave	Brickell Station	SW 7 St & 12 Ave	SW 7 St & 25 Ave	SW 1 St & 17 Ave	NW 1 St & 1 Ave
05:55AM	06:02AM	06:09AM	06:15AM	06:19AM	06:28AM
06:15AM	06:22AM	06:29AM	06:35AM	06:39AM	06:48AM
06:35AM	06:42AM	06:49AM	06:55AM	06:59AM	07:09AM
06:55AM	07:03AM	07:11AM	07:18AM	07:24AM	07:34AM
07:15AM	07:23AM	07:31AM	07:38AM	07:44AM	07:54AM
07:35AM	07:43AM	07:51AM	07:58AM	08:04AM	08:14AM
07:55AM	08:03AM	08:11AM	08:18AM	08:24AM	08:34AM
08:15AM	08:23AM	08:31AM	08:38AM	08:44AM	08:54AM
08:35AM	08:43AM	08:51AM	08:58AM	09:04AM	09:14AM
08:55AM	09:03AM	09:11AM	09:18AM	09:24AM	09:34AM
09:15AM	09:23AM	09:31AM	09:38AM	09:44AM	09:54AM
09:35AM	09:43AM	09:51AM	09:58AM	10:04AM	10:14AM
09:55AM	10:03AM	10:11AM	10:18AM	10:24AM	10:34AM
10:15AM	10:23AM	10:31AM	10:38AM	10:44AM	10:54AM
10:35AM	10:43AM	10:51AM	10:58AM	11:04AM	11:14AM
10:55AM	11:03AM	11:11AM	11:18AM	11:24AM	11:34AM
11:15AM	11:23AM	11:31AM	11:38AM	11:44AM	11:54AM
11:35AM	11:43AM	11:51AM	11:58AM	12:04PM	12:14PM
11:55AM	12:03PM	12:11PM	12:18PM	12:24PM	12:34PM
12:15PM	12:23PM	12:31PM	12:38PM	12:44PM	12:54PM
12:35PM	12:43PM	12:51PM	12:58PM	01:04PM	01:14PM
12:55PM	01:03PM	01:11PM	01:18PM	01:24PM	01:34PM
01:15PM	01:23PM	01:31PM	01:38PM	01:44PM	01:54PM
01:35PM	01:43PM	01:51PM	01:58PM	02:04PM	02:14PM
01:55PM	02:03PM	02:11PM	02:18PM	02:24PM	02:34PM
02:15PM	02:23PM	02:31PM	02:38PM	02:44PM	02:54PM
02:35PM	02:43PM	02:51PM	02:58PM	03:04PM	03:14PM

02:55PM	03:03PM	03:11PM	03:18PM	03:24PM	03:34PM
03:15PM	03:23PM	03:31PM	03:38PM	03:44PM	03:54PM
03:35PM	03:43PM	03:51PM	03:58PM	04:04PM	04:14PM
03:55PM	04:03PM	04:11PM	04:18PM	04:24PM	04:34PM
04:15PM	04:23PM	04:31PM	04:38PM	04:44PM	04:54PM
04:35PM	04:43PM	04:51PM	04:58PM	05:04PM	05:14PM
04:55PM	05:03PM	05:11PM	05:18PM	05:24PM	05:34PM
05:15PM	05:23PM	05:31PM	05:38PM	05:44PM	05:54PM
05:35PM	05:43PM	05:51PM	05:58PM	06:04PM	06:13PM
05:55PM	06:03PM	06:10PM	06:16PM	06:21PM	06:30PM
06:15PM	06:22PM	06:29PM	06:35PM	06:40PM	06:49PM
06:35PM	06:42PM	06:49PM	06:55PM	07:00PM	07:09PM
06:55PM	07:02PM	07:09PM	07:15PM	07:20PM	07:29PM
07:15PM	07:22PM	07:29PM	07:35PM	07:40PM	07:49PM
07:35PM	07:42PM	07:49PM	07:55PM	08:00PM	08:09PM
07:55PM	08:02PM	08:09PM	08:15PM	08:20PM	08:29PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule Route 208

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Service: WEEKDAY **Direction:** CIRCULATOR

NW 1 St & 1 Ave	Flagler St & 17 Ave	SW 8 St & 27 Ave	SW 8 St & 12 Ave	Brickell Station	NW 1 St & 1 Ave
06:03AM	06:13AM	06:19AM	06:27AM	06:33AM	06:40AM
06:18AM	06:28AM	06:34AM	06:42AM	06:48AM	06:55AM
06:33AM	06:43AM	06:49AM	06:57AM	07:05AM	07:12AM
06:48AM	06:58AM	07:05AM	07:15AM	07:23AM	07:30AM
07:03AM	07:14AM	07:21AM	07:31AM	07:39AM	07:46AM
07:18AM	07:29AM	07:36AM	07:46AM	07:54AM	08:01AM
07:33AM	07:44AM	07:51AM	08:01AM	08:09AM	08:16AM
07:48AM	07:59AM	08:06AM	08:16AM	08:24AM	08:31AM
08:03AM	08:14AM	08:21AM	08:31AM	08:39AM	08:46AM
08:18AM	08:29AM	08:36AM	08:46AM	08:54AM	09:01AM
08:33AM	08:44AM	08:51AM	09:01AM	09:09AM	09:16AM
08:48AM	08:59AM	09:06AM	09:16AM	09:24AM	09:31AM
09:05AM	09:16AM	09:23AM	09:33AM	09:41AM	09:48AM
09:25AM	09:36AM	09:43AM	09:53AM	10:01AM	10:08AM
09:45AM	09:56AM	10:03AM	10:13AM	10:21AM	10:28AM
10:05AM	10:16AM	10:23AM	10:33AM	10:41AM	10:48AM
10:25AM	10:36AM	10:43AM	10:53AM	11:01AM	11:08AM
10:45AM	10:56AM	11:03AM	11:13AM	11:21AM	11:28AM
11:05AM	11:16AM	11:23AM	11:33AM	11:41AM	11:48AM
11:25AM	11:36AM	11:43AM	11:53AM	12:01PM	12:08PM
11:45AM	11:56AM	12:03PM	12:13PM	12:21PM	12:28PM
12:05PM	12:16PM	12:23PM	12:33PM	12:41PM	12:48PM
12:25PM	12:36PM	12:43PM	12:53PM	01:01PM	01:08PM
12:45PM	12:56PM	01:03PM	01:13PM	01:21PM	01:28PM
01:05PM	01:16PM	01:23PM	01:33PM	01:41PM	01:48PM
01:25PM	01:36PM	01:43PM	01:53PM	02:01PM	02:08PM
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03:05PM	03:17PM	03:24PM	03:35PM	03:43PM	03:50PM
03:25PM	03:37PM	03:44PM	03:55PM	04:03PM	04:10PM
03:45PM	03:57PM	04:04PM	04:15PM	04:23PM	04:30PM
04:03PM	04:15PM	04:22PM	04:33PM	04:41PM	04:48PM
04:18PM	04:30PM	04:37PM	04:48PM	04:56PM	05:03PM
04:33PM	04:45PM	04:52PM	05:03PM	05:11PM	05:18PM
04:48PM	05:00PM	05:07PM	05:18PM	05:26PM	05:33PM
05:03PM	05:15PM	05:22PM	05:33PM	05:41PM	05:48PM
05:18PM	05:30PM	05:37PM	05:48PM	05:56PM	06:03PM
05:33PM	05:45PM	05:52PM	06:03PM	06:09PM	06:16PM
05:48PM	06:00PM	06:06PM	06:15PM	06:21PM	06:28PM
06:03PM	06:13PM	06:19PM	06:28PM	06:34PM	06:41PM
06:18PM	06:28PM	06:34PM	06:43PM	06:49PM	06:56PM
06:33PM	06:43PM	06:49PM	06:58PM	07:04PM	07:11PM
06:48PM	06:58PM	07:04PM	07:13PM	07:19PM	07:26PM
07:05PM	07:15PM	07:21PM	07:30PM	07:36PM	07:43PM
07:25PM	07:35PM	07:41PM	07:50PM	07:56PM	08:03PM
07:45PM	07:55PM	08:01PM	08:10PM	08:16PM	08:23PM
08:05PM	08:15PM	08:21PM	08:30PM	08:36PM	08:43PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule Route 208

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Service: SATURDAY **Direction:** CIRCULATOR

NW 1 St & 1 Ave	Flagler St & 17 Ave	SW 8 St & 27 Ave	SW 8 St & 12 Ave	Brickell Station	NW 1 St & 1 Ave
06:05AM	06:15AM	06:21AM	06:27AM	06:34AM	06:40AM
06:25AM	06:35AM	06:41AM	06:47AM	06:54AM	07:00AM
06:45AM	06:55AM	07:02AM	07:10AM	07:18AM	07:24AM
07:05AM	07:16AM	07:23AM	07:31AM	07:39AM	07:45AM
07:25AM	07:36AM	07:43AM	07:51AM	07:59AM	08:05AM
07:45AM	07:56AM	08:03AM	08:11AM	08:19AM	08:25AM
08:05AM	08:16AM	08:23AM	08:31AM	08:39AM	08:45AM
08:25AM	08:36AM	08:43AM	08:51AM	08:59AM	09:05AM
08:45AM	08:56AM	09:03AM	09:11AM	09:19AM	09:25AM
09:05AM	09:16AM	09:23AM	09:31AM	09:39AM	09:45AM
09:25AM	09:36AM	09:43AM	09:51AM	09:59AM	10:05AM
09:45AM	09:56AM	10:03AM	10:11AM	10:19AM	10:25AM
10:05AM	10:16AM	10:23AM	10:31AM	10:39AM	10:45AM
10:25AM	10:36AM	10:43AM	10:51AM	10:59AM	11:05AM
10:45AM	10:56AM	11:03AM	11:11AM	11:19AM	11:25AM
11:05AM	11:16AM	11:23AM	11:31AM	11:39AM	11:45AM
11:25AM	11:36AM	11:43AM	11:51AM	11:59AM	12:05PM
11:45AM	11:56AM	12:03PM	12:11PM	12:19PM	12:25PM
12:05PM	12:16PM	12:23PM	12:31PM	12:39PM	12:45PM
12:25PM	12:36PM	12:43PM	12:51PM	12:59PM	01:05PM
12:45PM	12:56PM	01:03PM	01:11PM	01:19PM	01:25PM
01:05PM	01:16PM	01:23PM	01:31PM	01:39PM	01:45PM
01:25PM	01:36PM	01:43PM	01:51PM	01:59PM	02:05PM
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02:05PM	02:16PM	02:23PM	02:31PM	02:39PM	02:45PM
02:25PM	02:36PM	02:43PM	02:51PM	02:59PM	03:05PM
02:45PM	02:56PM	03:03PM	03:11PM	03:19PM	03:25PM

03:05PM	03:16PM	03:23PM	03:31PM	03:39PM	03:45PM
03:25PM	03:36PM	03:43PM	03:51PM	03:59PM	04:05PM
03:45PM	03:56PM	04:03PM	04:11PM	04:19PM	04:25PM
04:05PM	04:16PM	04:23PM	04:31PM	04:39PM	04:45PM
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07:25PM	07:35PM	07:41PM	07:48PM	07:55PM	08:01PM
07:45PM	07:55PM	08:01PM	08:08PM	08:15PM	08:21PM
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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule Route 208

Back to previous page *(javascript: history.go(-1))*

Service: SUNDAY **Direction:** CIRCULATOR

NW 1 St & 1 Ave	Flagler St & 17 Ave	SW 8 St & 27 Ave	SW 8 St & 12 Ave	Brickell Station	NW 1 St & 1 Ave
06:05AM	06:15AM	06:20AM	06:26AM	06:32AM	06:38AM
06:25AM	06:35AM	06:40AM	06:46AM	06:52AM	06:58AM
06:45AM	06:55AM	07:01AM	07:09AM	07:17AM	07:23AM
07:05AM	07:16AM	07:22AM	07:30AM	07:38AM	07:44AM
07:25AM	07:36AM	07:42AM	07:50AM	07:58AM	08:04AM
07:45AM	07:56AM	08:02AM	08:10AM	08:18AM	08:24AM
08:05AM	08:16AM	08:22AM	08:30AM	08:38AM	08:44AM
08:25AM	08:36AM	08:42AM	08:50AM	08:58AM	09:04AM
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11:25AM	11:36AM	11:42AM	11:50AM	11:58AM	12:04PM
11:45AM	11:56AM	12:02PM	12:10PM	12:18PM	12:24PM
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02:05PM	02:16PM	02:22PM	02:30PM	02:38PM	02:44PM
02:25PM	02:36PM	02:42PM	02:50PM	02:58PM	03:04PM
02:45PM	02:56PM	03:02PM	03:10PM	03:18PM	03:24PM

03:05PM	03:16PM	03:22PM	03:30PM	03:38PM	03:44PM
03:25PM	03:36PM	03:42PM	03:50PM	03:58PM	04:04PM
03:45PM	03:56PM	04:02PM	04:10PM	04:18PM	04:24PM
04:05PM	04:16PM	04:22PM	04:30PM	04:38PM	04:44PM
04:25PM	04:36PM	04:42PM	04:50PM	04:58PM	05:04PM
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05:25PM	05:36PM	05:42PM	05:50PM	05:58PM	06:04PM
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07:25PM	07:35PM	07:40PM	07:47PM	07:53PM	07:59PM
07:45PM	07:55PM	08:00PM	08:07PM	08:13PM	08:19PM
08:05PM	08:15PM	08:20PM	08:27PM	08:33PM	08:39PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Appendix B

Transit Data

Productivity Summary

JANUARY 2012

ROUTE	REVENUE MILES	TOTAL MILES	REVENUE HOURS	TOTAL HOURS	DIRECT OP. COST	AVERAGE REVENUE	DIRECT OP. REC. RATIO	AVE BDGS	NET COST /BDG	BDGS/ REV HR
8	1,919.4	2,139.8	180.8	194.0	$16,175	$7,066	43.7%	7,814	$1.17	43.2
207	348.1	450.5	44.4	49.4	$3,642	$1,333	36.6%	1,857	$1.24	41.8
208	358.5	448.1	43.5	48.0	$3,629	$1,548	42.7%	2,228	$0.93	51.2
TOTAL	**2,626.0**	**3,038.4**	**268.7**	**291.4**	**$23,446**	**$9,947**	**42.4%**	**11,899**	**$1.13**	**44.3**
SYSTEM TOTAL	**91,132.6**	**107,904.3**	**7,557.0**	**8,351.9**	**$706,659**	**$255,400**	**36.1%**	**248,156**	**$1.82**	**32.8**

FEBRUARY 2012

ROUTE	REVENUE MILES	TOTAL MILES	REVENUE HOURS	TOTAL HOURS	DIRECT OP. COST	AVERAGE REVENUE	DIRECT OP. REC. RATIO	AVE BDGS	NET COST /BDG	BDGS/ REV HR
8	1,919.4	2,139.8	180.8	194.0	$17,295	$7,368	42.6%	8,146	$1.22	45.1
207	348.1	450.5	44.4	49.4	$3,869	$1,369	35.4%	1,934	$1.29	43.6
208	358.5	448.1	43.5	48.0	$3,859	$1,593	41.3%	2,287	$0.99	52.5
TOTAL	**2,626.0**	**3,038.4**	**268.7**	**291.4**	**$25,024**	**$10,330**	**41.3%**	**12,367**	**$1.19**	**46.0**
SYSTEM TOTAL	**91,132.6**	**107,904.3**	**7,557.0**	**8,351.9**	**$757,747**	**$263,615**	**34.8%**	**256,743**	**$1.92**	**34.0**

MARCH 2012

ROUTE	REVENUE MILES	TOTAL MILES	REVENUE HOURS	TOTAL HOURS	DIRECT OP. COST	AVERAGE REVENUE	DIRECT OP. REC. RATIO	AVE BDGS	NET COST /BDG	BDGS/ REV HR
8	1,919.4	2,139.8	180.8	194.0	$17,295	$7,513	43.4%	8,362	$1.17	46.3
207	348.1	450.5	44.4	49.4	$3,869	$1,350	34.9%	1,951	$1.29	44.0
208	358.5	448.1	43.5	48.0	$3,859	$1,624	42.1%	2,354	$0.95	54.1
TOTAL	**2,626.0**	**3,038.4**	**268.7**	**291.4**	**$25,024**	**$10,487**	**41.9%**	**12,668**	**$1.15**	**47.1**
SYSTEM TOTAL	**91,132.6**	**107,904.3**	**7,557.0**	**8,351.9**	**$757,747**	**$264,713**	**34.9%**	**259,188**	**$1.90**	**34.3**

APRIL 2012

ROUTE	REVENUE MILES	TOTAL MILES	REVENUE HOURS	TOTAL HOURS	DIRECT OP. COST	AVERAGE REVENUE	DIRECT OP. REC. RATIO	AVE BDGS	NET COST /BDG	BDGS/ REV HR
8	1,919.4	2,139.8	180.8	194.0	$17,295	$7,015	40.6%	7,947	$1.29	44.0
207	348.1	450.5	44.4	49.4	$3,869	$1,292	33.4%	1,857	$1.39	41.8
208	358.5	448.1	43.5	48.0	$3,859	$1,683	43.6%	2,426	$0.90	55.7
TOTAL	**2,626.0**	**3,038.4**	**268.7**	**291.4**	**$25,024**	**$9,990**	**39.9%**	**12,229**	**$1.23**	**45.5**
SYSTEM TOTAL	**91,132.6**	**107,904.3**	**7,557.0**	**8,351.9**	**$757,747**	**$255,704**	**33.7%**	**255,177**	**$1.97**	**33.8**

JANUARY 2013

ROUTE	REVENUE MILES	TOTAL MILES	REVENUE HOURS	TOTAL HOURS	DIRECT OP. COST	AVERAGE REVENUE	DIRECT OP. REC. RATIO	AVE BDGS	NET COST/ BDG	BDGS/ REV HR	AVG REV/ REV HR	AVE BDGS/ REV-MILE	AVE BDGS/ TOT MILE
8	1,919.4	2,121.8	181.7	193.8	16,767	7,130	42.5%	7,887	1.22	43.4	NO DATA	4.11	3.72
207	348.1	450.5	44.4	49.4	3,747	1,232	32.9%	1,754	1.43	39.5	NO DATA	5.04	3.89
208	358.5	448.1	43.5	48.0	3,737	1,930	1.0%	2,487	0.73	57.1	NO DATA	6.94	5.55
TOTAL	**2,626.0**	**3,020.4**	**269.6**	**291.2**	**$24,251.17**	**$10,291.80**	**42.4%**	**12,128.3**	**$ 1.15**	**45.0**		**4.62**	**4.02**
SYSTEM TOTAL	**90,172.6**	**108,060.8**	**7,553.3**	**8,348.2**	**$ 728,721**	**$ 253,426**	**34.8%**	**247,186**	**$ 1.92**	**32.7**		**2.74**	**2.29**

FEBRUARY 2013

ROUTE	REVENUE MILES	TOTAL MILES	REVENUE HOURS	TOTAL HOURS	DIRECT OP. COST	AVERAGE REVENUE	DIRECT OP. REC. RATIO	AVE BDGS	NET COST/ BDG	BDGS/ REV HR	AVG REV/ REV HR	AVE BDGS/ REV-MILE	AVE BDGS/ TOT MILE
8	1,919.4	2,121.8	181.7	193.8	16,767	7,206	43.0%	8,066	1.19	44.4	39.66	4.20	3.80
207	348.1	450.5	44.4	49.4	3,747	1,374	36.7%	1,918	1.24	43.2	30.96	5.51	4.26
208	358.5	448.1	43.5	48.0	3,737	1,986	53.1%	2,674	0.66	61.4	45.62	7.46	5.97
TOTAL	**2,626.0**	**3,020.4**	**269.6**	**291.2**	**$24,251.17**	**$10,565.88**	**43.6%**	**12,657.9**	**$ 1.08**	**46.9**	**$ 39.19**	**4.82**	**4.19**
SYSTEM TOTAL	**90,172.6**	**108,060.8**	**7,553.3**	**8,348.2**	**$ 728,721**	**$ 265,894**	**36.5%**	**263,412**	**$ 1.76**	**34.9**	**$ 35.20**	**2.92**	**2.44**

MARCH 2013

ROUTE	REVENUE MILES	TOTAL MILES	REVENUE HOURS	TOTAL HOURS	DIRECT OP. COST	AVERAGE REVENUE	DIRECT OP. REC. RATIO	AVE BDGS	NET COST/ BDG	BDGS/ REV HR	AVG REV/ REV HR	AVE BDGS/ REV-MILE	AVE BDGS/ TOT MILE
8	1,919.4	2,121.8	181.7	193.8	16,767	7,361	43.9%	8,051	1.17	44.3	40.51	4.19	3.79
207	348.1	450.5	44.4	49.4	3,747	1,287	34.3%	1,817	1.35	40.9	28.99	5.22	4.03
208	358.5	448.1	43.5	48.0	3,737	2,043	54.7%	2,681	0.63	61.6	46.93	7.48	5.98
TOTAL	**2,626.0**	**3,020.4**	**269.6**	**291.2**	**$24,251.17**	**$10,690.55**	**44.1%**	**12,549.2**	**$ 1.08**	**46.5**	**$ 39.65**	**4.78**	**4.15**
SYSTEM TOTAL	**90,172.6**	**108,060.8**	**7,553.3**	**8,348.2**	**$ 728,721**	**$ 264,453**	**36.3%**	**256,921**	**$ 1.81**	**34.0**	**$ 35.01**	**2.85**	**2.38**

APRIL 2013

ROUTE	REVENUE MILES	TOTAL MILES	REVENUE HOURS	TOTAL HOURS	DIRECT OP. COST	AVERAGE REVENUE	DIRECT OP. REC. RATIO	AVE BDGS	NET COST/ BDG	BDGS/ REV HR	AVG REV/ REV HR	AVE BDGS/ REV-MILE	AVE BDGS/ TOT MILE
8	1919.4	2121.8	181.7	193.8	16767	7330	43.7%	8184	1.15	45.04	40.34	4.26	3.86
207	348.1	450.5	44.4	49.4	3747	1307	34.9%	1865	1.31	42.03	29.45	5.36	4.14
208	358.5	448.1	43.5	48.0	3737	1928	51.6%	2523	0.72	57.95	44.28	7.04	5.63
TOTAL	**2,626.0**	**3,020.4**	**269.6**	**291.2**	**$24,251.17**	**$10,564.29**	**43.6%**	**12,571.9**	**$ 1.09**	**46.6**	**$ 39.18**	**4.79**	**4.16**
TOTAL	**90,172.6**	**108,060.8**	**7,553.3**	**8,348.2**	**$ 728,721**	**$ 252,253**	**34.6%**	**254,379**	**$ 1.87**	**33.7**	**$ 33.40**	**2.82**	**2.35**

Appendix B

Transit Data

Ridership Data

Route 8 Ridership for January of 2011, 2012, 2013

	1/1/2011						1/1/2012						1/1/2013					
	Boarding			Alighting			Boarding			Alighting			Boarding			Alighting		
Bus Stop	Maximum Boarding - Jan.	Daily Boarding per Triptime -	Daily Boarding -Jan. 2011	Maximum Alighting - Jan.	Daily Alighting per Triptime -	Daily Alighting - Jan. 2011	Maximum Boarding - Jan.	Daily Boarding per Triptime -	Daily Boarding -Jan. 2012	Maximum Alighting - Jan.	Daily Alighting per Triptime -	Daily Alighting - Jan. 2012	Maximum Boarding - Jan.	Daily Boarding per Triptime -	Daily Boarding -Jan. 2013	Maximum Alighting - Jan.	Daily Alighting per Triptime -	Daily Alighting - Jan. 2013
1	10.44	2.70	369.65	0.29	0.00	0.29	12.00	2.53	331.54	2.00	0.03	4.13	9.00	1.61	194.58	5.00	0.06	7.57
2	1.17	0.14	13.64	0.67	0.07	6.54	2.00	0.17	14.42	0.50	0.07	6.11	0.80	0.06	4.35	0.67	0.04	3.37
3	1.20	0.12	11.69	0.71	0.04	4.39	1.29	0.11	9.55	1.00	0.05	4.63	1.00	0.06	4.52	1.00	0.04	2.97
4	2.33	0.25	24.64	1.00	0.03	3.45	2.50	0.29	25.10	1.50	0.06	5.33	3.00	0.27	21.52	0.50	0.02	1.52
5	2.00	0.39	39.76	3.00	0.11	10.81	3.00	0.45	40.71	0.75	0.05	4.78	2.50	0.23	19.86	1.00	0.09	8.01
6	9.00	2.51	256.42	0.90	0.18	17.86	13.63	1.76	169.37	3.75	0.17	16.46	21.00	1.29	115.68	6.50	0.26	23.06
7	2.50	0.18	18.46	0.36	0.03	2.76	1.50	0.14	13.32	0.40	0.02	1.58	14.50	0.25	22.51	2.50	0.08	7.04
8	2.80	0.20	20.23	2.40	0.07	7.37	3.38	0.17	16.21	2.00	0.06	5.87	0.50	0.05	4.21	0.50	0.03	2.70
9	14.36	3.77	384.49	2.38	0.52	53.19	12.38	2.74	262.84	2.75	0.43	41.70	22.00	2.25	207.06	5.00	0.42	38.37
10	2.71	0.33	33.30	1.14	0.11	10.84	2.00	0.22	20.46	1.00	0.08	7.16	3.00	0.21	20.04	1.50	0.07	6.51
11	2.88	0.52	51.39	1.80	0.35	34.69	3.50	0.28	25.80	1.75	0.29	26.23	5.20	0.26	25.03	7.80	0.35	33.26
12	2.78	0.85	92.04	2.36	0.72	77.95	7.50	0.73	76.18	3.00	0.53	55.23	6.00	0.43	42.15	4.75	0.53	51.55
13	4.27	0.47	50.44	1.87	0.47	50.34	3.40	0.31	32.19	2.00	0.37	38.08	2.00	0.19	18.81	1.60	0.31	30.17
14	3.13	0.60	64.71	2.00	0.40	43.01	5.00	0.53	54.87	2.00	0.37	38.50	2.00	0.28	26.68	2.00	0.29	27.85
15	2.11	0.35	38.03	2.00	0.43	46.91	3.50	0.29	30.46	3.00	0.32	33.48	3.00	0.24	23.32	6.80	0.36	34.54
16	2.44	0.43	46.18	2.43	0.44	47.32	3.00	0.37	38.45	2.50	0.37	38.99	2.75	0.22	21.47	2.17	0.31	29.77
17	4.25	0.91	98.74	3.50	0.88	95.34	6.50	0.67	69.46	4.00	0.76	79.46	3.25	0.46	44.78	4.25	0.62	60.31
18	3.80	0.67	72.04	3.20	0.75	80.81	5.50	0.64	66.32	3.00	0.67	69.57	2.33	0.38	37.01	2.00	0.44	43.39
19	3.54	0.54	58.81	2.80	0.62	66.65	5.00	0.40	41.43	2.50	0.37	38.88	2.00	0.28	27.50	1.67	0.33	32.10
20	3.22	0.67	72.37	3.14	0.61	66.40	3.91	0.49	51.36	3.50	0.53	55.51	2.50	0.37	36.07	2.00	0.41	40.55
21	3.57	0.84	90.80	3.87	0.93	100.34	5.00	0.71	73.38	6.00	0.89	92.34	4.00	0.50	48.81	4.00	0.68	66.80
22	1.33	0.22	24.30	1.56	0.25	27.27	1.00	0.13	13.85	1.50	0.22	22.72	1.40	0.13	12.51	5.20	0.25	24.18
23	3.45	0.73	53.49	2.33	0.74	54.11	2.45	0.53	36.77	4.00	0.69	48.29	2.50	0.33	21.62	3.00	0.52	33.99
24	3.75	0.64	68.89	3.00	0.56	60.50	5.00	0.66	68.22	3.50	0.56	57.90	13.00	0.57	56.25	1.83	0.37	36.89
25	3.13	0.54	58.60	5.25	1.04	112.13	3.33	0.40	41.97	6.00	0.90	93.77	3.00	0.36	35.71	3.50	0.60	59.58
26	4.63	0.90	97.49	2.29	0.61	66.06	5.50	0.73	75.50	4.00	0.66	69.06	3.00	0.47	45.58	3.00	0.44	42.32
27	2.00	0.28	30.59	1.80	0.42	45.87	2.50	0.23	23.91	3.50	0.43	44.66	1.50	0.18	17.13	2.00	0.33	32.17
28	1.14	0.18	19.19	1.89	0.28	30.37	1.00	0.09	9.77	2.00	0.30	30.90	0.75	0.09	8.48	1.50	0.27	26.11
29	5.86	0.28	30.68	1.75	0.37	40.05	3.00	0.19	19.60	1.50	0.23	24.13	1.20	0.10	9.33	1.67	0.29	28.44
30	1.67	0.08	8.56	1.50	0.12	12.67	0.50	0.03	2.72	1.50	0.12	12.50	0.50	0.03	2.86	1.33	0.10	9.35
31	1.44	0.14	14.84	1.27	0.27	29.06	1.00	0.06	6.05	2.00	0.26	26.73	1.00	0.06	5.43	2.33	0.24	22.86
32	2.17	0.46	49.93	4.00	1.05	113.54	2.00	0.31	32.10	4.50	0.96	99.61	2.00	0.24	23.57	2.60	0.69	68.03
33	5.71	0.58	59.44	2.86	0.65	66.70	3.25	0.40	38.05	3.80	0.74	71.52	1.40	0.22	20.06	1.00	0.24	22.11
34	1.89	0.49	49.71	4.10	0.72	73.23	2.50	0.33	31.42	3.00	0.52	49.70	2.00	0.20	18.00	4.00	0.61	55.50
35	1.64	0.40	54.86	2.00	0.34	46.38	7.00	0.40	52.31	2.89	0.44	56.70	2.00	0.20	24.67	2.50	0.25	31.09
36	2.00	0.28	37.86	0.80	0.14	18.84	2.00	0.22	28.69	1.50	0.14	18.70	4.00	0.19	23.54	1.00	0.12	14.24
37	2.00	0.29	39.88	1.67	0.18	24.81	2.00	0.26	34.12	2.00	0.17	22.00	3.00	0.13	15.40	3.00	0.18	22.34
38	1.44	0.17	22.77	0.78	0.10	13.88	1.00	0.08	10.47	0.67	0.05	6.81	0.67	0.07	8.25	1.00	0.11	12.89
39	1.08	0.11	15.59	2.00	0.14	19.09	1.40	0.06	7.41	3.00	0.12	15.80	0.67	0.05	5.68	1.00	0.12	13.98
40	1.44	0.22	30.41	2.38	0.29	40.30	1.50	0.13	16.79	2.80	0.31	40.54	2.00	0.17	20.60	2.75	0.23	28.25
41	1.80	0.23	31.77	1.20	0.23	31.80	2.60	0.17	21.55	1.50	0.15	18.89	2.00	0.13	15.50	1.25	0.11	12.97
42	3.40	0.48	65.21	1.17	0.20	27.66	4.33	0.40	51.56	1.50	0.18	23.05	16.00	0.39	47.05	1.20	0.16	19.10
43	1.38	0.16	22.47	1.00	0.15	20.29	1.20	0.12	15.55	1.50	0.12	15.41	0.75	0.06	7.49	1.00	0.08	9.20
44	0.89	0.09	11.96	0.64	0.10	13.12	1.00	0.07	8.47	1.00	0.08	10.94	1.25	0.06	7.73	1.50	0.11	12.91

45	1.21	0.18	24.15	1.17	0.14	19.09	2.00	0.12	15.85	2.00	0.17	22.43	1.00	0.07	9.00	1.00	0.13	16.07
46	1.91	0.27	37.09	1.60	0.19	25.86	1.00	0.14	18.80	1.50	0.18	23.84	1.75	0.12	14.43	3.00	0.19	22.35
47	1.29	0.20	28.03	4.25	0.41	56.88	1.80	0.17	22.20	2.50	0.38	49.81	1.25	0.13	15.24	2.50	0.26	31.78
48	1.00	0.14	18.06	3.00	0.19	24.89	1.00	0.10	12.35	1.25	0.17	21.18	1.00	0.08	9.30	1.75	0.09	10.51
49	1.71	0.11	13.90	0.88	0.11	14.37	1.00	0.09	10.46	1.00	0.08	9.45	1.50	0.06	7.03	1.50	0.06	6.58
50	2.94	0.34	47.38	1.46	0.25	34.93	1.60	0.24	31.58	1.56	0.24	30.91	5.75	0.20	24.57	1.67	0.21	25.39
51	1.07	0.19	26.68	2.14	0.24	33.60	1.50	0.17	22.13	2.00	0.21	27.08	1.25	0.12	14.62	1.40	0.16	19.42
52	1.60	0.19	25.61	1.18	0.16	22.04	1.25	0.11	14.32	5.00	0.14	18.94	1.67	0.09	10.87	0.80	0.09	10.38
53	1.00	0.15	21.34	0.89	0.13	18.15	1.50	0.10	12.48	2.00	0.11	14.44	1.33	0.11	12.77	1.50	0.09	10.44
54	1.56	0.15	20.59	0.75	0.09	12.85	1.00	0.09	11.18	2.00	0.13	17.38	1.25	0.08	9.39	1.25	0.10	11.66
55	1.13	0.24	32.94	3.21	0.59	81.06	2.00	0.20	25.69	4.00	0.56	73.12	1.00	0.09	11.15	5.50	0.46	55.95
56	1.73	0.34	46.41	1.00	0.20	27.85	2.20	0.27	35.01	1.06	0.14	18.05	2.00	0.15	18.56	1.00	0.14	17.57
57	1.57	0.11	14.89	1.27	0.14	19.42	0.60	0.06	8.05	3.00	0.14	17.96	2.00	0.09	11.05	1.25	0.11	13.58
58	2.00	0.11	15.85	0.80	0.09	12.71	0.50	0.06	8.19	1.00	0.10	12.97	1.00	0.07	8.19	0.60	0.07	8.92
59	1.14	0.18	24.44	1.64	0.22	30.31	1.50	0.14	17.97	2.00	0.20	26.28	3.00	0.09	11.04	2.00	0.15	18.12
60	0.67	0.05	6.58	1.38	0.16	21.66	0.60	0.03	3.79	1.17	0.10	12.47	1.33	0.04	5.05	1.00	0.06	7.80
61	1.33	0.14	18.74	1.36	0.22	31.04	1.00	0.09	11.87	2.00	0.19	24.95	1.00	0.07	8.07	1.00	0.12	14.87
62	4.17	0.89	122.70	3.23	0.68	93.46	5.80	0.65	84.78	5.00	0.63	82.80	12.00	0.63	76.91	10.00	0.52	63.96
63	8.53	2.24	219.17	3.00	0.86	84.53	7.60	1.54	143.49	2.67	0.64	59.40	6.50	1.05	91.04	2.00	0.58	50.42
64	2.33	0.33	32.42	3.17	0.36	35.75	3.67	0.31	28.51	3.00	0.30	27.61	2.25	0.18	15.26	1.29	0.24	20.73
65	0.89	0.12	11.62	1.00	0.10	9.45	1.50	0.09	7.97	0.80	0.07	6.45	6.00	0.15	12.89	0.50	0.06	4.93
66	2.83	0.52	51.23	1.63	0.38	37.19	4.00	0.53	50.15	2.67	0.31	28.78	4.00	0.37	31.47	2.75	0.29	24.80
67	2.83	0.47	45.97	1.50	0.36	35.30	2.00	0.29	27.00	3.00	0.24	22.47	2.75	0.20	17.33	1.25	0.24	20.45
68	2.43	0.46	45.06	1.60	0.34	32.93	3.00	0.35	33.21	1.38	0.29	26.97	2.00	0.27	23.28	1.25	0.31	26.46
69	6.75	1.43	140.44	4.27	1.35	132.10	7.50	0.93	87.19	6.00	1.36	127.76	8.00	0.69	60.34	3.25	0.96	83.11
70	6.88	0.89	87.06	1.44	0.31	30.27	5.23	0.59	55.64	1.67	0.28	26.35	5.00	0.44	39.02	3.25	0.26	22.50
71	2.38	0.48	53.48	3.00	0.54	60.21	2.67	0.38	41.04	2.50	0.45	48.48	6.00	0.33	32.99	3.00	0.36	35.51
72	1.33	0.20	22.78	1.54	1.00	21.84	2.00	0.18	19.01	2.00	0.13	14.25	1.00	0.10	9.86	1.00	0.09	8.46
73	3.50	0.54	60.10	1.89	0.43	48.40	3.20	0.39	41.88	1.80	0.29	30.70	6.00	0.34	34.07	1.20	0.28	28.15
74	2.50	0.25	27.81	3.17	0.33	36.77	1.75	0.19	19.99	1.43	0.21	22.17	1.50	0.13	12.96	1.00	0.13	13.10
75	4.33	0.92	103.52	3.13	0.84	93.80	3.57	0.66	71.14	5.00	0.71	76.13	4.00	0.50	49.69	2.33	0.50	50.25
76	2.53	0.47	52.13	2.57	0.39	44.02	2.50	0.37	40.05	2.75	0.29	30.99	1.83	0.22	21.93	1.50	0.22	21.79
77	3.42	0.75	83.84	4.71	0.79	88.85	4.50	0.65	69.02	3.50	0.65	70.07	8.00	0.44	44.52	2.00	0.52	52.18
78	4.00	0.54	60.73	4.80	0.68	76.71	3.00	0.45	47.72	5.00	0.67	71.86	3.00	0.27	27.12	3.00	0.61	60.77
79	4.15	0.53	59.10	2.27	0.45	50.83	3.00	0.36	38.99	2.20	0.37	39.67	3.50	0.35	34.23	1.33	0.28	27.23
80	3.33	0.72	81.20	3.22	0.73	81.44	5.00	0.63	67.29	3.00	0.69	73.50	3.00	0.43	42.46	3.00	0.59	58.38
81	3.50	0.63	70.28	2.57	0.67	74.94	4.00	0.58	62.33	4.50	0.60	63.94	3.50	0.39	39.04	2.40	0.45	44.94
82	3.54	0.45	47.66	2.57	0.43	46.52	4.00	0.46	46.66	3.50	0.46	47.37	6.00	0.37	34.63	2.00	0.40	37.41
83	4.27	0.96	103.05	3.43	0.95	102.17	5.73	0.82	83.35	3.80	0.75	76.82	4.75	0.57	53.86	4.00	0.68	63.57
84	3.00	0.36	38.12	2.43	0.39	41.59	3.50	0.27	27.86	3.00	0.32	32.65	3.00	0.22	20.73	2.00	0.24	22.54
85	4.57	0.94	100.87	3.80	1.00	107.49	5.50	0.76	77.97	3.67	0.82	83.92	10.00	0.52	49.73	3.00	0.66	63.00
86	1.09	0.17	17.96	6.29	0.79	85.03	1.00	0.09	9.28	3.00	0.69	70.38	0.75	0.09	8.83	4.00	0.48	44.73
87	3.75	0.71	76.31	16.56	3.90	416.92	7.00	0.63	63.82	25.50	4.05	413.12	2.50	0.42	39.87	20.50	3.12	299.15
88	4.33	0.09	9.83	1.67	0.21	22.76	0.75	0.03	2.73	2.00	0.20	20.83	0.38	0.01	1.43	2.50	0.05	4.48
89	0.13	0.00	0.49	1.00	0.02	2.21	0.38	0.01	0.77	0.50	0.02	1.94	0.31	0.01	0.81	1.00	0.05	4.82
90	0.63	0.03	2.84	2.18	0.25	27.22	0.75	0.02	1.61	1.00	0.09	9.36	1.50	0.03	2.68	2.75	0.11	10.66
91	4.83	0.70	74.59	12.93	3.59	384.16	5.00	0.64	65.11	19.00	3.78	386.05	3.00	0.46	43.23	10.25	2.67	248.20
92	2.60	0.06	6.45	1.38	0.08	8.22	7.50	0.18	18.52	2.40	0.06	6.57	0.80	0.01	1.11	0.40	0.02	2.06
93	14.00	0.14	15.61	13.00	1.60	172.39	1.00	0.01	1.17	6.00	1.40	143.14	4.00	0.04	4.13	6.17	1.08	103.65
94	0.17	0.01	0.39	0.33	0.05	1.62	0.20	0.01	0.20	0.50	0.06	1.89	0.00	0.00	0.00	0.20	0.02	0.62
95	0.00	0.00	0.00	9.29	2.71	170.42	0.00	0.00	0.00	8.50	2.52	161.17	0.00	0.00	0.00	7.25	2.10	149.05

Route 8 Ridership for February of 2011, 2012, 2013

	2/1/2011						2/1/2012						2/1/2013					
	Boarding			Alighting			Boarding			Alighting			Boarding			Alighting		
Bus Stop	Maximum Boarding - Feb.	Daily Boarding per Triptime -	Daily Boarding - Feb. 2011	Maximum Alighting - Feb.	Daily Alighting per Triptime -	Daily Alighting - Feb. 2011	Maximum Boarding - Feb.	Daily Boarding per Triptime -	Daily Boarding - Feb. 2012	Maximum Alighting - Feb.	Daily Alighting per Triptime -	Daily Alighting - Feb. 2012	Maximum Boarding - Feb.	Daily Boarding per Triptime -	Daily Boarding - Feb. 2013	Maximum Alighting - Feb.	Daily Alighting per Triptime -	Daily Alighting - Feb. 2013
1	7.56	3.23	382.00	0.67	0.02	2.58	24.13	7.57	1037.70	0.40	0.01	1.03	22.20	3.23	413.45	7.00	0.12	15.45
2	1.33	0.12	18.01	1.25	0.09	8.30	2.00	0.17	15.73	0.67	0.06	5.21	1.10	0.12	10.01	1.00	0.06	4.95
3	1.00	0.15	11.79	0.50	0.03	2.96	1.14	0.16	15.05	3.00	0.07	6.17	2.00	0.15	12.60	1.00	0.03	2.56
4	2.00	0.49	29.64	0.40	0.03	3.01	3.00	0.41	38.30	2.00	0.05	4.35	3.00	0.49	39.84	0.50	0.03	2.85
5	1.83	0.55	35.25	1.33	0.07	6.91	4.00	0.42	41.52	0.75	0.06	6.40	6.50	0.55	47.03	1.33	0.09	8.15
6	11.00	2.28	294.94	0.83	0.17	17.79	11.50	1.96	199.53	2.29	0.15	15.20	9.56	2.28	207.87	1.50	0.22	20.05
7	1.00	0.21	15.53	0.30	0.02	2.15	2.00	0.16	16.77	0.67	0.04	4.50	3.67	0.21	18.88	1.40	0.06	5.49
8	2.33	0.12	18.17	0.25	0.04	4.48	5.71	0.22	22.08	1.64	0.07	6.71	1.33	0.12	11.14	0.50	0.05	4.22
9	13.09	4.10	408.91	7.00	0.60	61.97	17.17	3.37	343.31	7.50	0.50	51.44	16.00	4.10	377.34	6.00	0.78	71.43
10	2.17	0.43	40.19	1.17	0.13	13.08	8.80	0.53	50.97	1.00	0.08	7.94	4.67	0.43	41.06	2.59	0.16	15.16
11	2.08	0.39	42.98	2.00	0.33	32.13	1.71	0.28	27.51	3.00	0.35	33.50	2.25	0.39	37.39	2.40	0.30	28.64
12	5.00	0.90	121.87	3.25	0.75	82.26	3.40	0.78	84.23	2.35	0.57	62.06	5.50	0.90	90.66	3.25	0.70	70.47
13	5.00	0.40	60.12	2.60	0.47	51.53	4.00	0.39	42.39	2.17	0.38	41.43	2.00	0.40	40.20	3.00	0.45	45.00
14	3.73	0.64	68.16	2.17	0.46	50.12	5.40	0.54	58.69	4.00	0.40	43.56	4.00	0.64	64.16	2.25	0.43	43.59
15	2.70	0.42	44.40	1.67	0.40	44.49	6.30	0.31	33.03	2.80	0.41	43.82	2.75	0.42	42.23	2.33	0.44	44.47
16	2.17	0.48	46.52	1.64	0.37	40.94	1.56	0.30	31.97	2.40	0.42	45.21	2.33	0.48	48.35	3.46	0.51	51.07
17	5.10	1.07	109.32	2.75	0.97	106.68	5.00	0.81	87.34	3.00	0.72	78.27	6.82	1.07	107.89	4.00	1.04	105.07
18	5.00	0.80	88.22	3.50	0.75	82.06	5.50	0.53	57.07	3.50	0.72	77.61	4.75	0.80	81.07	2.80	0.67	67.37
19	2.60	0.72	55.81	2.67	0.56	61.67	4.67	0.64	69.30	2.33	0.49	52.77	4.00	0.72	72.94	3.00	0.56	56.62
20	3.25	0.76	79.70	2.40	0.64	70.94	6.00	0.53	57.32	2.67	0.48	52.17	4.00	0.76	76.85	3.00	0.63	63.58
21	5.00	0.93	96.05	4.33	0.96	105.70	4.50	0.66	71.04	9.50	0.92	99.61	5.00	0.93	94.31	4.00	1.00	101.43
22	1.83	0.21	24.03	2.00	0.32	35.65	8.50	0.26	27.80	3.00	0.32	34.66	1.36	0.21	21.33	2.50	0.33	33.34
23	3.23	0.80	60.77	2.00	0.79	58.30	5.50	0.77	55.88	3.50	0.77	56.25	3.80	0.80	52.85	2.75	0.79	51.97
24	5.00	0.88	82.15	5.00	0.65	72.46	10.36	0.72	77.41	8.45	0.73	79.05	7.50	0.88	88.69	3.29	0.82	82.71
25	2.83	0.61	65.70	4.80	1.07	118.22	8.00	0.71	76.79	5.50	0.89	95.97	4.00	0.61	61.55	4.70	1.11	111.62
26	8.00	1.01	115.90	3.00	0.62	69.31	5.50	0.84	90.52	5.00	0.67	72.06	4.60	1.01	101.17	3.10	0.72	71.97
27	3.00	0.35	38.61	4.00	0.48	52.97	4.77	0.31	33.29	2.50	0.43	46.25	2.09	0.35	34.82	4.00	0.51	50.71
28	1.50	0.22	18.56	2.00	0.32	35.34	2.70	0.10	11.28	2.67	0.38	41.01	1.40	0.22	22.01	3.00	0.41	41.20
29	2.08	0.22	25.82	2.00	0.33	36.91	2.75	0.19	20.38	2.50	0.31	33.30	1.67	0.22	21.73	2.88	0.46	45.57
30	1.31	0.05	10.67	1.54	0.15	16.46	2.15	0.06	6.67	1.00	0.12	13.34	0.50	0.05	5.08	2.00	0.12	12.28
31	0.69	0.12	10.36	1.67	0.27	29.69	7.40	0.17	18.43	2.50	0.26	28.38	1.00	0.12	12.41	2.10	0.41	40.70
32	2.60	0.57	57.42	4.00	1.02	112.73	4.08	0.35	38.13	7.50	1.00	108.01	3.33	0.57	57.14	6.67	1.28	128.14
33	5.60	0.55	67.28	5.00	0.70	72.96	6.00	0.52	53.24	4.50	0.81	82.17	2.20	0.55	49.84	2.00	0.52	47.10
34	2.13	0.48	56.68	6.00	0.79	82.27	3.00	0.40	40.69	5.50	0.67	68.65	2.50	0.48	42.32	4.33	0.96	85.33
35	2.08	0.46	63.64	2.20	0.40	55.54	2.50	0.33	44.95	3.00	0.42	57.03	1.70	0.46	56.64	4.36	0.43	53.25
36	2.00	0.29	42.91	0.82	0.15	21.37	6.13	0.25	34.35	3.00	0.18	24.18	2.00	0.29	35.96	2.00	0.25	31.10
37	2.10	0.27	38.16	1.08	0.17	23.53	4.00	0.28	38.13	1.50	0.18	24.44	2.25	0.27	32.65	1.50	0.23	28.47
38	1.20	0.15	20.50	0.55	0.10	13.39	1.13	0.13	18.47	2.50	0.11	15.72	1.50	0.15	18.63	1.10	0.13	16.47
39	1.00	0.11	16.00	1.00	0.13	18.02	4.67	0.13	18.16	1.00	0.12	16.74	1.00	0.11	13.94	1.50	0.16	19.42
40	1.67	0.26	32.00	5.00	0.34	47.41	4.13	0.22	29.76	5.00	0.37	50.46	1.80	0.26	31.57	2.00	0.38	47.09
41	1.80	0.23	36.97	1.50	0.23	32.83	1.60	0.18	24.96	2.00	0.21	28.66	2.90	0.23	27.81	3.00	0.27	32.99
42	2.85	0.55	75.56	2.44	0.24	33.21	4.00	0.45	61.99	2.61	0.22	29.84	4.40	0.55	68.01	2.27	0.27	32.81
43	1.09	0.13	19.99	2.00	0.15	21.56	5.11	0.19	26.37	2.00	0.15	20.57	1.50	0.13	15.95	2.00	0.17	21.20
44	1.00	0.10	15.56	1.10	0.10	13.70	3.00	0.06	8.40	1.50	0.11	14.58	0.80	0.10	12.40	1.67	0.18	22.48

45	1.50	0.17	27.47	2.00	0.18	24.84	1.80	0.14	19.27	2.00	0.15	21.23	1.90	0.17	20.50	1.67	0.19	23.82
46	2.00	0.28	36.79	1.10	0.22	30.37	3.88	0.22	29.57	2.00	0.27	36.39	2.00	0.28	34.78	1.50	0.32	38.84
47	1.46	0.24	33.47	3.00	0.37	52.14	1.64	0.20	27.24	5.08	0.50	67.83	1.60	0.24	29.27	4.57	0.42	51.75
48	1.67	0.17	17.54	1.54	0.18	23.52	1.00	0.10	13.26	1.50	0.18	23.41	1.50	0.17	19.43	2.50	0.18	21.30
49	4.17	0.14	15.41	4.00	0.13	17.56	1.22	0.10	12.98	1.00	0.08	11.03	1.25	0.14	16.02	1.50	0.10	11.97
50	1.60	0.34	52.47	1.60	0.30	42.42	9.38	0.49	67.97	4.00	0.35	48.97	3.00	0.34	42.13	2.00	0.34	41.93
51	1.20	0.23	32.65	2.00	0.26	36.05	3.25	0.17	24.14	4.00	0.26	35.77	1.33	0.23	28.98	1.40	0.23	28.68
52	2.00	0.20	31.79	3.00	0.17	24.12	2.00	0.16	22.51	2.13	0.16	21.77	1.67	0.20	24.24	1.00	0.17	20.47
53	2.00	0.23	29.20	2.00	0.12	17.07	3.00	0.16	22.76	1.50	0.16	22.20	1.40	0.23	28.60	1.00	0.12	15.11
54	1.09	0.16	17.38	0.54	0.10	14.39	4.50	0.14	19.30	4.00	0.13	18.56	2.00	0.16	19.93	1.50	0.14	17.32
55	6.25	0.21	44.55	5.00	0.71	100.72	6.71	0.24	32.68	5.00	0.61	84.39	1.17	0.21	25.56	3.60	0.64	79.23
56	2.50	0.41	52.25	1.80	0.21	29.55	3.00	0.32	44.43	1.13	0.13	18.29	2.25	0.41	50.95	1.27	0.24	29.21
57	0.91	0.12	15.61	2.00	0.16	22.28	1.50	0.11	15.17	4.25	0.21	28.86	2.00	0.12	14.78	1.33	0.20	24.93
58	1.00	0.10	17.29	0.83	0.10	13.94	0.80	0.06	7.87	1.67	0.12	15.89	1.13	0.10	12.92	0.83	0.10	12.89
59	1.00	0.17	22.70	1.50	0.21	29.25	2.00	0.14	18.92	2.83	0.21	28.75	1.67	0.17	20.88	1.20	0.20	24.26
60	3.00	0.06	12.27	2.00	0.15	20.91	0.50	0.03	3.77	2.00	0.18	24.67	1.00	0.06	7.13	1.50	0.11	13.90
61	1.20	0.18	23.83	1.00	0.24	33.53	1.00	0.11	15.86	3.50	0.24	32.87	1.17	0.18	22.15	1.80	0.20	24.34
62	5.70	0.89	133.09	3.20	0.70	98.86	6.00	0.72	100.03	3.24	0.77	106.74	4.00	0.89	110.73	3.80	0.72	89.86
63	7.40	2.01	232.90	3.17	0.92	91.76	5.75	1.59	156.16	3.00	0.82	79.93	7.14	2.01	180.64	5.33	1.07	96.18
64	1.91	0.52	33.95	2.67	0.36	36.32	3.00	0.36	35.47	5.00	0.46	44.94	3.00	0.52	46.40	3.25	0.43	38.88
65	2.00	0.15	11.29	0.67	0.08	7.81	3.00	0.13	12.86	2.00	0.11	10.79	2.50	0.15	13.63	0.60	0.09	7.89
66	3.42	0.83	59.84	1.20	0.36	36.20	3.50	0.58	56.75	3.00	0.32	31.85	4.75	0.83	74.68	2.25	0.45	40.87
67	2.83	0.41	47.03	2.17	0.34	34.13	4.00	0.30	29.65	6.00	0.32	31.30	3.67	0.41	37.24	1.67	0.28	25.44
68	2.13	0.54	53.13	3.00	0.35	34.88	3.50	0.43	41.85	2.14	0.37	36.72	3.00	0.54	48.63	2.00	0.39	35.12
69	5.90	1.47	143.36	5.50	1.46	145.57	9.50	1.13	110.97	7.50	1.74	170.04	7.67	1.47	132.26	4.33	1.68	151.56
70	6.08	0.82	88.86	1.09	0.32	31.60	17.00	0.81	79.29	14.00	0.53	51.57	4.71	0.82	74.14	2.00	0.33	30.07
71	2.64	0.60	59.40	5.25	0.59	67.62	2.80	0.44	49.60	2.88	0.50	55.65	3.33	0.60	59.12	3.00	0.49	48.55
72	2.00	0.24	23.38	1.18	0.20	22.26	4.67	0.17	19.00	1.42	0.18	20.31	4.67	0.24	23.33	1.00	0.17	16.49
73	7.00	0.54	71.34	2.70	0.47	53.28	3.00	0.43	47.91	3.50	0.51	56.57	3.00	0.54	52.99	2.50	0.48	47.45
74	2.00	0.31	31.61	1.67	0.24	27.30	4.89	0.25	27.82	3.00	0.26	28.92	2.00	0.31	30.87	1.50	0.21	20.97
75	5.00	0.92	106.78	9.00	0.87	99.31	4.50	0.71	79.94	4.50	0.78	87.53	3.78	0.92	92.10	4.40	0.89	89.13
76	5.00	0.41	62.34	1.92	0.39	44.92	9.40	0.49	55.11	4.00	0.38	42.09	2.11	0.41	42.48	1.67	0.29	29.74
77	4.85	0.81	93.75	4.00	0.85	96.35	7.86	0.69	77.22	2.50	0.65	72.60	3.67	0.81	84.70	3.50	1.00	88.30
78	5.00	0.59	76.12	2.10	0.74	84.57	6.82	0.62	68.95	2.80	0.87	97.29	2.67	0.59	61.87	4.30	0.84	87.87
79	3.62	0.70	54.20	2.17	0.37	42.06	2.00	0.34	37.67	3.33	0.45	50.65	4.33	0.70	73.10	2.80	0.55	57.11
80	6.00	0.75	106.25	2.40	0.73	83.68	4.56	0.59	65.61	2.50	0.64	71.42	3.00	0.75	78.37	3.80	0.83	86.11
81	4.00	0.74	78.56	3.25	0.70	79.99	4.50	0.61	67.99	3.50	0.66	73.34	3.50	0.74	77.22	3.50	0.68	71.70
82	3.40	0.71	53.25	5.00	0.46	49.73	3.00	0.50	53.84	4.00	0.56	60.37	4.33	0.71	69.94	5.00	0.58	57.54
83	6.00	1.07	113.61	3.10	0.98	106.58	7.00	0.97	103.74	4.00	0.89	95.44	8.00	1.07	105.57	4.57	1.01	100.00
84	3.09	0.39	47.02	1.92	0.38	41.49	3.50	0.27	29.40	2.60	0.33	35.50	3.00	0.39	38.45	2.83	0.43	42.16
85	5.46	0.98	114.49	4.10	1.13	122.94	8.33	0.98	104.67	6.00	0.98	104.62	5.36	0.98	99.80	3.70	0.90	91.99
86	0.83	0.14	19.71	4.90	0.83	90.64	6.86	0.22	23.22	4.67	0.77	82.10	1.50	0.14	13.58	2.67	0.64	62.41
87	4.00	0.78	92.36	19.85	3.91	425.81	13.85	1.07	114.32	29.50	5.11	547.19	5.00	0.78	78.68	24.91	4.89	494.12
88	1.67	0.04	7.80	2.00	0.21	22.56	3.42	0.08	8.15	3.00	0.24	25.33	0.67	0.04	3.62	3.00	0.07	7.56
89	1.13	0.02	1.32	0.50	0.02	2.65	0.83	0.02	1.62	1.75	0.05	5.86	0.67	0.02	2.11	0.60	0.07	6.91
90	1.13	0.08	2.89	1.25	0.15	15.82	3.77	0.04	4.80	2.00	0.15	16.29	4.00	0.08	7.92	8.40	0.28	28.82
91	3.91	0.93	83.56	20.00	4.13	450.38	5.25	0.70	74.82	23.00	4.70	502.41	5.00	0.93	93.48	22.00	4.63	467.54
92	5.14	0.03	12.25	1.89	0.09	9.38	1.00	0.01	1.58	4.33	0.08	8.34	1.00	0.03	3.27	2.00	0.09	9.24
93	0.33	0.01	1.10	5.60	1.48	161.60	0.20	0.00	0.20	11.00	2.15	229.69	0.33	0.01	0.98	14.40	1.83	180.83
94	0.08	0.00	0.08	2.00	0.09	3.21	0.00	0.00	0.00	0.33	0.02	0.66	0.00	0.00	0.00	0.33	0.06	1.94
95	0.00	0.00	0.00	10.00	3.30	227.54	0.00	0.00	0.00	15.50	3.91	258.26	0.00	0.00	0.00	15.00	3.74	243.31

Route 8 Ridership for March of 2011, 2012, 2013

	3/1/2011						3/1/2012						3/1/2013					
	Boarding			Alighting			Boarding			Alighting			Boarding			Alighting		
Bus Stop	Maximum Boarding - Mar.	Daily Boarding per Triptime -	Daily Boarding - Mar. 2011	Maximum Alighting - Mar.	Daily Alighting per Triptime -	Daily Alighting - Mar. 2011	Maximum Boarding - Mar.	Daily Boarding per Triptime	Daily Boarding - Mar. 2012	Maximum Alighting - Mar.	Daily Alighting per Triptime	Daily Alighting - Mar. 2012	Maximum Boarding - Mar.	Daily Boarding per Triptime	Daily Boarding - Mar. 2013	Maximum Alighting - Mar.	Daily Alighting per Triptime	Daily Alighting - Mar. 2013
1	35.00	6.25	844.37	2.78	0.03	3.52	35.00	8.06	1072.43	3.47	0.07	8.95	8.86	2.93	375.16	1.11	0.04	4.96
2	1.20	0.17	17.31	1.00	0.10	10.28	1.00	0.13	12.38	0.50	0.05	4.23	1.30	0.14	11.44	1.00	0.09	7.87
3	2.00	0.12	11.57	0.83	0.05	4.52	1.00	0.08	7.88	0.67	0.05	4.79	1.00	0.12	10.15	0.40	0.04	3.59
4	1.50	0.30	29.99	0.50	0.04	3.85	5.00	0.35	32.64	0.83	0.05	4.64	5.33	0.55	45.79	3.00	0.12	10.43
5	4.33	0.48	47.70	0.60	0.08	8.22	7.00	0.53	50.25	1.33	0.06	5.79	3.20	0.54	46.49	1.33	0.10	8.48
6	11.20	2.90	292.60	1.20	0.15	15.50	7.78	1.92	187.71	5.00	0.27	26.56	7.38	2.46	221.40	6.00	0.32	28.46
7	3.29	0.20	20.40	0.50	0.04	3.75	12.00	0.29	29.04	0.67	0.03	2.87	4.00	0.25	22.91	3.20	0.08	7.47
8	5.80	0.25	25.13	8.00	0.13	13.09	4.45	0.21	20.57	6.09	0.10	9.64	1.38	0.12	10.48	0.50	0.06	5.68
9	17.50	4.27	431.28	3.00	0.54	54.13	14.50	2.99	293.02	3.00	0.48	47.08	16.67	4.67	424.73	6.83	0.80	72.44
10	2.43	0.35	34.09	0.75	0.12	11.82	1.47	0.19	18.02	0.50	0.06	5.79	3.78	0.41	40.73	3.83	0.16	15.91
11	2.50	0.47	45.32	1.50	0.30	28.77	3.33	0.46	43.91	3.25	0.27	26.06	2.00	0.42	41.19	2.00	0.39	38.91
12	5.83	0.92	97.74	3.63	0.87	92.65	2.75	0.67	70.78	3.25	0.55	57.82	4.00	1.12	113.00	3.00	0.86	86.46
13	3.58	0.48	51.17	3.33	0.50	53.34	6.25	0.38	40.34	7.00	0.48	51.19	5.00	0.44	44.72	1.71	0.46	46.89
14	5.82	0.68	72.12	2.17	0.47	50.20	5.00	0.56	59.61	2.75	0.38	40.01	3.30	0.64	64.88	2.60	0.48	48.31
15	1.42	0.35	37.44	2.33	0.44	46.65	3.50	0.29	31.17	2.33	0.31	33.03	2.80	0.48	48.14	2.33	0.58	58.47
16	2.50	0.38	40.33	2.50	0.44	46.44	1.50	0.25	26.33	2.11	0.36	37.96	3.00	0.47	47.82	2.78	0.53	53.05
17	3.75	0.92	97.81	5.60	1.01	106.62	5.00	0.76	81.03	7.00	0.67	70.86	6.56	1.19	119.72	4.17	1.07	108.46
18	2.17	0.63	67.26	3.00	0.84	89.38	8.00	0.71	74.38	2.50	0.65	68.60	5.44	0.91	91.55	3.89	0.81	81.61
19	2.75	0.48	50.67	3.20	0.65	69.14	4.56	0.50	52.68	2.20	0.47	48.99	7.00	0.73	73.71	2.78	0.61	61.43
20	3.43	0.65	69.05	3.17	0.61	64.37	3.50	0.38	40.57	3.25	0.49	51.46	4.90	0.76	76.40	3.22	0.70	70.89
21	4.42	0.78	82.19	4.29	1.05	111.65	6.00	0.71	74.83	5.00	0.90	95.78	5.89	1.08	108.97	5.56	1.25	126.30
22	1.13	0.22	23.73	1.42	0.29	30.27	2.60	0.19	20.13	4.00	0.23	24.72	1.63	0.27	27.64	2.11	0.35	35.27
23	2.90	0.74	53.54	3.00	0.84	60.76	4.33	0.58	41.53	2.33	0.65	46.13	5.00	0.95	63.54	2.43	0.87	58.22
24	4.27	0.59	62.29	3.45	0.66	70.27	11.00	0.71	74.96	2.50	0.59	62.32	6.39	1.11	112.88	4.89	0.91	93.19
25	2.86	0.56	59.24	4.00	1.08	114.41	2.67	0.37	39.27	5.33	0.86	90.77	2.75	0.65	66.08	5.25	1.07	108.83
26	4.80	0.84	89.35	3.56	0.71	75.01	4.75	0.68	72.50	3.00	0.55	58.67	11.00	1.23	123.99	3.00	0.84	84.85
27	1.42	0.30	31.65	2.50	0.48	50.82	1.87	0.20	21.29	3.00	0.43	45.53	3.80	0.39	39.68	2.60	0.54	54.40
28	1.10	0.17	18.48	1.55	0.32	33.52	6.00	0.24	25.17	2.00	0.37	39.56	1.44	0.21	21.54	2.17	0.46	46.86
29	2.64	0.20	20.80	2.00	0.31	33.16	2.00	0.17	17.97	3.00	0.38	40.22	1.00	0.18	18.16	2.00	0.46	46.47
30	2.14	0.08	8.69	0.88	0.15	16.02	2.88	0.06	6.56	1.33	0.10	10.99	1.00	0.06	6.22	1.00	0.14	14.52
31	1.33	0.11	11.54	2.00	0.31	33.23	1.00	0.06	6.72	2.00	0.31	32.69	2.00	0.18	18.50	2.50	0.41	41.62
32	2.83	0.53	56.67	4.92	1.07	113.11	3.33	0.33	35.38	4.75	0.82	87.55	2.89	0.60	60.85	5.13	1.23	124.61
33	3.17	0.65	65.18	3.30	0.72	72.98	4.33	0.42	41.61	5.00	0.63	62.27	2.00	0.48	43.29	1.88	0.58	52.28
34	2.17	0.52	52.08	3.42	0.74	75.21	11.00	0.44	43.91	4.33	0.79	77.82	2.17	0.54	48.72	5.00	1.01	90.70
35	2.08	0.38	50.85	3.75	0.37	50.51	3.00	0.29	38.94	5.33	0.37	50.24	2.38	0.52	64.90	3.00	0.43	53.67
36	1.67	0.27	36.19	0.78	0.12	16.36	2.00	0.22	29.25	3.00	0.15	20.20	3.00	0.40	49.14	1.30	0.24	29.66
37	1.64	0.28	37.32	1.40	0.19	25.48	4.00	0.23	30.75	1.00	0.12	15.83	3.00	0.30	37.65	1.13	0.22	26.80
38	3.53	0.18	24.13	1.10	0.12	16.18	1.40	0.10	13.40	2.25	0.09	12.48	2.00	0.17	21.52	1.00	0.17	21.58
39	0.90	0.12	15.88	1.17	0.16	21.16	1.00	0.07	9.83	2.22	0.18	23.77	1.67	0.15	18.49	2.00	0.20	24.19
40	2.57	0.22	29.89	2.58	0.35	47.72	1.50	0.16	21.18	4.25	0.37	49.04	3.00	0.33	40.97	2.25	0.44	54.52
41	9.00	0.30	39.85	5.00	0.24	33.05	1.40	0.15	19.84	2.00	0.22	28.75	6.00	0.33	41.00	1.00	0.23	28.31
42	3.67	0.50	67.47	1.67	0.25	33.79	5.00	0.34	45.58	3.00	0.21	27.48	8.00	0.65	80.53	8.00	0.34	42.58
43	1.83	0.16	21.42	0.83	0.11	15.25	2.00	0.12	16.37	2.00	0.13	17.87	2.00	0.17	21.67	1.13	0.15	18.45
44	8.00	0.14	19.34	1.17	0.10	14.17	1.00	0.08	10.97	2.00	0.12	15.82	0.75	0.11	13.46	1.13	0.17	21.61

45	5.79	0.25	33.60	1.60	0.19	26.05	2.00	0.11	14.13	1.33	0.14	18.55	1.56	0.24	30.21	1.17	0.22	26.71
46	1.67	0.22	29.09	1.33	0.25	33.39	2.40	0.19	25.48	2.00	0.19	24.61	1.75	0.28	35.21	1.92	0.29	35.64
47	3.33	0.27	36.39	5.31	0.48	65.19	2.79	0.17	22.54	2.86	0.40	52.93	4.00	0.35	44.00	4.50	0.55	68.76
48	1.20	0.14	17.83	2.50	0.17	22.32	1.00	0.09	10.89	4.00	0.19	24.33	1.80	0.20	23.23	1.30	0.21	24.09
49	2.00	0.12	15.81	0.57	0.08	9.81	2.80	0.13	16.16	1.00	0.08	9.82	1.33	0.15	17.96	1.14	0.10	12.11
50	6.50	0.44	59.44	2.10	0.30	40.94	8.45	0.43	58.08	2.50	0.23	31.16	2.43	0.38	47.64	2.00	0.36	45.31
51	2.83	0.24	32.99	2.14	0.28	37.97	2.00	0.15	19.33	3.00	0.28	37.04	1.67	0.19	24.21	2.13	0.30	37.46
52	3.75	0.23	31.21	1.60	0.20	26.94	1.00	0.10	13.34	1.00	0.13	17.28	2.50	0.23	28.98	2.00	0.20	25.12
53	1.00	0.18	24.18	2.25	0.12	16.96	1.50	0.13	17.96	1.80	0.15	19.55	1.09	0.20	24.86	1.00	0.11	13.28
54	1.25	0.14	19.38	1.33	0.12	15.74	1.89	0.12	16.46	1.00	0.12	16.11	6.00	0.19	23.75	3.00	0.23	28.28
55	1.50	0.25	34.34	4.58	0.70	95.52	1.25	0.16	21.77	4.00	0.50	66.72	1.38	0.25	31.43	5.20	0.73	91.82
56	1.82	0.38	51.34	1.60	0.20	26.53	2.20	0.29	38.27	1.57	0.13	17.10	3.00	0.52	65.13	2.00	0.30	37.43
57	3.14	0.14	19.43	11.33	0.26	35.97	2.00	0.11	14.81	2.39	0.17	23.14	1.00	0.13	16.41	1.20	0.19	23.56
58	0.83	0.11	14.38	0.80	0.11	15.14	1.00	0.07	9.89	2.00	0.10	13.05	3.00	0.18	21.89	2.00	0.13	16.18
59	2.17	0.19	25.46	2.00	0.28	38.24	1.33	0.11	14.98	1.50	0.19	25.88	2.00	0.18	22.86	1.00	0.23	28.54
60	1.00	0.05	6.24	2.20	0.14	19.69	5.00	0.07	8.82	1.14	0.10	13.47	0.75	0.06	7.93	2.00	0.19	23.22
61	3.20	0.20	27.49	1.00	0.23	30.82	1.25	0.12	15.84	3.00	0.21	29.00	1.50	0.20	25.14	2.00	0.26	32.34
62	8.00	0.91	124.15	3.33	0.78	106.51	6.00	0.68	92.07	4.50	0.52	70.85	9.38	1.04	129.83	7.88	0.86	107.43
63	7.83	2.26	216.95	4.50	0.98	93.62	6.75	1.40	134.05	3.00	0.70	67.37	8.00	2.17	195.69	3.71	0.99	89.26
64	1.71	0.33	32.01	2.08	0.39	37.84	1.50	0.22	21.28	1.80	0.25	24.38	3.50	0.47	42.17	3.60	0.46	41.33
65	0.67	0.11	10.98	0.67	0.09	8.86	3.07	0.12	11.92	1.00	0.07	6.67	2.00	0.19	17.48	1.00	0.12	10.57
66	3.82	0.55	52.58	1.50	0.40	37.96	4.00	0.45	43.45	2.50	0.37	35.22	3.00	0.83	74.34	1.86	0.44	39.43
67	1.70	0.43	41.73	1.58	0.39	37.19	4.00	0.28	26.24	1.13	0.21	19.62	2.33	0.46	41.39	1.88	0.30	27.10
68	2.83	0.45	43.47	1.70	0.35	33.61	3.00	0.36	33.99	2.00	0.29	27.15	2.25	0.59	53.27	2.00	0.43	38.55
69	4.50	1.21	116.03	3.64	1.42	135.99	6.11	1.04	98.10	7.00	1.48	139.57	8.00	1.53	137.91	4.50	1.59	142.91
70	5.10	0.68	65.24	1.71	0.34	32.70	3.00	0.48	44.84	2.00	0.29	26.97	3.50	0.80	72.66	2.14	0.39	35.45
71	2.00	0.47	51.86	3.17	0.58	64.66	3.80	0.39	42.59	10.00	0.53	57.36	3.10	0.69	68.99	3.00	0.58	57.99
72	1.90	0.18	19.64	1.00	0.17	18.39	8.00	0.19	20.96	1.20	0.14	15.46	1.75	0.21	20.91	1.00	0.19	19.15
73	4.00	0.49	54.91	2.33	0.50	55.94	3.67	0.42	45.60	3.75	0.45	48.55	4.00	0.65	64.84	2.43	0.58	57.75
74	3.90	0.31	34.02	4.40	0.35	39.21	3.40	0.17	18.30	1.25	0.19	20.38	2.17	0.37	37.10	1.40	0.26	25.61
75	4.09	0.81	89.74	4.43	0.91	101.45	4.33	0.56	60.97	3.75	0.74	80.39	4.14	1.05	105.17	4.20	0.99	98.93
76	2.30	0.45	50.16	3.00	0.41	45.91	3.33	0.34	36.41	4.25	0.32	34.46	2.40	0.50	51.04	2.25	0.38	38.88
77	4.60	0.67	74.44	4.00	0.87	96.59	6.00	0.58	63.18	2.50	0.68	73.17	5.00	0.99	99.75	4.00	1.00	101.42
78	3.30	0.52	57.27	3.29	0.73	81.53	3.55	0.51	55.34	3.20	0.72	78.28	3.00	0.73	74.19	4.50	1.07	107.72
79	3.62	0.50	56.04	3.17	0.48	53.31	4.22	0.46	49.76	2.80	0.41	43.90	3.25	0.67	67.94	3.29	0.61	62.33
80	4.00	0.74	82.28	3.17	0.84	93.07	3.50	0.50	54.20	5.00	0.59	63.22	3.00	0.87	88.24	3.25	0.99	99.78
81	4.33	0.59	66.02	2.25	0.71	79.88	5.00	0.53	57.43	4.00	0.65	69.67	3.13	0.80	80.88	3.67	0.87	87.58
82	2.80	0.45	47.60	2.17	0.50	52.91	6.10	0.51	52.74	2.40	0.47	48.48	4.00	0.78	75.83	4.60	0.68	66.27
83	3.85	0.86	91.15	4.07	1.11	117.96	5.00	0.77	79.44	4.25	0.91	93.25	7.25	1.35	130.99	3.67	1.09	105.96
84	12.50	0.48	50.45	3.58	0.47	49.69	3.75	0.26	27.11	2.80	0.36	37.33	3.33	0.43	42.32	2.33	0.44	43.25
85	12.00	0.93	98.56	5.42	1.31	138.38	6.55	0.81	83.82	4.00	0.88	90.27	5.10	1.27	125.94	4.00	1.22	120.98
86	1.87	0.14	14.96	3.42	0.94	100.11	5.21	0.24	24.24	2.88	0.66	67.61	0.88	0.19	18.21	2.25	0.84	80.44
87	3.92	0.82	86.58	24.50	4.57	484.25	6.50	0.74	75.83	41.00	4.43	452.36	4.33	0.92	90.51	24.50	5.66	554.81
88	1.11	0.07	7.37	2.10	0.25	26.65	2.00	0.05	5.09	3.00	0.30	30.16	0.44	0.02	2.29	1.40	0.07	6.90
89	0.17	0.01	0.59	0.80	0.03	2.77	0.00	0.00	0.00	1.00	0.03	2.61	2.00	0.06	5.68	3.13	0.16	16.00
90	2.86	0.06	6.36	5.43	0.32	34.22	2.75	0.05	4.82	8.00	0.16	16.11	4.89	0.10	10.02	7.00	0.31	30.25
91	6.20	0.88	93.32	16.42	5.03	533.11	4.50	0.64	64.88	19.00	4.38	446.69	9.33	1.01	99.00	16.71	4.79	469.00
92	1.19	0.04	4.20	1.60	0.11	11.30	2.19	0.04	4.19	2.00	0.11	10.83	1.71	0.07	6.50	1.00	0.08	7.80
93	0.40	0.02	1.63	7.44	2.20	237.73	1.00	0.01	1.09	13.60	1.87	192.59	0.15	0.01	0.75	8.29	1.90	186.44
94	0.58	0.04	1.36	0.42	0.06	2.25	0.00	0.00	0.00	2.00	0.07	2.43	0.14	0.00	0.14	0.25	0.05	1.65
95	0.00	0.00	0.00	14.00	3.49	251.19	0.00	0.00	0.00	23.00	3.90	269.34	3.00	0.04	3.00	8.00	3.51	259.75

Route 8 Ridership for April of 2011, 2012, 2013

	4/1/2011						4/1/2012						4/1/2013					
	Boarding			Alighting			Boarding			Alighting			Boarding			Alighting		
Bus Stop	Maximum Boarding - Apr.	Daily Boarding per Triptime - Apr.	Daily Boarding - Apr. 2011	Maximum Alighting - Apr.	Daily Alighting per Triptime - Apr.	Daily Alighting - Apr. 2011	Maximum Boarding - Apr.	Daily Boarding per Triptime - Apr.	Daily Boarding - Apr. 2012	Maximum Alighting - Apr.	Daily Alighting per Triptime - Apr.	Daily Alighting - Apr. 2012	Maximum Boarding - Apr.	Daily Boarding per Triptime - Apr.	Daily Boarding - Apr. 2013	Maximum Alighting - Apr.	Daily Alighting per Triptime - Apr.	Daily Alighting - Apr. 2013
1	30.80	6.35	870.3578	2.15	0.03	4.579631	26.67	6.57	899.6425	0.21	0.00	0.281955	25.82	6.46	794.4449	5.33	0.07	9.017496
2	3.33	0.17	16.718	2.00	0.13	12.21146	4.00	0.18	17.21273	1.50	0.07	6.586447	2.00	0.19	15.73364	0.50	0.07	6.075234
3	0.83	0.10	9.843351	0.67	0.04	3.845667	1.00	0.06	6.084921	1.00	0.04	3.311905	5.00	0.17	13.75563	1.00	0.03	2.747655
4	3.00	0.39	38.2211	0.77	0.05	4.874711	2.40	0.30	27.74766	3.00	0.06	5.293254	2.80	0.50	41.29284	0.38	0.05	4.006404
5	4.67	0.45	44.43386	1.33	0.09	8.839207	2.80	0.37	34.87363	2.00	0.06	6.055339	9.33	0.80	69.56918	9.33	0.23	20.34553
6	12.25	3.66	373.4211	3.75	0.22	22.56725	7.00	1.54	157.2321	3.00	0.18	18.64221	8.78	2.54	223.7276	1.58	0.29	25.80847
7	6.88	0.24	24.801	5.63	0.10	10.0807	2.82	0.18	18.49787	1.07	0.04	3.958442	1.71	0.24	21.26899	0.60	0.06	5.314954
8	1.73	0.17	17.829	1.00	0.06	6.344089	4.00	0.18	17.92635	0.60	0.03	3.465668	2.50	0.16	14.27826	0.56	0.06	5.028166
9	15.86	4.94	503.622	2.83	0.72	73.39262	12.00	2.72	277.7096	5.00	0.61	62.28714	15.50	5.29	470.8921	8.60	0.91	80.58956
10	3.54	0.51	49.79933	1.14	0.17	16.29938	5.67	0.43	40.0069	3.67	0.12	11.32741	5.83	0.48	45.22636	3.18	0.17	16.46399
11	3.38	0.52	51.56773	2.17	0.38	37.17442	8.00	0.51	48.16999	2.33	0.26	24.16055	1.89	0.44	42.50587	1.70	0.36	34.52919
12	5.80	1.11	120.2708	3.45	0.89	95.9994	6.50	0.94	101.5348	3.40	0.63	68.47419	4.50	1.30	128.2432	3.60	0.95	93.67857
13	3.46	0.56	60.39542	3.00	0.55	59.70134	3.40	0.33	35.52276	2.00	0.37	39.99431	4.86	0.49	48.58592	3.00	0.53	52.04827
14	3.75	0.79	85.38543	2.57	0.54	58.17621	8.00	0.52	56.56601	2.60	0.36	38.68804	7.44	0.83	81.83461	3.50	0.60	59.80068
15	3.00	0.51	55.04039	2.80	0.51	55.09077	2.20	0.40	43.11652	5.00	0.38	41.33907	2.67	0.47	46.79681	2.67	0.53	52.45598
16	4.00	0.57	61.81153	2.43	0.46	49.67745	4.00	0.42	45.23525	4.00	0.39	41.89273	4.17	0.53	52.01626	6.00	0.59	58.19753
17	10.00	1.52	164.0856	10.43	1.26	135.8884	8.50	0.83	89.65124	4.00	0.65	70.71542	6.44	1.34	132.9483	5.00	1.37	135.1797
18	4.22	1.01	109.1079	3.46	0.90	97.20095	4.00	0.77	82.85182	3.00	0.68	73.26597	5.00	0.99	96.95703	3.50	0.98	95.61483
19	6.53	0.84	90.52672	2.91	0.59	63.31272	4.50	0.53	57.1962	4.20	0.51	54.56278	5.75	0.75	73.73619	2.43	0.63	61.53611
20	6.00	0.88	94.73641	3.00	0.71	76.4283	4.50	0.68	73.62607	5.00	0.49	52.94624	5.15	0.86	83.9893	2.33	0.75	73.89486
21	8.00	1.06	114.6586	4.86	1.10	118.9114	4.50	0.82	88.30713	7.00	0.97	104.2384	7.17	1.20	117.7221	4.56	1.29	126.6405
22	1.50	0.25	27.40215	1.75	0.38	40.51529	9.25	0.27	29.30709	3.00	0.27	29.30231	1.93	0.28	27.05046	2.50	0.46	44.72164
23	7.08	1.09	79.632	3.75	0.97	70.60044	3.40	0.65	47.27171	5.00	0.68	49.45927	5.43	0.86	55.35632	2.33	1.02	65.23352
24	16.83	0.98	105.5851	12.17	0.94	101.266	7.60	0.78	83.78844	4.20	0.83	89.7819	5.92	1.06	104.3544	3.54	0.98	95.80056
25	3.86	0.78	84.54966	9.14	1.36	146.9257	4.00	0.40	43.00176	10.50	1.05	112.9208	3.00	0.76	74.2015	5.33	1.15	113.1264
26	5.13	1.05	113.2385	6.00	0.86	92.49192	9.50	0.84	90.95404	4.00	0.62	66.69701	5.78	1.07	104.2043	2.71	0.83	80.95839
27	3.60	0.37	39.80438	2.80	0.56	60.07322	3.20	0.28	29.91503	2.67	0.38	41.05196	2.24	0.39	38.07372	2.80	0.62	60.5834
28	1.50	0.21	23.11263	4.00	0.41	44.14806	2.00	0.13	13.99676	3.00	0.31	33.67016	1.71	0.25	23.93256	2.50	0.48	46.78507
29	1.33	0.25	26.56691	3.00	0.45	48.59157	3.50	0.22	23.72366	3.40	0.42	45.42195	1.67	0.27	25.76012	2.00	0.47	45.62924
30	8.40	0.14	15.3174	1.00	0.16	17.2147	5.14	0.07	7.460206	6.00	0.13	13.74175	3.60	0.10	9.657685	0.90	0.13	12.34448
31	1.20	0.14	15.21874	2.00	0.35	37.64259	6.50	0.24	25.41737	4.00	0.29	31.6684	1.90	0.20	19.1055	1.75	0.46	44.38575
32	3.75	0.65	69.7468	5.00	1.33	143.1237	4.00	0.36	38.64448	4.50	0.92	99.23033	4.00	0.71	69.25439	4.75	1.28	123.7986
33	6.13	0.68	69.36216	3.67	0.90	91.69592	5.00	0.45	45.83013	6.00	0.64	65.24791	2.00	0.59	51.01007	2.25	0.60	51.798
34	3.00	0.55	55.69431	3.50	0.88	89.41984	3.00	0.39	40.28703	4.50	0.79	80.42869	4.47	0.57	49.54864	4.43	0.98	84.96147
35	2.56	0.49	66.62863	3.47	0.53	72.96268	5.50	0.37	50.6956	4.50	0.39	53.78876	2.86	0.55	65.45625	4.22	0.47	56.45805
36	3.00	0.34	46.17253	0.83	0.17	23.50374	2.00	0.23	31.1158	1.00	0.12	16.18628	1.80	0.34	41.33202	2.00	0.28	33.85981
37	4.00	0.41	55.93158	1.00	0.22	29.79331	1.60	0.20	27.58416	2.00	0.16	22.15795	3.91	0.28	33.56053	3.64	0.28	33.75419
38	4.73	0.22	30.09889	2.00	0.13	17.30778	2.00	0.10	14.15263	1.00	0.08	11.00999	1.17	0.20	23.48459	1.20	0.18	21.866
39	0.86	0.11	14.88643	1.20	0.19	25.91418	3.42	0.12	16.90967	3.00	0.13	17.99212	1.50	0.15	18.40399	1.38	0.20	24.31605
40	2.00	0.25	33.76407	2.83	0.39	53.65289	1.40	0.14	18.98424	3.50	0.32	43.50174	1.80	0.28	33.82318	2.00	0.38	45.51016
41	2.06	0.24	32.87057	2.54	0.27	36.65919	2.00	0.13	18.44166	2.20	0.17	23.73418	2.20	0.27	32.8494	1.75	0.24	28.5495
42	3.33	0.53	73.07703	1.50	0.30	40.60193	6.00	0.34	46.66797	3.00	0.17	23.01926	3.67	0.58	70.04497	1.71	0.28	34.08057
43	1.50	0.16	22.56879	1.60	0.18	25.0866	2.00	0.11	15.6486	1.50	0.10	13.79559	1.00	0.19	22.26536	1.67	0.19	22.6185
44	0.75	0.09	11.74177	0.67	0.13	17.3094	1.50	0.08	11.57492	1.40	0.11	15.01564	0.70	0.12	14.04753	1.33	0.18	22.1215

45	1.13	0.17	23.37942	1.17	0.22	30.15115	3.25	0.17	23.08185	1.60	0.13	17.94373	1.93	0.26	30.98855	1.83	0.26	31.17046
46	2.00	0.27	36.7826	1.50	0.25	34.37146	3.00	0.21	28.52415	2.40	0.20	27.18908	2.50	0.27	32.97045	2.25	0.30	36.0591
47	4.29	0.27	36.82337	3.17	0.53	72.472	1.80	0.17	22.75338	5.80	0.35	47.48329	2.64	0.29	34.35865	3.50	0.55	65.88733
48	1.00	0.14	18.359	1.50	0.20	25.66533	3.00	0.12	15.58926	2.00	0.15	20.02796	1.75	0.21	23.77101	2.25	0.25	28.17433
49	1.17	0.09	11.44161	1.67	0.10	12.85082	2.00	0.12	15.16883	2.00	0.07	9.582032	1.75	0.15	16.9267	1.17	0.13	14.73046
50	4.62	0.42	57.71348	2.00	0.41	56.05621	18.00	0.69	95.76763	3.80	0.28	38.24895	11.35	0.61	73.96036	1.78	0.37	44.52338
51	1.50	0.26	35.57881	2.00	0.31	42.90237	1.50	0.15	20.95463	2.60	0.23	31.48246	1.40	0.24	28.68875	2.25	0.28	34.05651
52	1.50	0.22	30.98321	2.00	0.22	30.18041	2.00	0.17	23.00171	2.00	0.13	18.04692	1.75	0.24	29.60429	1.00	0.19	22.50516
53	1.25	0.19	25.83622	1.43	0.14	18.87191	2.67	0.19	25.95187	1.08	0.12	17.23802	1.50	0.20	23.71934	0.78	0.16	18.87466
54	2.00	0.14	19.61102	1.00	0.10	13.89429	1.67	0.11	14.77954	1.00	0.10	13.27946	1.70	0.17	20.49548	1.50	0.17	20.92892
55	2.67	0.31	42.30182	4.00	0.74	102.6787	4.00	0.28	38.19903	8.00	0.72	99.58754	1.77	0.28	34.39623	5.11	0.80	97.08033
56	2.50	0.46	63.94122	2.00	0.28	38.66434	5.80	0.34	46.95244	4.00	0.21	28.94801	2.00	0.45	54.34372	1.20	0.32	38.43588
57	1.25	0.13	17.86595	1.50	0.16	21.82068	2.67	0.11	15.20658	2.30	0.12	16.80395	1.20	0.11	13.33138	2.00	0.20	24.73389
58	3.18	0.13	17.67222	2.15	0.18	25.21214	2.00	0.05	7.101671	2.00	0.11	14.5676	1.14	0.15	18.03805	1.17	0.18	21.45266
59	1.71	0.22	30.92462	3.33	0.30	41.25266	1.67	0.14	19.85295	2.00	0.23	31.71367	1.60	0.19	22.86755	1.35	0.25	30.14132
60	1.33	0.07	9.073464	2.33	0.20	27.21514	1.00	0.03	4.61215	3.00	0.13	17.49959	1.00	0.09	11.10594	2.00	0.16	18.7995
61	3.85	0.20	26.99612	1.46	0.25	34.0001	2.58	0.15	20.40213	3.08	0.21	29.5363	3.22	0.24	28.50485	1.46	0.24	29.24281
62	7.25	1.10	151.963	3.13	0.83	114.4586	5.00	0.64	88.50073	6.00	0.69	95.32825	5.25	1.02	123.1675	4.21	0.94	114.2924
63	9.17	2.54	249.1075	3.54	1.08	106.0023	9.00	1.52	149.1922	3.60	0.70	68.63681	11.17	1.94	171.1512	3.54	1.16	101.8889
64	2.07	0.38	36.94556	2.80	0.53	52.30163	2.00	0.27	26.12204	4.00	0.44	43.03303	2.50	0.48	42.40234	8.75	0.59	51.6503
65	1.67	0.18	17.17453	0.86	0.11	11.176	1.50	0.09	8.896555	1.00	0.05	5.06868	2.41	0.15	13.54571	1.25	0.14	12.15505
66	6.25	0.77	75.8306	6.25	0.50	48.88029	5.00	0.47	45.88065	5.00	0.31	30.57873	3.23	0.81	71.00996	1.83	0.54	47.46589
67	3.50	0.57	55.38005	3.80	0.41	40.58902	3.80	0.32	31.18635	4.00	0.36	35.76413	2.40	0.52	46.04643	3.25	0.44	38.39058
68	2.22	0.59	58.05511	2.00	0.40	39.22085	7.60	0.48	47.03872	3.00	0.34	33.52405	2.17	0.57	50.31566	1.67	0.42	36.71426
69	6.43	1.63	159.4885	5.17	1.75	171.9134	7.50	1.16	113.6202	6.00	1.34	131.7675	5.17	1.66	146.1774	6.14	1.77	155.3933
70	7.25	0.93	90.76184	2.83	0.42	41.20608	4.25	0.48	47.04042	3.00	0.33	32.04172	3.76	0.93	83.18003	2.33	0.48	42.32519
71	3.17	0.53	58.97335	4.00	0.63	71.06065	2.50	0.37	41.21299	5.60	0.49	54.77759	7.40	0.81	78.35403	3.57	0.61	58.72735
72	2.60	0.27	30.50102	1.60	0.26	29.65518	1.60	0.14	15.29719	1.00	0.15	17.08647	1.44	0.21	20.72133	1.67	0.18	17.6305
73	3.20	0.56	62.29447	3.00	0.61	67.83989	3.00	0.38	42.55452	2.60	0.41	45.81764	3.57	0.65	62.63156	2.33	0.55	53.61065
74	2.50	0.31	34.7078	2.25	0.38	42.84127	3.55	0.24	26.54565	6.00	0.21	23.35113	2.29	0.40	39.05153	1.33	0.31	30.32381
75	8.20	1.05	117.1922	5.00	1.05	117.3473	5.50	0.76	85.30657	4.50	0.75	84.07835	5.14	1.15	113.1534	3.80	1.03	101.3052
76	2.67	0.56	62.24233	2.83	0.48	54.06913	3.25	0.33	37.48988	11.00	0.40	44.72781	2.00	0.45	44.51755	1.83	0.33	32.83414
77	4.33	0.83	93.27328	2.83	0.90	101.3476	4.20	0.68	75.49003	5.00	0.80	88.86484	5.00	1.03	102.542	3.50	0.91	90.97538
78	3.00	0.67	74.99952	3.00	0.89	99.92029	4.00	0.40	44.88298	6.00	0.71	78.97462	3.20	0.72	71.7684	4.80	1.09	107.6855
79	4.62	0.59	66.37898	2.33	0.59	66.17505	6.00	0.62	68.27592	3.00	0.48	53.60671	4.57	0.71	70.70359	2.15	0.61	59.9284
80	8.00	0.99	110.6492	8.38	1.05	117.0986	8.00	0.68	74.93875	6.25	0.74	81.97645	4.00	0.87	86.01857	4.00	1.08	107.036
81	3.43	0.67	75.1388	3.40	0.87	97.93983	4.80	0.58	64.70308	6.00	0.70	77.95039	4.50	0.99	97.77845	3.55	0.96	95.06762
82	3.20	0.60	64.69676	2.33	0.48	51.74607	4.20	0.54	56.85216	18.00	0.59	62.49511	4.50	0.85	79.46127	3.14	0.70	65.89917
83	4.17	1.02	109.3194	5.43	1.30	139.6335	6.33	0.94	99.57005	6.00	0.86	90.80382	8.75	1.59	149.3604	4.54	1.31	123.5633
84	2.14	0.39	41.19679	6.00	0.56	60.05153	3.00	0.30	31.50406	6.00	0.45	47.46807	4.17	0.51	47.61232	3.83	0.56	52.75177
85	6.00	1.36	145.3322	5.00	1.46	156.7225	10.00	1.02	107.9804	5.20	0.88	93.62731	6.67	1.55	148.9398	6.00	1.48	141.755
86	3.44	0.24	25.46045	3.50	0.96	103.197	5.36	0.28	29.36158	5.00	0.74	78.78679	4.41	0.30	28.52466	3.80	0.81	76.45314
87	6.09	1.04	111.3666	24.67	5.71	610.4702	8.33	0.77	81.26207	23.40	4.58	485.8354	13.57	1.42	136.2937	25.50	7.14	685.0176
88	4.89	0.13	13.51959	3.20	0.32	34.57318	3.75	0.10	10.56005	2.00	0.17	17.79211	0.71	0.05	5.210366	1.40	0.08	7.840102
89	0.17	0.00	0.411111	0.33	0.02	2.342649	1.17	0.02	2.648785	2.57	0.07	7.06034	0.86	0.04	3.798901	0.71	0.10	9.606958
90	1.14	0.04	4.806635	4.00	0.23	24.5425	1.00	0.02	2.08658	2.00	0.10	10.43057	3.09	0.11	10.58593	7.73	0.37	35.64126
91	3.31	0.80	85.444	20.14	6.11	653.5888	11.00	0.73	78.27303	23.50	4.77	509.9782	5.50	1.00	96.27187	17.14	5.92	568.5442
92	4.25	0.13	13.95475	3.67	0.17	18.68659	0.08	0.00	0.083333	2.80	0.07	7.266984	1.17	0.04	3.856899	1.88	0.19	17.84998
93	0.33	0.01	1.491575	10.40	2.67	288.4841	0.80	0.02	1.733333	11.00	2.02	218.1861	6.00	0.14	13.83016	9.33	2.53	244.928
94	0.00	0.00	0	1.00	0.06	1.94329	1.00	0.04	1.366667	0.83	0.03	1.158333	0.08	0.00	0.076923	0.33	0.02	0.592157
95	0.00	0.00	0	24.00	4.60	299.2255	0.00	0.00	0	19.40	3.56	256.2271	5.00	0.07	5	13.00	4.23	283.4268

Route 207 Ridership for January of 2011, 2012, 2013

	1/1/2011						1/1/2012						1/1/2013					
	Boarding			Alighting			Boarding			Alighting			Boarding			Alighting		
Bus Stop	Maximum Boarding - Jan.	Daily Boarding per Triptime -	Daily Boarding -Jan. 2011	Maximum Alighting - Jan.	Daily Alighting per Triptime -	Daily Alighting - Jan. 2011	Maximum Boarding - Jan.	Daily Boarding per Triptime -	Daily Boarding -Jan. 2012	Maximum Alighting - Jan.	Daily Alighting per Triptime -	Daily Alighting - Jan. 2012	Maximum Boarding - Jan.	Daily Boarding per Triptime -	Daily Boarding -Jan. 2013	Maximum Alighting - Jan.	Daily Alighting per Triptime -	Daily Alighting - Jan. 2013
1	52.33	9.76	683.4708	48.00	2.08	145.8333	16.50	3.91	242.636	32.33	0.70	43.19435	40.50	5.06	353.9481	15.00	0.63	44.08333
2	15.00	2.00	38	31.00	2.32	44	17.00	3.63	47.16667	6.00	2.39	31.08333	17.00	3.94	63	17.00	2.31	37
3	0.14	0.01	0.337302	0.22	0.02	0.806382	0.11	0.01	0.285354	0.45	0.01	0.593434	0.17	0.00	0.166667	0.00	0.00	0
4	0.82	0.08	3.764807	2.32	0.14	6.704286	0.36	0.04	1.681999	1.00	0.05	2.275685	1.00	0.06	2.757576	1.00	0.09	4.201715
5	9.00	3.51	171.8982	4.20	0.72	35.18017	10.00	3.31	145.4474	1.50	0.36	15.90002	14.50	4.64	227.2128	8.80	0.80	39.16394
6	2.92	0.66	32.24959	3.92	0.57	28.14231	2.50	0.51	22.56561	1.67	0.36	15.65232	1.78	0.48	23.66231	2.71	0.45	21.81599
7	3.10	1.01	49.60461	2.80	0.90	44.08675	4.00	0.93	40.8073	4.00	0.73	31.9931	2.33	0.64	31.50562	3.11	0.85	41.69883
8	2.57	0.53	26.01143	1.54	0.66	32.37553	5.00	0.66	28.98827	5.00	0.56	24.54539	2.23	0.42	20.50864	2.00	0.52	25.59262
9	2.17	0.60	29.28638	2.00	0.59	28.84512	2.00	0.51	22.4074	3.00	0.49	21.66586	2.50	0.47	23.03471	3.27	0.54	26.66363
10	1.10	0.35	17.03436	1.77	0.59	28.70138	1.82	0.25	10.91952	2.00	0.45	19.70784	2.67	0.31	15.19719	2.20	0.66	32.34124
11	1.17	0.31	15.31965	2.15	0.51	25.17109	1.50	0.31	13.47195	2.67	0.55	23.99425	1.80	0.39	19.24987	2.75	0.70	34.42574
12	2.55	0.88	42.95521	3.00	1.24	60.94868	2.33	0.70	31.55122	4.09	1.05	47.02532	4.67	0.77	37.88114	4.25	1.38	67.62142
13	1.92	0.54	26.61685	2.85	1.13	55.31849	4.00	0.46	20.77639	3.00	0.71	31.79659	1.50	0.34	16.47617	3.78	0.95	46.41713
14	1.50	0.43	21.1001	2.33	0.80	39.1186	1.56	0.46	20.5343	4.00	0.80	36.13716	3.40	0.36	17.82076	2.89	0.69	33.71755
15	1.45	0.40	19.82051	2.56	0.81	39.67487	2.00	0.32	14.17581	2.50	0.52	23.25034	1.00	0.31	15.25631	2.25	0.81	39.63388
16	3.82	1.01	49.46827	5.67	1.62	79.47304	2.88	0.55	24.5938	4.33	1.19	53.53421	3.40	0.70	34.50696	4.33	1.60	78.52363
17	0.67	0.16	7.673301	1.27	0.31	15.0675	0.64	0.09	4.146498	1.00	0.31	13.83866	1.00	0.13	6.524825	1.78	0.38	18.54126
18	5.60	0.58	28.24382	6.45	1.03	50.48569	1.50	0.20	9.007703	2.00	0.64	28.99767	1.20	0.21	10.44067	2.44	0.73	35.72282
19	0.75	0.20	9.907522	1.50	0.49	23.77158	2.78	0.15	6.668962	3.44	0.33	14.9563	4.60	0.30	14.59487	2.00	0.42	20.40419
20	2.18	0.62	30.22865	4.27	1.27	62.07999	4.20	0.50	22.4492	8.50	1.08	48.78579	1.67	0.34	16.44585	7.67	1.45	70.96034
21	0.42	0.06	2.890175	2.56	0.38	18.38649	0.73	0.07	3.370202	7.67	0.52	23.21066	0.75	0.09	4.350433	2.60	0.42	20.66575
22	0.85	0.07	3.223297	0.77	0.21	10.06818	4.83	0.17	7.740079	4.58	0.27	12.01592	0.20	0.02	1.044877	2.40	0.30	14.46462
23	0.67	0.16	8.012277	1.25	0.19	9.524669	0.73	0.08	3.603932	1.00	0.13	5.796895	0.91	0.13	6.156721	0.90	0.14	6.700011
24	1.40	0.52	25.23683	1.17	0.30	14.72525	2.00	0.46	20.66908	2.00	0.22	9.743867	2.00	0.51	24.80868	1.33	0.39	19.23066
25	1.58	0.57	27.68706	0.89	0.27	13.01359	1.50	0.42	18.72078	1.00	0.19	8.669877	2.00	0.43	21.14289	2.00	0.29	14.24005
26	2.08	0.75	36.62644	1.50	0.32	15.46886	2.00	0.46	20.6619	1.00	0.16	7.144949	4.33	0.57	27.77537	1.00	0.29	13.99894
27	5.33	0.77	37.77933	1.00	0.22	10.6216	3.10	0.58	25.97038	1.00	0.14	6.320707	3.29	0.52	25.31265	2.33	0.37	17.92716
28	1.00	0.17	8.514058	0.56	0.10	4.894737	6.00	0.24	10.58077	2.50	0.12	5.270635	2.29	0.21	10.222	0.64	0.09	4.258734
29	2.22	0.98	47.91191	1.08	0.32	15.72155	3.00	0.85	38.43164	1.50	0.25	11.1188	3.60	0.68	33.49258	1.55	0.35	17.36363
30	2.83	0.75	36.63237	1.00	0.20	9.997503	3.50	0.52	23.56952	1.00	0.11	5.05653	2.00	0.45	22.19406	1.00	0.17	8.441703
31	2.00	0.62	30.58595	3.27	0.63	30.71583	3.00	0.62	27.70364	1.33	0.29	12.8943	2.00	0.53	25.90002	2.50	0.51	24.92362
32	1.44	0.47	23.16311	2.00	0.72	35.41959	6.00	0.53	23.95032	3.00	0.50	22.57825	2.40	0.49	23.81035	2.30	0.72	35.06471
33	6.22	2.01	98.47659	1.89	0.87	42.84927	7.00	1.35	60.80653	3.00	0.65	29.33701	9.20	1.50	73.51254	2.80	0.92	45.12724
34	4.00	0.61	29.7337	1.11	0.36	17.855	1.10	0.33	14.71778	2.00	0.23	10.1263	1.20	0.43	21.04679	1.56	0.38	18.48594
35	3.08	0.96	46.85898	1.36	0.51	24.88282	4.00	0.65	29.19867	1.50	0.33	14.91266	5.33	0.75	36.65471	1.40	0.36	17.82827
36	2.86	0.70	34.26124	1.14	0.41	20.11719	4.60	0.53	23.76184	3.00	0.40	17.84915	2.00	0.43	20.97627	1.20	0.35	17.13033
37	4.14	0.88	43.32473	1.44	0.57	27.80263	3.00	0.58	26.20863	4.00	0.50	22.46079	2.23	0.49	23.92266	2.10	0.54	26.61263
39	2.71	0.75	36.92801	2.78	0.68	33.08012	3.10	0.54	24.23102	5.00	0.59	26.36017	3.33	0.51	24.85519	1.88	0.56	27.6039
40	1.90	0.37	18.17637	1.33	0.31	15.10015	1.20	0.21	9.381378	1.00	0.18	8.045101	1.00	0.18	9.048685	2.50	0.31	15.42491
41	1.00	0.14	6.696075	22.17	7.91	387.7612	8.00	0.24	10.71349	28.00	6.24	280.8561	2.60	0.16	7.732158	18.80	7.13	349.5234
42	4.00	0.12	6.069805	0.50	0.05	2.672759	0.56	0.02	1.055556	0.72	0.07	3.283741	5.60	0.13	6.454545	4.80	0.13	6.349513
43	11.00	0.74	40.63636	6.83	2.04	112.3792	7.00	0.26	12.50962	10.50	1.82	87.29661	7.00	0.42	28	6.00	1.44	96.27011

Route 207 Ridership for February of 2011, 2012, 2013

	2/1/2011						2/1/2012						2/1/2013					
	Boarding			Alighting			Boarding			Alighting			Boarding			Alighting		
Bus Stop	Maximum Boarding - Feb.	Daily Boarding per Triptime -	Daily Boarding - Feb. 2011	Maximum Alighting - Feb.	Daily Alighting per Triptime -	Daily Alighting - Feb. 2011	Maximum Boarding - Feb.	Daily Boarding per Triptime -	Daily Boarding - Feb. 2012	Maximum Alighting - Feb.	Daily Alighting per Triptime -	Daily Alighting - Feb. 2012	Maximum Boarding - Feb.	Daily Boarding per Triptime -	Daily Boarding - Feb. 2013	Maximum Alighting - Feb.	Daily Alighting per Triptime -	Daily Alighting - Feb. 2013
1	40.50	6.64	425.07	25.50	0.92	58.88	35.00	8.10	477.86	11.20	0.37	22.09	26.00	4.58	270.23	29.00	0.71	42.00
2	39.00	9.25	175.83	49.00	4.76	90.50	7.00	2.33	21.00	6.00	1.33	12.00	16.50	4.54	63.50	3.00	0.86	12.00
3	0.57	0.02	0.75	0.18	0.01	0.51	0.20	0.01	0.45	0.20	0.01	0.60	0.63	0.02	0.97	0.38	0.01	0.38
4	4.92	0.15	7.34	4.58	0.21	10.14	1.78	0.20	9.40	1.13	0.06	2.73	0.67	0.06	2.90	0.63	0.08	3.67
5	15.50	4.94	237.15	6.73	1.10	52.99	13.89	6.14	294.60	6.45	0.74	35.76	18.67	4.09	196.11	2.00	0.60	28.60
6	3.00	0.77	36.72	1.83	0.60	28.74	2.50	0.85	40.82	2.50	0.48	23.21	8.00	0.67	32.22	1.67	0.36	17.47
7	2.73	1.29	61.74	2.91	1.13	54.05	3.00	1.27	60.72	4.00	1.41	67.77	3.83	0.89	42.73	3.40	0.96	45.93
8	2.55	0.70	33.78	2.09	0.82	39.21	4.67	0.82	39.55	2.30	0.87	41.66	3.17	0.52	24.86	4.50	0.71	33.99
9	2.27	0.72	34.52	2.00	0.68	32.77	3.00	0.78	37.39	2.57	0.63	30.06	2.00	0.49	23.34	2.20	0.63	30.23
10	1.64	0.49	23.46	1.82	0.65	31.16	1.78	0.43	20.70	3.00	0.64	30.53	6.00	0.39	18.84	2.00	0.62	29.82
11	1.69	0.45	21.74	2.42	0.67	32.32	2.00	0.47	22.64	3.71	0.74	35.74	3.00	0.43	20.51	1.71	0.58	27.87
12	2.56	1.01	48.56	3.17	1.55	74.51	3.00	0.99	47.33	4.00	1.29	61.88	3.50	0.79	37.88	4.80	1.50	71.79
13	2.18	0.63	30.47	4.67	1.30	62.59	3.22	0.68	32.58	3.50	1.12	53.94	7.00	0.58	27.86	2.00	0.79	37.99
14	4.00	0.60	28.88	4.67	1.12	53.60	2.00	0.54	26.16	4.29	1.03	49.57	1.33	0.30	14.55	2.80	0.69	32.95
15	2.00	0.59	28.40	2.55	0.91	43.74	1.40	0.39	18.82	2.67	0.78	37.59	2.00	0.33	16.03	3.00	0.82	39.46
16	4.78	1.16	55.80	4.50	1.76	84.54	6.00	1.32	63.58	9.00	1.80	86.30	6.00	1.01	48.65	11.40	1.90	91.10
17	0.94	0.27	12.75	2.43	0.47	22.47	1.22	0.23	11.04	1.60	0.38	18.09	0.71	0.15	7.29	1.67	0.34	16.53
18	1.56	0.39	18.60	2.25	1.11	53.35	1.50	0.49	23.45	3.00	0.85	40.68	1.60	0.28	13.22	2.17	0.91	43.47
19	1.27	0.24	11.56	1.50	0.51	24.66	4.00	0.51	24.45	8.00	0.68	32.45	1.00	0.19	9.23	5.00	0.59	28.99
20	6.71	0.92	44.18	5.00	1.83	87.63	2.50	0.54	25.95	5.40	1.69	81.10	2.50	0.50	24.69	4.17	1.43	69.86
21	0.89	0.11	5.33	2.22	0.45	21.40	1.00	0.13	6.45	3.80	0.56	26.72	0.67	0.09	4.27	12.00	0.67	32.66
22	0.64	0.07	3.59	1.18	0.27	12.98	0.70	0.04	2.17	0.86	0.20	10.04	0.67	0.04	1.94	3.00	0.29	14.06
23	1.09	0.26	12.28	1.11	0.17	8.23	3.00	0.30	14.80	1.20	0.12	5.96	1.00	0.19	9.19	5.00	0.34	16.26
24	2.38	0.66	31.49	1.56	0.42	20.32	3.33	0.73	35.89	2.00	0.45	22.01	3.38	0.51	24.55	1.50	0.39	18.58
25	2.11	0.70	33.48	0.89	0.35	16.56	2.40	0.80	39.05	3.33	0.36	17.56	3.00	0.58	28.59	1.00	0.28	13.87
26	2.44	0.81	38.94	1.44	0.39	18.55	8.00	0.76	37.46	1.00	0.22	10.62	2.00	0.48	23.71	1.14	0.31	15.23
27	3.67	0.79	37.85	0.91	0.30	14.19	6.00	0.84	40.98	1.67	0.38	18.40	6.00	0.63	30.65	1.50	0.33	16.40
28	2.11	0.26	12.25	0.50	0.11	5.24	10.40	0.67	32.67	4.00	0.27	13.40	1.81	0.10	4.91	0.50	0.10	5.11
29	3.00	1.19	56.97	1.27	0.40	19.30	7.00	1.26	61.58	4.00	0.49	24.20	3.00	0.73	34.92	1.56	0.35	16.63
30	3.64	0.91	43.65	4.46	0.42	19.93	7.00	0.93	45.49	2.00	0.28	13.60	3.38	0.49	23.90	0.83	0.22	10.77
31	2.08	0.77	36.72	1.67	0.52	24.77	3.33	0.76	37.23	2.00	0.50	24.74	5.00	0.60	29.44	2.67	0.53	26.02
32	1.78	0.57	27.28	2.44	0.85	40.79	3.00	0.70	34.36	4.00	0.79	38.86	2.20	0.44	21.69	2.67	0.79	38.87
33	7.78	2.44	116.89	2.82	1.17	56.15	10.00	2.57	125.69	6.00	1.13	55.59	4.33	1.58	77.64	2.86	0.89	43.64
34	1.91	0.69	33.01	1.58	0.45	21.75	6.00	0.70	34.11	2.00	0.41	20.30	2.00	0.51	25.10	1.60	0.35	17.32
35	4.55	1.14	54.53	2.00	0.58	28.06	5.00	1.04	50.91	2.60	0.60	29.34	5.17	0.85	41.59	1.17	0.50	24.31
36	4.56	0.86	41.30	1.43	0.48	23.16	5.00	0.81	39.81	3.00	0.53	25.85	2.00	0.41	19.85	1.00	0.36	17.52
37	3.09	0.93	44.67	2.17	0.72	34.67	2.80	0.78	38.35	3.00	0.76	37.27	23.50	1.28	62.49	26.50	1.23	60.28
39	3.18	0.91	43.84	1.92	0.73	35.18	4.00	0.98	48.22	3.67	0.92	45.13	10.00	0.93	45.53	9.67	0.90	43.98
40	2.79	0.46	21.89	1.92	0.48	23.22	2.00	0.34	16.80	28.00	0.98	47.91	2.06	0.36	17.84	1.83	0.27	13.42
41	3.14	0.32	15.51	21.56	8.90	427.44	0.73	0.11	5.58	42.00	9.70	475.12	3.00	0.49	23.83	26.00	7.63	373.65
42	0.17	0.00	0.24	0.38	0.04	2.04	0.50	0.01	0.63	1.00	0.13	6.24	0.80	0.03	1.30	1.00	0.08	3.81
43	9.00	0.24	13.16	4.83	1.94	104.89	20.00	0.95	52.50	17.50	3.30	181.50	1.00	0.02	1.00	5.29	1.53	79.45

Route 207 Ridership for March of 2011, 2012, 2013

	3/1/2011						3/1/2012						3/1/2013					
	Boarding			Alighting			Boarding			Alighting			Boarding			Alighting		
Bus Stop	Maximum Boarding - Mar.	Daily Boarding per Triptime -	Daily Boarding - Mar. 2011	Maximum Alighting - Mar.	Daily Alighting per Triptime -	Daily Alighting - Mar. 2011	Maximum Boarding - Mar.	Daily Boarding per Triptime	Daily Boarding - Mar. 2012	Maximum Alighting - Mar.	Daily Alighting per Triptime	Daily Alighting - Mar. 2012	Maximum Boarding - Mar.	Daily Boarding per Triptime	Daily Boarding - Mar. 2013	Maximum Alighting - Mar.	Daily Alighting per Triptime	Daily Alighting - Mar. 2013
1	41.00	9.67	657.7488	46.00	1.52	103.658	57.50	12.07	711.9594	74.00	5.96	351.9048	26.50	4.67	303.6062	32.33	1.59	103.4702
2	42.50	9.40	216.25	19.00	3.18	73.08333	3.00	1.25	5	11.00	4.50	18	16.00	9.20	46	2.00	0.40	2
3	3.44	0.07	3.594444	4.44	0.12	5.898694	0.33	0.01	0.666667	0.67	0.02	0.757576	0.00	0.00	0	0.20	0.01	0.380556
4	1.46	0.14	6.642335	1.94	0.13	6.48425	1.75	0.19	8.483333	1.00	0.11	4.844913	0.82	0.10	5.054293	1.33	0.11	5.586601
5	11.36	4.97	243.7684	6.67	0.94	46.20566	17.40	5.87	264.2852	3.00	0.65	29.10613	12.78	4.32	211.5577	4.00	0.71	34.65814
6	3.40	1.00	49.00084	2.20	0.74	36.0639	2.33	0.64	28.57848	2.20	0.57	25.75341	4.33	0.58	28.35962	2.00	0.46	22.41222
7	3.75	1.30	63.92541	5.00	1.20	58.79136	3.00	0.92	41.56243	5.50	1.21	54.66566	5.67	1.04	50.79306	4.33	1.01	49.72478
8	4.00	0.83	40.66377	2.50	0.85	41.60184	5.33	0.79	35.54097	5.00	0.86	38.87914	7.67	0.64	31.14641	2.14	0.63	31.01037
9	3.00	0.89	43.82319	2.00	0.75	36.92863	3.33	0.78	34.99744	3.60	0.84	37.58723	4.00	0.52	25.59244	2.17	0.63	30.72221
10	7.13	0.68	33.30847	6.63	0.85	41.67909	1.25	0.45	20.18415	4.33	0.72	32.44303	13.00	0.58	28.2219	7.00	0.72	35.21335
11	2.00	0.53	25.79509	2.00	0.67	32.79939	1.00	0.35	15.57569	3.50	1.01	45.22735	1.33	0.41	20.03817	2.86	0.66	32.28959
12	9.08	1.24	60.74915	8.83	1.60	78.29234	2.00	0.87	39.24013	3.50	1.22	54.89025	4.33	0.97	47.77138	5.00	1.46	71.62855
13	2.09	0.65	31.6673	2.64	1.23	60.21183	2.00	0.72	32.19815	3.40	0.99	44.65789	2.67	0.51	24.78185	3.00	0.96	46.93899
14	1.64	0.54	26.54645	2.77	0.95	46.42485	2.50	0.58	25.92786	4.20	0.83	37.24509	2.67	0.43	20.93494	4.33	1.05	51.21228
15	1.25	0.54	26.69776	3.00	1.11	54.39162	1.43	0.36	16.3833	3.14	0.78	35.27376	2.67	0.44	21.54877	4.25	0.99	48.44384
16	4.13	1.26	61.84535	4.90	1.72	84.35585	3.75	1.19	53.63505	5.20	1.74	78.13112	4.33	0.94	45.95066	7.00	1.82	89.05454
17	1.00	0.28	13.80096	2.17	0.45	22.00171	1.17	0.15	6.901046	2.14	0.50	22.28848	1.33	0.19	9.294412	1.50	0.48	23.67979
18	1.54	0.45	22.16673	2.83	1.05	51.32519	1.90	0.40	17.93862	3.00	0.90	40.2795	1.67	0.26	12.59203	2.67	0.95	46.30543
19	2.31	0.32	15.44606	2.50	0.58	28.30834	1.50	0.28	12.75606	2.40	0.61	27.41673	0.67	0.13	6.274856	1.67	0.56	27.20922
20	2.29	0.80	39.19921	5.13	1.68	82.43669	2.33	0.56	25.39524	4.25	1.33	59.96573	2.75	0.60	29.16001	3.00	1.36	66.85651
21	0.63	0.10	4.683767	1.43	0.35	17.38698	0.67	0.06	2.781061	4.64	0.41	18.36061	1.00	0.08	3.864917	4.33	0.47	23.14652
22	15.67	0.48	23.43568	12.33	0.62	30.48465	0.50	0.05	2.105556	0.75	0.16	7.007429	0.40	0.03	1.445707	1.00	0.35	17.033
23	0.72	0.22	10.55213	0.83	0.18	9.005585	1.63	0.14	6.117373	1.00	0.17	7.467023	1.50	0.16	7.755159	1.00	0.17	8.432998
24	1.71	0.67	33.0203	1.43	0.39	19.05075	2.20	0.58	25.88281	1.50	0.40	17.98964	3.00	0.53	26.20764	1.33	0.36	17.48555
25	2.42	0.75	36.89306	1.09	0.33	16.33889	6.00	0.73	33.05971	2.00	0.42	19.1217	4.67	0.69	33.74768	1.33	0.41	19.98266
26	2.08	0.85	41.89319	1.64	0.40	19.57787	3.00	0.68	30.62902	1.00	0.19	8.618831	5.75	0.78	38.45145	1.50	0.30	14.86129
27	3.82	0.81	39.71719	0.88	0.29	14.40795	3.18	0.59	26.35716	1.50	0.31	13.75921	4.33	0.66	32.46987	1.33	0.33	16.41364
28	1.06	0.20	9.609857	0.67	0.10	4.944708	1.40	0.22	10.06481	1.00	0.12	5.596868	2.25	0.13	6.405556	1.25	0.10	4.836356
29	2.83	1.22	59.62695	1.47	0.50	24.45877	3.75	1.12	50.39919	1.40	0.43	19.15552	3.67	0.75	36.83382	1.33	0.41	20.33301
30	3.00	0.82	40.4177	1.00	0.30	14.45718	3.50	0.82	36.68571	3.00	0.34	15.28658	2.75	0.58	28.30512	0.83	0.23	11.37987
31	2.38	0.81	39.66718	1.91	0.59	28.94662	2.75	0.64	28.81825	3.00	0.51	22.74109	2.67	0.73	35.59768	4.00	0.61	30.05395
32	2.38	0.60	29.4675	3.43	1.02	50.15994	2.00	0.58	26.02205	2.60	0.61	27.50101	2.50	0.59	28.67211	3.00	0.77	37.95254
33	8.00	2.69	131.8275	2.88	1.11	54.19986	6.00	2.10	94.33486	4.75	1.03	46.41098	8.67	1.95	95.6511	4.67	1.07	52.57225
34	4.83	0.85	41.44244	1.71	0.51	25.18319	2.00	0.63	28.24542	2.20	0.32	14.23324	2.00	0.52	25.32164	1.00	0.36	17.84479
35	3.00	1.10	54.01111	2.57	0.72	35.14842	4.71	1.11	49.88179	1.75	0.49	21.83217	3.75	1.12	54.66517	2.33	0.57	27.75004
36	3.25	0.91	44.60826	2.67	0.67	32.91095	2.45	0.59	26.5485	3.17	0.55	24.82162	3.33	0.60	29.33591	2.00	0.44	21.68326
37	3.38	1.05	51.5111	4.75	0.91	44.54697	13.00	1.02	46.03317	2.75	0.61	27.26318	5.67	0.96	47.13508	3.00	0.77	37.84732
39	2.63	0.92	44.8822	2.45	0.82	39.95862	1.91	0.64	28.61801	2.17	0.61	27.49245	3.33	0.64	31.24479	2.00	0.69	34.05428
40	2.33	0.56	27.38452	2.46	0.60	29.22734	3.67	0.41	18.48985	2.33	0.49	22.07973	1.33	0.25	12.22202	1.75	0.39	18.96578
41	3.27	0.28	13.94617	23.27	9.97	488.6487	2.67	0.28	12.72731	23.50	8.75	393.8192	5.00	0.42	20.63993	22.25	9.32	456.6514
42	0.90	0.04	1.861996	1.00	0.13	6.577943	0.40	0.01	0.4	4.11	0.14	6.190476	0.00	0.00	0	0.75	0.05	2.349242
43	28.00	1.00	57.78388	8.90	3.38	195.8445	1.50	0.05	2.5	11.50	3.32	162.6449	0.00	0.00	0	6.10	1.89	92.82733

Route 207 Ridership for April of 2011, 2012, 2013

		4/1/2011						4/1/2012						4/1/2013					
		Boarding			Alighting			Boarding			Alighting			Boarding			Alighting		
Description	Bus Stop	Maximum Boarding - Apr.	Daily Boarding per Triptime -	Daily Boarding - Apr. 2011	Maximum Alighting - Apr.	Daily Alighting per Triptime -	Daily Alighting - Apr. 2011	Maximum Boarding - Apr.	Daily Boarding per Triptime -	Daily Boarding - Apr. 2012	Maximum Alighting - Apr.	Daily Alighting per Triptime -	Daily Alighting - Apr. 2012	Maximum Boarding - Apr.	Daily Boarding per Triptime -	Daily Boarding - Apr. 2013	Maximum Alighting - Apr.	Daily Alighting per Triptime -	Daily Alighting - Apr. 2013
	1	32.00	10.13	709.17	43.00	1.63	114.02	28.00	7.70	400.44	3.25	0.08	4.23	30.50	7.53	466.98	20.67	0.79	48.75
	2	9.00	2.26	38.50	11.50	1.49	25.33	26.00	4.00	52.00	15.00	1.88	24.50	29.00	6.08	115.50	6.00	1.00	19.00
	3	0.54	0.02	0.94	0.35	0.02	1.09	0.13	0.00	0.13	0.13	0.00	0.13	3.00	0.06	3.00	0.40	0.01	0.65
	4	0.46	0.07	3.60	1.81	0.17	8.48	1.11	0.11	4.82	1.00	0.10	4.61	4.00	0.30	14.53	2.50	0.19	9.46
	5	15.67	5.65	276.64	4.92	0.88	43.09	15.00	4.89	220.27	7.50	0.96	43.12	15.00	6.21	304.41	7.50	1.03	50.48
	6	5.64	0.96	47.13	2.25	0.75	36.64	4.17	0.75	33.68	4.80	0.66	29.54	4.00	0.97	47.66	5.00	0.68	33.33
	7	3.29	1.46	71.51	3.33	1.35	66.26	7.63	1.21	54.53	4.44	1.16	52.34	7.33	1.25	61.34	4.33	1.16	56.96
	8	3.70	0.92	44.95	3.73	0.98	48.05	1.90	0.51	22.88	1.63	0.59	26.69	3.67	0.67	32.95	4.00	0.87	42.40
	9	2.70	0.88	43.14	1.75	0.80	38.96	2.22	0.51	23.05	3.14	0.69	31.27	2.38	0.59	28.99	4.00	0.81	39.69
	10	1.88	0.59	28.95	2.89	0.77	37.74	3.67	0.44	19.75	2.14	0.50	22.63	3.00	0.40	19.52	5.50	0.82	40.21
	11	1.50	0.49	23.86	2.46	0.69	33.81	1.50	0.24	10.96	2.75	0.60	26.94	2.50	0.54	26.31	3.00	0.75	36.65
	12	9.14	1.32	64.83	10.86	1.86	91.10	3.00	0.72	32.44	4.60	1.17	52.72	3.17	1.04	51.10	5.33	1.67	81.95
	13	2.14	0.62	30.38	4.00	1.28	62.95	2.25	0.46	20.79	4.20	1.05	47.44	2.00	0.59	29.10	7.00	1.08	53.01
	14	4.43	0.69	34.02	3.56	1.06	52.15	2.00	0.50	22.45	2.29	0.68	30.59	3.33	0.60	29.42	4.00	1.07	52.29
	15	2.50	0.53	26.15	4.83	1.17	57.25	1.40	0.30	13.30	2.22	0.65	29.40	2.00	0.48	23.32	4.00	0.93	45.70
	16	3.86	1.42	69.55	3.92	1.86	91.19	3.20	0.83	37.22	3.33	1.28	57.54	3.25	0.98	47.97	8.00	1.87	91.52
	17	6.57	0.44	21.47	8.00	0.76	37.36	1.00	0.20	8.81	1.44	0.36	16.38	3.25	0.35	17.25	3.50	0.55	27.00
	18	1.33	0.38	18.78	4.00	1.16	56.89	2.57	0.39	17.66	3.00	0.84	37.79	2.00	0.44	21.36	5.00	1.00	49.21
	19	1.14	0.27	13.01	1.65	0.52	25.49	1.67	0.22	10.01	3.00	0.45	20.32	2.33	0.33	15.95	2.00	0.51	24.81
	20	3.33	0.91	44.82	4.33	1.83	89.74	1.57	0.48	21.62	3.44	1.09	48.85	2.67	0.53	26.16	3.50	1.36	66.51
	21	0.71	0.08	3.82	2.75	0.51	24.81	0.67	0.10	4.50	7.69	0.60	27.03	0.67	0.10	4.66	2.33	0.45	22.22
	22	0.86	0.08	4.01	1.64	0.24	11.85	0.43	0.04	1.85	1.00	0.15	6.75	1.20	0.09	4.26	1.17	0.30	14.72
	23	3.00	0.33	16.17	4.75	0.29	14.35	1.00	0.08	3.64	1.00	0.07	3.21	4.44	0.24	11.52	5.56	0.33	16.41
	24	3.40	0.71	34.91	3.71	0.40	19.79	2.60	0.62	27.72	2.00	0.42	18.86	1.43	0.34	16.78	2.78	0.51	25.04
	25	4.00	1.04	50.90	2.31	0.48	23.48	1.50	0.48	21.80	2.00	0.38	17.11	5.67	1.17	57.32	2.00	0.37	18.06
	26	3.41	0.88	43.06	1.33	0.49	23.96	7.60	0.74	33.13	2.40	0.35	15.74	14.50	0.84	41.21	6.50	0.49	24.21
	27	5.50	1.15	56.21	5.22	0.58	28.24	2.06	0.49	22.26	1.50	0.26	11.69	2.67	0.71	34.73	1.33	0.31	14.95
	28	1.50	0.27	13.40	0.50	0.11	5.16	3.00	0.19	8.57	3.33	0.16	7.06	2.33	0.31	15.20	1.67	0.14	6.99
	29	3.00	1.30	63.55	1.33	0.44	21.33	4.67	0.86	38.90	3.33	0.44	19.73	3.33	0.75	36.97	2.50	0.48	23.32
	30	3.10	0.92	44.84	2.17	0.37	18.15	2.33	0.53	23.72	1.33	0.23	10.46	4.00	0.84	41.04	3.33	0.33	16.37
	31	2.67	0.89	43.70	1.70	0.58	28.46	4.43	0.70	31.55	2.33	0.41	18.60	3.33	0.71	34.62	2.00	0.46	22.55
	32	5.33	0.82	40.18	3.22	1.06	51.95	1.36	0.43	19.47	4.33	0.75	33.84	6.00	0.97	47.48	3.25	0.93	45.69
	33	5.63	2.66	130.57	3.80	1.24	60.68	6.57	1.56	68.43	3.00	0.78	34.19	9.00	2.22	108.55	3.60	1.20	58.97
	34	6.43	0.85	41.85	1.86	0.55	27.02	2.00	0.52	22.77	1.11	0.28	12.42	3.67	0.56	27.66	3.00	0.35	17.09
	35	4.88	1.17	57.51	4.33	0.69	33.62	2.90	0.74	32.50	2.00	0.51	22.39	5.44	1.17	57.14	2.00	0.54	26.27
	36	4.75	1.02	49.88	1.30	0.48	23.74	2.20	0.52	22.94	5.00	0.46	20.39	2.89	0.60	29.53	3.33	0.53	25.79
	37	3.35	1.09	53.19	1.80	0.86	42.18	2.00	0.67	29.34	2.50	0.59	26.16	5.33	0.85	41.73	3.33	0.73	35.69
	39	3.43	1.09	53.44	6.60	1.13	55.38	2.33	0.54	23.97	2.57	0.68	29.81	3.60	0.73	35.55	4.00	1.02	50.16
	40	3.43	0.47	23.09	1.60	0.55	26.99	2.00	0.35	15.50	2.22	0.40	17.79	2.00	0.36	17.62	2.33	0.59	29.03
	41	2.43	0.25	12.44	22.67	10.98	537.97	1.50	0.17	7.32	17.00	6.81	299.63	3.00	0.28	13.75	28.20	8.15	399.45
	42	1.29	0.09	4.25	1.29	0.15	7.55	0.67	0.02	0.81	2.80	0.20	9.09	4.00	0.23	11.05	2.67	0.16	8.00
	43	16.00	0.50	26.33	14.50	3.46	183.39	36.00	1.04	53.00	7.25	2.92	149.10	4.00	0.09	4.70	16.50	3.07	162.94

Route 208 Ridership for January of 2011, 2012, 2013

		1/1/2011						1/1/2012						1/1/2013					
		Boarding			Alighting			Boarding			Alighting			Boarding			Alighting		
Description	Bus Stop	Maximum Boarding - Jan.	Daily Boarding per Triptime -	Daily Boarding -Jan. 2011	Maximum Alighting - Jan.	Daily Alighting per Triptime -	Daily Alighting - Jan. 2011	Maximum Boarding - Jan.	Daily Boarding per Triptime -	Daily Boarding -Jan. 2012	Maximum Alighting - Jan.	Daily Alighting per Triptime -	Daily Alighting - Jan. 2012	Maximum Boarding - Jan.	Daily Boarding per Triptime -	Daily Boarding -Jan. 2013	Maximum Alighting - Jan.	Daily Alighting per Triptime -	Daily Alighting - Jan. 2013
NW 1 AV N	1	69.00	8.93	571.39	54.00	1.50	96.12	39.00	4.64	259.74	56.00	2.16	121.00	27.00	3.98	243.01	11.50	0.25	15.40
NW 1 ST N	2	13.00	6.22	304.83	3.70	0.34	16.57	12.50	4.44	173.10	2.00	0.15	6.02	25.00	4.71	216.65	2.25	0.28	12.71
W FLAGLE	3	3.93	1.01	49.45	2.33	0.64	31.57	2.21	0.59	22.99	1.33	0.31	12.07	5.50	0.77	37.72	1.33	0.33	16.18
W FLAGLE	4	2.06	0.58	28.23	2.43	0.59	28.70	1.64	0.38	14.72	1.50	0.37	14.26	5.50	0.49	24.08	1.43	0.26	12.92
W FLAGLE	5	1.07	0.35	17.28	3.00	0.57	27.85	1.58	0.39	15.02	1.50	0.30	11.51	2.40	0.32	15.66	2.50	0.46	22.48
W FLAGLE	6	1.64	0.55	27.08	2.00	0.45	22.00	1.63	0.40	15.48	1.33	0.27	10.51	1.33	0.25	12.21	1.00	0.28	13.86
W FLAGLE	7	2.06	0.87	42.82	2.93	0.97	47.66	2.50	0.61	23.97	2.83	0.78	30.36	3.00	0.62	30.53	4.00	0.98	48.00
W FLAGLE	8	5.76	2.27	111.35	6.00	2.43	119.20	9.50	1.68	65.33	7.00	1.67	65.03	6.00	1.76	86.09	4.50	1.74	85.24
W FLAGLE	9	4.50	0.87	42.46	2.50	0.51	25.19	3.75	0.68	26.51	1.17	0.36	13.92	2.20	0.70	34.09	1.57	0.35	17.15
W FLAGLE	10	1.64	0.47	22.79	1.82	0.66	32.46	1.63	0.36	13.91	2.63	0.70	27.40	2.00	0.36	17.42	1.80	0.48	23.64
W FLAGLE	11	2.00	0.62	30.41	3.50	1.06	51.75	1.40	0.44	17.23	2.67	0.96	37.43	1.50	0.33	16.07	2.25	0.68	33.54
FLAGLER	12	1.42	0.36	17.73	1.50	0.42	20.73	0.80	0.20	7.72	2.00	0.33	12.76	1.20	0.15	7.49	1.50	0.25	12.12
W FLAGLE	13	4.00	1.03	50.55	3.94	1.69	82.92	2.16	0.76	29.60	5.50	1.36	53.15	5.00	0.94	46.27	5.00	1.43	69.90
BEACOM B	14	4.50	0.59	28.67	5.10	1.02	49.79	1.40	0.36	14.02	3.00	0.59	23.05	2.00	0.39	18.94	1.60	0.54	26.33
BEACOM B	15	1.33	0.15	7.20	0.58	0.12	5.83	1.17	0.14	5.45	1.00	0.10	3.83	0.80	0.11	5.39	1.00	0.09	4.31
BEACOM B	16	10.33	0.23	11.30	4.17	0.21	10.14	6.50	0.26	10.30	1.25	0.17	6.70	0.20	0.01	0.64	0.80	0.10	4.67
BEACOM B	17	2.00	0.23	11.28	4.27	1.40	68.73	12.50	0.57	22.96	14.00	1.66	66.28	1.60	0.17	8.30	3.60	0.98	47.82
SW 8 ST &	18	0.57	0.03	1.42	0.50	0.04	2.04	1.29	0.05	2.05	3.29	0.16	6.34	1.75	0.08	3.87	0.21	0.02	0.80
SW 8 ST S	19	4.40	1.07	52.43	1.67	0.42	20.46	1.89	0.60	23.30	0.67	0.24	9.31	3.50	0.62	30.41	1.38	0.30	14.57
SW 8 ST S	20	1.92	0.65	31.67	1.50	0.18	8.90	1.50	0.38	14.87	0.58	0.14	5.63	1.50	0.34	16.68	1.57	0.24	11.64
SW 8 ST S	21	1.20	0.31	15.16	0.60	0.17	8.45	1.00	0.21	8.64	0.60	0.13	5.16	1.30	0.13	6.17	1.00	0.14	6.95
SW 8 ST S	22	1.83	0.71	34.87	1.20	0.33	16.16	2.74	0.50	20.30	1.16	0.21	8.79	2.50	0.43	21.22	1.00	0.23	11.41
SW 8 ST S	23	1.07	0.38	18.72	1.14	0.34	16.70	3.50	0.29	12.20	1.50	0.24	10.00	2.33	0.42	20.63	1.29	0.24	11.56
SW 8 ST S	24	4.00	1.31	64.23	2.82	1.07	52.41	4.00	1.01	42.51	2.80	0.64	26.68	4.00	0.96	46.80	2.80	0.76	37.13
SW 8 ST S	25	2.00	0.75	36.57	1.10	0.37	18.16	1.89	0.55	22.08	4.00	0.34	13.49	4.50	0.53	25.82	1.57	0.25	12.06
SW 8 ST S	26	3.29	1.25	61.21	1.50	0.61	29.77	2.17	0.79	31.52	1.33	0.37	14.76	2.50	0.67	32.64	1.60	0.35	17.00
SW 8 ST S	27	2.45	0.85	41.86	1.41	0.56	27.40	3.00	0.63	25.33	1.86	0.51	20.24	3.00	0.53	26.19	1.25	0.39	18.98
SW 8 ST S	28	3.50	0.89	43.54	3.50	0.54	26.31	2.92	0.74	29.70	3.00	0.46	18.34	8.40	0.85	41.58	1.25	0.37	18.16
SW 8 ST S	29	2.29	0.87	42.83	1.93	0.56	27.51	2.74	0.67	26.80	1.17	0.40	16.00	4.00	0.57	27.77	1.22	0.29	14.06
SW 8 ST S	30	2.86	0.79	38.66	1.75	0.45	21.86	3.67	0.81	32.41	2.50	0.39	15.63	2.47	0.77	37.58	1.67	0.40	19.43
BRICKELL	31	5.00	2.50	5.00	7.00	3.50	7.00	14.00	2.50	17.50	2.50	1.00	7.00	38.00	6.75	54.00	19.00	5.88	47.00
SW 8 ST S	32	3.16	0.72	35.38	1.08	0.37	18.19	2.74	0.66	26.48	2.00	0.35	13.83	23.50	1.18	58.04	11.00	0.61	30.09
SW 8 ST S	33	5.71	1.60	78.37	4.00	1.10	53.91	5.50	1.36	54.47	3.00	1.11	44.44	4.20	1.20	58.78	3.00	0.73	35.72
SW 8 ST S	34	2.43	0.50	24.64	3.15	0.61	30.03	2.47	0.39	15.48	2.67	0.44	17.58	4.00	0.54	26.41	1.60	0.35	17.04
SW 8 ST S	35	4.67	1.45	70.83	4.00	1.39	68.32	6.85	1.79	69.80	4.00	1.63	63.67	12.20	1.36	66.77	5.33	1.81	88.85
SW 2 AV S	36	2.17	0.72	35.08	14.60	5.14	251.82			13.69			111.00			22.36			164.33
SW 2 AV S	37	0.50	0.03	1.56	1.00	0.14	6.93	3.00	0.33	2.58	21.00	2.71	2.21	3.00	0.46	6.93	25.00	3.35	4.26
NW 3 ST N	39	1.82	0.05	2.67	1.27	0.05	2.34	2.10	0.06	0.14	0.43	0.06	91.30	5.33	0.14	72.11	1.50	0.09	90.26
NW 1 AV N	40	2.00	0.04	2.00	7.07	2.38	128.57	0.14	0.00	5.43	14.00	2.07	93.43	16.00	1.03	4.72	17.00	1.29	90.48
NW 2 AV N	38	1.09	0.09	4.32	6.84	3.06	149.91	3.75	0.14		7.00	2.34		1.67	0.10		4.75	1.85	

Route 208 Ridership for February of 2011, 2012, 2013

		2/1/2011						2/1/2012						2/1/2013					
		Boarding			Alighting			Boarding			Alighting			Boarding			Alighting		
Description	Bus Stop	Maximum Boarding - Feb.	Daily Boarding per Triptime -	Daily Boarding - Feb. 2011	Maximum Alighting - Feb.	Daily Alighting per Triptime -	Daily Alighting - Feb. 2011	Maximum Boarding - Feb.	Daily Boarding per Triptime -	Daily Boarding - Feb. 2012	Maximum Alighting - Feb.	Daily Alighting per Triptime -	Daily Alighting - Feb. 2012	Maximum Boarding - Feb.	Daily Boarding per Triptime -	Daily Boarding - Feb. 2013	Maximum Alighting - Feb.	Daily Alighting per Triptime -	Daily Alighting - Feb. 2013
NW 1 AV N	1	43.00	6.75	438.79	39.00	1.48	96.50	25.13	7.57	438.82	11.00	0.49	28.63	23.00	5.86	334.15	17.50	0.97	55.33
NW 1 ST N	2	13.75	7.19	345.11	30.00	1.40	67.33	17.00	6.63	298.50	1.33	0.19	8.46	20.00	7.29	327.84	2.14	0.22	9.98
W FLAGLE	3	9.88	1.18	52.90	8.00	1.08	48.64	4.00	0.85	40.61	6.00	0.66	31.88	4.00	0.93	42.74	4.00	0.57	26.32
W FLAGLE	4	1.45	0.53	23.82	1.75	0.59	26.51	13.17	0.81	38.72	5.67	0.77	37.08	2.00	0.55	25.09	1.50	0.38	17.65
W FLAGLE	5	1.40	0.48	21.54	1.63	0.66	29.56	5.83	0.60	28.80	4.00	0.51	24.43	4.50	0.67	30.62	3.00	0.44	20.07
W FLAGLE	6	1.50	0.60	27.21	1.86	0.57	25.84	1.30	0.51	24.31	2.25	0.49	23.61	2.00	0.47	21.55	1.50	0.30	13.61
W FLAGLE	7	4.86	1.13	50.70	9.43	1.50	67.30	2.33	0.85	40.78	8.00	1.06	50.85	2.60	1.12	51.67	5.00	1.06	48.72
W FLAGLE	8	7.25	2.56	115.13	5.25	2.69	121.09	9.00	2.39	114.86	6.67	2.46	117.94	8.50	2.93	134.94	12.00	2.10	96.61
W FLAGLE	9	1.88	0.86	38.67	2.75	0.58	26.00	3.17	1.01	48.36	4.00	0.63	30.31	4.00	1.17	54.03	2.00	0.41	18.70
W FLAGLE	10	3.00	0.61	27.50	3.06	1.04	46.89	1.83	0.46	21.95	2.00	0.66	31.77	3.50	0.62	28.75	2.00	0.61	27.89
W FLAGLE	11	2.25	0.70	31.63	2.81	1.23	55.13	13.00	0.88	42.17	4.80	1.55	74.43	2.83	0.74	34.08	5.00	1.14	52.42
FLAGLER S	12	2.40	0.50	22.44	1.27	0.50	22.36	3.00	0.39	18.52	3.00	0.61	29.15	2.00	0.34	15.70	2.00	0.37	17.00
W FLAGLE	13	5.81	1.22	54.75	5.38	2.09	94.10	3.40	1.20	57.56	4.17	1.78	85.27	5.50	1.62	74.39	4.60	1.84	84.71
BEACOM B	14	1.75	0.48	21.56	4.86	0.98	43.92	3.00	0.41	19.64	5.63	0.82	39.49	1.60	0.48	21.85	4.00	0.76	35.17
BEACOM B	15	1.50	0.17	7.84	1.00	0.17	7.84	1.00	0.06	3.12	4.00	0.20	9.78	1.50	0.22	10.06	3.50	0.25	11.33
BEACOM B	16	0.29	0.03	1.22	0.54	0.14	6.41	0.17	0.02	1.20	0.67	0.06	3.01	0.50	0.05	2.31	1.00	0.14	6.50
BEACOM B	17	1.75	0.29	12.95	3.18	1.40	63.10	0.88	0.08	3.99	9.00	1.51	72.46	0.83	0.15	6.91	6.00	1.42	65.36
SW 8 ST &	18	0.67	0.07	2.97	0.64	0.06	2.63	0.60	0.02	1.17	0.33	0.04	1.81	1.38	0.13	6.02	0.50	0.05	2.50
SW 8 ST S	19	2.88	1.05	47.32	1.75	0.51	23.01	5.67	1.14	54.79	2.00	0.37	17.94	7.00	1.57	72.08	2.33	0.44	20.46
SW 8 ST S	20	3.89	0.86	38.88	3.00	0.34	15.23	2.40	0.59	28.11	1.00	0.14	6.77	3.63	1.06	48.94	1.40	0.25	11.43
SW 8 ST S	21	1.75	0.36	16.09	1.00	0.24	10.83	3.00	0.37	17.80	1.14	0.16	7.74	2.00	0.42	19.48	1.00	0.13	6.10
SW 8 ST S	22	3.09	0.80	36.22	2.00	0.48	21.63	7.67	0.68	32.53	2.00	0.36	17.43	4.50	1.02	47.13	1.33	0.29	13.50
SW 8 ST S	23	2.25	0.48	21.47	1.64	0.44	19.78	1.00	0.29	13.78	2.43	0.36	17.31	1.60	0.54	24.68	0.67	0.17	7.80
SW 8 ST S	24	4.25	1.69	76.13	3.75	1.27	57.12	3.00	1.16	55.79	3.83	0.91	43.67	5.00	2.02	92.87	3.67	1.14	52.56
SW 8 ST S	25	3.00	0.92	41.40	1.43	0.46	20.53	2.57	0.64	30.85	3.00	0.43	20.88	4.60	1.01	46.32	2.40	0.46	21.34
SW 8 ST S	26	5.05	1.42	63.79	2.14	0.77	34.70	2.11	0.87	41.92	4.00	0.66	31.75	4.50	1.53	70.57	2.00	0.56	25.59
SW 8 ST S	27	2.53	0.94	42.33	2.86	0.77	34.66	1.75	0.62	29.84	2.86	0.64	30.81	5.00	1.21	55.60	3.20	0.80	36.80
SW 8 ST S	28	2.47	0.95	42.94	1.57	0.58	25.91	2.17	0.71	33.93	2.00	0.52	24.94	2.50	0.94	43.27	1.83	0.45	20.47
SW 8 ST S	29	3.25	0.92	41.40	3.50	0.75	33.55	3.00	0.71	34.21	4.29	0.48	23.19	3.33	1.17	53.94	2.50	0.64	29.53
SW 8 ST S	30	2.13	0.91	41.04	2.20	0.62	27.80	6.00	0.82	39.48	2.00	0.42	20.06	3.50	1.26	57.87	1.60	0.46	21.20
BRICKELL	31	2.00	0.60	3.00	3.00	1.80	9.00	3.00	0.80	4.00	5.00	1.20	6.00	75.00	30.80	154.00	29.00	14.20	71.00
SW 8 ST S	32	3.00	0.80	35.97	3.27	0.59	26.76	4.00	0.67	32.38	3.00	0.56	26.72	4.00	1.14	52.54	1.60	0.55	25.09
SW 8 ST S	33	5.30	1.77	79.79	4.80	1.41	63.51	4.00	1.10	52.99	6.00	1.44	68.89	7.00	1.91	87.77	4.50	1.03	47.38
SW 8 ST S	34	2.40	0.61	27.49	2.21	0.69	30.93	2.88	0.45	21.76	2.00	0.50	24.00	3.00	0.74	33.90	3.00	0.53	24.54
SW 8 ST S	35	5.00	1.78	80.13	4.86	1.53	69.01	4.00	1.38	66.30	5.00	2.36	113.05	11.25	2.40	110.22	7.00	2.47	113.74
SW 2 AV S	36	4.57	1.06	47.61	15.50	5.72	257.54			25.70			147.58			28.94			217.26
SW 2 AV S	37	3.00	0.26	12.36	9.00	0.61	29.45	4.27	0.54	3.28	7.43	3.07	6.26	1.90	0.63	22.46	19.00	4.72	5.12
NW 3 ST N	39	0.25	0.01	0.60	0.63	0.05	2.55	1.29	0.07	19.17	1.63	0.13	155.42	5.86	0.49	8.00	1.25	0.11	104.03
NW 1 AV N	40	13.00	0.34	17.00	7.00	2.65	132.55	17.00	0.37	9.93	7.83	2.99	141.02	5.00	0.15	8.45	6.67	2.00	136.52
NW 2 AV N	38	2.33	0.35	17.19	15.00	3.41	167.07	4.60	0.21	1891.63	7.00	2.94		3.67	0.18		9.50	2.97	

Route 208 Ridership for March of 2011, 2012, 2013

		3/1/2011						3/1/2012						3/1/2013					
		Boarding			Alighting			Boarding			Alighting			Boarding			Alighting		
Description	Bus Stop	Maximum Boarding - Mar.	Daily Boarding per Triptime -	Daily Boarding - Mar. 2011	Maximum Alighting - Mar.	Daily Alighting per Triptime -	Daily Alighting - Mar. 2011	Maximum Boarding - Mar.	Daily Boarding per Triptime	Daily Boarding - Mar. 2012	Maximum Alighting - Mar.	Daily Alighting per Triptime	Daily Alighting - Mar. 2012	Maximum Boarding - Mar.	Daily Boarding per Triptime	Daily Boarding - Mar. 2013	Maximum Alighting - Mar.	Daily Alighting per Triptime	Daily Alighting - Mar. 2013
NW 1 AV N	1	28.00	7.61	471.73	3.00	0.13	8.00	62.00	8.17	449.35	21.00	0.78	42.74	27.00	5.84	356.07	25.75	0.90	54.96
NW 1 ST N	2	25.00	8.97	430.71	2.09	0.23	11.19	20.67	8.19	385.08	1.63	0.33	15.30	18.00	5.57	261.57	1.00	0.16	7.41
W FLAGLE	3	2.72	1.01	48.36	2.57	0.81	39.09	3.00	0.94	44.99	4.80	0.67	31.99	16.00	1.51	73.89	4.00	0.64	31.57
W FLAGLE	4	3.43	0.73	34.88	3.43	0.75	35.94	10.50	0.81	39.05	2.00	0.66	31.60	1.50	0.44	21.71	2.50	0.51	24.82
W FLAGLE	5	2.00	0.45	21.81	2.00	0.60	28.74	3.00	0.62	29.69	3.00	0.71	33.97	2.00	0.54	26.65	2.50	0.50	24.59
W FLAGLE	6	4.85	0.76	36.28	1.00	0.35	16.85	2.43	0.55	26.41	3.43	0.53	25.21	2.14	0.53	25.74	2.50	0.37	18.17
W FLAGLE	7	3.25	1.04	50.16	6.00	1.30	62.18	5.33	0.94	45.01	3.80	1.29	62.05	3.09	1.01	49.49	5.50	1.14	55.76
W FLAGLE	8	6.00	2.50	120.08	7.17	2.69	128.92	5.80	2.36	113.31	8.00	2.62	125.57	19.00	2.90	142.27	18.00	2.91	142.83
W FLAGLE	9	2.57	0.90	43.30	1.53	0.46	21.88	4.00	1.09	52.34	2.00	0.52	24.78	3.00	0.98	47.86	2.50	0.47	23.00
W FLAGLE	10	2.20	0.45	21.75	3.67	0.80	38.63	3.50	0.52	25.14	2.20	0.82	39.53	6.00	0.57	28.16	3.00	0.72	35.44
W FLAGLE	11	3.00	0.69	33.11	7.00	1.40	67.06	11.00	1.04	49.97	4.50	1.45	69.61	4.50	0.80	39.12	5.00	1.17	57.32
FLAGLER S	12	1.08	0.38	18.12	4.00	0.67	32.33	2.00	0.29	14.14	2.17	0.50	24.12	1.57	0.30	14.86	3.00	0.42	20.44
W FLAGLE	13	8.00	1.39	66.57	8.50	2.03	97.61	5.00	1.37	65.57	5.40	2.07	99.17	6.00	1.30	63.82	6.60	1.98	97.02
BEACOM B	14	3.00	0.45	21.51	2.22	0.68	32.50	2.40	0.40	19.40	6.00	0.93	44.57	5.20	0.60	29.58	6.20	0.98	48.07
BEACOM B	15	1.00	0.14	6.83	0.58	0.13	6.28	1.20	0.13	6.00	1.29	0.20	9.55	0.88	0.15	7.23	3.25	0.24	11.80
BEACOM B	16	0.38	0.04	2.08	0.85	0.12	5.90	0.29	0.02	1.17	1.00	0.09	4.49	0.50	0.05	2.29	1.00	0.19	9.12
BEACOM B	17	1.67	0.20	9.41	7.00	1.90	91.14	2.00	0.13	6.14	6.00	1.39	66.88	2.60	0.26	12.92	3.80	1.25	61.18
SW 8 ST &	18	1.90	0.16	7.57	2.70	0.17	8.07	1.00	0.04	1.81	0.59	0.04	1.93	1.33	0.08	4.02	0.50	0.04	1.78
SW 8 ST S	19	3.00	1.04	49.77	2.00	0.51	24.41	6.00	1.07	51.27	2.50	0.50	23.86	3.33	1.26	61.55	2.00	0.45	21.87
SW 8 ST S	20	2.60	0.66	31.86	2.00	0.28	13.26	2.71	0.65	31.43	1.29	0.26	12.51	2.67	0.78	38.46	1.17	0.25	12.20
SW 8 ST S	21	1.30	0.36	17.48	2.00	0.28	13.36	2.00	0.32	15.51	2.50	0.30	14.30	2.00	0.43	21.26	1.00	0.15	7.37
SW 8 ST S	22	4.50	0.77	36.80	3.00	0.38	18.03	3.60	0.81	38.76	2.33	0.49	23.53	3.00	0.93	45.45	1.11	0.36	17.51
SW 8 ST S	23	1.67	0.49	23.29	7.00	0.42	20.30	5.00	0.54	26.03	2.33	0.42	19.99	5.00	0.85	41.60	1.50	0.37	18.08
SW 8 ST S	24	6.67	1.75	84.11	3.42	1.28	61.44	4.17	1.45	69.79	4.60	1.12	53.80	4.00	1.68	82.38	3.33	1.05	51.47
SW 8 ST S	25	2.50	0.88	42.44	2.00	0.44	21.36	4.00	0.77	36.81	2.29	0.52	25.05	4.00	1.02	49.76	2.25	0.52	25.62
SW 8 ST S	26	3.85	1.25	60.04	4.23	0.56	26.77	7.00	1.22	58.73	2.50	0.71	34.18	4.00	1.45	71.14	3.80	0.60	29.47
SW 8 ST S	27	2.50	0.88	42.09	5.00	0.93	44.55	3.00	0.83	39.75	3.50	0.93	44.87	2.60	0.96	46.95	4.00	0.67	32.71
SW 8 ST S	28	3.00	0.94	45.14	3.69	0.72	34.33	4.50	0.88	42.36	2.00	0.49	23.41	4.00	0.97	47.54	2.00	0.48	23.52
SW 8 ST S	29	4.00	0.94	45.08	2.40	0.76	36.54	6.71	0.93	44.86	3.33	0.66	31.60	5.33	1.03	50.55	1.50	0.55	26.86
SW 8 ST S	30	2.33	0.87	41.83	1.77	0.56	26.75	3.67	0.97	46.51	2.50	0.54	26.04	3.60	1.24	60.89	4.50	0.71	34.97
BRICKELL	31	27.00	12.33	37.00	8.00	3.33	10.00	2.00	1.00	5.00	5.00	1.60	8.00	0.00	0.00	0.00	0.00	0.00	0.00
SW 8 ST S	32	2.44	0.74	35.29	1.91	0.49	23.64	5.00	0.94	45.05	5.60	0.57	27.31	5.00	1.04	50.96	3.00	0.57	27.85
SW 8 ST S	33	5.19	1.74	83.53	5.00	1.42	68.15	8.00	1.72	82.77	8.50	1.60	77.01	6.40	1.60	78.34	5.00	1.24	60.58
SW 8 ST S	34	2.42	0.73	34.86	6.00	0.79	37.97	3.00	0.71	33.86	4.50	0.71	34.08	3.83	0.76	37.42	4.25	0.62	30.36
SW 8 ST S	35	5.88	1.65	79.06	4.38	1.47	70.75	11.00	2.10	100.67	11.50	3.06	147.01	4.09	1.85	90.46	12.33	2.52	123.42
SW 2 AV S	36	3.29	0.89	42.66	18.13	7.20	345.50			25.83			147.72			29.99			247.47
SW 2 AV S	37	1.53	0.15	7.17	1.75	0.24	11.71	2.33	0.54	9.86	9.44	3.08	12.93	3.80	0.61	16.60	21.00	5.05	5.10
NW 3 ST N	39	2.00	0.14	6.66	0.91	0.13	6.41	2.86	0.21	23.00	5.00	0.27	174.91	7.50	0.34	1.00	2.50	0.10	112.24
NW 1 AV N	40	15.00	0.66	35.00	8.00	3.75	198.85	17.00	0.46	5.07	9.00	3.50	170.91	1.00	0.02	17.86	7.50	2.29	139.54
NW 2 AV N	38	1.62	0.20	9.77	12.50	3.62	177.32	1.00	0.11		17.00	3.56		3.50	0.36		6.33	2.85	

Route 208 Ridership for April of 2011, 2012, 2013

		4/1/2011						4/1/2012						4/1/2013					
		Boarding			Alighting			Boarding			Alighting			Boarding			Alighting		
Description	Bus Stop	Maximum Boarding - Apr.	Daily Boarding per Triptime -	Daily Boarding - Apr. 2011	Maximum Alighting - Apr.	Daily Alighting per Triptime -	Daily Alighting - Apr. 2011	Maximum Boarding - Apr.	Daily Boarding per Triptime -	Daily Boarding - Apr. 2012	Maximum Alighting - Apr.	Daily Alighting per Triptime -	Daily Alighting - Apr. 2012	Maximum Boarding - Apr.	Daily Boarding per Triptime -	Daily Boarding - Apr. 2013	Maximum Alighting - Apr.	Daily Alighting per Triptime -	Daily Alighting - Apr. 2013
NW 1 AV N	1	78.000	9.735	652.248	64.000	2.616	175.250	76.000	8.293	505.845	22.000	1.467	89.500	46.000	9.134	630.245	47.000	2.264	156.191
NW 1 ST N	2	15.889	8.410	403.685	5.500	0.471	22.619	24.000	6.340	285.301	4.250	0.481	21.651	18.000	7.514	368.166	2.000	0.205	10.058
W FLAGLE	3	3.833	1.139	55.796	2.500	0.791	38.765	5.875	0.928	42.703	2.222	0.593	27.283	8.667	1.841	90.209	3.667	0.677	33.180
W FLAGLE	4	2.500	0.627	30.727	3.000	0.609	29.849	4.500	0.530	23.860	3.250	0.544	24.481	2.333	0.800	39.192	3.000	0.630	30.861
W FLAGLE	5	3.833	0.702	34.382	4.231	0.770	37.722	2.000	0.441	19.854	1.667	0.444	19.979	2.400	0.748	36.652	3.000	0.597	29.246
W FLAGLE	6	2.250	0.685	33.580	3.000	0.551	26.993	1.500	0.459	20.640	2.667	0.431	19.409	2.500	0.685	33.545	1.667	0.417	20.426
W FLAGLE	7	2.714	1.043	51.120	5.500	1.333	65.327	9.500	0.957	43.079	5.000	1.166	52.480	3.333	1.049	51.388	3.333	1.370	67.126
W FLAGLE	8	6.250	2.955	144.789	8.000	2.999	146.931	6.000	2.211	99.514	6.000	2.471	111.214	10.500	3.106	152.202	6.250	2.797	137.076
W FLAGLE	9	2.313	0.999	48.968	2.000	0.545	26.716	16.000	1.145	51.527	2.333	0.509	22.888	3.600	1.108	54.301	2.500	0.642	31.471
W FLAGLE	10	1.353	0.436	21.345	4.438	0.928	45.474	2.333	0.516	23.207	4.500	0.983	44.226	2.500	0.571	27.990	4.167	0.833	40.801
W FLAGLE	11	3.250	0.767	37.577	5.000	1.367	66.966	3.500	0.645	29.025	3.111	1.140	51.297	2.500	0.622	30.487	3.000	1.224	59.956
FLAGLER S	12	1.824	0.354	17.325	1.583	0.371	18.166	4.000	0.338	15.231	1.500	0.449	20.225	2.167	0.343	16.788	3.000	0.516	25.275
W FLAGLE	13	2.941	1.212	59.411	6.000	2.140	104.853	5.857	1.192	53.646	7.286	1.896	85.329	4.250	1.622	79.485	7.333	2.030	99.464
BEACOM B	14	3.500	0.466	22.815	4.429	0.942	46.163	1.333	0.323	14.548	3.000	0.746	33.553	4.000	0.590	28.916	4.500	0.825	40.414
BEACOM B	15	1.692	0.196	9.619	0.688	0.187	9.169	1.300	0.139	6.246	1.111	0.187	8.394	1.364	0.181	8.885	2.500	0.262	12.855
BEACOM B	16	0.400	0.059	2.904	1.000	0.228	11.187	1.167	0.071	3.180	1.000	0.181	8.144	0.500	0.060	2.943	0.875	0.158	7.737
BEACOM B	17	3.077	0.304	14.880	4.714	1.746	85.572	21.000	0.609	27.393	4.125	1.337	60.185	1.571	0.168	8.256	4.800	1.671	81.889
SW 8 ST &	18	0.857	0.101	4.952	0.714	0.071	3.481	2.000	0.059	2.640	0.250	0.014	0.633	3.000	0.102	5.010	0.500	0.045	2.200
SW 8 ST S	19	3.000	1.217	59.645	3.000	0.577	28.269	4.100	0.836	37.607	1.500	0.456	20.500	4.800	1.620	79.373	3.400	0.628	30.749
SW 8 ST S	20	2.688	0.794	38.906	1.625	0.254	12.443	3.400	0.644	28.975	1.500	0.276	12.415	15.333	1.409	69.048	7.000	0.513	25.143
SW 8 ST S	21	1.235	0.345	16.891	2.000	0.299	14.672	3.667	0.394	17.733	1.000	0.171	7.705	5.200	0.610	29.877	6.000	0.467	22.882
SW 8 ST S	22	2.813	0.784	38.435	1.125	0.381	18.649	1.600	0.540	24.317	3.000	0.331	14.903	2.778	0.877	42.995	2.000	0.397	19.469
SW 8 ST S	23	4.400	0.587	28.754	1.615	0.419	20.551	3.000	0.422	18.970	1.875	0.251	11.283	2.200	0.642	31.435	3.000	0.341	16.722
SW 8 ST S	24	4.188	1.674	82.019	2.600	1.270	62.254	4.000	1.105	49.731	3.250	1.041	46.848	7.500	2.127	104.215	3.600	1.464	71.723
SW 8 ST S	25	2.500	0.945	46.302	4.000	0.757	37.103	5.727	0.964	43.388	1.182	0.397	17.863	3.118	0.922	45.194	2.000	0.487	23.841
SW 8 ST S	26	5.750	1.351	66.199	1.700	0.676	33.104	4.333	0.946	42.560	2.500	0.571	25.705	4.333	1.517	74.328	2.000	0.760	37.258
SW 8 ST S	27	2.556	0.995	48.752	2.667	0.874	42.831	5.833	0.875	39.393	3.500	0.700	31.512	4.667	0.993	48.637	3.400	0.890	43.628
SW 8 ST S	28	3.500	0.987	48.359	1.400	0.566	27.744	2.500	0.739	33.263	2.091	0.568	25.545	4.000	1.082	52.995	4.000	0.776	38.042
SW 8 ST S	29	3.250	1.109	54.347	2.200	0.663	32.489	2.500	0.714	32.126	3.000	0.521	23.433	3.250	1.166	57.123	3.250	1.083	53.077
SW 8 ST S	30	3.938	1.025	50.215	2.188	0.524	25.674	3.600	0.851	38.309	1.800	0.459	20.651	3.500	1.219	59.754	4.000	0.694	34.014
BRICKELL	31	8.000	1.714	12.000	11.000	3.000	21.000	0.000	0.000	0.000	17.000	5.667	17.000	7.000	2.444	14.667	6.000	2.000	12.000
SW 8 ST S	32	3.938	0.873	42.797	1.846	0.538	26.352	4.000	0.716	32.210	1.900	0.471	21.178	3.500	1.155	56.573	3.500	0.776	38.022
SW 8 ST S	33	6.563	1.836	89.984	4.000	1.550	75.961	8.000	1.265	56.925	5.000	1.407	63.336	6.000	1.925	94.311	4.600	1.493	73.174
SW 8 ST S	34	2.375	0.732	35.853	4.200	0.800	39.201	3.000	0.450	20.236	4.000	0.829	37.313	2.500	0.583	28.546	2.500	0.679	33.266
SW 8 ST S	35	6.333	1.841	90.205	3.400	1.480	72.516	7.000	1.657	74.562	6.400	2.608	117.356	9.250	2.372	116.218	10.250	3.367	164.988
SW 2 AV S	36	3.000	0.883	43.281	24.375	7.827	383.513			29.574			184.458			34.491			291.452
SW 2 AV S	37	6.000	0.214	10.493	2.563	0.372	18.219	4.250	0.643	11.803	26.500	4.010	15.681	4.375	0.704	11.196	22.800	5.948	7.286
NW 3 ST N	39	2.143	0.128	6.296	0.889	0.124	6.052	4.333	0.251	36.000	4.000	0.334	135.342	3.400	0.228	0.000	2.600	0.149	171.038
NW 1 AV N	40	5.000	0.297	16.333	13.857	3.952	217.343	27.000	0.655	8.248	8.375	2.461	118.746	0.000	0.000	22.357	12.500	3.354	207.199
NW 2 AV N	38	2.067	0.215	10.548	12.000	3.952	193.667	3.500	0.179		8.667	2.581		4.500	0.456		15.000	4.229	

Appendix C

Pedestrian and Bicycle Data

ROADWAY: SR 90/SW 7th Street from SR 5/Brickell Avenue (MP 0.0000) to SR 9/SW 27th Avenue (MP 2.998)

DIRECTION: Westbound, North Side

DATE: 9/10/2013

	SEGMENT						ROADWAY												SIDEWALK				
	From	To		Begin MP	End MP	Length	Posted Speed Limit	Width	Number of Through Lanes	Width of Outisde Lane	Width of Bike Lane	Width of Paved Shoulder	On-Street Parking	% of On-Street Parking	Median Type	Curb? (Y or N)	Number of Driveways	Number of Unsignalized Intersections	Legality of Midblock Crossing	TOTAL WIDTH (W_T)	$P_{nothing}$	P_{window}	$P_{building}$	P_{fence}
1	SR 5/Brickell Ave.	Mid-Block Pedestrian Signal	Unsignalized	0	0.104	549.12	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	2	1	Yes	6.5			500	
	Mid-Block Pedestrian Signal	S. Miami Ave. (NB)	Signalized	0.104	0.183	417.12															250		104	
						966.24															**26%**	**0%**	**63%**	**0%**
2	S. Miami Ave. (NB)	S. Miami Ave. (SB)/SW 1 Ave.	Signalized	0.183	0.292	575.52	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	2	0	Yes	6	497			
						575.52															**86%**	**0%**	**0%**	**0%**
3	S. Miami Ave. (SB)/SW 1 Ave.	SW 1 Ct.	Unsignalized	0.292	0.334	221.76	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	4	1	Yes	6.5	88		87	
	SW 1 Ct.	SW 2 Ave.	Signalized	0.334	0.44	559.68														6	120		372	
						781.44															**27%**	**0%**	**59%**	**0%**
4	SW 2 Ave.	SW 3 Ave.	Signalized	0.44	0.545	554.4	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	7	0	Yes	6	113		353	
						554.4															**20%**	**0%**	**64%**	**0%**
5	SW 3 Ave.	SW 4 Ave.	Signalized	0.545	0.646	533.28	30	33	2	11	N/A	N/A	No	0%	Undivided	Yes	3	0	Yes	6.5	331		158	
						533.28															**62%**	**0%**	**30%**	**0%**
6	SW 4 Ave.	SW 5 Ave.	Unsignalized	0.646	0.752	559.68	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	22	4	Yes	6			489	
	SW 5 Ave.	SW 6 Ave.	Unsignalized	0.752	0.858	559.68																	496	
	SW 6 Ave.	SW 7 Ave.	Unsignalized	0.858	0.962	549.12																	493	
	SW 7 Ave.	SW 7 Ct.	Unsignalized	0.962	1.014	274.56																	241	
	SW 7 Ct.	SR 7	Signalized	1.014	1.066	274.56																	215	
						2217.6															**0%**	**0%**	**87%**	**0%**
7	SR 7	SW 9 Ave.	Unsignalized	1.066	1.171	554.4	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	32	3	Yes	6.5			286	
	SW 9 Ave.	SW 10 Ave.	Unsignalized	1.171	1.303	696.96																	632	
	SW 10 Ave.	SW 11 Ave.	Unsignalized	1.303	1.398	501.6																	458	
	SW 11 Ave.	SW 12 Ave.	Signalized	1.398	1.504	559.68																	504	
						2312.64															**0%**	**0%**	**81%**	**0%**
8	SW 12 Ave.	SW 13 Ave.	Unsignalized	1.504	1.609	554.4	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	26	3	Yes	6.5	305		200	
	SW 13 Ave.	SW 14 Ave.	Unsignalized	1.609	1.713	549.12																	513	
	SW 14 Ave.	SW 15 Ave.	Unsignalized	1.713	1.817	549.12																	497	
	SW 15 Ave.	SW 16 Ave.	Signalized	1.817	1.92	543.84																	495	
						2196.48															**14%**	**0%**	**78%**	**0%**
9	SW 16 Ave.	SW 17 Ave.	Signalized	1.92	2.008	464.64	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	5	0	Yes	6			392	
						464.64															**0%**	**0%**	**84%**	**0%**
10	SW 17 Ave.	SW 18 Ave.	Unsignalized	2.008	2.136	675.84	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	19	1	Yes	6			607	
	SW 18 Ave.	SW 19 Ave.	Signalized	2.136	2.264	675.84																	600	
						1351.68															**0%**	**0%**	**89%**	**0%**
11	SW 19 Ave.	SW 21 Ave.	Unsignalized	2.264	2.412	781.44	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	22	1	Yes	7			762	
	SW 21 Ave.	SW 22 Ave.	Signalized	2.412	2.518	559.68																	480	
						1341.12															**0%**	**0%**	**93%**	**0%**
12	SW 22 Ave.	SW 23 Ave.	Unsignalized	2.518	2.646	675.84	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	36	3	Yes	6.5			610	
	SW 23 Ave.	SW 24 Ave.	Unsignalized	2.646	2.774	675.84																	622	
	SW 24 Ave.	SW 25 Ave.	Unsignalized	2.774	2.901	670.56			2												136		491	
	SW 25 Ave.	Beacom Blvd.	Signalized	2.901	2.915	73.92																		
						2096.16															**6%**	**0%**	**82%**	**0%**
13	Beacom Blvd.	SR 9/SW 27 Ave.	Signalized	2.915	2.998	438.24	30	30	1	10	N/A	N/A	No	0%	Undivided	Yes	3	0	Yes	10			438	
						438.24															**0%**	**0%**	**100%**	**0%**

ROADWAY: SR 90/SW 7th Street from SR 5/Brickell Avenue (MP 0.0000) to SR 9/SW 27th Avenue (MP 2.998)

DIRECTION: Westbound, South Side

DATE: 9/10/2013

	SEGMENT						ROADWAY												SIDEWALK				
	From	To		Begin MP	End MP	Length	Posted Speed Limit	Width	Number of Through Lanes	Width of Outisde Lane	Width of Bike Lane	Width of Paved Shoulder	On-Street Parking	% of On-Street Parking	Median Type	Curb? (Y or N)	Number of Driveways	Number of Unsignalized Intersections	Legality of Midblock Crossing	TOTAL WIDTH (W_T)	$P_{nothing}$	P_{window}	$P_{building}$	P_{fence}
1	SR 5/Brickell Ave.	Mid-Block Pedestrian Signal	Unsignalized	0	0.104	549.12	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	4	0	Yes	6.5			528	
	Mid-Block Pedestrian Signal	S. Miami Ave. (NB)	Signalized	0.104	0.183	417.12															356			
						966.24															**37%**	**0%**	**55%**	**0%**
2	S. Miami Ave. (NB)	S. Miami Ave. (SB)/SW 1 Ave.	Signalized	0.183	0.292	575.52	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	4	0	Yes	6	575.52			
						575.52															**100%**	**0%**	**0%**	**0%**
3	S. Miami Ave. (SB)/SW 1 Ave.	SW 1 Ct.	Unsignalized	0.292	0.334	221.76	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	6	1	Yes	6.5	105			
	SW 1 Ct.	SW 2 Ave.	Signalized	0.334	0.44	559.68														6	261		251	
						781.44															**47%**	**0%**	**32%**	**0%**
4	SW 2 Ave.	SW 3 Ave.	Signalized	0.44	0.545	554.4	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	5	0	Yes	6	405			78
						554.4															**73%**	**0%**	**0%**	**14%**
5	SW 3 Ave.	SW 4 Ave.	Signalized	0.545	0.646	533.28	30	33	2	11	N/A	N/A	No	0%	Undivided	Yes	3	0	Yes	6.5	475			
						533.28															**89%**	**0%**	**0%**	**0%**
6	SW 4 Ave.	SW 5 Ave.	Unsignalized	0.646	0.752	559.68	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	19	3	Yes	6	201		300	
	SW 5 Ave.	SW 6 Ave.	Unsignalized	0.752	0.858	559.68																	490	
	SW 6 Ave.	SW 7 Ave.	Unsignalized	0.858	0.962	549.12															308		205	
	SW 7 Ave.	SR 7	Signalized	0.962	1.066	549.12																	487	
						2217.6															**23%**	**0%**	**67%**	**0%**
7	SR 7	SW 9 Ave.	Unsignalized	1.066	1.171	554.4	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	29	3	Yes	6.5			482	
	SW 9 Ave.	SW 10 Ave.	Unsignalized	1.171	1.303	696.96															71		575	
	SW 10 Ave.	SW 11 Ave.	Unsignalized	1.303	1.398	501.6																	431	
	SW 11 Ave.	SW 12 Ave.	Signalized	1.398	1.504	559.68																	508	
						2312.64															**3%**	**0%**	**86%**	**0%**
8	SW 12 Ave.	SW 13 Ave.	Unsignalized	1.504	1.609	554.4	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	31	3	Yes	6.5	260		240	
	SW 13 Ave.	SW 14 Ave.	Unsignalized	1.609	1.713	549.12															155		347	
	SW 14 Ave.	SW 15 Ave.	Unsignalized	1.713	1.817	549.12																	507	
	SW 15 Ave.	SW 16 Ave.	Signalized	1.817	1.92	543.84																	503	
						2196.48															**19%**	**0%**	**73%**	**0%**
9	SW 16 Ave.	SW 17 Ave.	Signalized	1.92	2.008	464.64	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	4	0	Yes	6	129		283	
						464.64															**28%**	**0%**	**61%**	**0%**
10	SW 17 Ave.	SW 18 Ave.	Unsignalized	2.008	2.136	675.84	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	14	1	Yes	6			600	
	SW 18 Ave.	SW 19 Ave.	Signalized	2.136	2.264	675.84															262		352	
						1351.68															**19%**	**0%**	**70%**	**0%**
11	SW 19 Ave.	SW 21 Ave.	Unsignalized	2.264	2.412	781.44	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	25	1	Yes	7			717	
	SW 21 Ave.	SW 22 Ave.	Signalized	2.412	2.518	559.68															244		253	
						1341.12															**18%**	**0%**	**72%**	**0%**
12	SW 22 Ave.	SW 23 Ave.	Unsignalized	2.518	2.646	675.84	30	33	3	11	N/A	N/A	No	0%	Undivided	Yes	14	3	Yes	6.5	148		97	346
	SW 23 Ave.	SW 24 Ave.	Unsignalized	2.646	2.774	675.84																	229	372
	SW 24 Ave.	SW 25 Ave.	Unsignalized	2.774	2.901	670.56			2												151		467	
	SW 25 Ave.	Beacom Blvd.	Signalized	2.901	2.915	73.92																	67	
						2096.16															**14%**	**0%**	**41%**	**34%**
13	Beacom Blvd.	SR 9/SW 27 Ave.	Signalized	2.915	2.998	438.24	30	30	1	10	N/A	N/A	No	0%	Undivided	Yes	3	0	Yes	10			422	
						438.24															**0%**	**0%**	**96%**	**0%**

ROADWAY: SR 90/SW 8th Street from SR 9/SW 27th Avenue (MP 15.134) to SR 5/Brickell Avenue (MP 18.147)

DIRECTION: Eastbound, North Side

DATE: 9/10/2013

	SEGMENT						ROADWAY												SIDEWALK				
	From	To		Begin MP	End MP	Length	Posted Speed Limit	Width	Number of Through Lanes	Width of Outisde Lane	Width of Bike Lane	Width of Paved Shoulder	On-Street Parking	% of On-Street Parking	Median Type	Curb? (Y or N)	Number of Driveways	Number of Unsignalized Intersections	Legality of Midblock Crossing	TOTAL WIDTH (W_T)	$P_{nothing}$	P_{window}	$P_{building}$	P_{fence}
1	SR 9/SW 27 Ave.	SR 90/Beacom Blvd.	Unsignalized	15.134	15.177	227.0	30	50	2	10	N/A	6	No	0%	Undivided	Yes	6	2	Yes	9			175	
	SR 90/Beacom Blvd.	Mid-Block Pedestrian Signal	Signalized	15.177	15.213	190.1															47			
	Mid-Block Pedestrian Signal	SW 25 Ave.	Unsignalized	15.213	15.261	253.4			3	11		N/A	Yes	42%									266	
	SW 25 Ave.	SW 24 Ave.	Signalized	15.261	15.388	670.6															474		147	
						1341.1															**39%**	**0%**	**44%**	**0%**
2	SW 24 Ave.	SW 23 Ave.	Unsignalized	15.388	15.513	660.0	30	50	3	11	N/A	N/A	Yes	10%	Undivided	Yes	3	1	Yes	9	380		242	
	SW 23 Ave.	SW 22 Ave./SW 10 St. Rd.	Signalized	15.513	15.642	681.1																	600	
						1341.1															**28%**	**0%**	**63%**	**0%**
3	SW 22 Ave./SW 10 St. Rd.	SW 21 Ave.	Signalized	15.642	15.748	559.7	30	49	3	11	N/A	N/A	Yes	92%	Undivided	Yes	2	0	Yes	9			490	
						559.7															**0%**	**0%**	**88%**	**0%**
4	SW 21 Ave.	SW 19 Ave.	Signalized	15.748	15.898	792.0	30	48	3	11	N/A	N/A	Yes	30%	Undivided	Yes	7	0	Yes	9	396	176	161	
						792.0															**50%**	**22%**	**20%**	**0%**
5	SW 19 Ave.	Mid-Block Pedestrian Signal	Signalized	15.898	16	538.6	30	49	3	11	N/A	N/A	Yes	35%	Undivided	Yes	6	1	Yes	9			627	
	Mid-Block Pedestrian Signal	SW 18 Ave.	Unsignalized	16	16.025	132.0																		
	SW 18 Ave.	SW 17 Ave.	Signalized	16.025	16.154	681.1															151	333	115	
						1351.7															**11%**	**25%**	**55%**	**0%**
6	SW 17 Ave.	SW 16 Ave.	Unsignalized	16.154	16.24	454.1	30	50	3	11	N/A	N/A	Yes	35%	Undivided	Yes	21	4	Yes	9	223	187		
	SW 16 Ave.	Mid-Block Pedestrian Signal	Signalized	16.24	16.342	538.6															96	357	57	
	Mid-Block Pedestrian Signal	SW 15 Ave.	Unsignalized	16.342	16.342	0.0																		
	SW 15 Ave.	SW 14 Ave.	Unsignalized	16.342	16.448	559.7																103	410	
	SW 14 Ave.	SW 1300 Block (Mid-Block Pedestrian Signal)	Signalized	16.448	16.531	438.2															315	191		
	SW 1300 Block (Mid-Block Pedestrian Signal)	SW 13 Ave.	Unsignalized	16.531	16.551	105.6																		
	SW 13 Ave.	SR 933/SW 12 Ave.	Signalized	16.551	16.657	559.7															164	200	150	
						2655.8															**30%**	**39%**	**23%**	**0%**
7	SR 933/SW 12 Ave.	SW 11 Ave.	Signalized	16.657	16.762	554.4	30	47	3	11	N/A	N/A	Yes	10%	Undivided	Yes	4	0	Yes	9	358	149		
						554.4															**65%**	**27%**	**0%**	**0%**
8	SW 11 Ave.	SW 10 Ave.	Unsignalized	16.762	16.857	501.6	30	48	3	11	N/A	N/A	Yes	15%	Undivided	Yes	11	2	Yes	9	135	318		
	SW 10 Ave.	SW 9 Ave.	Unsignalized	16.857	16.991	707.5															231		251	178
	SW 9 Ave.	SR 7/US 441	Signalized	16.991	17.095	549.1															130	225	138	
						1758.2															**28%**	**31%**	**22%**	**10%**
9	SR 7/US 441	SW 7 Ave.	Unsignalized	17.095	17.198	543.8	30	48	3	11	N/A	N/A	Yes	35%	Undivided	Yes	10	2	Yes	9	92	300	108	
	SW 7 Ave.	SW 6 Ave.	Unsignalized	17.198	17.304	559.7																185	341	
	SW 6 Ave.	SW 5 Ave.	Signalized	17.304	17.408	549.1																400	100	
						1652.6															**6%**	**54%**	**33%**	**0%**
10	SW 5 Ave.	SW 4 Ave.	Signalized	17.408	17.513	554.4	30	48	4	11	N/A	7.5	Yes	10%	Undivided	Yes	6	0	Yes	9	337	96	60	
						554.4															**61%**	**17%**	**11%**	**0%**
11	SW 4 Ave.	SW 3 Ave.	Signalized	17.513	17.615	538.6	30	41	3	11	N/A	14	No	0%	Undivided	Yes	3	0	Yes	9	471			
						538.6															**87%**	**0%**	**0%**	**0%**
12	SW 3 Ave.	SW 2 Ave.	Signalized	17.615	17.724	575.5	30	48	3	11	N/A	N/A	Yes	10%	Undivided	Yes	2	0	Yes	9	479			
						575.5															**83%**	**0%**	**0%**	**0%**
13	SW 2 Ave.	NB SW 1 Ave.	Unsignalized	17.724	17.824	528.0	30	47	3	11	N/A	N/A	Yes	10%	Undivided	Yes	4	1	Yes	9	262		230	
	NB SW 1 Ave.	SB SW 1 Ave.	Signalized	17.824	17.853	153.1		33					No	0%							140			
						681.1															**59%**	**0%**	**34%**	**0%**
14	SB SW 1 Ave.	South Miami Ave.	Signalized	17.853	17.977	654.7	30	48	3	11	N/A	N/A	Yes	10%	Undivided	Yes	5	0	Yes	9	580			
						654.7															**89%**	**0%**	**0%**	**0%**
15	South Miami Ave.	Mid-Block Pedestrian Signal	Signalized	17.977	18.058	427.7	30	46	3	11	N/A	N/A	No	0%	Undivided	Yes	6	0	Yes	10	372			
	Mid-Block Pedestrian Signal	SR 5/Brickell Ave.	Signalized	18.058	18.147	469.9																	412	
						897.6															**41%**	**0%**	**46%**	**0%**

ROADWAY: SR 90/SW 8h Street from SR 9/SW 27th Avenue (MP 15.134) to SR 5/Brickell Avenue (MP 18.147)

DIRECTION: Eastbound, South Side

DATE: 9/10/2013

	SEGMENT						ROADWAY												SIDEWALK				
	From	To		Begin MP	End MP	Length	Posted Speed Limit	Width	Number of Through Lanes	Width of Outisde Lane	Width of Bike Lane	Width of Paved Shoulder	On-Street Parking	% of On-Street Parking	Median Type	Curb? (Y or N)	Number of Driveways	Number of Unsignalized Intersections	Legality of Midblock Crossing	TOTAL WIDTH (W_T)	$P_{nothing}$	P_{window}	$P_{building}$	P_{fence}
1	SR 9/SW 27 Ave.	Mid-Block Pedestrian Signal	Signalized	15.134	15.213	417.1	30	50	3	11	N/A	N/A	Yes	42%	Undivided	Yes	6	2	Yes	9	189	293	134	
	Mid-Block Pedestrian Signal	SW 25 Ave.	Unsignalized	15.213	15.261	253.4																		
	SW 25 Ave.	SW 24 Ct.	Unsignalized	15.261	15.337	401.3															70		310	
	SW 24 Ct.	SW 24 Ave.	Signalized	15.337	15.388	269.3															90	97	59	
						1341.1															**26%**	**29%**	**38%**	**0%**
2	SW 24 Ave.	SW 23 Ave.	Unsignalized	15.388	15.513	660.0	30	50	3	11	N/A	N/A	Yes	0.1	Undivided	Yes	9	2	Yes	6	25	76	197	322
	SW 23 Ave.	SW 22 Ave.	Signalized	15.513	15.642	681.1																492	130	
						1341.1															**2%**	**42%**	**24%**	**24%**
3	SW 22 Ave.	SW 10 St. Rd.	Unsignalized	15.642	15.656	73.9	30	48	3	11	N/A	N/A	Yes	0.92	Undivided	Yes	6	1	Yes	9	336		232	150
	SW 10 St. Rd.	SW 20 Ave.	Signalized	15.656	15.801	765.6																		
						839.5															**44%**	**0%**	**28%**	**18%**
4	SW 20 Ave.	SW 19 Ave.	Signalized	15.801	15.898	512.2	30	49	3	11	N/A	N/A	Yes	30%	Undivided	Yes	1	0	Yes	9	171			290
						512.2															**33%**	**0%**	**0%**	**57%**
5	SW 19 Ave.	Mid-Block Pedestrian Signal	Signalized	15.898	16.000	538.6	30	49	3	11	N/A	N/A	Yes	35%	Undivided	Yes	7	1	Yes	9	330	262		52
	Mid-Block Pedestrian Signal	SW 18 Ave.	Unsignalized	16.000	16.025	132.0																		
	SW 18 Ave.	SW 17 Ave.	Signalized	16.025	16.154	681.1															165	310	35	98
						1351.7															**37%**	**42%**	**3%**	**11%**
6	SW 17 Ave.	SW 16 Ave.	Unsignalized	16.154	16.277	649.4	30	50	3	11	N/A	N/A	Yes	35%	Undivided	Yes	11	5	Yes	9		600		
	SW 16 Ave.	Mid-Block Pedestrian Signal	Signalized	16.277	16.342	343.2																289		
	Mid-Block Pedestrian Signal	SW 14 Ave.	Unsignalized	16.342	16.405	332.6															114	49		134
	SW 14 Ave.	SW 13 Ct.	Unsignalized	16.405	16.465	316.8																271		
	SW 13 Ct.	SW 1300 Block (Mid-Block Pedestrian Signal)	Signalized	16.465	16.531	348.5																140		146
	SW 1300 Block (Mid-Block Pedestrian Signal)	SW 13 Ave.	Unsignalized	16.531	16.531	0.0																		
	SW 13 Ave.	SW 12 Ct.	Unsignalized	16.531	16.596	343.2															85		120	53
	SW 12 Ct.	SR 933/SW 12 Ave.	Signalized	16.596	16.657	322.1															120	151		
						2655.8															**12%**	**56%**	**5%**	**13%**
7	SR 933/SW 12 Ave.	SW 11 Ave.	Signalized	16.657	16.762	554.4	30	47	3	11	N/A	N/A	Yes	10%	Undivided	Yes	6	0	Yes	9	200	286		
						554.4															**36%**	**52%**	**0%**	**0%**
8	SW 11 Ave.	SW 10 Ave.	Unsignalized	16.762	16.845	438.2	30	48	3	11	N/A	N/A	Yes	15%	Undivided	Yes	9	4	Yes	9		332	63	
	SW 10 Ave.	SW 9 Ct.	Unsignalized	16.845	16.929	443.5															104	293		
	SW 9 Ct.	SW 9 Ave.	Unsignalized	16.929	17.007	411.8															100	39	236	
	SW 9 Ave.	SW 8 Ct.	Unsignalized	17.007	17.052	237.6															65	143		
	SW 8 Ct.	SR 7/US 441	Signalized	17.052	17.095	227.0															132	53		
						1758.2															**23%**	**49%**	**17%**	**0%**
9	SR 7/US 441	SW 7 Ave.	Unsignalized	17.095	17.198	543.8	30	48	3	11	N/A	N/A	Yes	35%	Undivided	Yes	6	2	Yes	9	56	254	150	
	SW 7 Ave.	SW 6 Ave.	Unsignalized	17.198	17.304	559.7															366		136	
	SW 6 Ave.	SW 5 Ave.	Signalized	17.304	17.408	549.1																	103	401
						1652.6															**26%**	**15%**	**24%**	**24%**
10	SW 5 Ave.	SW 4 Ave.	Signalized	17.408	17.513	554.4	30	48	4	11	N/A	7.5	Yes	10%	Undivided	Yes	4	0	Yes	9	147	351		
						554.4															**27%**	**63%**	**0%**	**0%**
11	SW 4 Ave.	SW 3 Ave.	Signalized	17.513	17.618	554.4	30	41	3	11	N/A	14	No	0%	Undivided	Yes	2	0	Yes	9	545			
						554.4															**98%**	**0%**	**0%**	**0%**
12	SW 3 Ave.	SW 2 Ave.	Signalized	17.618	17.724	559.7	30	48	3	11	N/A	N/A	Yes	10%	Undivided	Yes	5	0	Yes	9	431			52
						559.7															**77%**	**0%**	**0%**	**9%**
13	SW 2 Ave.	NB SW 1 Ave.	Unsignalized	17.724	17.824	528.0	30	47	3	11	N/A	N/A	Yes	10%	Undivided	Yes	7	1	Yes	9	254	106	137	
	NB SW 1 Ave.	SB SW 1 Ave.	Signalized	17.824	17.853	153.1		33					No	0%							102			
						681.1															**52%**	**16%**	**20%**	**0%**
14	SB SW 1 Ave.	South Miami Ave.	Signalized	17.853	17.977	654.7	30	48	3	11	N/A	N/A	Yes	10%	Undivided	Yes	3	0	Yes	9	430		142	
						654.7															**66%**	**0%**	**22%**	**0%**
15	South Miami Ave.	Mid-Block Pedestrian Signal	Signalized	17.977	18.058	427.7	30	46	3	11	N/A	N/A	No	0%	Undivided	Yes	2	1	Yes	10	356			
	Mid-Block Pedestrian Signal	SE 1 Ave.	Unsignalized	18.058	18.058	0.0																		
	SE 1 Ave.	SR 5/Brickell Ave.	Signalized	18.058	18.147	469.9															176		201	
						897.6															**59%**	**0%**	**22%**	**0%**

Appendix D

As-Built Plans Excerpts and Straight Line Diagrams

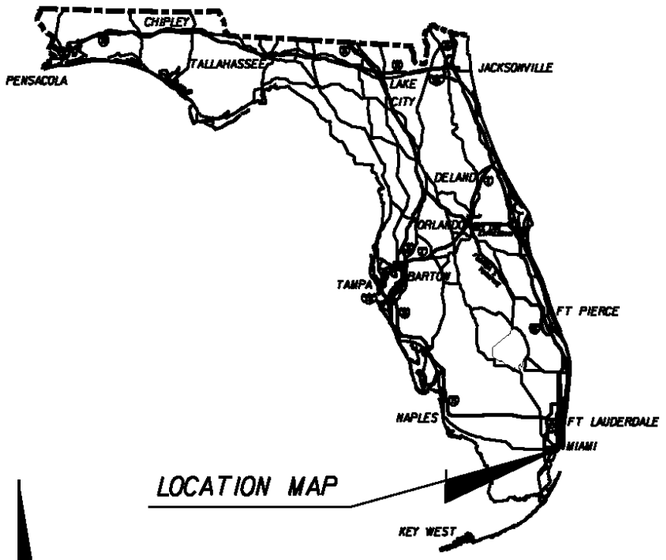
COMPONENTS OF CONTRACT PLANS SET

ROADWAY PLANS
SIGNING AND PAV'T MARKING PLANS
SIGNALIZATION PLANS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 412481-1-52-01
MIAMI-DADE COUNTY
STATE ROAD NO. 90
S.E. / S.W. 7th STREET
FROM SR-9 (S.W. 27th AVENUE) TO SR-5 (BRICKELL AVENUE)



LOCATION MAP

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2A-2B	SUMMARY OF PAY ITEMS
3-4	TYPICAL SECTION
5	GENERAL NOTES
6-7	PAY ITEM NOTES & SUMMARY OF QUANTITIES
8-14	PRIMARY NETWORK CONTROL MAP
15-45	ROADWAY PLANS
46	TRAFFIC CONTROL NOTES
47	TRAFFIC CONTROL PLANS

END PROJECT
℄ STA. 168+30.00

END EXCEPTION
℄ STA. 147+05.00

END EXCEPTION
℄ STA. 139+40.00

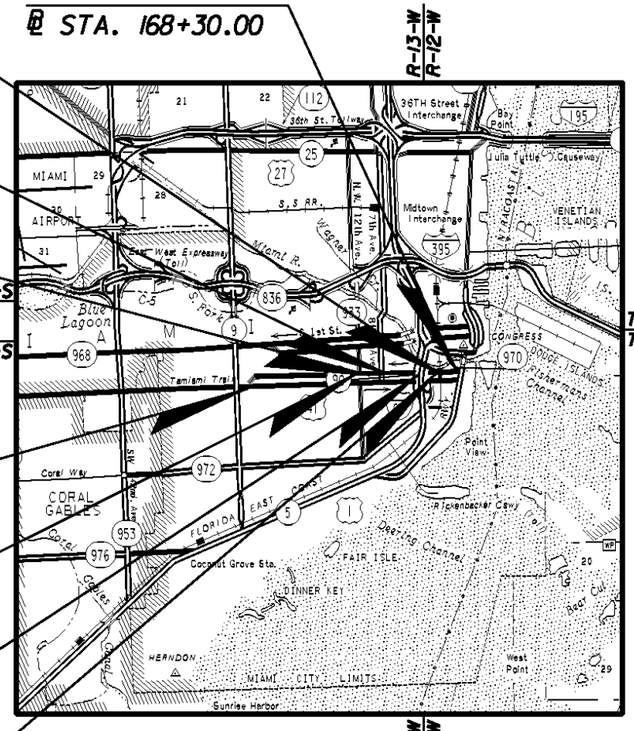
END EXCEPTION
℄ STA. 90+88.55

BEGIN PROJECT
℄ STA. 210+20.00
M.P. 2.933

BEGIN EXCEPTION
℄ STA. 89+01.12

BEGIN EXCEPTION
℄ STA. 133+00.00

BEGIN EXCEPTION
℄ STA. 144+50.00



N

0 1 2
Miles

ROADWAY SHOP DRAWINGS
TO BE SUBMITTED TO:
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX OFFICE
1000 N.W. 111 AVE.
MIAMI, FL. 33172
(305) 470-5305

PLANS PREPARED BY:

ROADWAY PLANS ENGINEER OF RECORD
MOHAMMED S. MANSURI, P.E. NO. 52703
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX OFFICE
1000 N.W. 111 AVE.
MIAMI, FL. 33172
(305) 470-5305

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

GOVERNING STANDARDS AND SPECIFICATIONS:
FLORIDA DEPARTMENT OF TRANSPORTATION, DESIGN STANDARDS DATED JANUARY 2004, AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED 2004, AS AMENDED BY CONTRACT DOCUMENTS.

APPLICABLE DESIGN STANDARDS MODIFICATIONS: 1-1-2006

For Design Standards Modifications click on "Design Standards" at the following web site:
http://www.dot.state.fl.us/rddesign/

REVISIONS

LENGTH OF PROJECT		
	LINEAR FEET	MILES
ROADWAY	14,872.99	2.817
BRIDGES		
NET LENGTH OF PROJECT	14,872.99	2.817
EXCEPTIONS	1,082.43	0.205
GROSS LENGTH OF PROJECT	15,955.42	3.022

FDOT PROJECT DESIGNER: Juan M. Muniz / Heidi Solaun-Dominguez, P.E.
FDOT PROJECT MANAGER: Mohammed S. Mansuri, P.E.

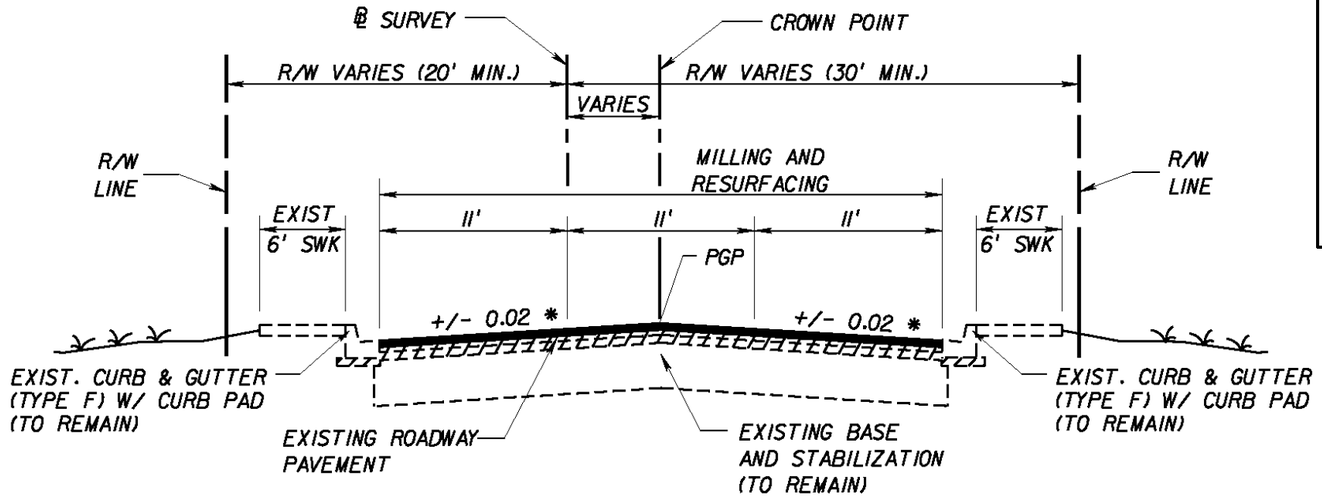
KEY SHEET REVISIONS		
DATE	BY	DESCRIPTION

ROADWAY PLANS
ENGINEER OF RECORD: MOHAMMED S. MANSURI, P.E.

P.E. NO.: 52703

FISCAL YEAR	SHEET NO.
06	1

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TYPICAL SECTION

S.W. / S.E. 7TH STREET (SR-90)

STA. 10+10.00 TO STA. 168+30.00

* MATCH EXISTING CROSS SLOPE

TRAFFIC DATA

FROM BRICKELL TO I-95	FROM I-95 TO SW 24 AVE	FROM SW 24 AVE TO SW 8 ST
2002 AADT = 15800	2002 AADT = 21600	2002 AADT = 16700
2006 AADT = 16300	2006 AADT = 22700	2006 AADT = 17600
2026 AADT = 19500	2026 AADT = 29200	2026 AADT = 23300
K = 8.17%	K = 8.17%	K = 8.17%
D = 99.99%	D = 99.99%	D = 99.99%
T = 6.51% (30 HOUR)	T = 6.51% (30 HOUR)	T = 6.51% (30 HOUR)
DESIGN SPEED = 35 MPH	DESIGN SPEED = 35 MPH	DESIGN SPEED = 35 MPH

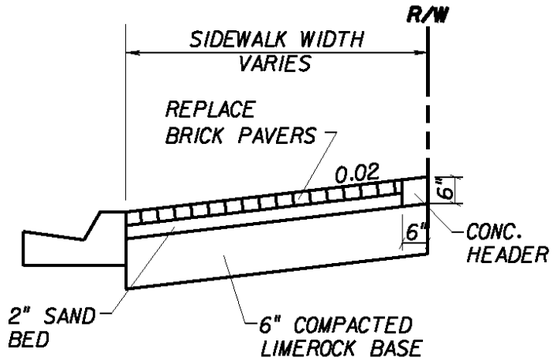
PAVEMENT DESIGN:

MILLING & RESURFACING

MILL EXISTING PAVEMENT 2" (AVG.) (1.75" BELOW L.G. LOW SIDE)
RESURFACE WITH: TYPE SP STRUCTURAL COURSE (TL C) 1" ,
FRICTION COURSE FC-9.5 (1"XRUBBER)

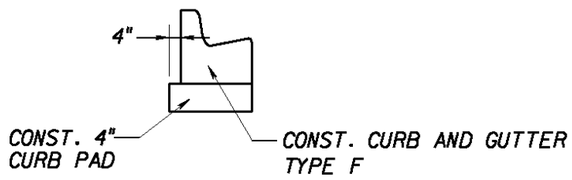
TYPICAL SECTION NOTES

1. ALL STATIONS & OFFSETS ARE GIVEN BASED ON 7 ST ℄ SURVEY.



SIDEWALK DETAIL

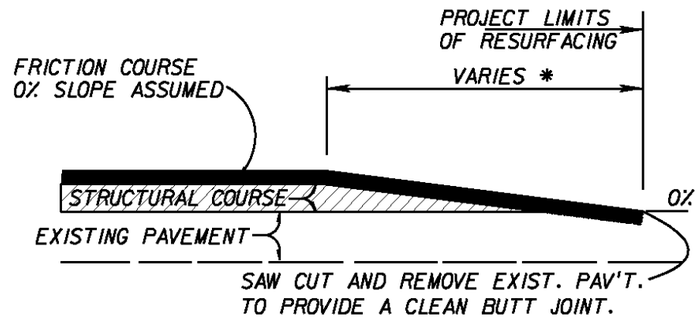
N.T.S.



CURB PAD DETAIL

N.T.S.

NOTE: CONSTRUCT CURB PAD USING B-12.5 AS BASE MATERIAL. ALL COSTS FOR CONST. OF CURB PAD (MATERIAL, EXCAVATION, COMPACTION, SHAPING, ETC.) TO BE INCLUDED IN THE COST OF CURB & GUTTER.



FEATHERING DETAIL

N.T.S.

* 0.6% AT THE BEGINING & END OF THE PROJECT & ON ALL SIDE STREETS

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

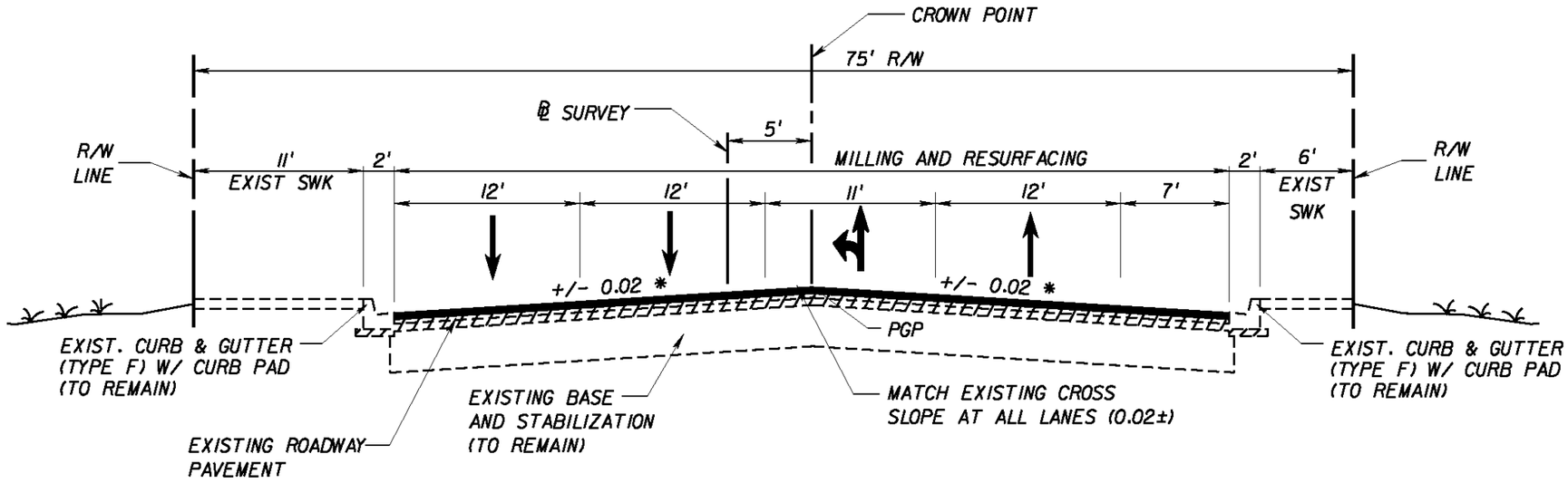
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

TYPICAL SECTION

SHEET NO. 3

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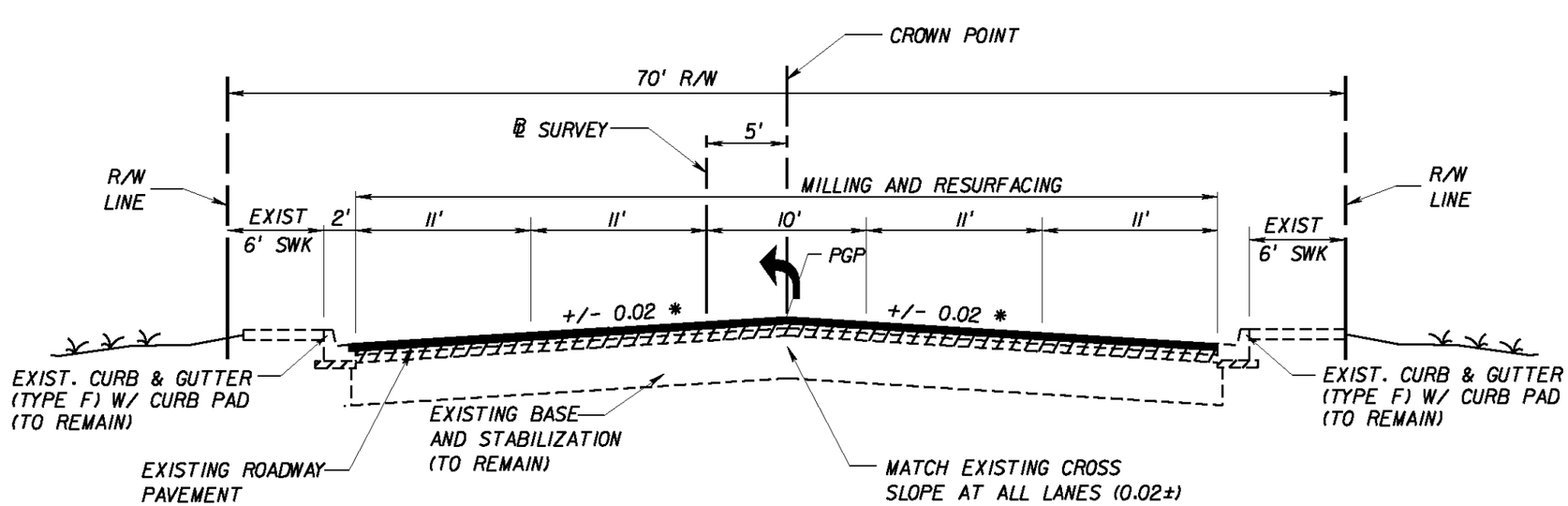
TYPICAL SECTION
S.W. 8TH STREET (SR-90)
STA. 210+20.00 TO STA. 212+70.00

* MATCH EXISTING CROSS SLOPE

PAVEMENT DESIGN:

MILLING & RESURFACING

MILL EXISTING PAVEMENT 2" (AVG.) (1.75" BELOW L.G. LOW SIDE)
RESURFACE WITH: TYPE SP STRUCTURAL COURSE (TL C) 1" ,
FRICTION COURSE FC-9.5 (1"XRUBBER)



TYPICAL SECTION
SW 22ND AVE RD / BEACOM BLVD.
STA. 310+52.67 TO STA. 315+88.00

* MATCH EXISTING CROSS SLOPE

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

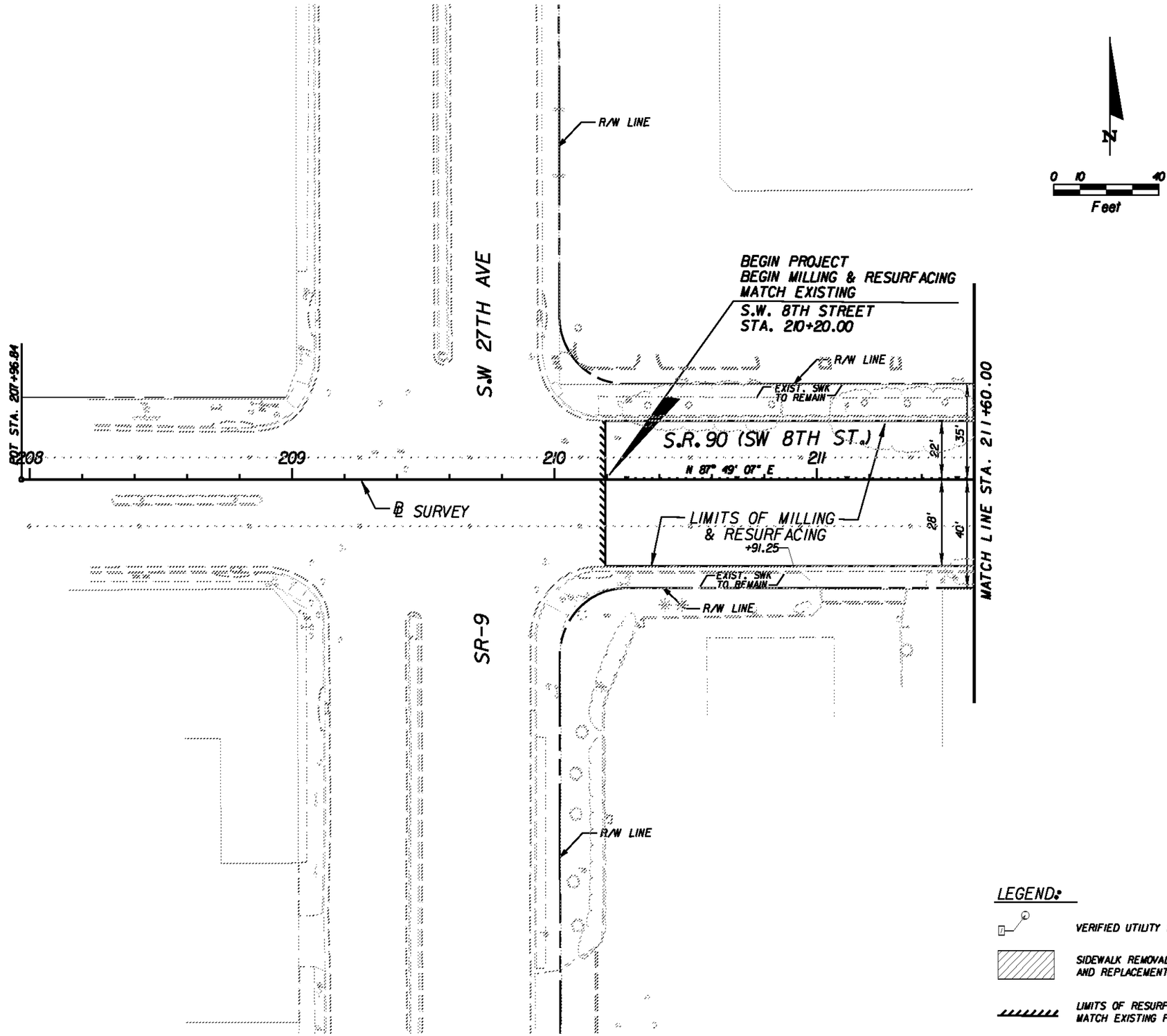
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

TYPICAL SECTION

SHEET NO. 4

3/8/2006 9:37:30 PM C:\e\projects\412481_1_52_01\roadway\typsrd01.dgn



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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

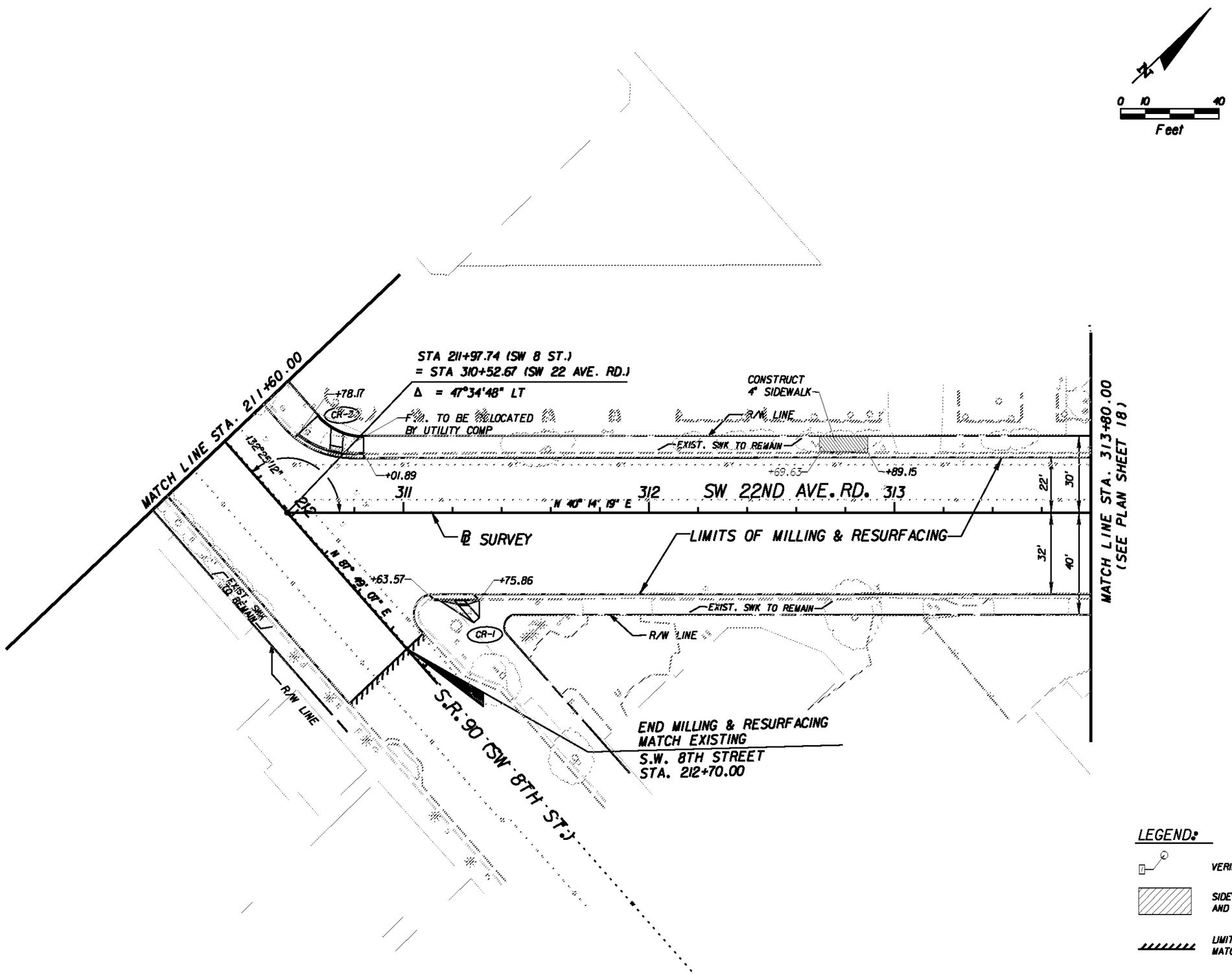
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 15

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

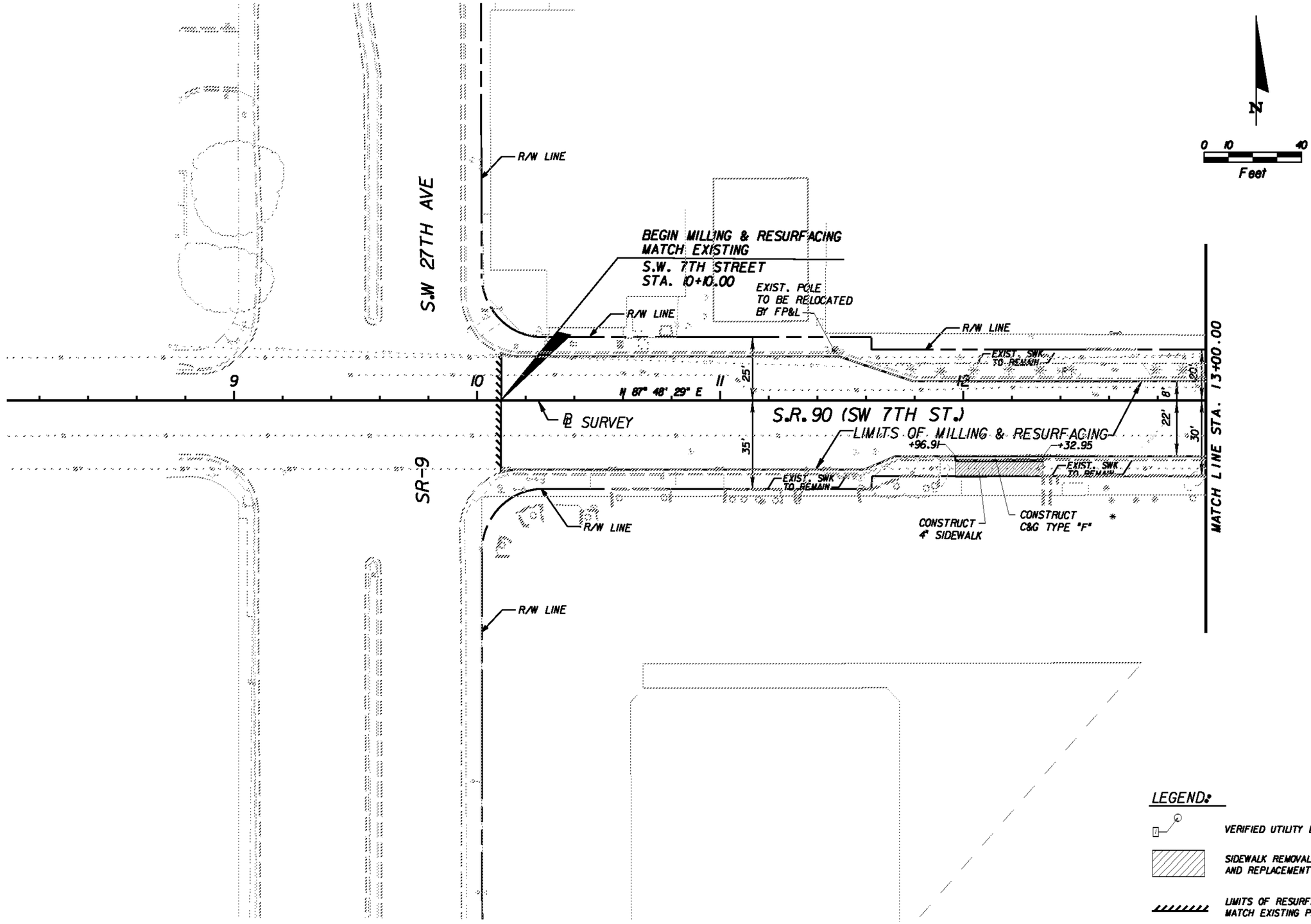
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 16

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F.D.O.T. DISTRICT SIX
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P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 17

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END MILLING & RESURFACING
MATCH EXISTING
S.W. 22ND AVE ROAD
STA. 315+88.00

N

0 10 40
Feet

SW 22ND AVE. RD.

316

16+08.39
67.46 LT

16+27.90
74.87 LT

EXIST. POLE TO BE REMOVED
UTILITIES TO BE RELOCATED BY OTHERS

+07.39

+43.80

CR-3

CR-26

CR-20

+64.34

CONSTRUCT C&G TYPE "F" (TYP.)

EXIST. SWK TO REMAIN

R/W LINE

EXIST. SWK TO REMAIN

MATCH LINE STA. 13+00.00

MATCH LINE STA. 18+20.00

30'

8'

22'

132°26'34"

15

47°33'26"

+73.55

+99.37

16

+30.81

17

N 87° 48' 29" E

18

11'

20'

S.R. 90 (SW 7TH ST.)

℄ SURVEY

+32.17

+50.45

+84.98

+69.98

LIMITS OF MILLING & RESURFACING

APPLY DETECTABLE WARNING DEVICE IN THE DIRECTION OF THE CROSSWALK PAY ITEM 527-1

EXIST. SWK TO REMAIN

R/W LINE

CR-3

52.0'

+01.61

+46.83

314

N 40°14'15" E

MATCH LINE STA. 313+80.00
(SEE PLAN SHEET 16)

+83.50

+93.50

CONSTRUCT 4" SIDEWALK

STA 14+99.66 (SW 7 ST.)
= STA 314+99.65 (SW 22 AVE. RD.)
Δ = 47°34'10" RT

SW 25TH AVE.

LEGEND:

VERIFIED UTILITY LOCATIONS

SIDEWALK REMOVAL AND REPLACEMENT

LIMITS OF RESURFACING MATCH EXISTING PAVEMENT

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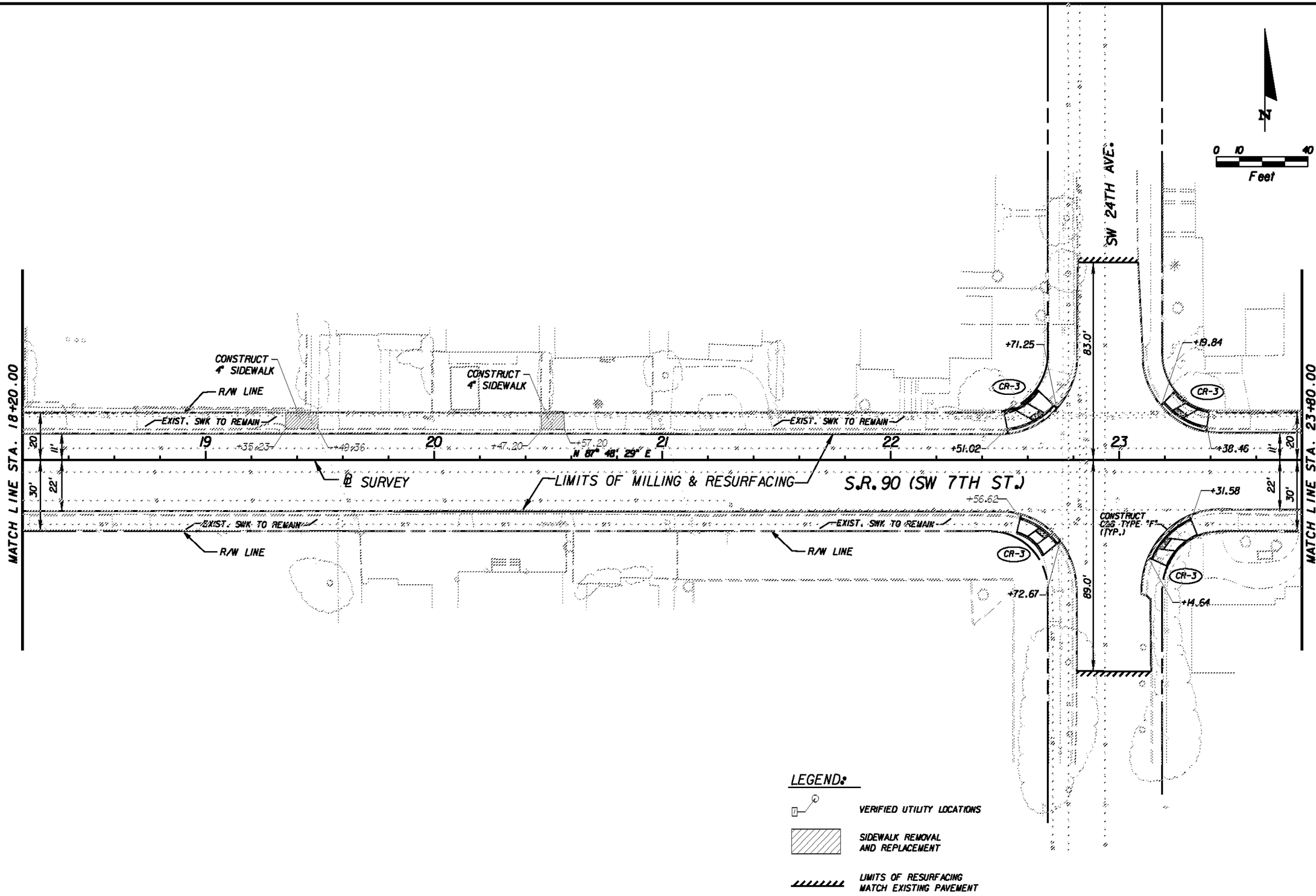
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 18

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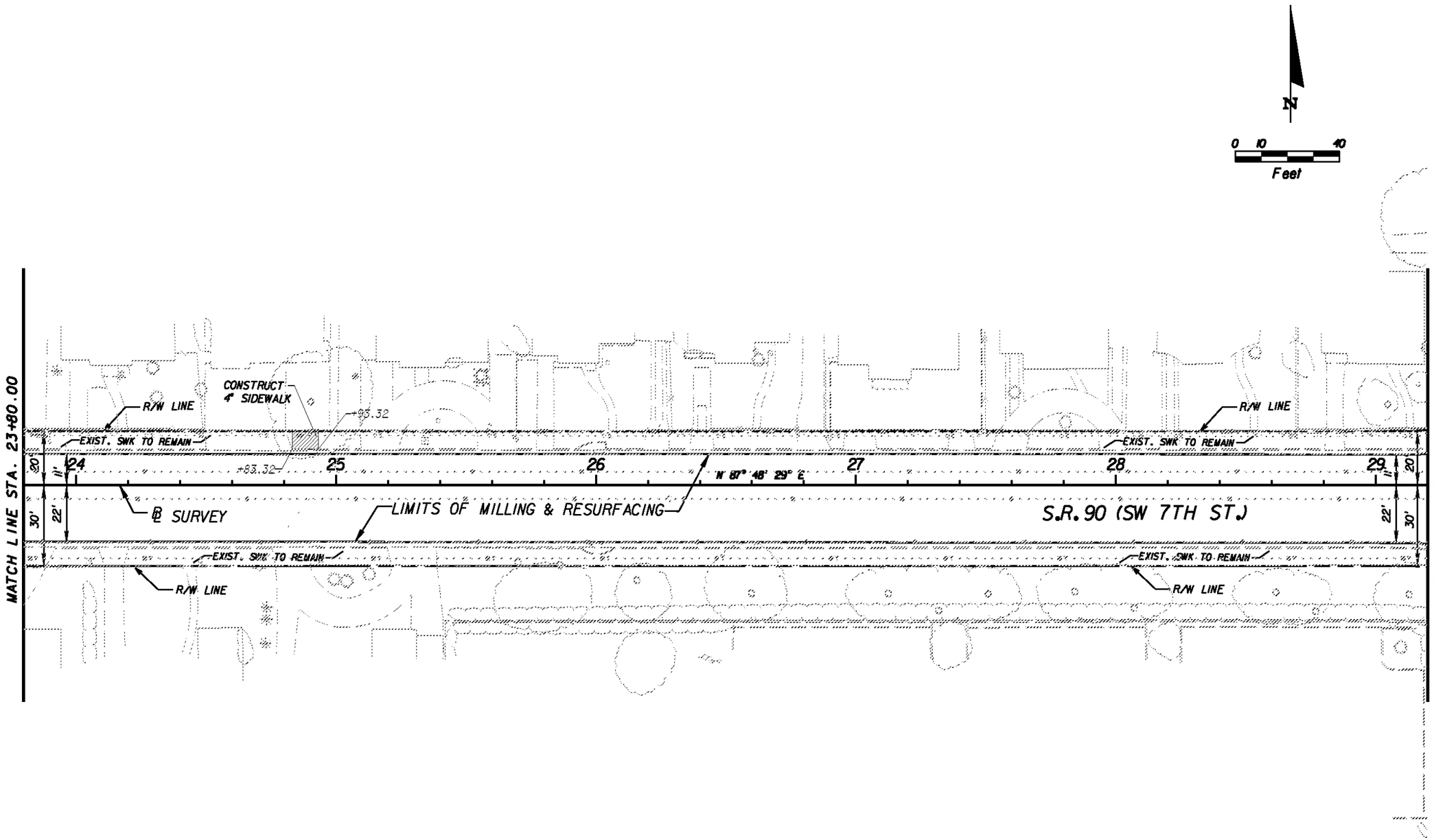
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 19

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LEGEND:

- VERIFIED UTILITY LOCATIONS
- SIDEWALK REMOVAL AND REPLACEMENT
- LIMITS OF RESURFACING MATCH EXISTING PAVEMENT

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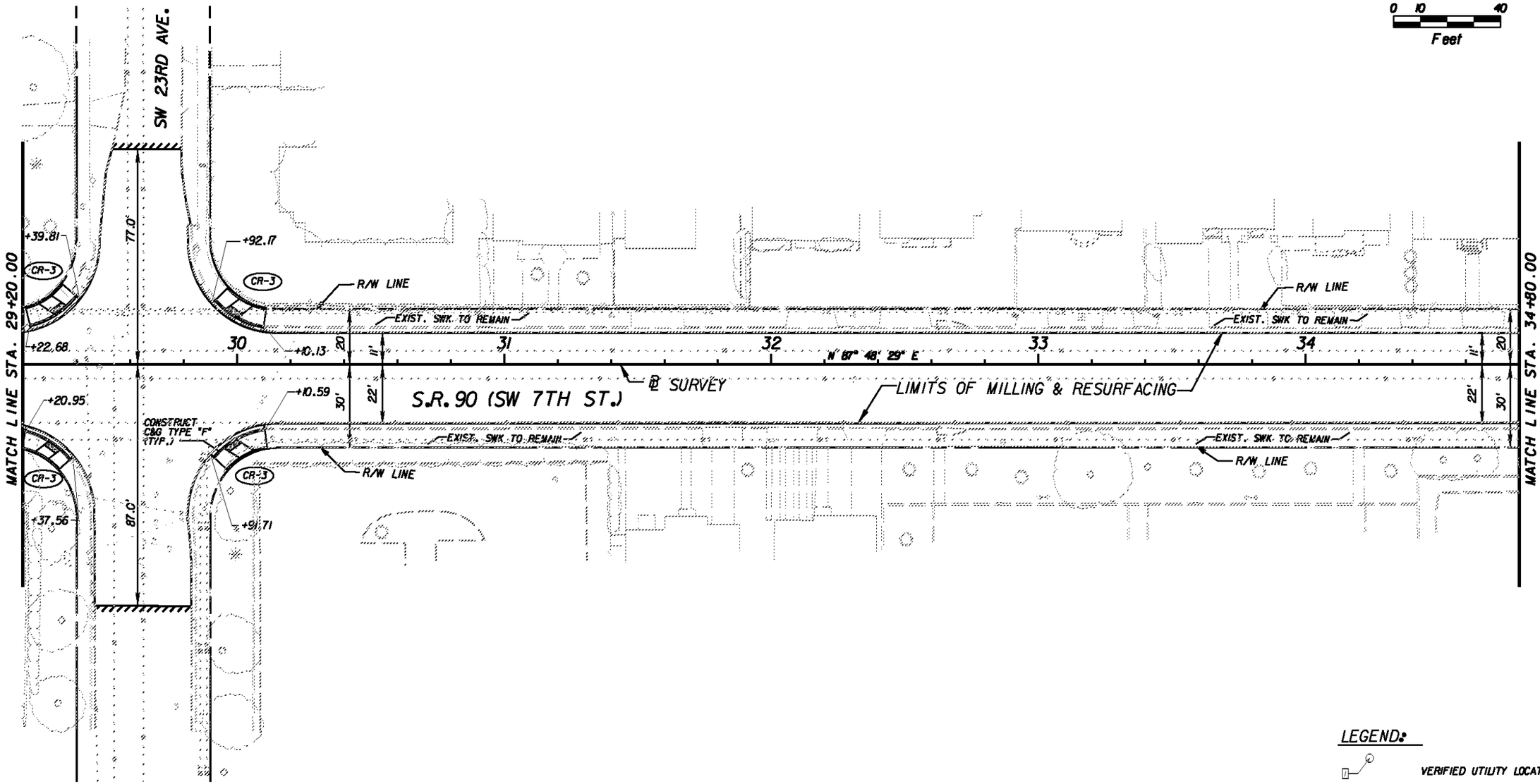
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 20

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LEGEND:

- VERIFIED UTILITY LOCATIONS
- SIDEWALK REMOVAL AND REPLACEMENT
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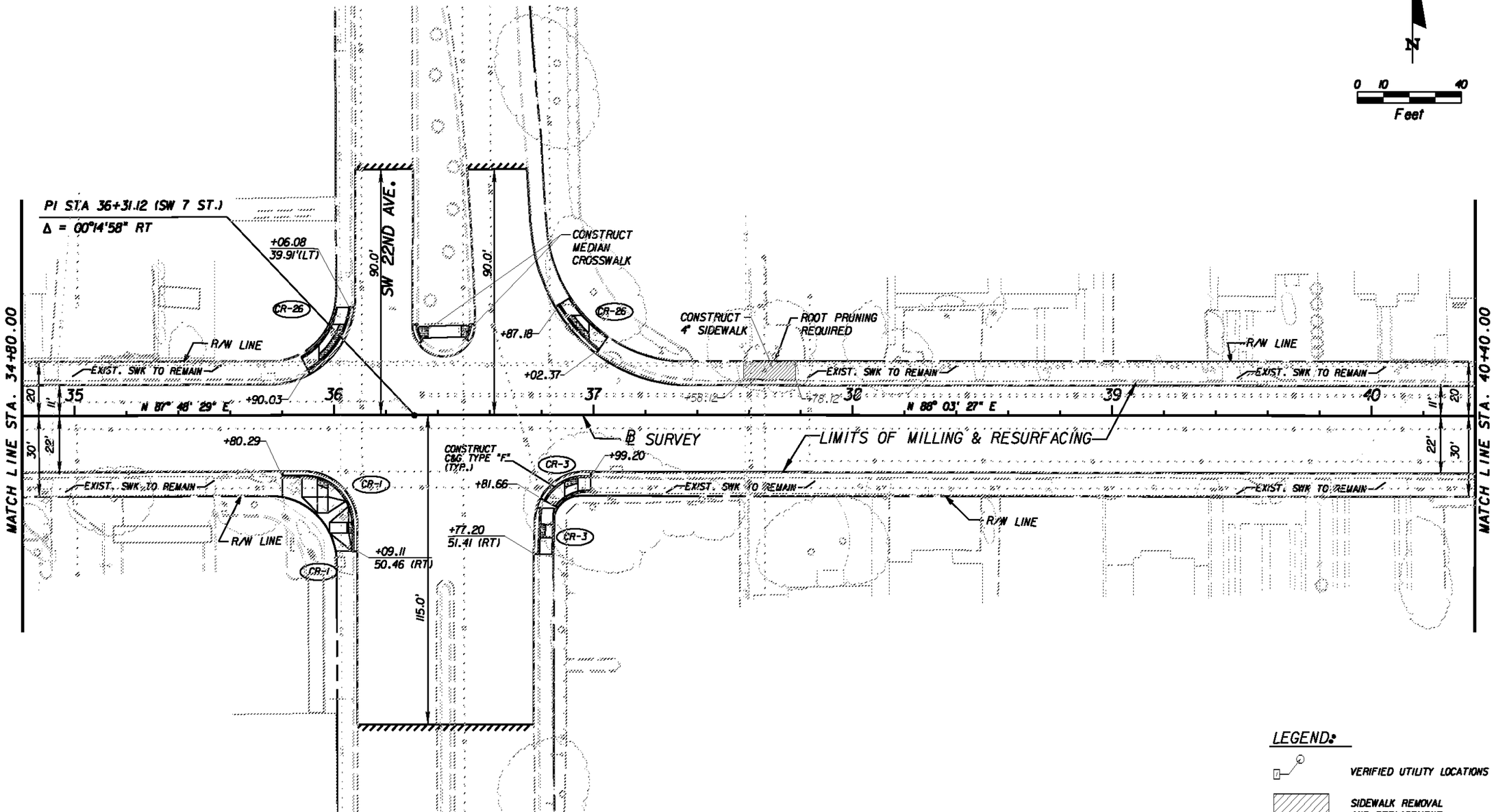
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 21

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LEGEND:

- VERIFIED UTILITY LOCATIONS
- SIDEWALK REMOVAL AND REPLACEMENT
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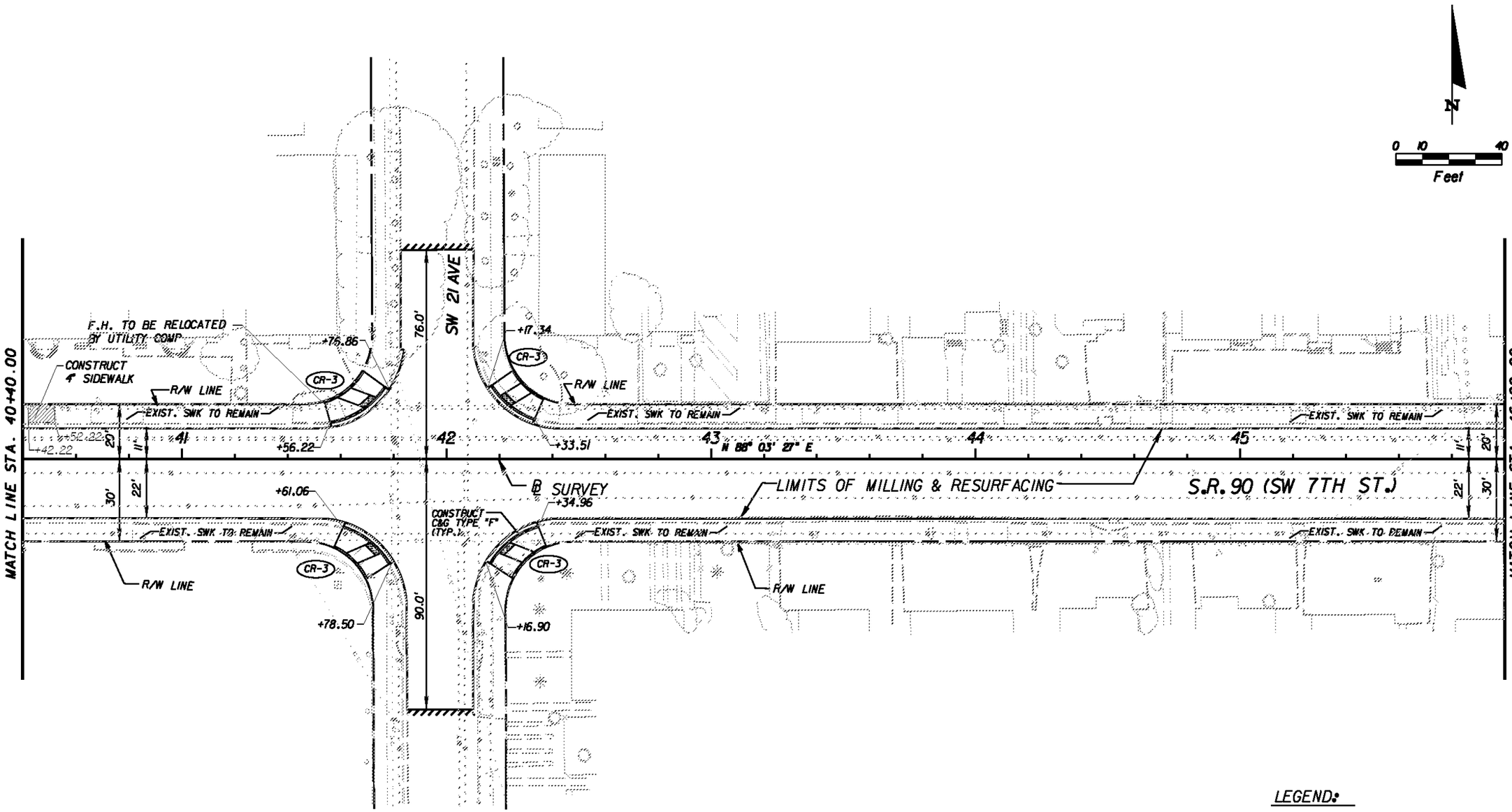
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SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 22

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LEGEND:

- VERIFIED UTILITY LOCATIONS
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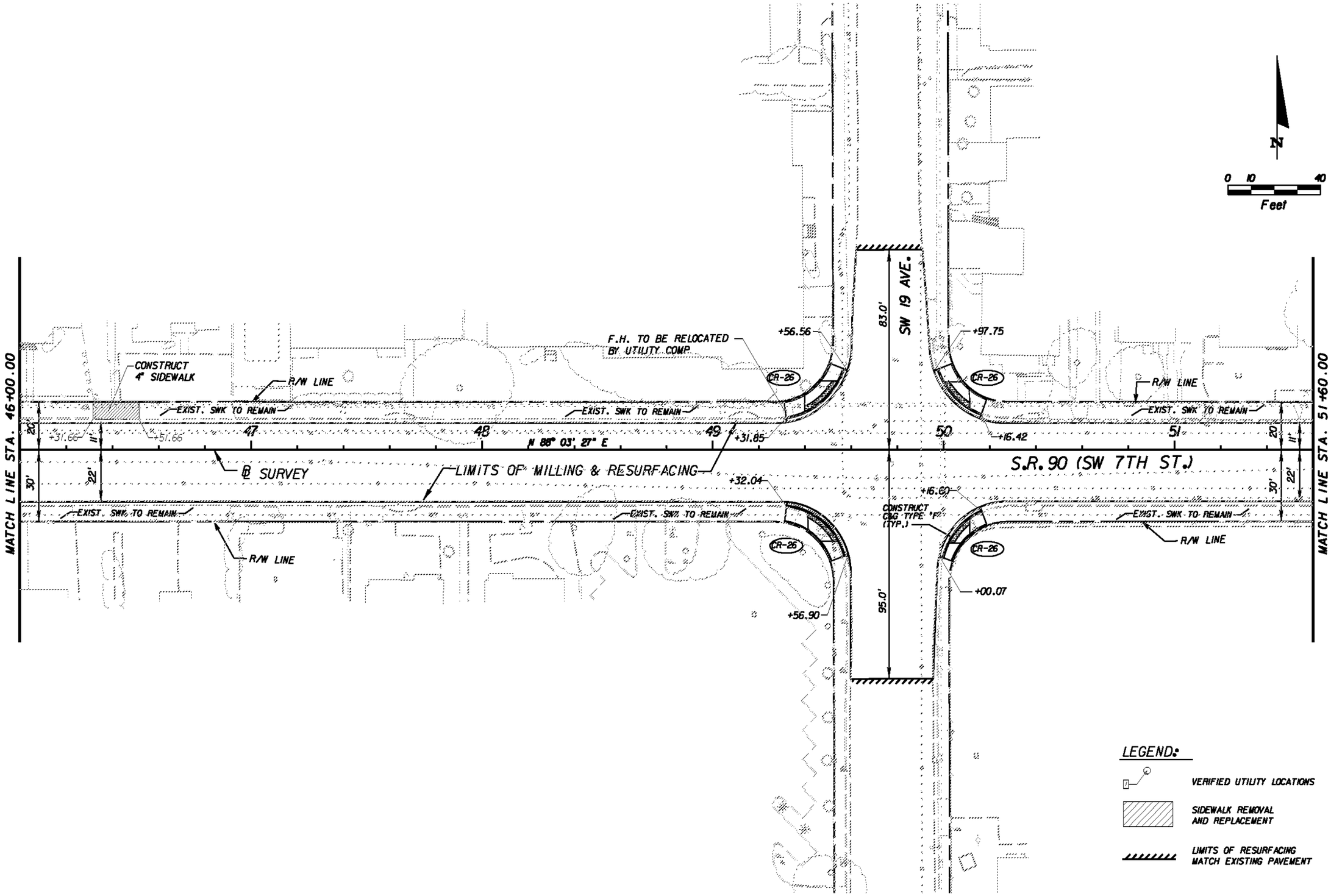
STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 23

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DEPARTMENT OF TRANSPORTATION

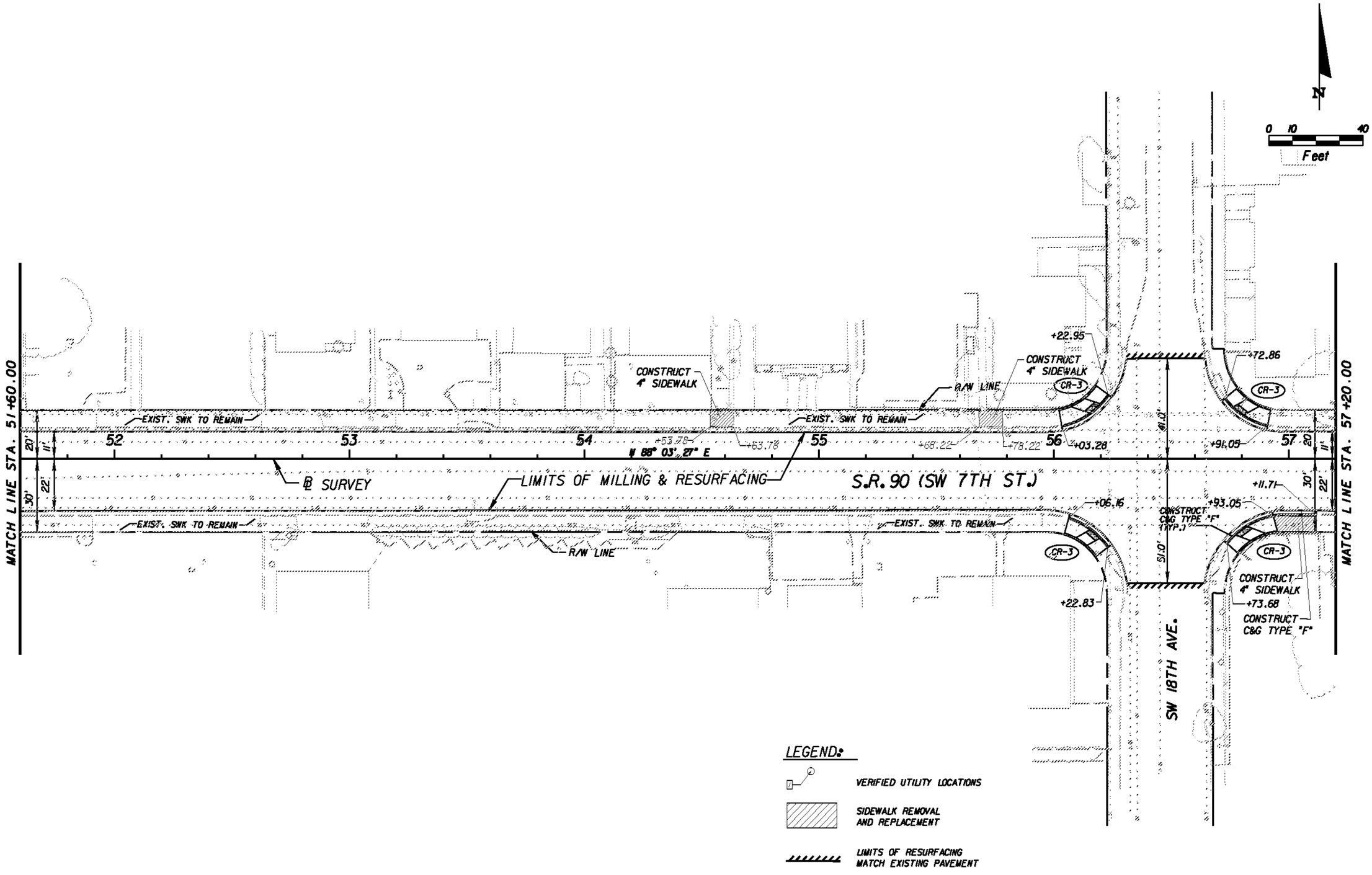
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

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P.E. NO. 52703

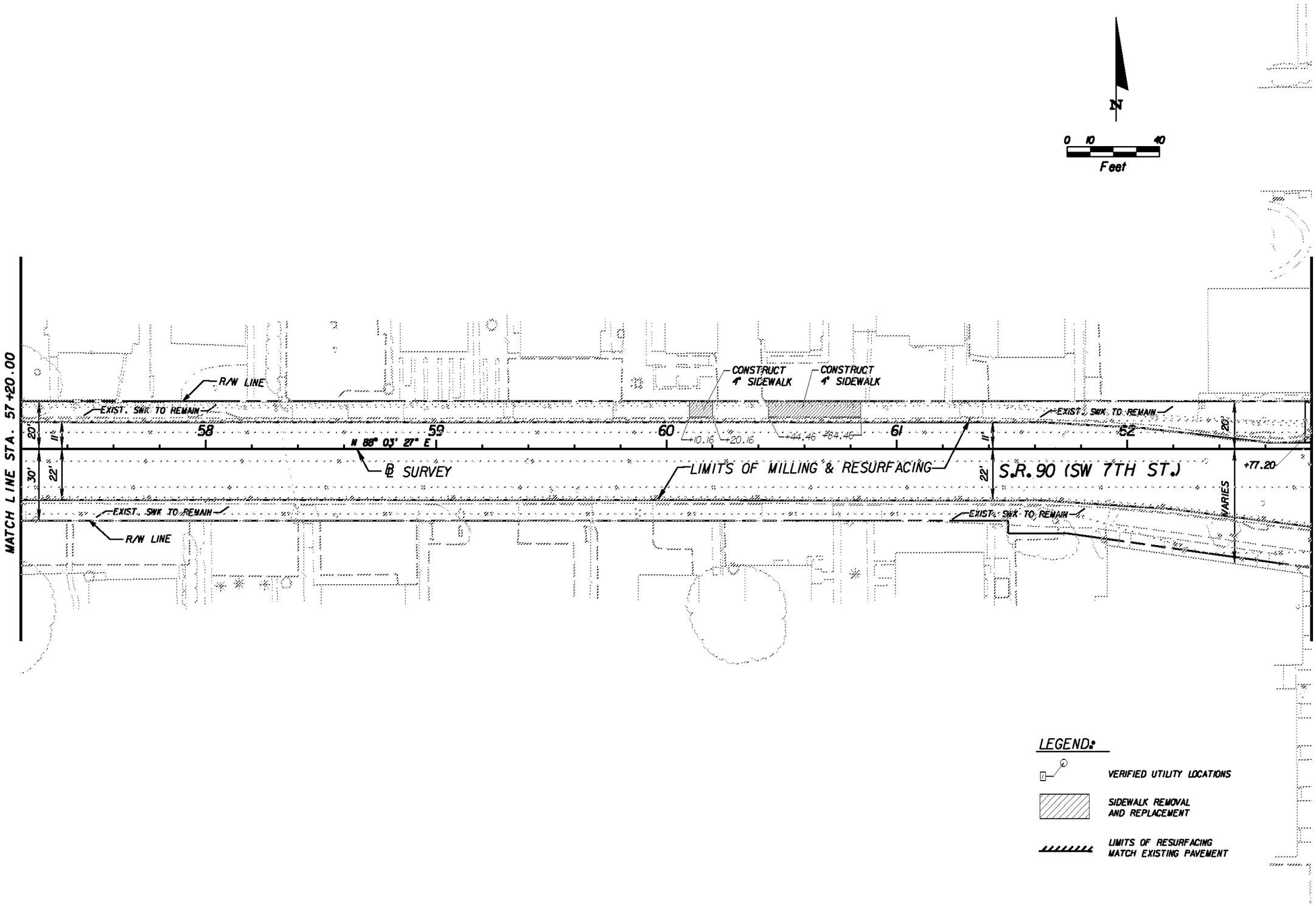
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

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P.E. NO. 52703

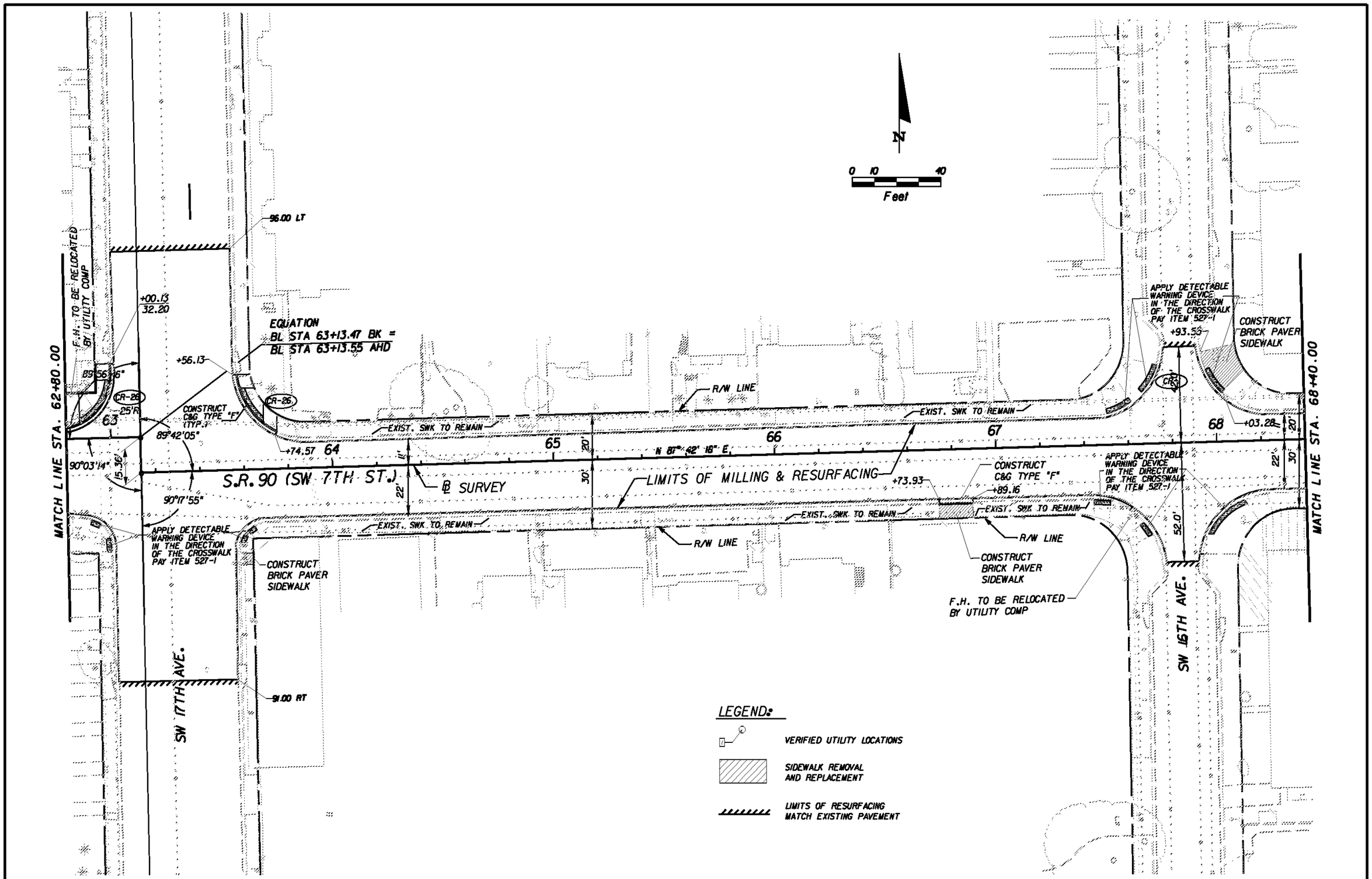
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

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MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

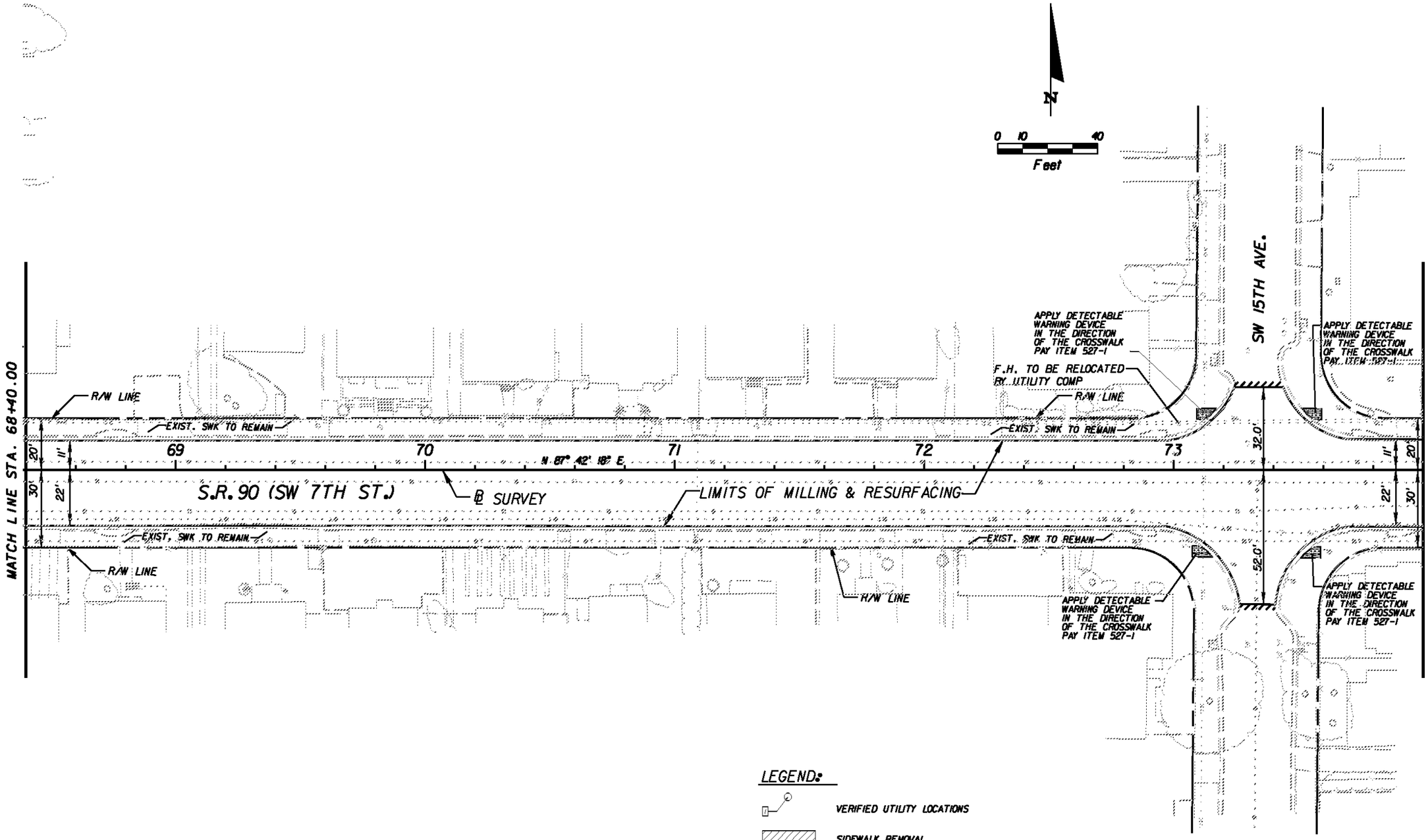
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

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LEGEND:

- VERIFIED UTILITY LOCATIONS
- SIDEWALK REMOVAL AND REPLACEMENT
- LIMITS OF RESURFACING MATCH EXISTING PAVEMENT

REVISIONS					
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MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

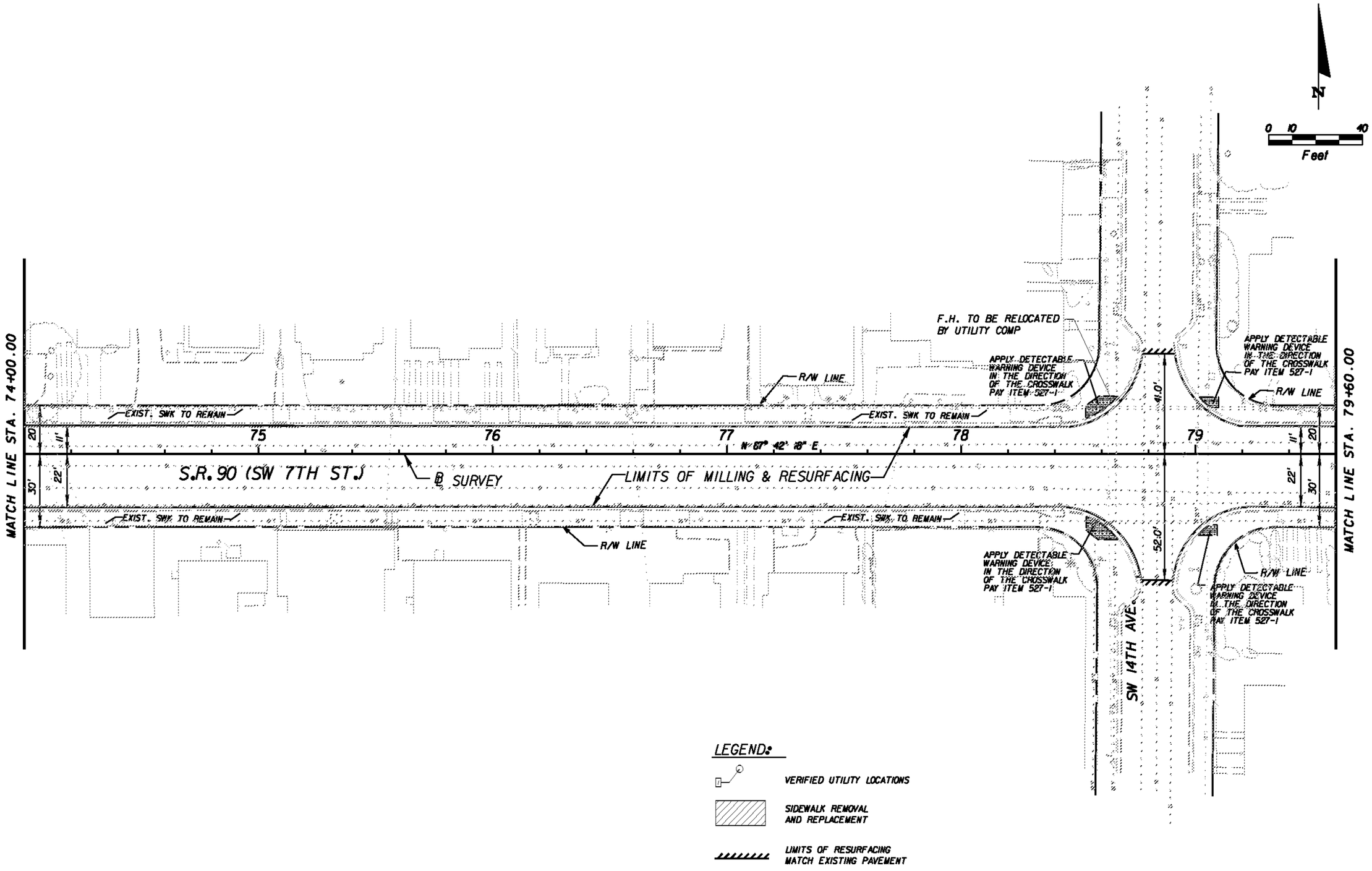
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 28

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

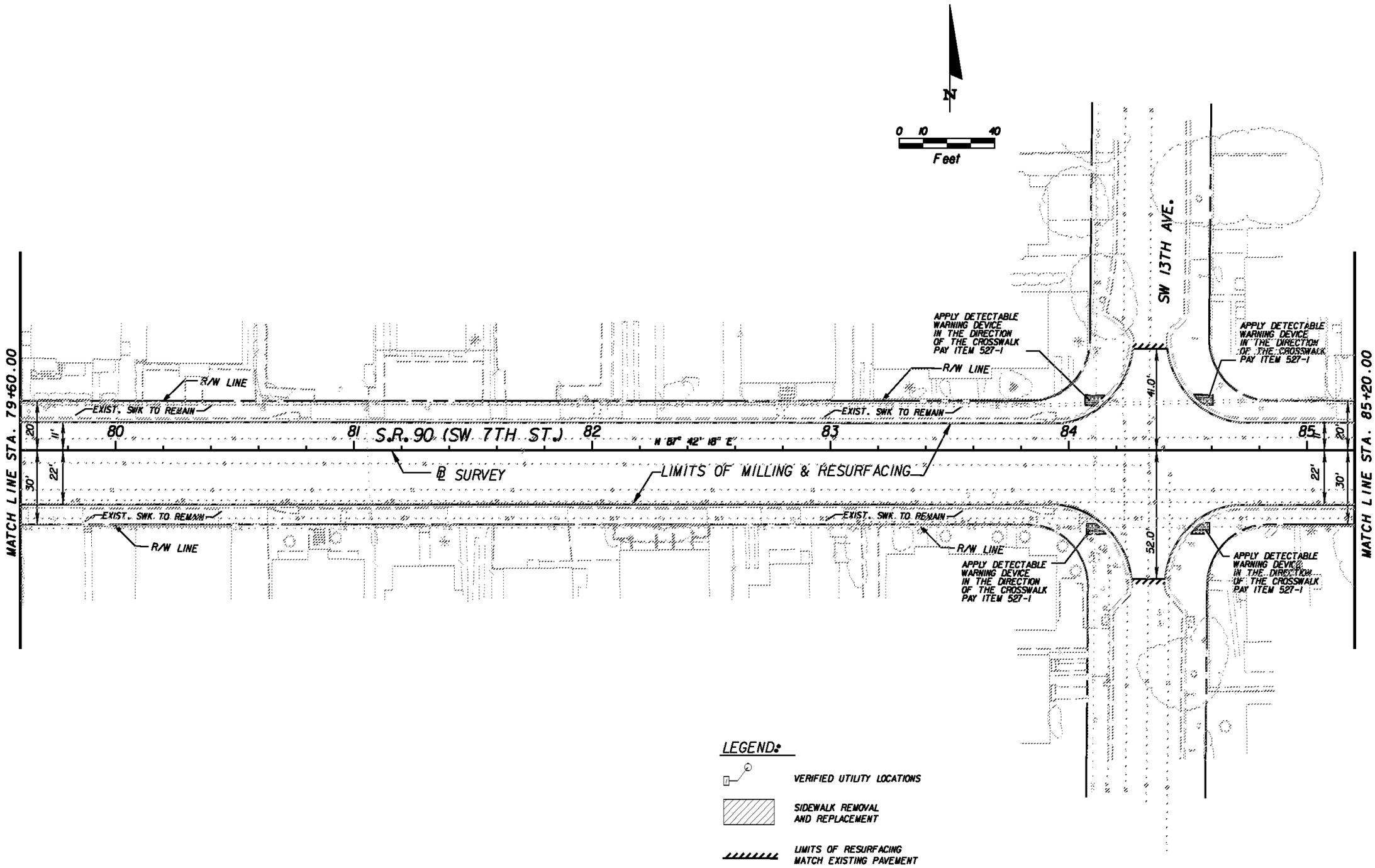
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 29

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

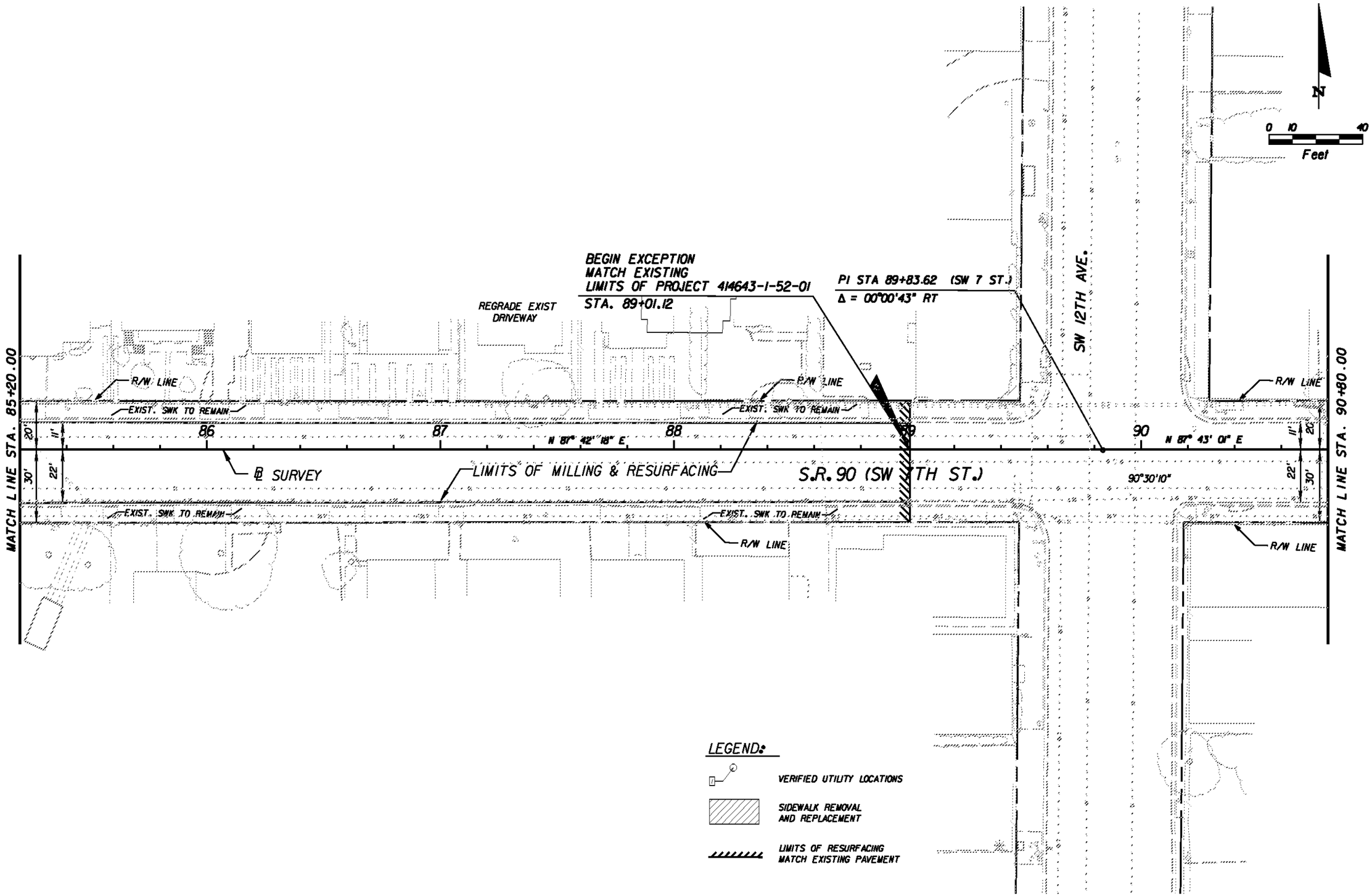
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 30

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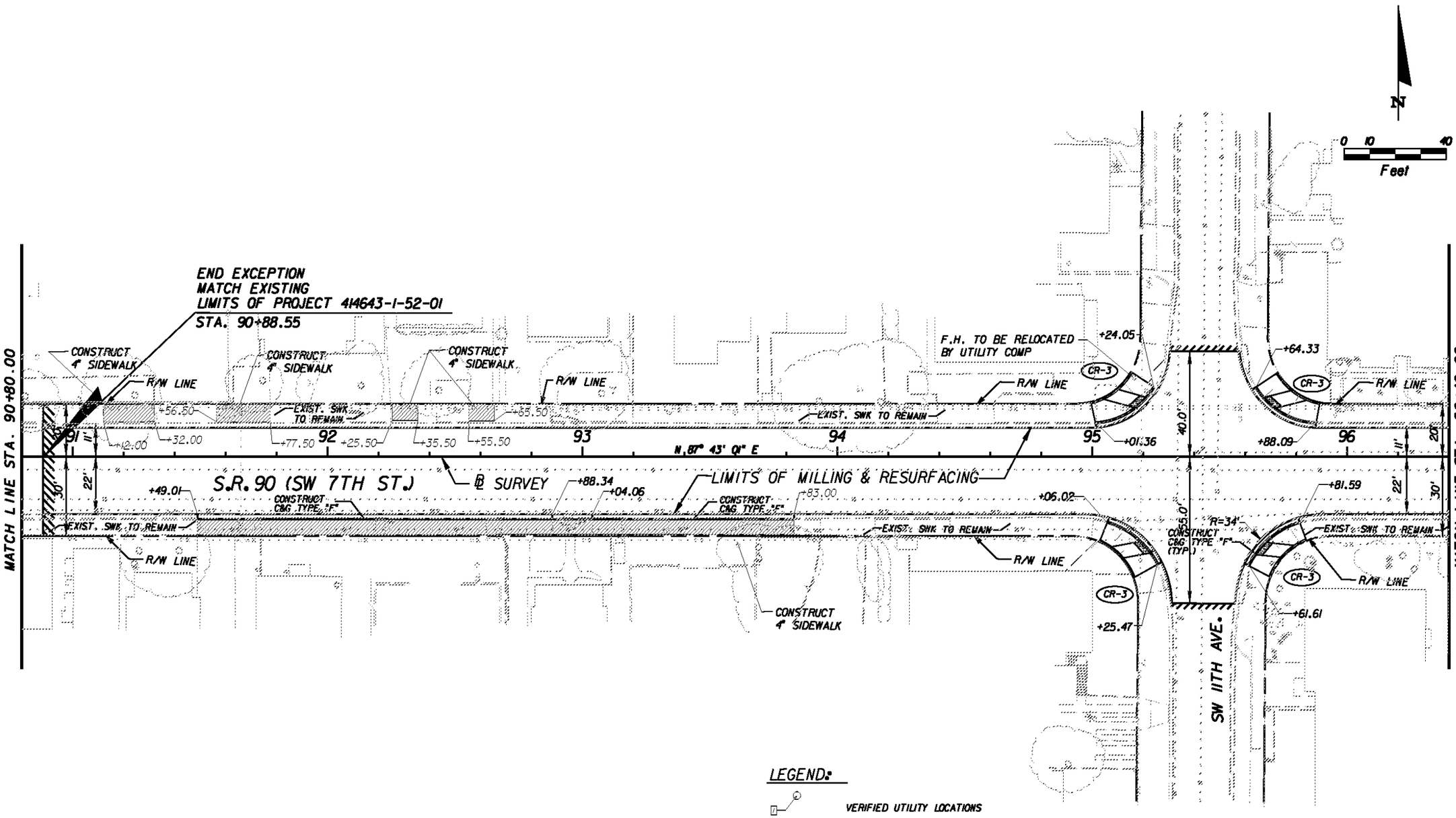
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 31

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STATE OF FLORIDA
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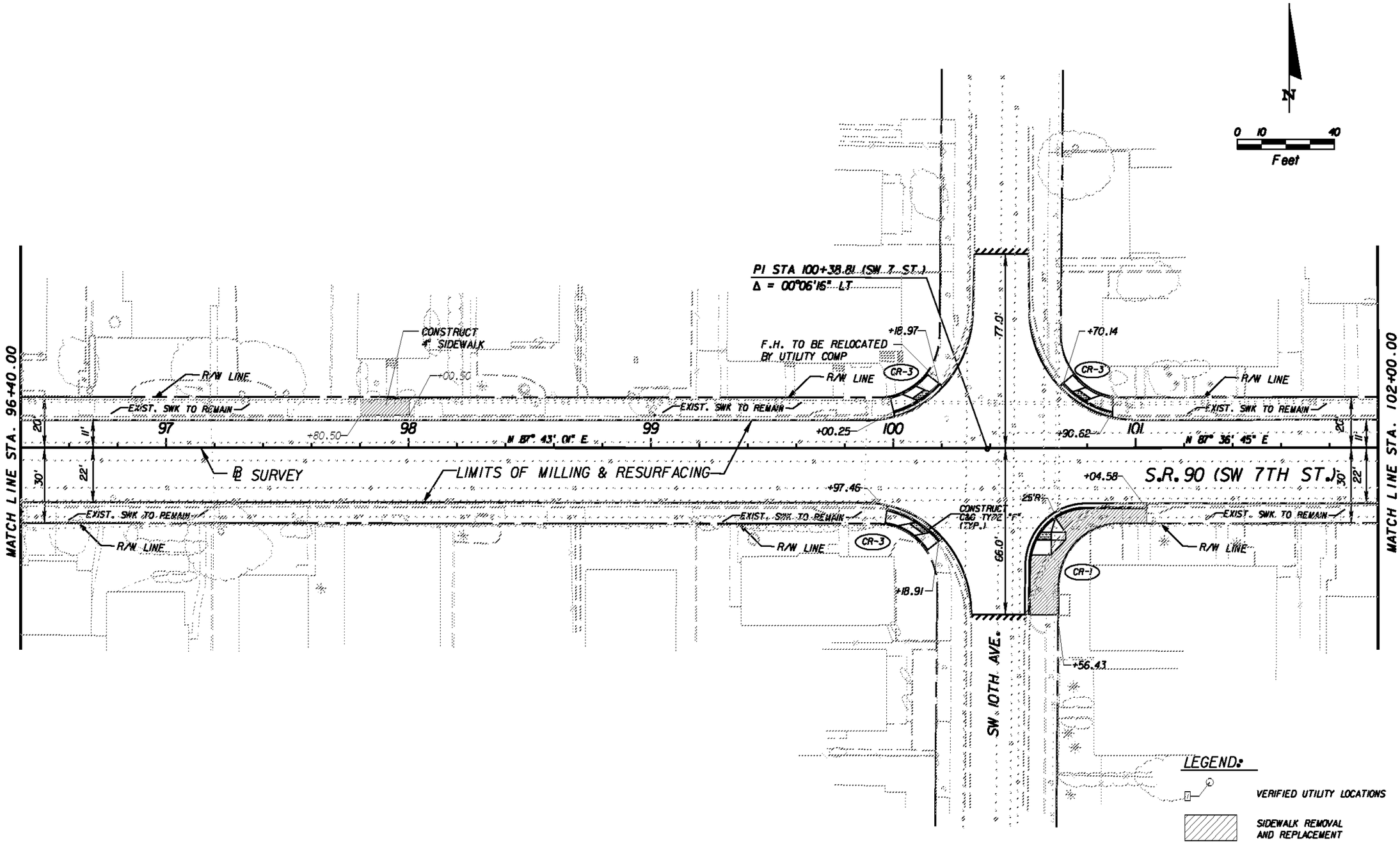
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 32

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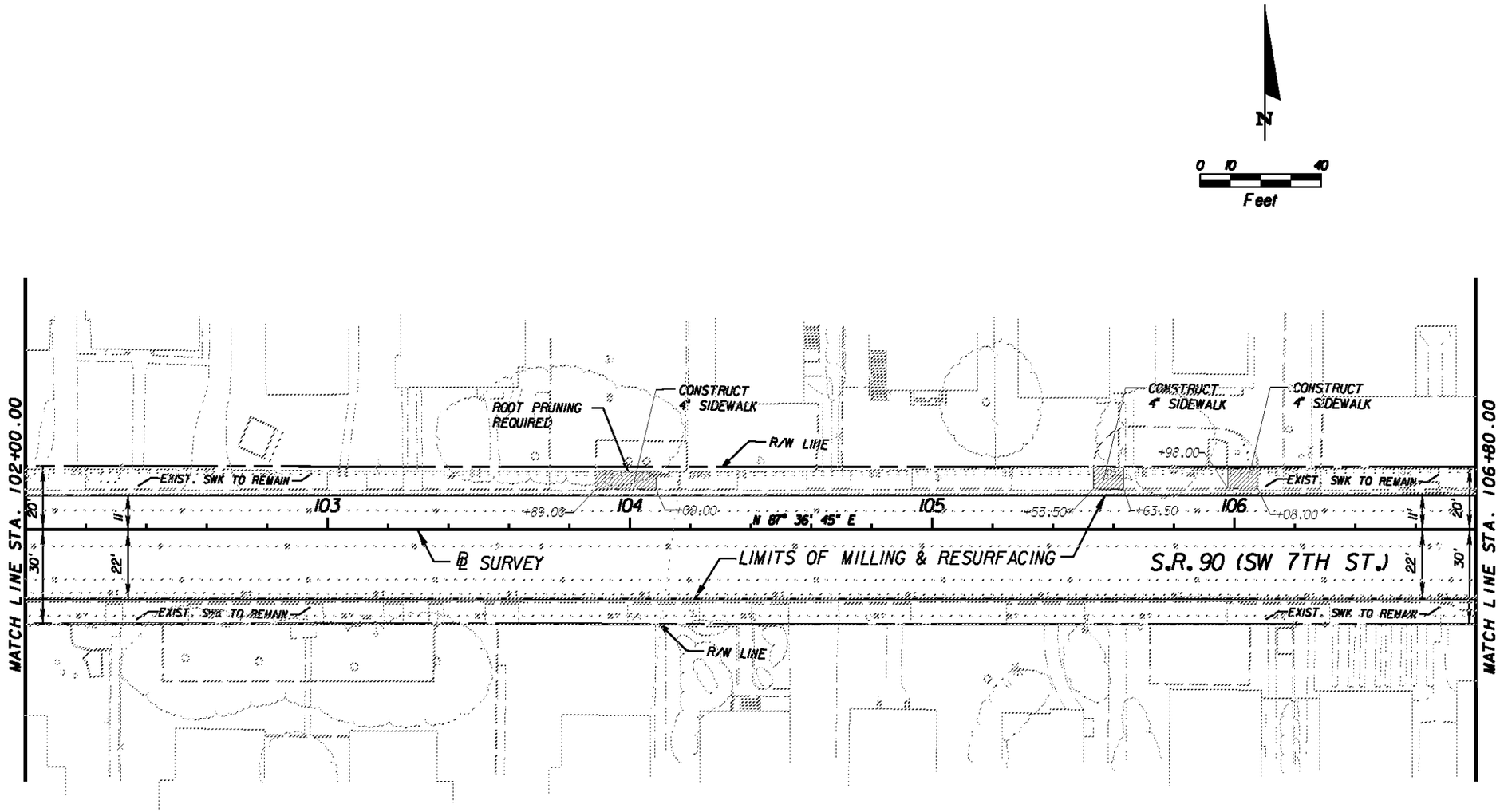
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 33

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LEGEND:

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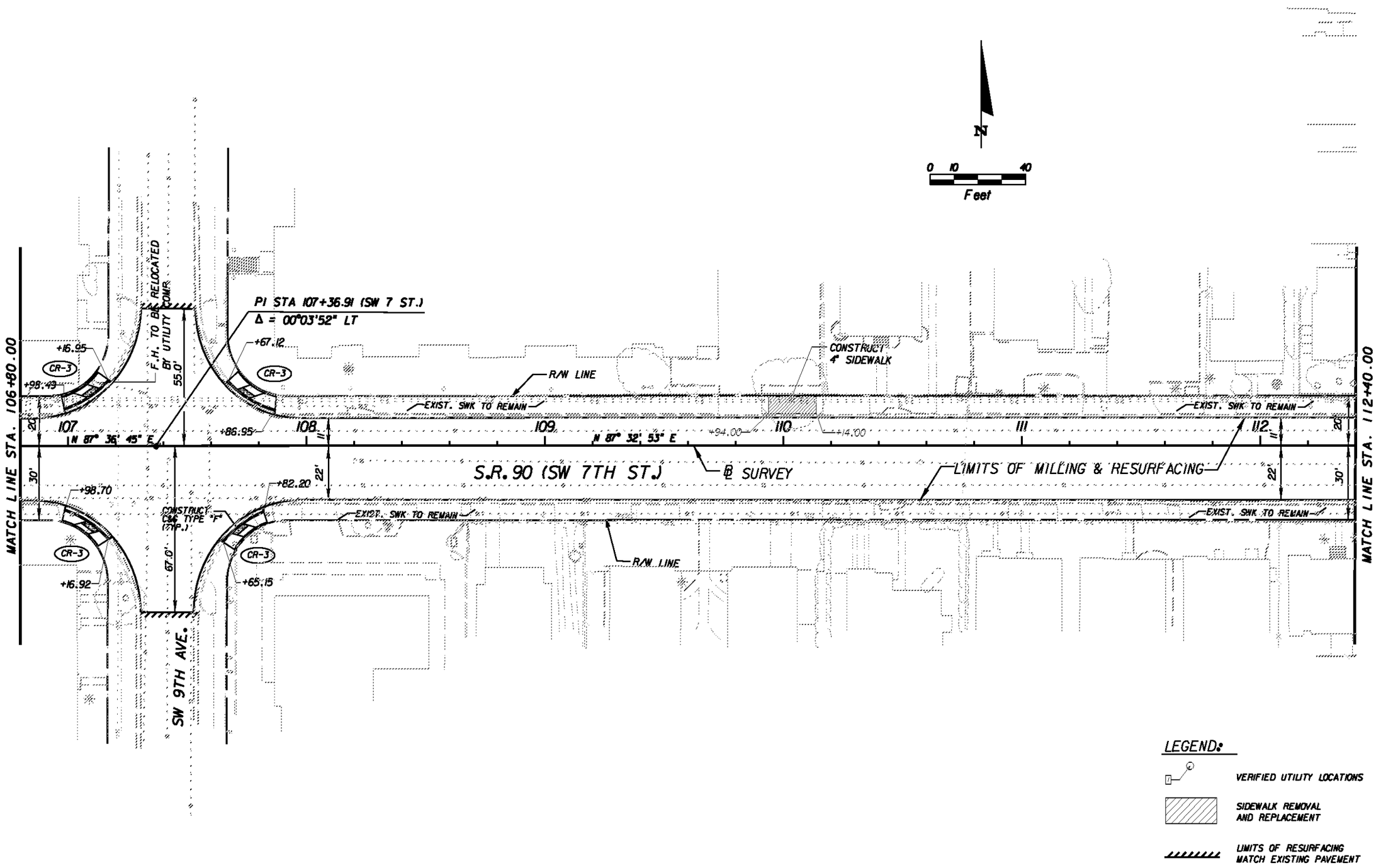
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 34

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

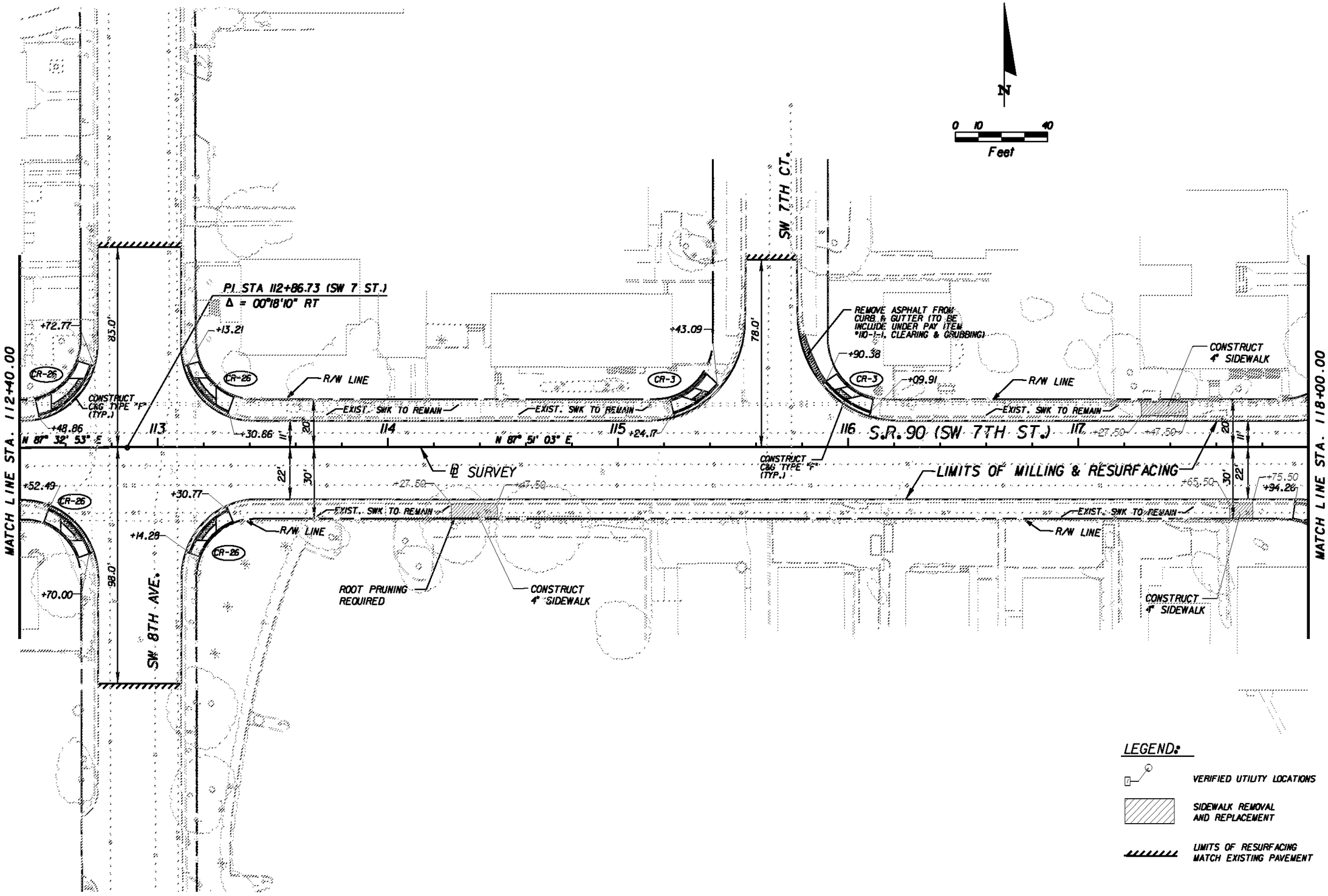
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 35

3/10/2006 2:58:07 PM C:\e\projects\412481_1_52_01\roadway\plan\rd04.dgn

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LEGEND:

- VERIFIED UTILITY LOCATIONS
- SIDEWALK REMOVAL AND REPLACEMENT
- LIMITS OF RESURFACING MATCH EXISTING PAVEMENT

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

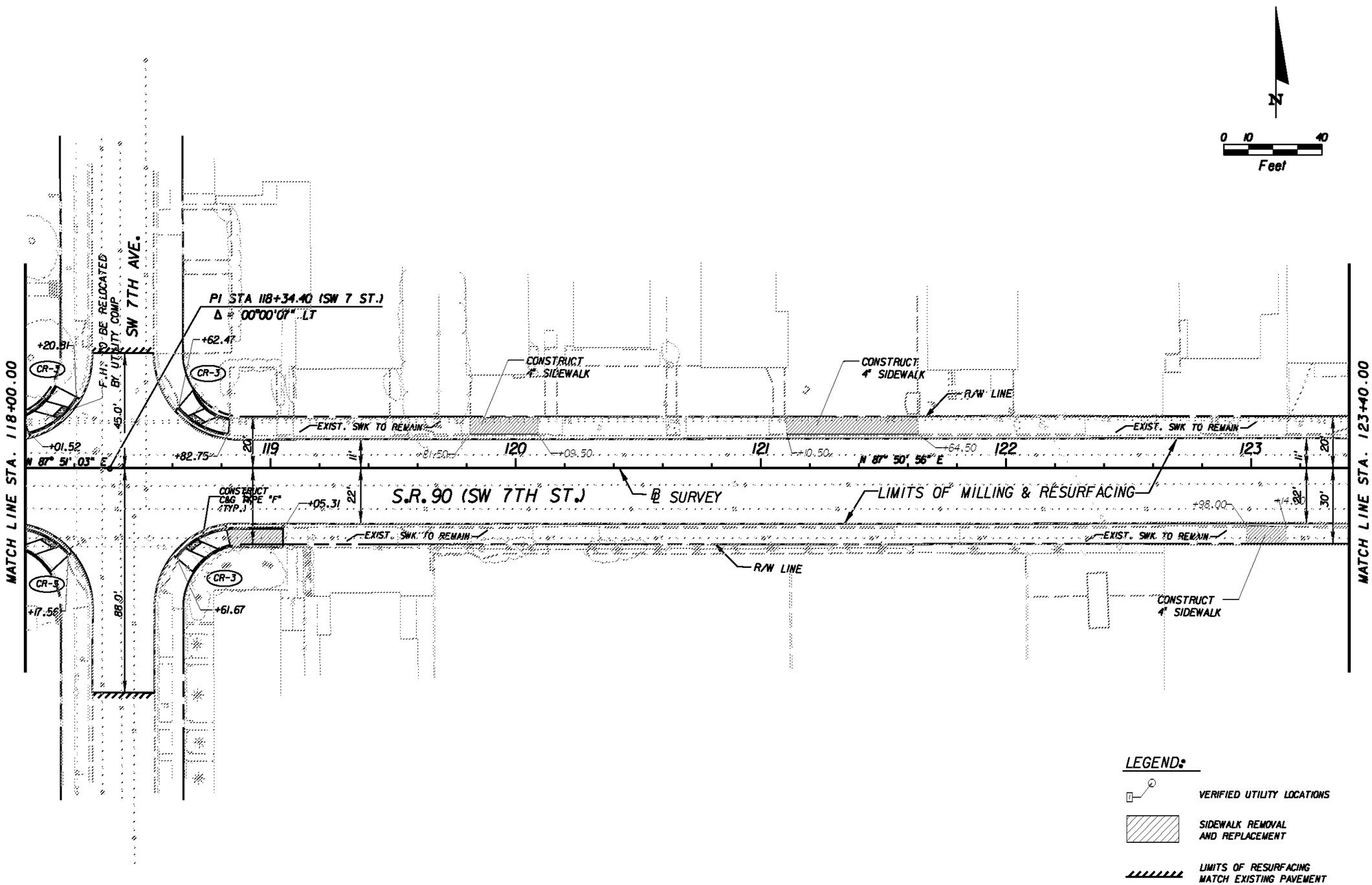
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 36

3/10/2006 2:58:07 PM C:\e\projects\412481_1_52_01\roadway\plan\rd04.dgn



LEGEND:

- VERIFIED UTILITY LOCATIONS
- SIDEWALK REMOVAL AND REPLACEMENT
- LIMITS OF RESURFACING MATCH EXISTING PAVEMENT

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

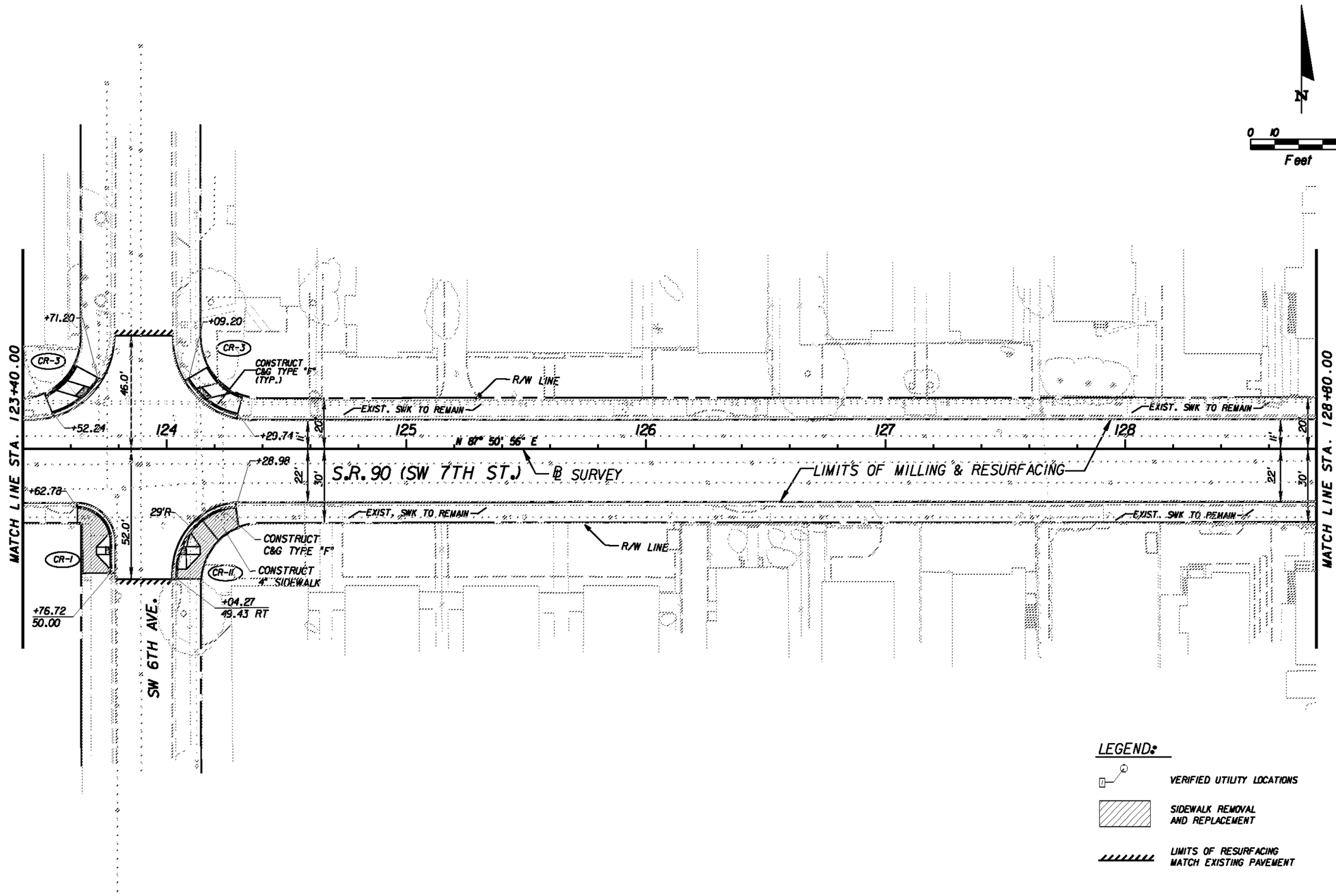
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 37

3/10/2006 2:58:08 PM C:\e\projects\412481_1_52_01\roadway\plan\rd05.dgn

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REVISIONS					
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F.D.O.T. DISTRICT SIX
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1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

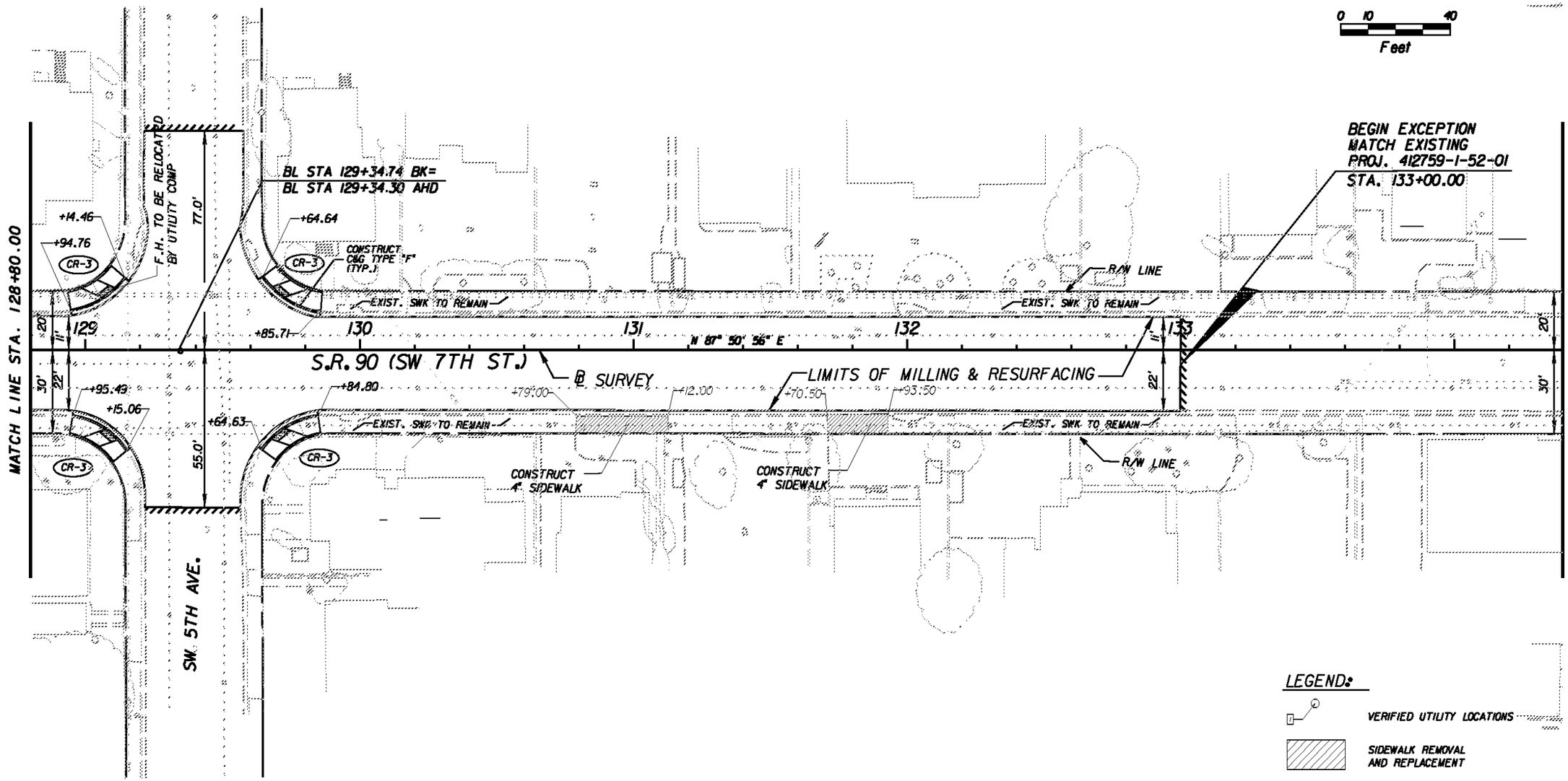
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 38

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1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

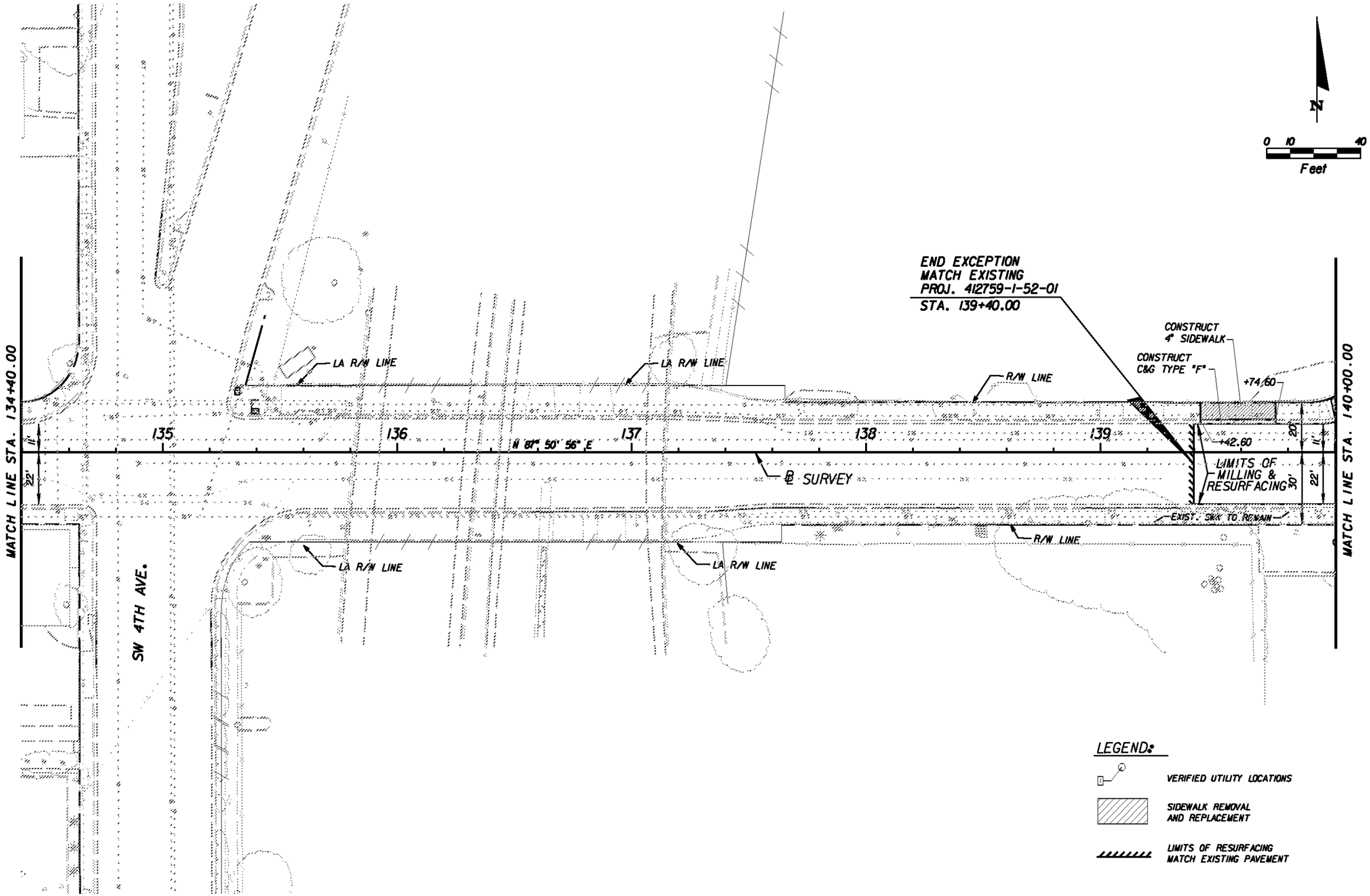
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 39

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MIAMI, FL. 33172
P.E. NO. 52703

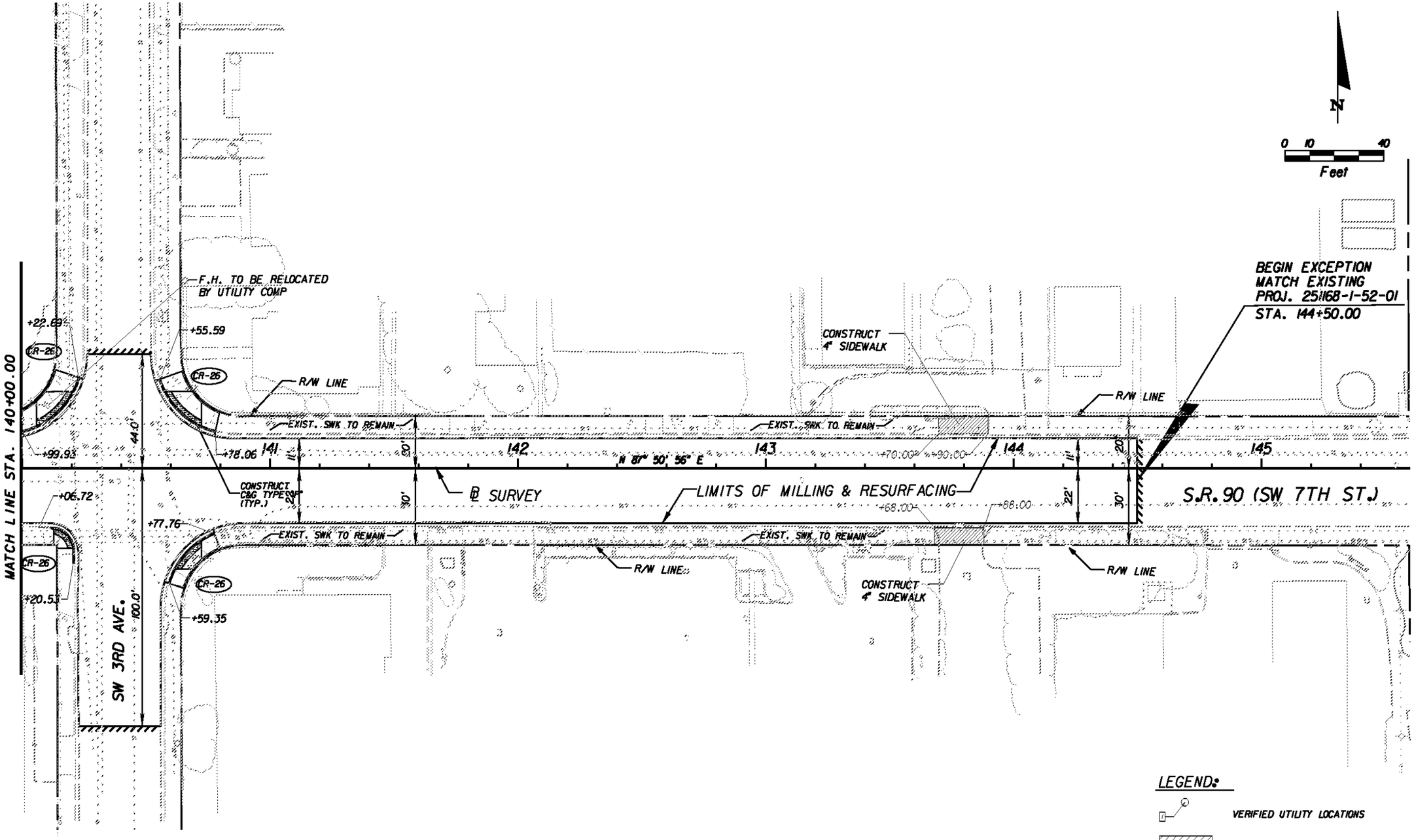
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 40

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

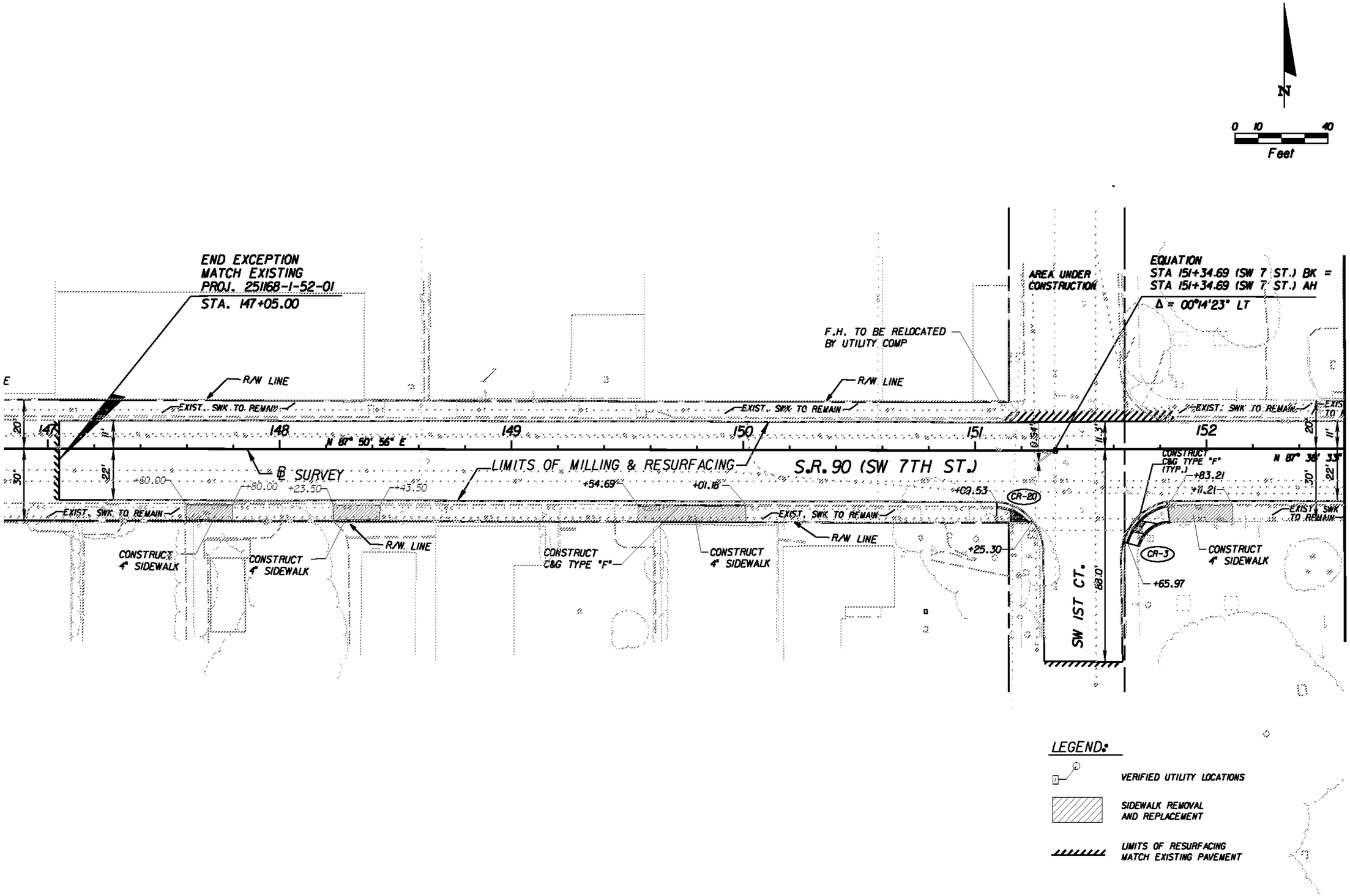
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 41

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F.D.O.T. DISTRICT SIX
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1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

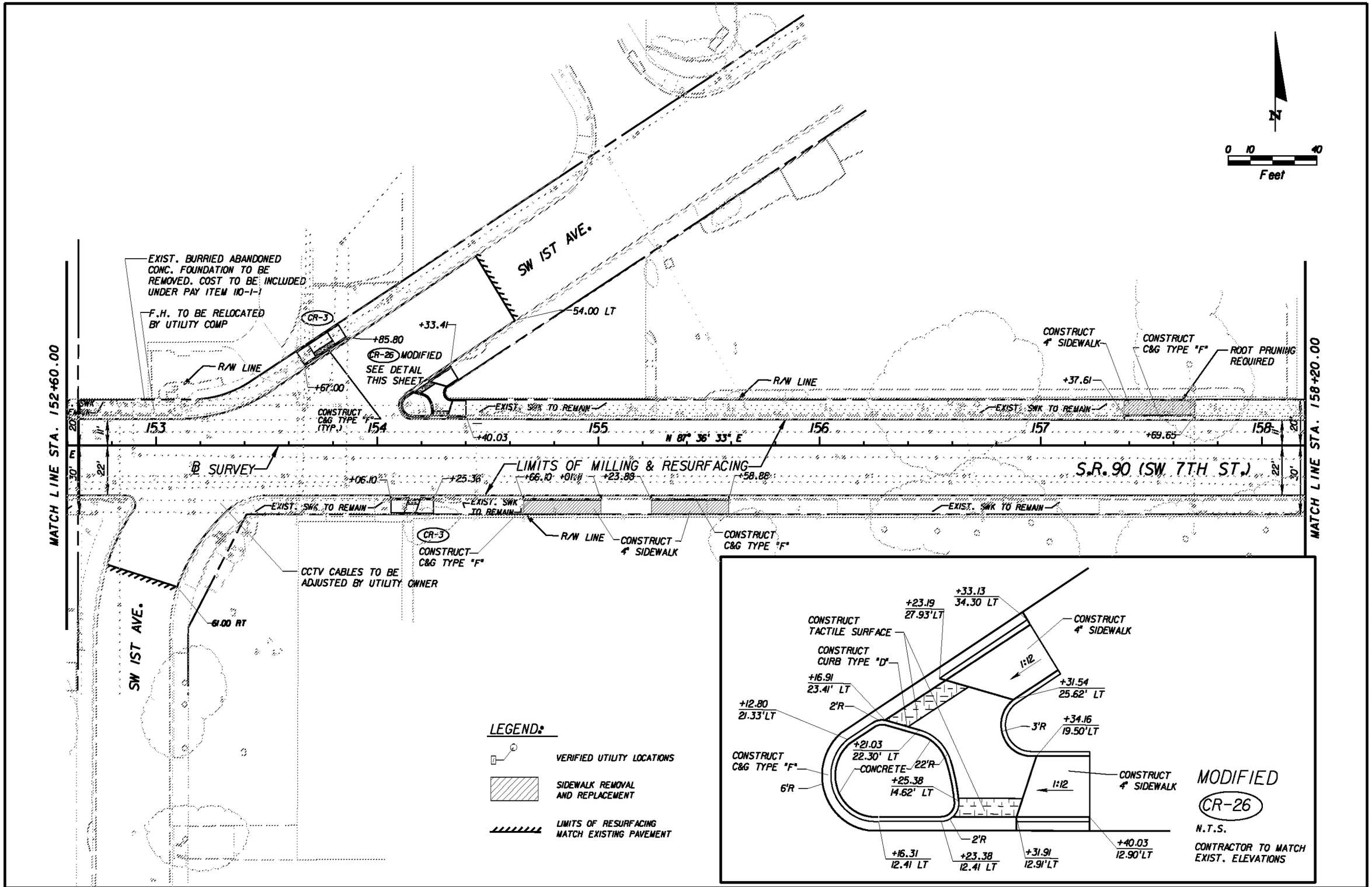
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 42

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 43

3/10/2006 2:58:11 PM C:\e\projects\412481_1_52_01\roadway\plan\rd06.dgn

N

0 10 40
Feet

EQUATION
STA 159+36.10 (SW 7 ST.) BK =
STA 159+36.10 (SW 7 ST.) AH

MATCH LINE STA. 158+20.00

APPLY DETECTABLE WARNING DEVICE IN THE DIRECTION OF THE CROSSWALK PAY ITEM 527-1

+24.64
36.01 (LT)

+00.02
11.14 (LT)

+17.02

R/W LINE

EXIST. SWK TO REMAIN

CR-3

159

N 87° 36' 33" E

20'

11'

1.14'

25.0'

+57.66

+61.25

+66.53

+83.54

160

161

162

163

+36.43

N 81° 49' 48" E

℄ SURVEY

LIMITS OF MILLING & RESURFACING

S.R. 90 (SW 7TH ST.)

CONSTRUCT C&G TYPE "F" (TYP.)

+04.34

+09.94

+77.71

+13.76

CONSTRUCT 4" SIDEWALK

+61.32

+53.43

+74.01

CR-12

30'

22'

CR-26

CR-11

+59.55

+55.81

+35.87

CONSTRUCT 4" SIDEWALK

CONSTRUCT C&G TYPE "F"

F.H. TO BE RELOCATED BY UTILITY COMP.

+22.65

MIAMI AVE.

91.0'

PI STA. 163+62.68 (SE 7 ST.)
Δ = 15°06'32" RT

S 77° 03' 40" E

MATCH LINE STA. 163+80.00

LEGEND:

VERIFIED UTILITY LOCATIONS

SIDEWALK REMOVAL AND REPLACEMENT

LIMITS OF RESURFACING MATCH EXISTING PAVEMENT

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MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 44

3/10/2006 2:58:11 PM C:\e\projects\412481_1_52_01\roadway\plan\rd06.dgn

N

0 10 40
Feet

END PROJECT
END MILLING & RESURFACING
MATCH EXISTING
S.E. 7TH STREET
STA. 168+30.00

MATCH LINE STA. 163+80.00

R/W LINE
EXIST. SWK TO REMAIN
20'
11'
164
165
S 77° 03' 40" E
166
167
11'
168
20'
℄ SURVEY
LIMITS OF MILLING & RESURFACING
S.R. 90 (SW 7TH ST.)
30'
22'
22'
30'
EXIST. SWK TO REMAIN
EXIST. SWK TO REMAIN
R/W LINE
R/W LINE
R/W LINE

90°00'00"
90°00'00"
POT STA. 169+30.00
168+88.67

S.R. 5 (U.S. HWY 1) (BRICKELL AVE.) (SE 2ND AVE.)

LEGEND:

VERIFIED UTILITY LOCATIONS

SIDEWALK REMOVAL AND REPLACEMENT

LIMITS OF RESURFACING MATCH EXISTING PAVEMENT

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REVISIONS					
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F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	412481-1-52-01

ROADWAY PLAN

SHEET NO. 45

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COMPONENTS OF CONTRACT PLANS SET

ROADWAY PLANS

SIGNING AND PAVEMENT MARKING PLANS

SIGNALIZATION PLANS

A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

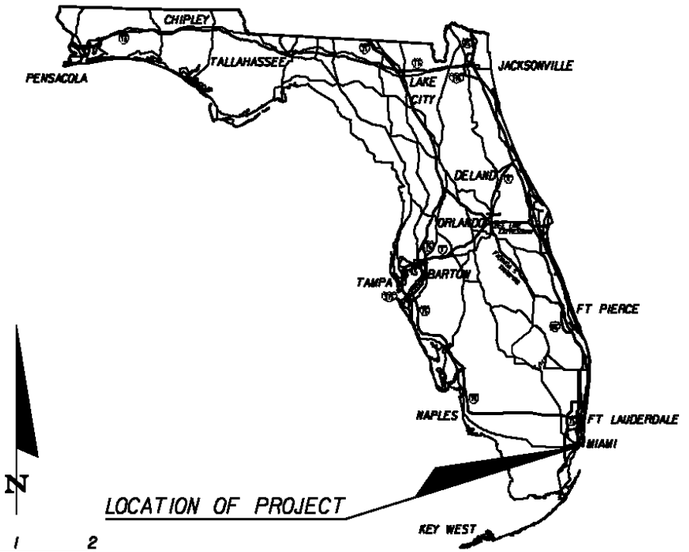
CONTRACT PLANS

FINANCIAL PROJECT ID 414646-1-52-01

MIAMI-DADE COUNTY (87120)

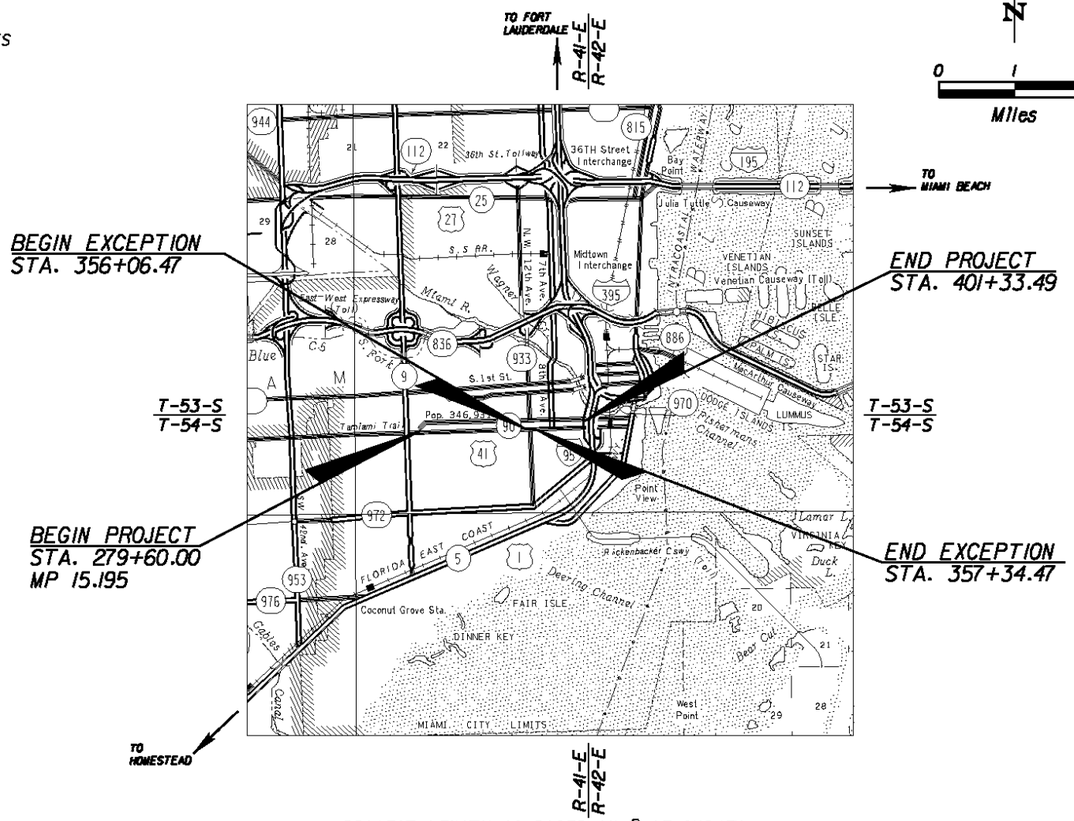
STATE ROAD NO. 90

S.W. 8TH STREET FROM BEACON BLVD TO S.W. 4TH AVENUE



INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2-2A	SUMMARY OF PAY ITEMS
3	TYPICAL SECTION
4	GENERAL NOTES
5-6	PAY ITEM NOTES AND SUMMARY OF QUANTITIES
7	LANDSCAPE RELOCATION NOTES
8	SUMMARY OF DRAINAGE STRUCTURES
9	SUMMARY OF SURVEY VERIFIED UTILITIES
10-16	PROJECT NETWORK CONTROL
17-39	ROADWAY PLAN
40	PLAN DETAILS
41-44	DRIVEWAY DETAILS
45-46	DRAINAGE STRUCTURES
47	DRAINAGE DETAILS
48	TRAFFIC CONTROL PLAN NOTES
49	TRAFFIC CONTROL PLAN TYPICAL SECTION
50	CONSTRUCTION INFORMATION SIGN DETAIL
GR-1	REPORT OF CORE BORING



PROJECT LENGTH IS BASED ON ℄ OF SURVEY

LENGTH OF PROJECT	LINEAR FEET	MILES
ROADWAY	12,045.49	2.282
BRIDGES		
NET LENGTH OF PROJECT	12,045.49	2.282
EXCEPTIONS	128.00	0.024
GROSS LENGTH OF PROJECT	12,173.49	2.306

FDOT PROJECT MANAGER: MOHAMMED S MANSURI, P.E

FDOT PROJECT ENGINEER: HEIDI SOLAUN-DOMINGUEZ, P.E

GOVERNING STANDARDS AND SPECIFICATIONS:
FLORIDA DEPARTMENT OF TRANSPORTATION,
DESIGN STANDARDS DATED 2006,
AND STANDARD SPECIFICATIONS FOR ROAD AND
BRIDGE CONSTRUCTION DATED 2007,
AS AMENDED BY CONTRACT DOCUMENTS.

APPLICABLE DESIGN STANDARDS MODIFICATIONS: 07-01-07

For Design Standards Modifications click on "Design Standards" at the following web site:
http://www.dot.state.fl.us/rddesign/

ROADWAY SHOP DRAWINGS
TO BE SUBMITTED TO:

GHAZEM ZOLFAGHARI, P.E.
FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT VI OFFICE
1000 N.W. 111th AVENUE
MIAMI, FLORIDA 33172

PLANS PREPARED BY:

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT VI OFFICE
1000 N.W. 111th AVENUE
MIAMI, FLORIDA 33172

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

KEY SHEET REVISIONS		
DATE	BY	DESCRIPTION

ROADWAY PLANS
ENGINEER OF RECORD: MOHAMMED S. MANSURI, P.E.

P.E. NO.: 52703

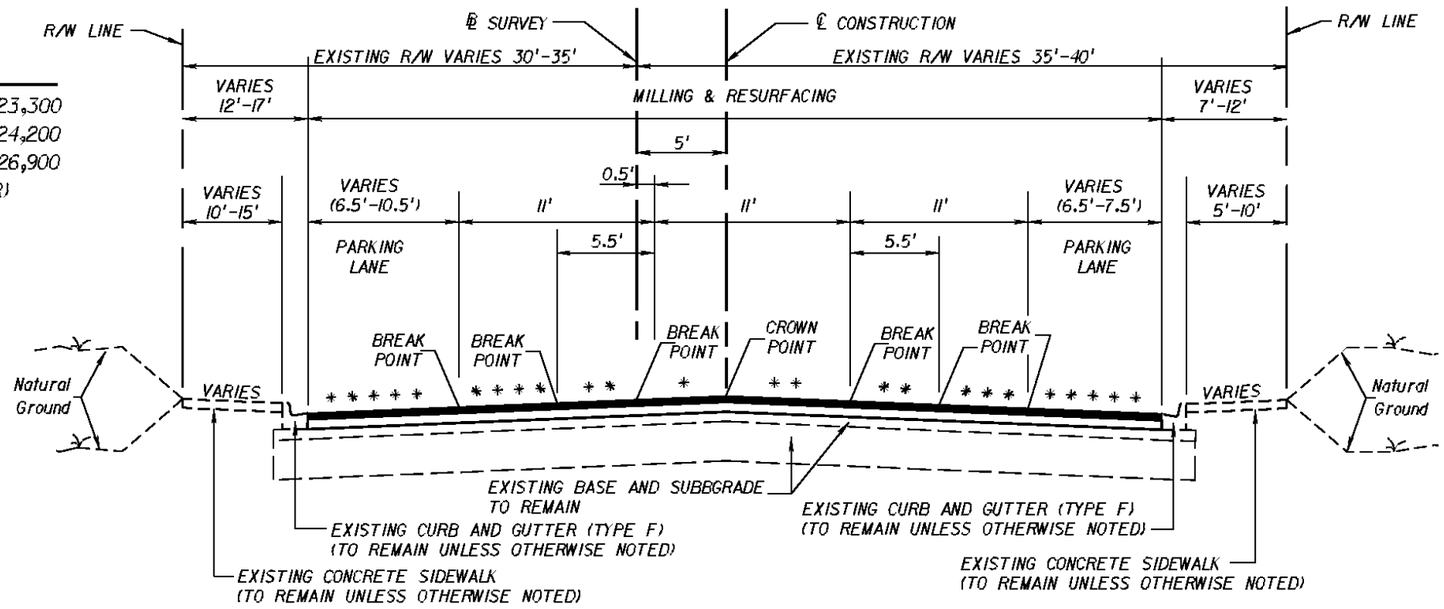
FISCAL YEAR	SHEET NO.
08	1

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TRAFFIC DATA

CURRENT YEAR	= 2004 AADT	= 23,300
ESTIMATED OPENING YEAR	= 2008 AADT	= 24,200
ESTIMATED DESIGN YEAR	= 2028 AADT	= 26,900

K = 9.20% D = 100% T = 4.58% (24 HOUR)
DESIGN HOUR T = 4.58%
DESIGN SPEED = 35 MPH
POSTED SPEED = 30 MPH



NOTE:

1. MATCH EXISTING CROSS SLOPES

RANGE OF EXISTING CROSS SLOPE:

\+ - 0.001 - 0.03
\+ + - 0.01 - 0.03
\+ + + - 0.01 - 0.08
\+ + + + - 0.01 - 0.07
\+ + + + + - 0.01 - 0.10

TYPICAL SECTION
SR 90 (S.W. 8TH STREET)
STA. 279+60.00 TO STA. 401+33.49

MILLING

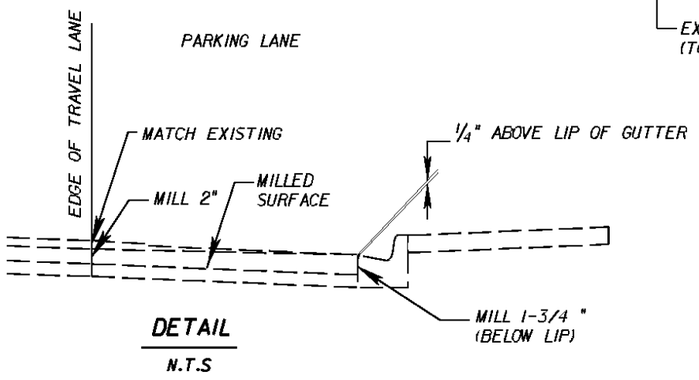
MILL EXISTING ASPHALT PAVEMENT (2" AVG. DEPTH)
(1 3/4" BELOW LIP OF GUTTER AT LOW SIDE)

RESURFACING

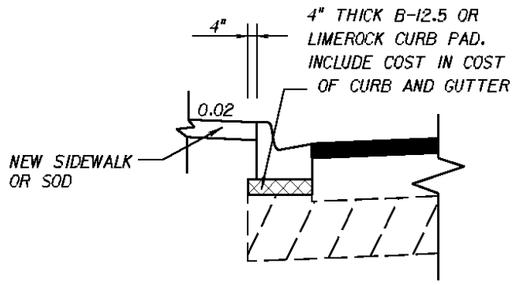
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (1")
AND FRICTION COURSE FC-9.5 (TRAFFIC C) (1") (RUBBER)

TYPICAL SECTION NOTES:

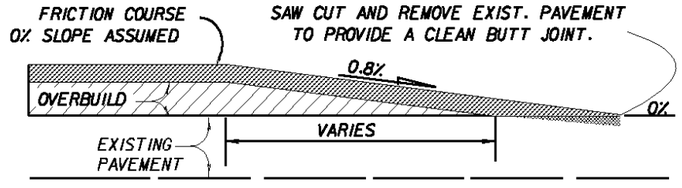
1. THE CONTRACTOR IS TO MAINTAIN ACCESS TO ALL DRIVEWAYS OR ARRANGE FOR PARKING FOR AFFECTED RESIDENCES AND BUSINESSES
2. ALL STATION AND OFFSETS ARE GIVEN BASED ON ℄ SURVEY FOR S.W. 8TH STREET
3. ALL SOD USED SHALL BE ST. AGUSTINE



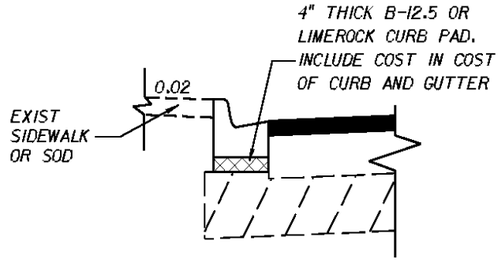
DETAIL
N.T.S



TYPICAL CURB PAD DETAIL FOR NEW CURB AND GUTTER WITH SIDEWALK CONST.
N.T.S



FEATHERING DETAIL
N.T.S.
NOTE: TO BE USED AT SIDE STREETS, AND BEGINNING AND END OF PROJECT TRANSITIONS



TYPICAL CURB PAD DETAIL FOR NEW CURB AND GUTTER WITHOUT SIDEWALK CONST.
N.T.S

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

FDOT DISTRICT SIX
MOHAMMED S. MANSURI
1000 N.W. 111TH AVENUE
MIAMI, FLORIDA 33172
P.E. No. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

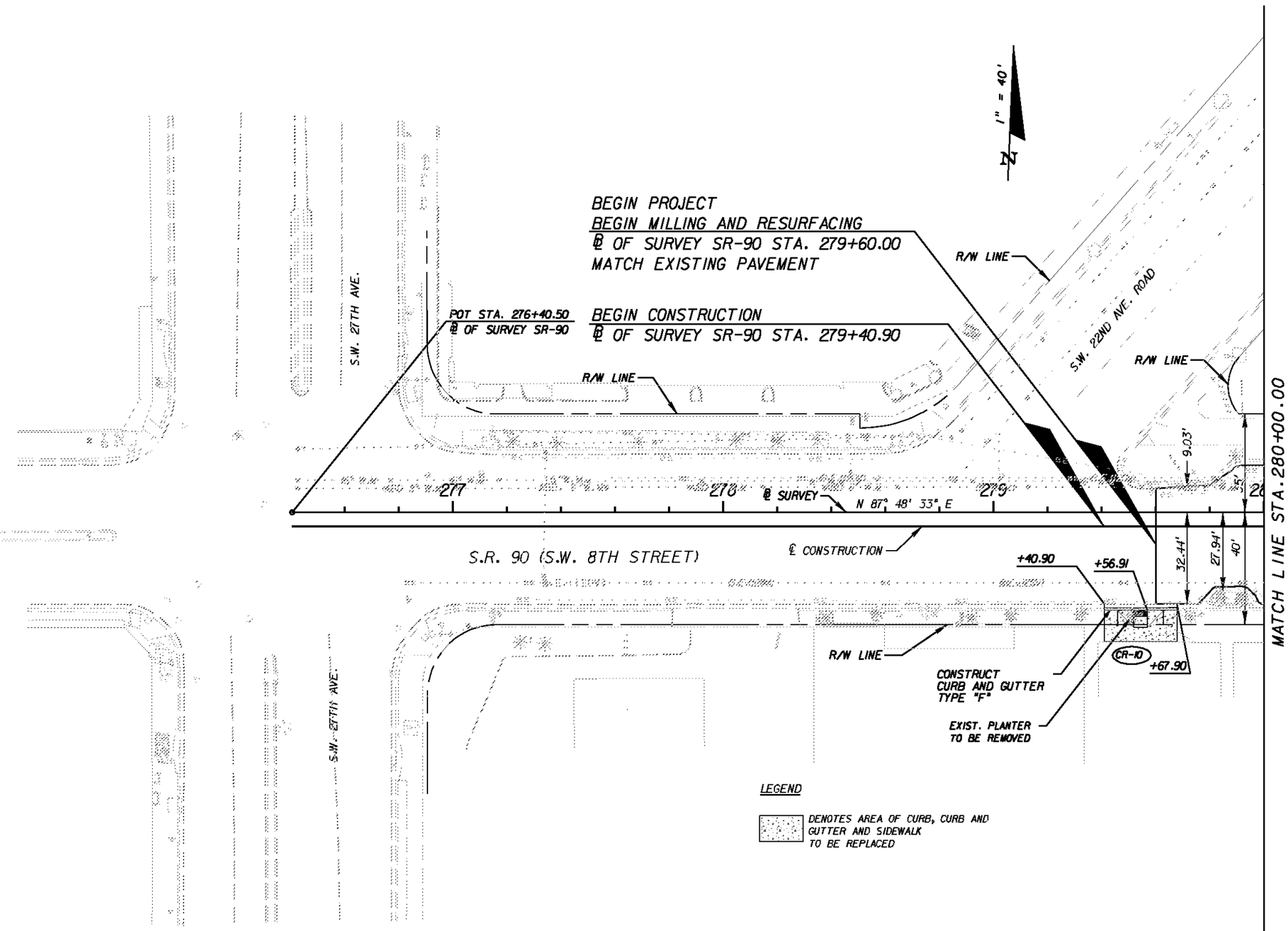
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

TYPICAL SECTION

SHEET NO. 3

RD652HS 7/31/2007 2:51:46 PM C:\e\projects\414646_1_52_01\roadway\typsrd01.dgn

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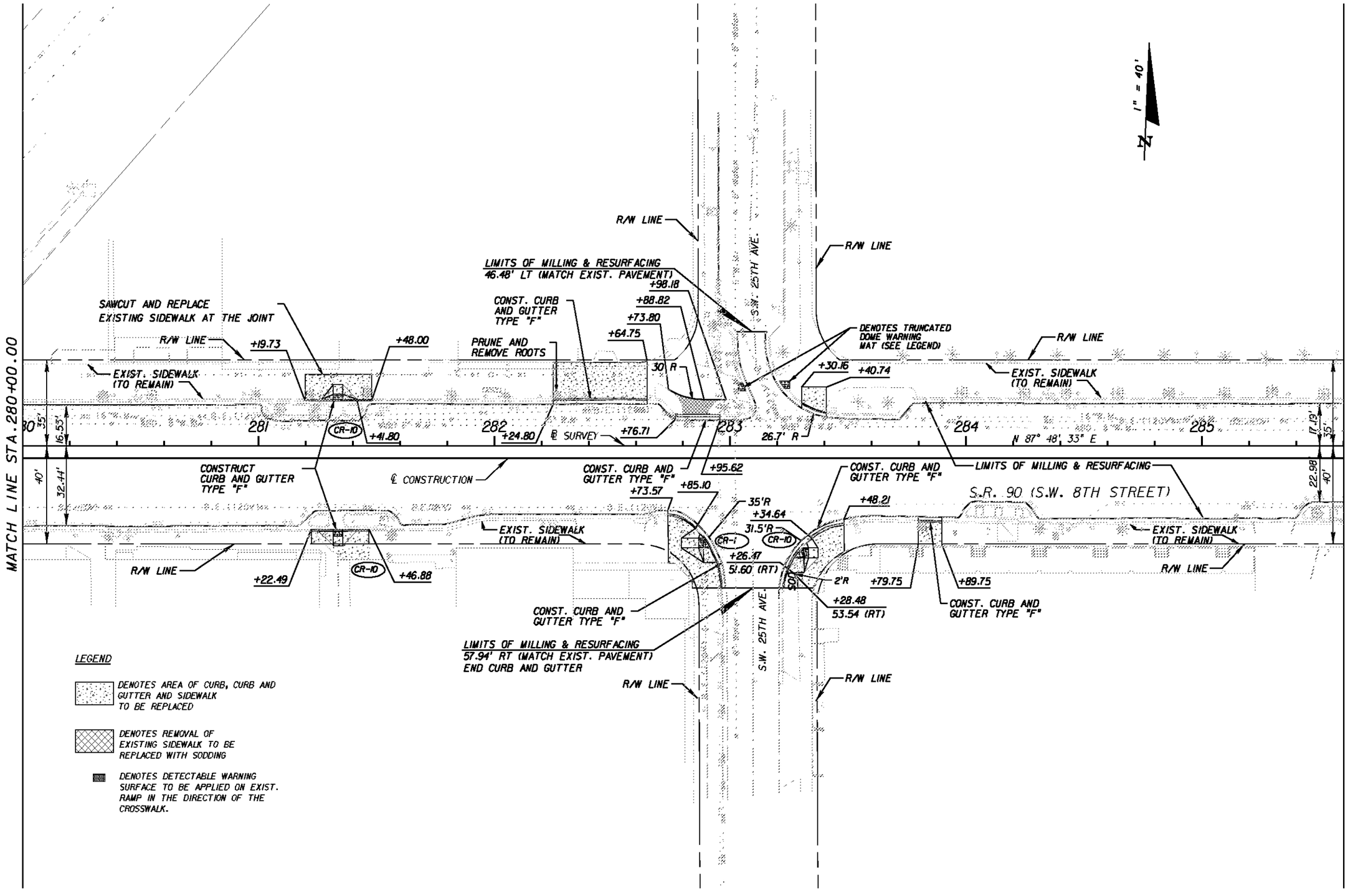
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 17

RD652HS 5/31/2007 3:35:10 PM C:\e\projects\414646_1_52_01\roadway\planrd01.dgn



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F.D.O.T. DISTRICT SIX
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 18

RD652HS 5/31/2007 3:36:39 PM C:\e\projects\414646_1_52_01\roadway\planrd02.dgn

MATCH LINE STA.285+60.00

MATCH LINE STA.291+20.00

1" = 40'

N

R/W LINE

R/W LINE

LIMITS OF MILLING & RESURFACING
54.05' LT (MATCH EXIST. PAVEMENT)
END CURB AND GUTTER

+60.39
52.29 (LT)

CONSTRUCT CURB
AND GUTTER TYPE "F"

S.W. 24TH AVE.

+15.17
38.49 (LT)
+07.26
38.61 (LT)

+15.17
38.49 (LT)
+12.38
27.74 (LT)
+39.07
34.17 (LT)

+84.17

CONSTRUCT CURB AND
GUTTER TYPE "F"

6" CONCRETE SLAB
TO BE REPLACED

+92.11

CONSTRUCT CURB AND
GUTTER TYPE "F"

+79.45

6" CONCRETE SLAB
TO BE REPLACED

+57.29
36.78 (LT)

+91.69
34.17 (LT)

2'R

CONSTRUCT CURB AND
GUTTER TYPE "F"

+77.11

R/W LINE

CONSTRUCT CURB
AND GUTTER TYPE "F"

+15.26

+64.45

+15.49

+44.63

SOD

CR-22

CR-22

SOD

SOD

5'R

5'R

SOD

R/W LINE

EXIST. SIDEWALK
(TO REMAIN)

EXIST. SIDEWALK
(TO REMAIN)

+39.05

+49.05

+20.22

+52.20

CR-24

+68.38
31.17 (LT)

13.5'R

CONSTRUCT CURB
AND GUTTER TYPE "F"

+21.76
13.64 (LT)

+3.17
20.84 (LT)

+03.38

CR-22

35'

17.42'

286

5.00'

287

℄ SURVEY

288

N 87° 48' 33" E

+69.22

5.00'

289

290

291

21.35'

35'

+91.69
29.17 (LT)
12'R

40'

29.42'

+80.44
27.22 (RT)

+91.81
32.63 (RT)

CONSTRUCT
CURB AND
GUTTER TYPE "F"

+65.13
40.61 (RT)

2' R

SOD

CR-1

CR-1

+16.35

+29.19

S.R. 90 (S.W. 8TH STREET)

LIMITS OF MILLING & RESURFACING

+34.91
24.88 (RT)

2'R

+44.59

CR-10

32'R

SEE CURB RAMP
DETAIL- A BELOW

CONST CURB
TYPE "D"
+18.95
28.90 (RT)

CONSTRUCT CURB
AND GUTTER TYPE "F"
+46.79

28.84'

40'

28'R

+96.50

1:12

SOD

EXIST. SIDEWALK
(TO REMAIN)

EXIST. SIDEWALK
(TO REMAIN)

DENOTES TRUNCATED DOME
WARNING MAT (SEE LEGEND)

+78.34
32.42 (RT)

+00.61
42.67 (RT)

2'R

+00.89
44.67 (RT)

+13.57
32.46 (RT)

+15.37
44.29 (RT)

SOD

+17.07
31.10 (RT)

+32.92
31.23 (RT)

+59.98

+91.70
53.92 (RT)

SOD

R/W LINE

R/W LINE

R/W LINE

R/W LINE

S.W. 24TH CT.

S.W. 24TH AVE.

LIMITS OF MILLING & RESURFACING
51.50' RT (MATCH EXIST. PAVEMENT)
END CURB AND GUTTER LT

LIMITS OF MILLING & RESURFACING
58.45' RT (MATCH EXIST. PAVEMENT)
END CURB AND GUTTER LT

R/W LINE

LEGEND

SIDEWALK
TO BE REPLACED

DENOTES REMOVAL OF
EXISTING SIDEWALK TO BE
REPLACED WITH SODDING

DENOTES DETECTABLE WARNING
SURFACE TO BE APPLIED ON EXIST.
RAMP IN THE DIRECTION OF THE
CROSSWALK.

DENOTES VERIFIED UTILITY
INFORMATION (VVH)

CONSTRUCT TYPE D CURB
AROUND MANHOLE
PLACE DETECTABLE
WARNING MAT

+15.53
34.26 (RT)

1:12

+98.49
44.53 (RT)

+15.53
40.00 (RT)

2'R

+00.49
46.53 (RT)

CONSTRUCT
TYPE D CURB

+05.31
58.45 (RT)

+00.49
58.45 (RT)

1:12

CURB RAMP DETAIL - A

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

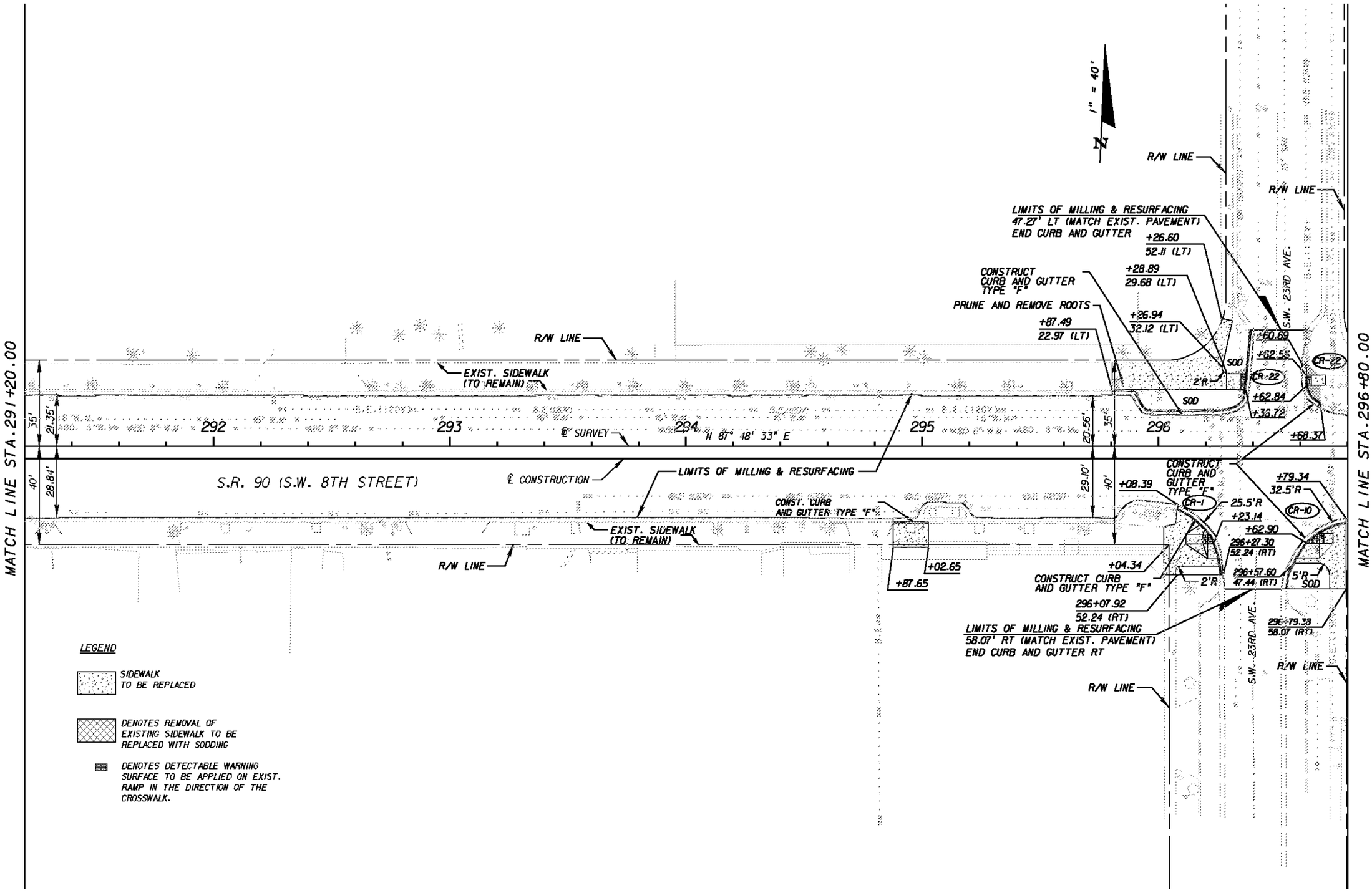
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 19

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MOHAMMED S. MANSURI, P.E.
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P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

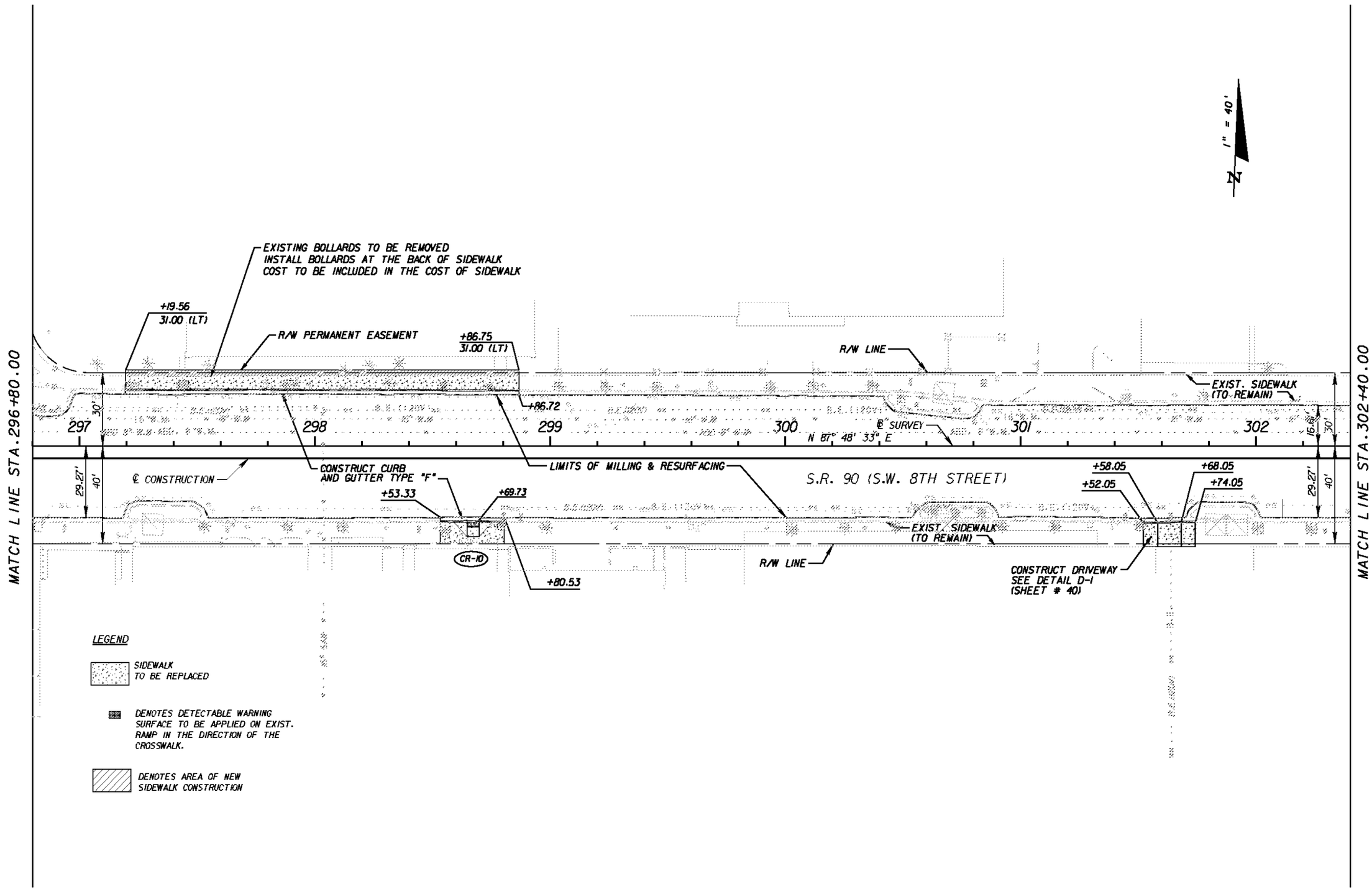
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 20

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F.D.O.T. DISTRICT SIX
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MIAMI, FL. 33172
P.E. NO. 52703

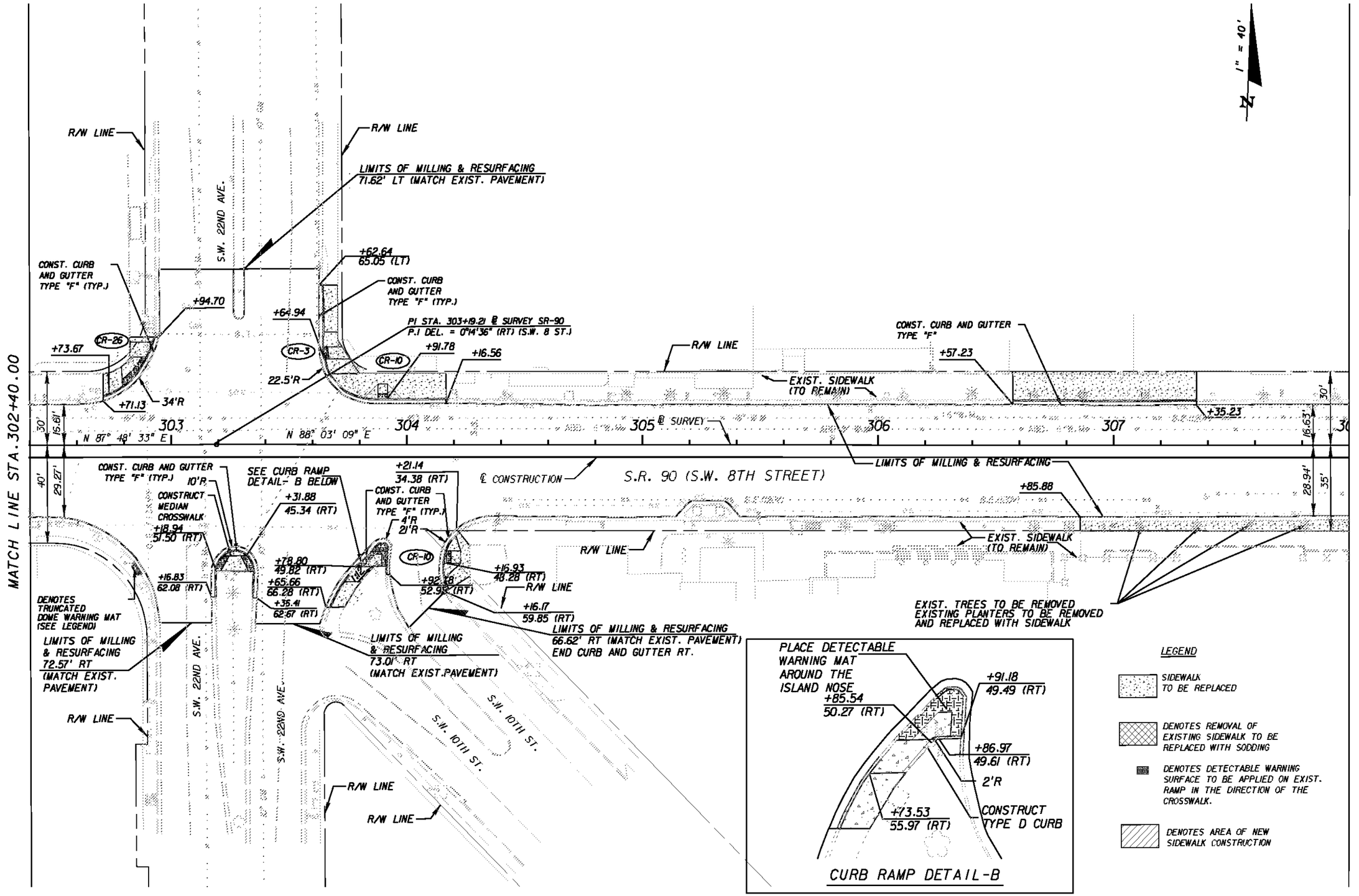
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 21

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REVISIONS					
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F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

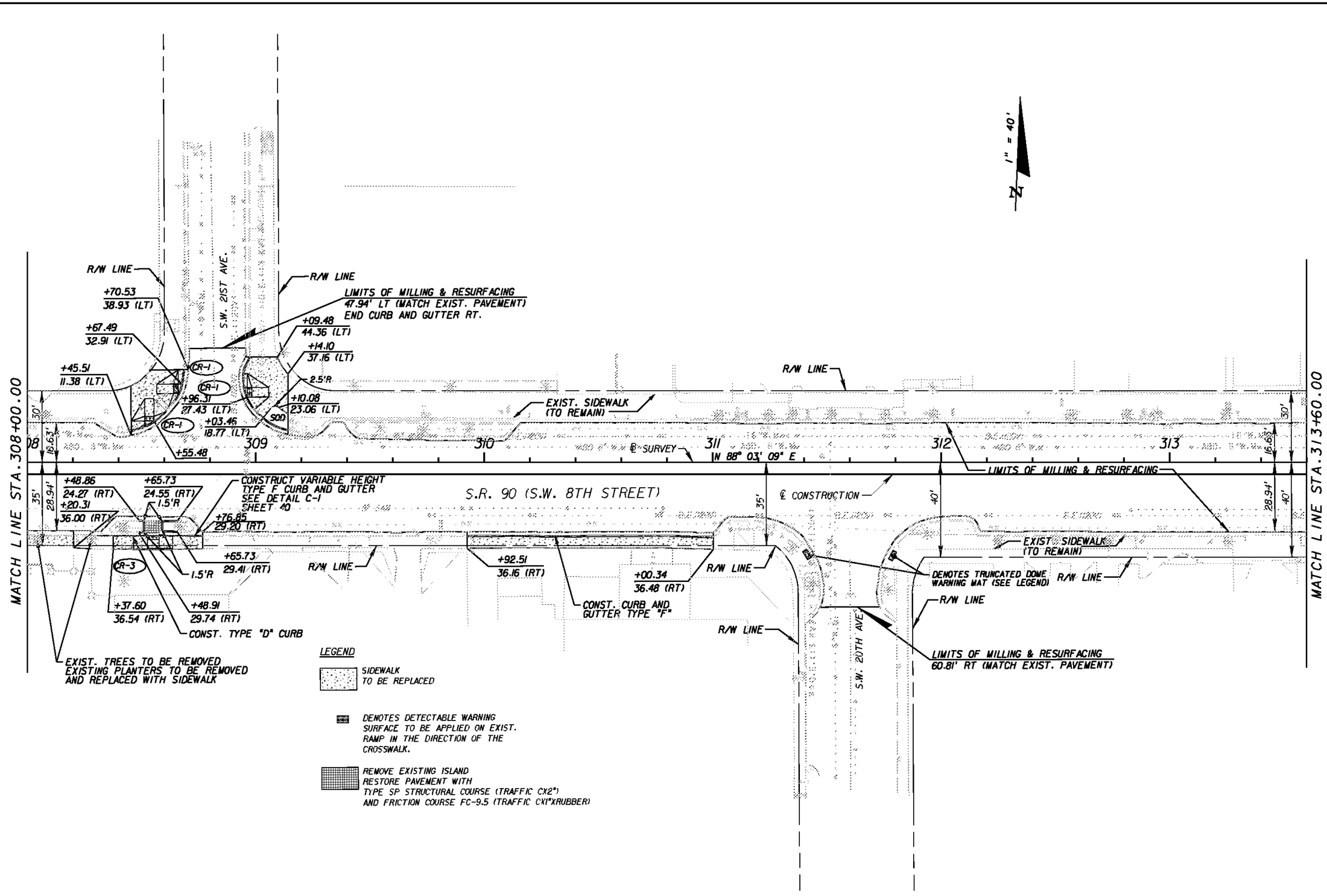
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 22

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REVISIONS					
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1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 23

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MATCH LINE STA. 313+60.00

MATCH LINE STA. 319+20.00

1" = 40'

N

R/W LINE

EXIST. SIDEWALK (TO REMAIN)

+36.99

+23.07

SOD

CR-24

+49.59

+26.01

+35.01

S.W. 19TH AVE.

LIMITS OF MILLING & RESURFACING
59.92' LT (MATCH EXIST. PAVEMENT)

+93.92

+03.89

DENOTES TRUNCATED DOME WARNING MAT (SEE LEGEND)

+82.01

CR-1

CONST. CURB AND GUTTER TYPE "F"

+10.00

314 315 316 317 ℄ SURVEY 318 319

16.63'

30'

40'

28.94'

35'

+88.66
28.98 (RT)

+88.72
41.13 (RT)

EXISTING INLET TO REMAIN

+29.69
25.46 (RT)

℄ CONSTRUCTION

+79.41
39.12 (RT)

+95.78
30.26 (RT)

19'R

CR-10

31'R

+45.93
38.49 (RT)

S.R. 90 (S.W. 8TH STREET)

LIMITS OF MILLING & RESURFACING

+08.62
45.50 (RT)

+90.27
55.16 (RT)

CONST. CURB AND GUTTER TYPE "F" (TYP.)

CONSTRUCT CURB AND GUTTER TYPE "F"

LIMITS OF MILLING & RESURFACING
58.19' RT (MATCH EXIST. PAVEMENT)
END CURB AND GUTTER LT

LEGEND

SIDEWALK TO BE REPLACED

DENOTES DETECTABLE WARNING SURFACE TO BE APPLIED ON EXIST. RAMP IN THE DIRECTION OF THE CROSSWALK.

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
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MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 24

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MATCH LINE STA.319+20.00

MATCH LINE STA.324+80.00

S.R. 90 (S.W. 8TH STREET)

S.W. 18TH AVE.

CONST. CURB AND GUTTER TYPE "F"

+30.00

5.0'

EXIST. SIDEWALK (TO REMAIN)

6

7

8

R/W LINE

CONST. 100' OF 24" FRENCH DRAIN

LIMITS OF MILLING & RESURFACING

S-1

S-2

S-3

S-4

℄ CONSTRUCTION

+87.79

+13.14
38.36 (LT)

+18.49
35.31 (LT)

+13.64
31.5'R

23.38 (LT)

2'R

SOD

CR-1

CR-24

+51.55
28.97 (LT)

+57.57

6'R

+88.40
22.63 (RT)

+47.21
19.96 (LT)

3'R

+19.58
39.89 (RT)

29.5'R

+88.40
46.05 (RT)

+11.32
52.11 (RT)

+56.36

+78.43

+22.46
52.09 (RT)

+08.34
61.65 (RT)

+68.12
28.72 (RT)

+54.12
39.07 (RT)

+50.65
49.13 (RT)

LIMITS OF MILLING & RESURFACING
40.80' LT (MATCH EXIST. PAVEMENT)
END CURB AND GUTTER LT.

LIMITS OF MILLING & RESURFACING
55.37' RT (MATCH EXIST. PAVEMENT)

N 88° 03' 09" E

320 322 323 324

B.E.(120V)

ABD 8" W.M

16" W.M

SAN

35'

30'

28.94'

22.67'

16.63'

1" = 40'

N

LEGEND

SIDEWALK TO BE REPLACED

DENOTES REMOVAL OF EXISTING SIDEWALK TO BE REPLACED WITH SODDING

DENOTES DETECTABLE WARNING SURFACE TO BE APPLIED ON EXIST. RAMP IN THE DIRECTION OF THE CROSSWALK.

DENOTES VERIFIED UTILITY INFORMATION (VVH)

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REVISIONS					
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F.D.O.T. DISTRICT SIX
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MIAMI, FL. 33172
P.E. NO. 52703

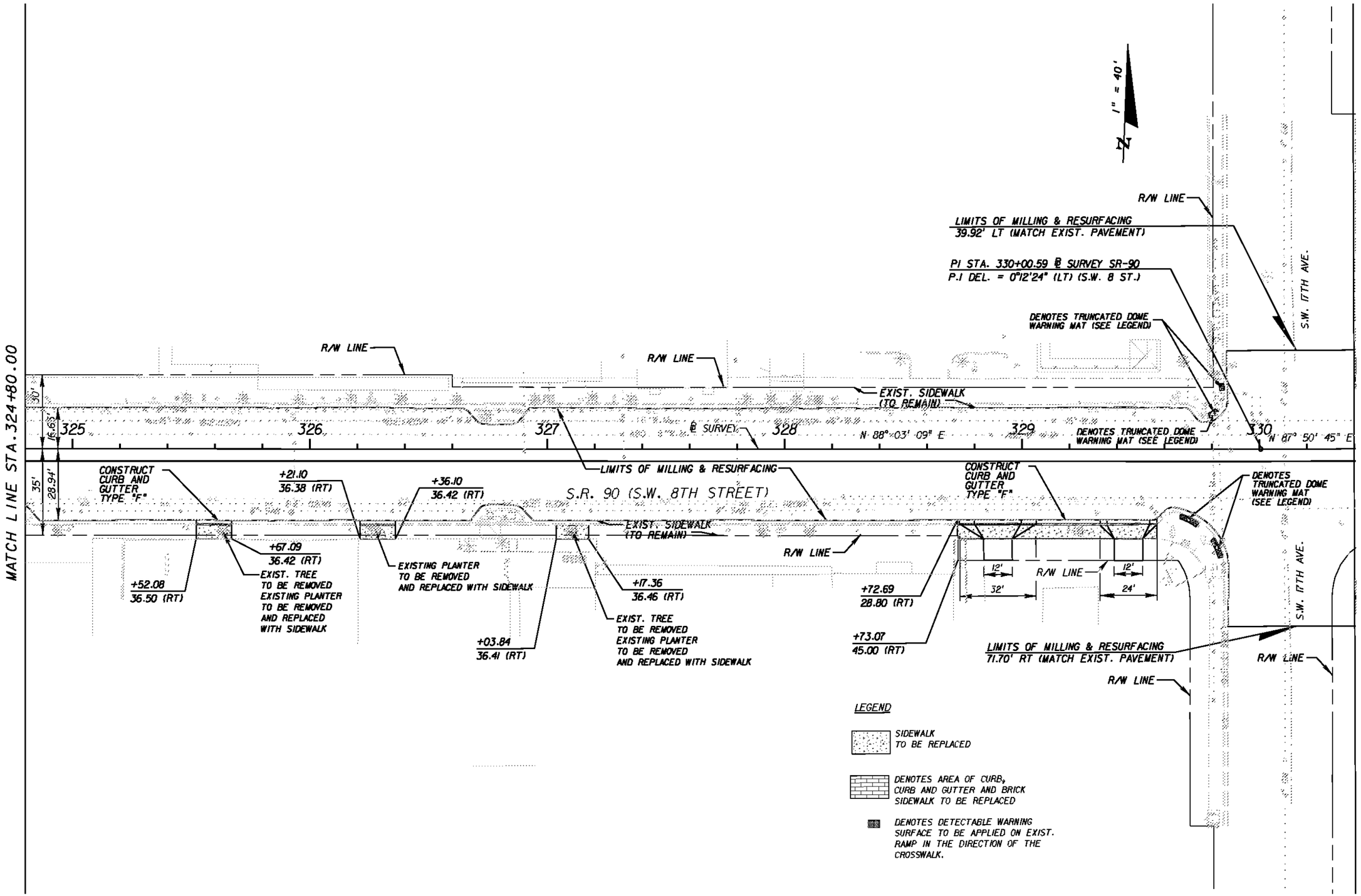
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 25

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REVISIONS					
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F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

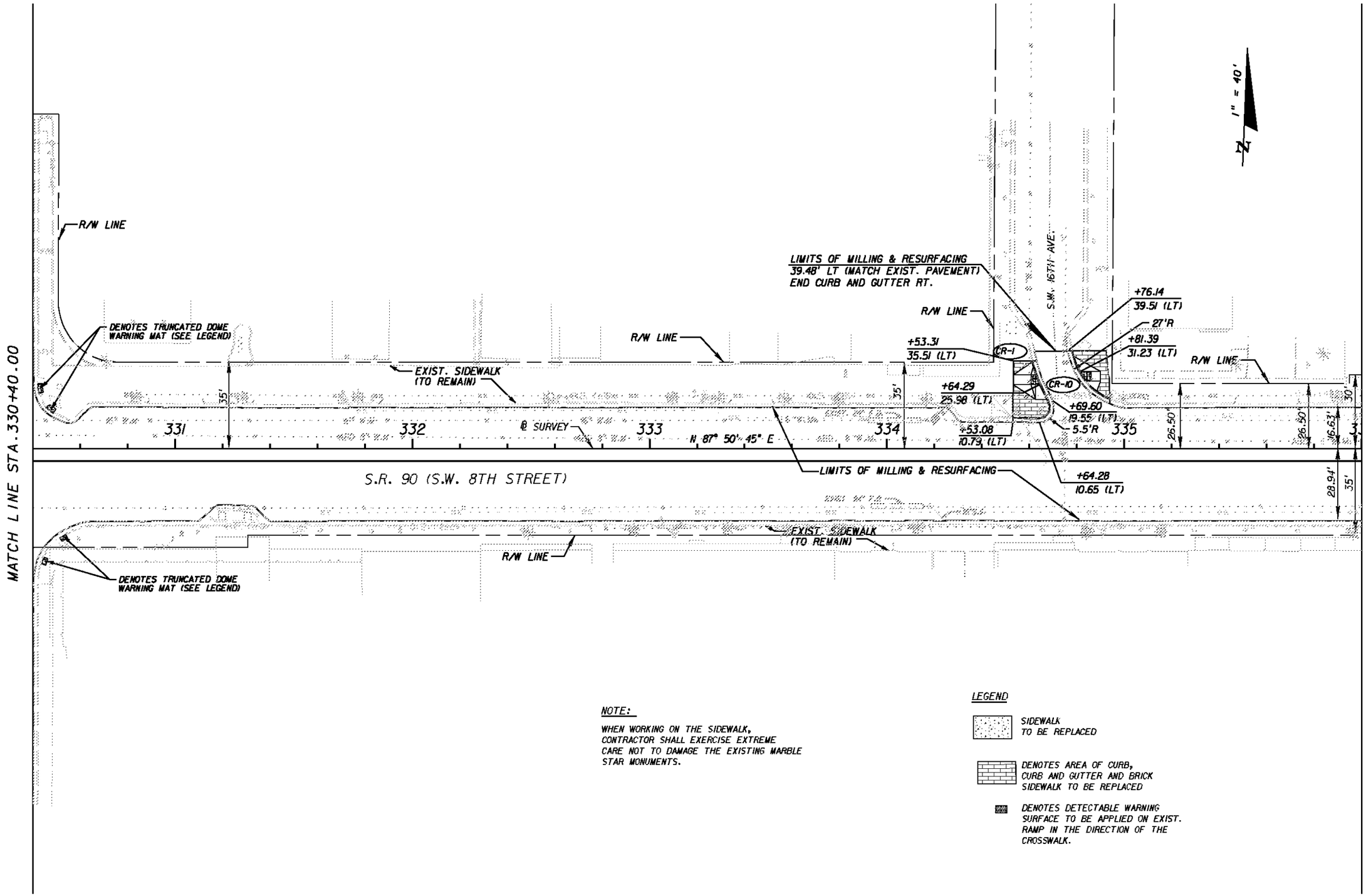
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 26

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NOTE:

WHEN WORKING ON THE SIDEWALK, CONTRACTOR SHALL EXERCISE EXTREME CARE NOT TO DAMAGE THE EXISTING MARBLE STAR MONUMENTS.

LEGEND

- SIDEWALK TO BE REPLACED
- DENOTES AREA OF CURB, CURB AND GUTTER AND BRICK SIDEWALK TO BE REPLACED
- DENOTES DETECTABLE WARNING SURFACE TO BE APPLIED ON EXIST. RAMP IN THE DIRECTION OF THE CROSSWALK.

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

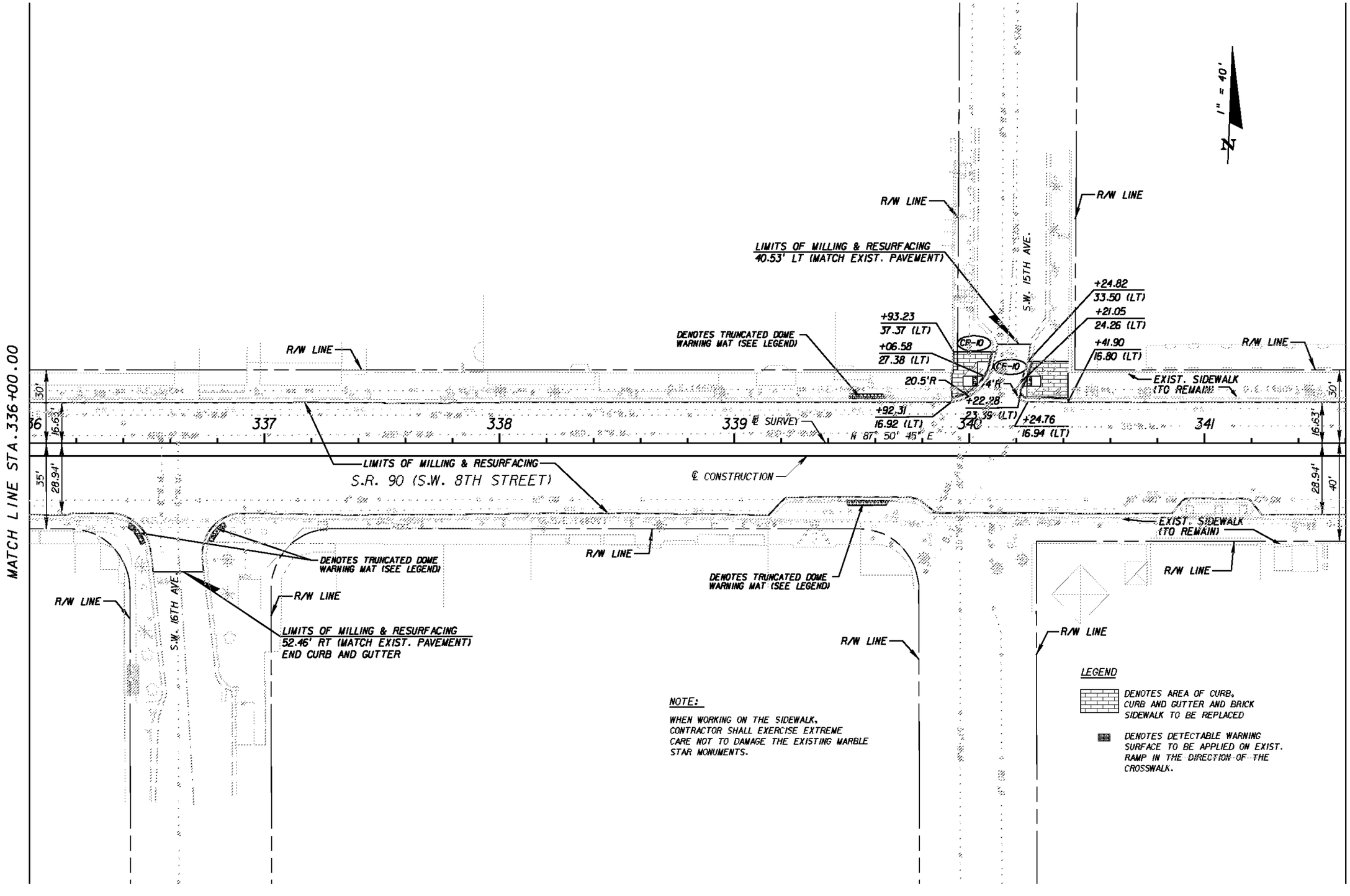
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 27

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1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

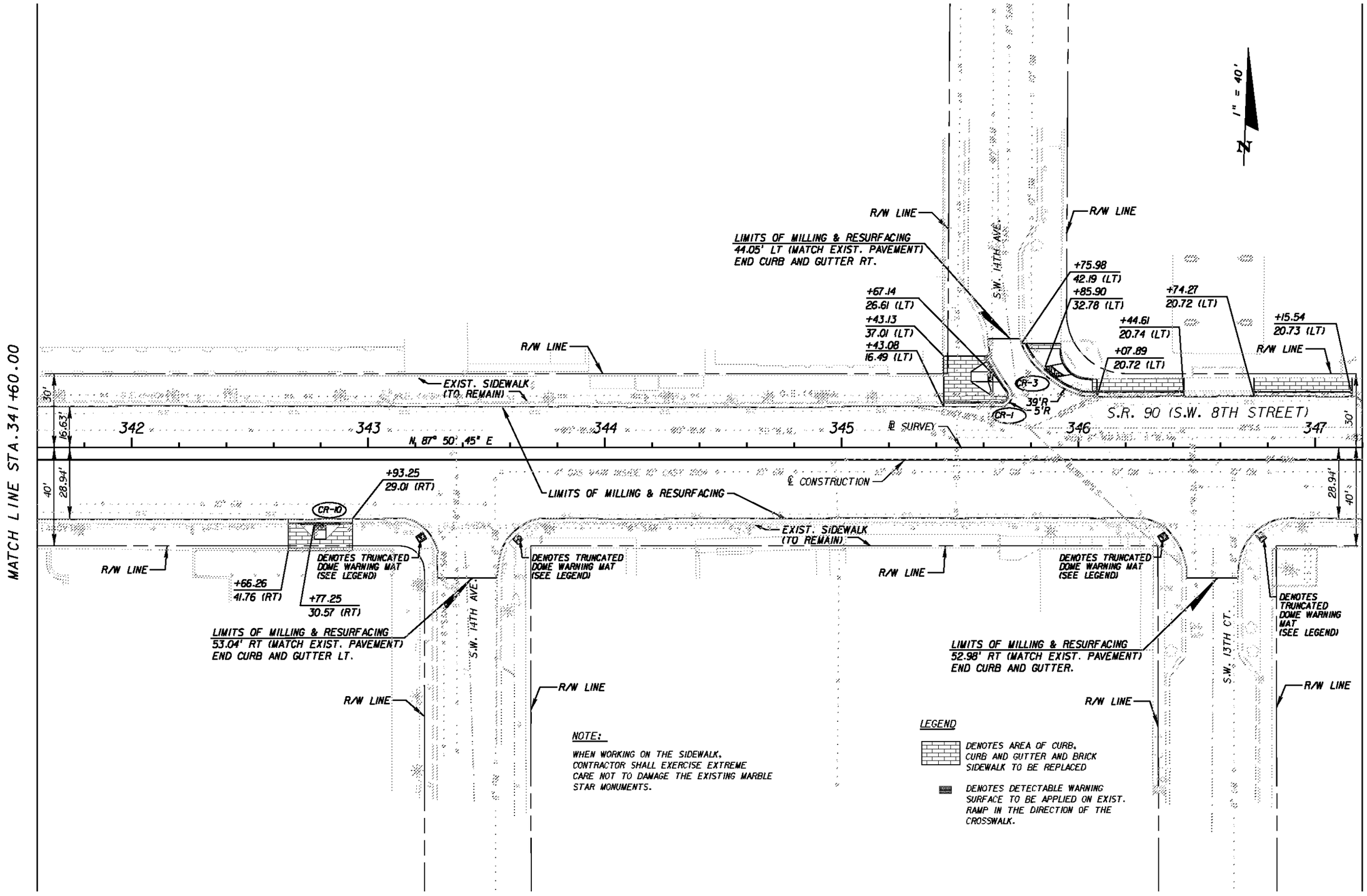
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 28

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NOTE:

WHEN WORKING ON THE SIDEWALK, CONTRACTOR SHALL EXERCISE EXTREME CARE NOT TO DAMAGE THE EXISTING MARBLE STAR MONUMENTS.

LEGEND

DENOTES AREA OF CURB, CURB AND GUTTER AND BRICK SIDEWALK TO BE REPLACED

DENOTES DETECTABLE WARNING SURFACE TO BE APPLIED ON EXIST. RAMP IN THE DIRECTION OF THE CROSSWALK.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

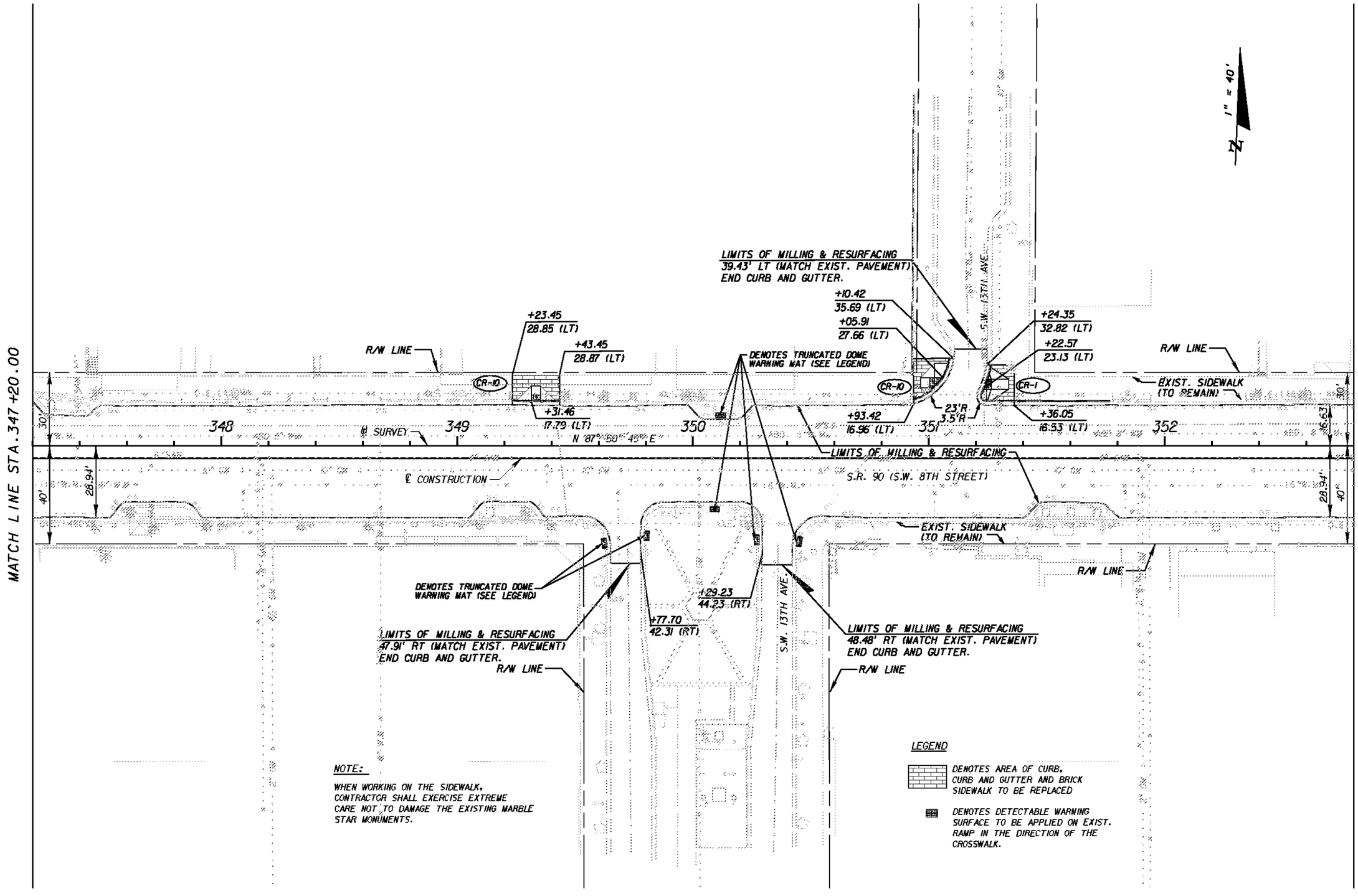
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 29

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
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MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 30

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MATCH LINE STA. 352+80.00

MATCH LINE STA. 358+40.00

1" = 40'

N

BEGIN EXCEPTION
℄ OF SURVEY SR-90 STA. 356+06.47
MATCH F.P.I.D. 414643-1-52-01
MATCH EXISTING PAVEMENT

PI STA. 356+69.47 ℄ SURVEY SR-90
P.I DEL. = 0°00'20" (LT) (S.W. 8 ST.)

END EXCEPTION
℄ OF SURVEY SR-90 STA. 357+34.47
MATCH F.P.I.D. 414643-1-52-01
MATCH EXISTING PAVEMENT

R/W LINE

EXIST. SIDEWALK (TO REMAIN)

S.W. 12TH AVE.

30'

16.63'

353 354 ℄ SURVEY 355 N 87° 50' 45" E 356 357 N 87° 50' 25" E 358

S.R. 90 (S.W. 8TH STREET)

40'

28.94'

LIMITS OF MILLING & RESURFACING

℄ CONSTRUCTION

16'R
14'R

CR-10

+75.59
28.80 (RT)

+64.30
37.67 (RT)

+75.72
54.54 (RT)

LIMITS OF MILLING & RESURFACING
43.67' RT (MATCH EXIST. PAVEMENT)
END CURB AND GUTTER.

SOD

+25.33
28.82 (RT)

+37.28
37.90 (RT)

+25.29
51.81 (RT)

S.W. 12TH CT.

NOTE:

WHEN WORKING ON THE SIDEWALK, CONTRACTOR SHALL EXERCISE EXTREME CARE NOT TO DAMAGE THE EXISTING MARBLE STAR MONUMENTS.

LEGEND

DENOTES AREA OF CURB, CURB AND GUTTER AND BRICK SIDEWALK TO BE REPLACED

DENOTES DETECTABLE WARNING SURFACE TO BE APPLIED ON EXIST. RAMP IN THE DIRECTION OF THE CROSSWALK.

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
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1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

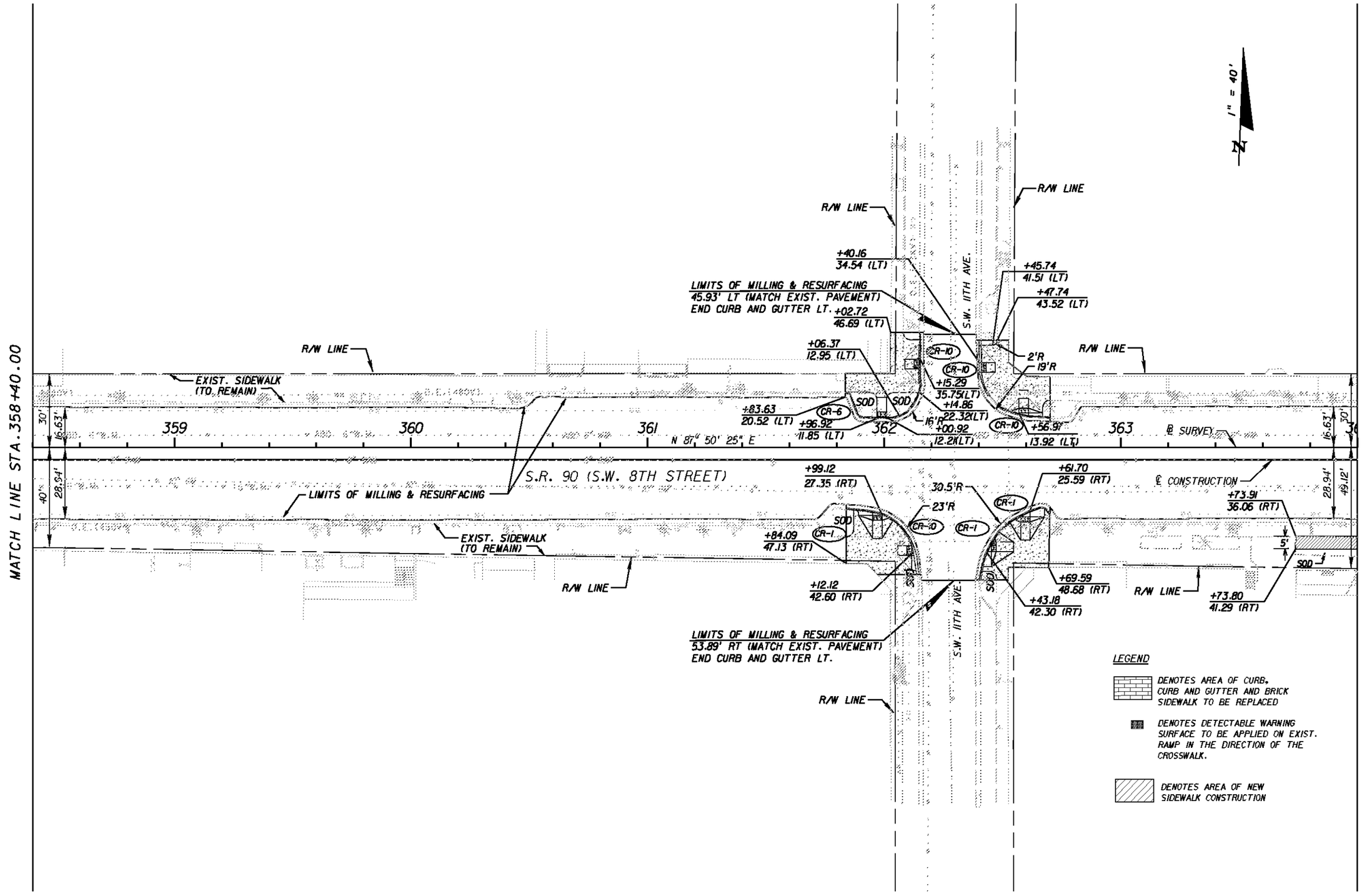
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 31

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
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1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

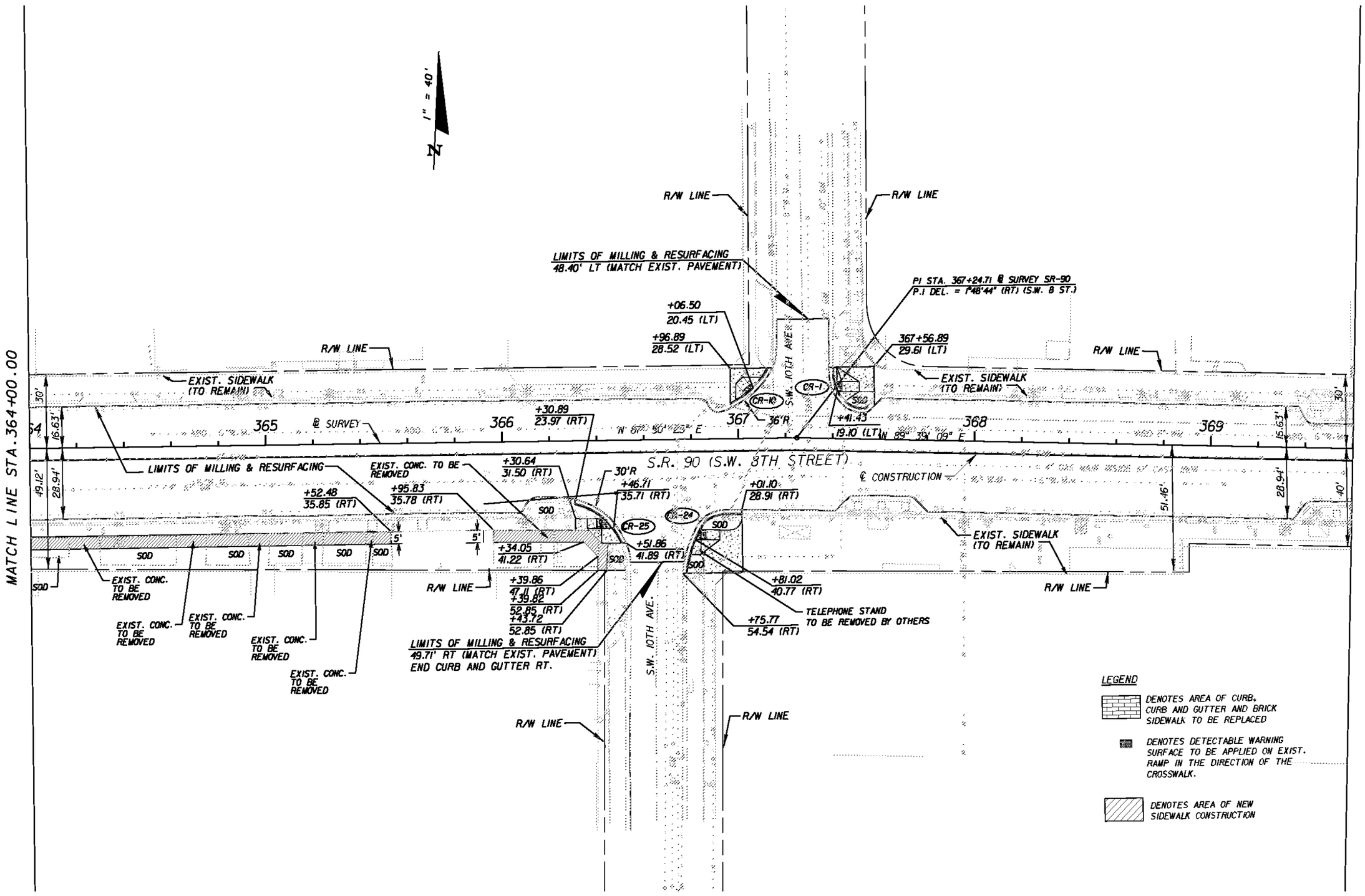
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 32

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

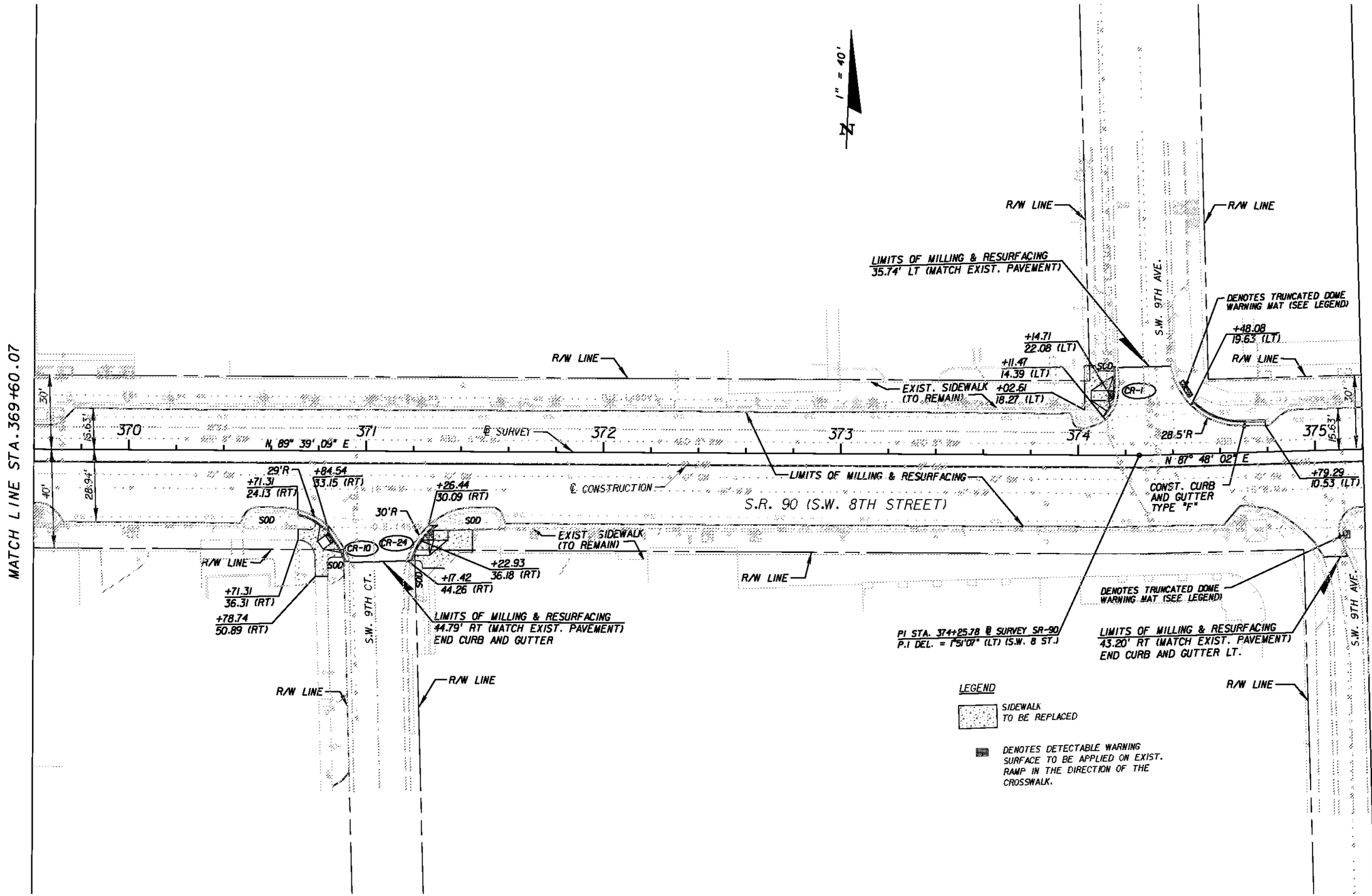
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 33

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 34

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MATCH LINE STA. 375+20.04

MATCH LINE STA. 380+80.00

1" = 40'

N

R/W LINE

R/W LINE

LIMITS OF MILLING & RESURFACING
32.39' LT (MATCH EXIST. PAVEMENT)
END CURB AND GUTTER

S.W. 8TH AVE.

R/W LINE

+42.75
10.96 (LT)

+60.81
30.00 (LT)

+15.51
32.71 (LT)

+20.29
30.77 (LT)

R/W LINE

EXIST. SIDEWALK
(TO REMAIN)

+20.29
9.89 (LT)

+94.84
22.80 (LT)

+65.16

+52.75
13.46 (LT) N 87° 48' 02" E

CR-10

CR-10

CR-10

CR-10

30'

16.63'

376

377

℄ SURVEY

378 S.R. 90 (S.W. 8TH STREET) 379

360

+06.30
11.47 (LT)

℄ CONSTRUCTION

+14.23
25.17 (RT)

+23.39
28.13 (RT)

CR-26

+36.73
43.36 (RT)

SOD

+25.91
53.27 (RT)

R/W LINE

R/W LINE

LIMITS OF MILLING & RESURFACING

+41.63
22.67 (RT)

+49.65
25.51 (RT)

20.5'R

+66.92
40.59 (RT)

CR-10

CR-26

+15.57
28.80 (RT)

SOD

EXIST. SIDEWALK
(TO REMAIN)

31'R

+41.63
41.09 (RT)

CR-1

R/W LINE

R/W LINE

DENOTES TRUNCATED DOME
WARNING MAT (SEE LEGEND)

+49.26
54.53 (RT)

SOD

+09.52
53.66 (RT)

S.W. 8TH CT.

S.W. 8TH AVE.

LIMITS OF MILLING & RESURFACING
53.27' RT (MATCH EXIST. PAVEMENT)

LIMITS OF MILLING & RESURFACING
56.58' RT (MATCH EXIST. PAVEMENT)
END CURB AND GUTTER

R/W LINE

R/W LINE

R/W LINE

R/W LINE

LEGEND

SIDEWALK
TO BE REPLACED

DENOTES DETECTABLE WARNING SURFACE TO BE APPLIED ON EXIST. RAMP IN THE DIRECTION OF THE CROSSWALK.

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

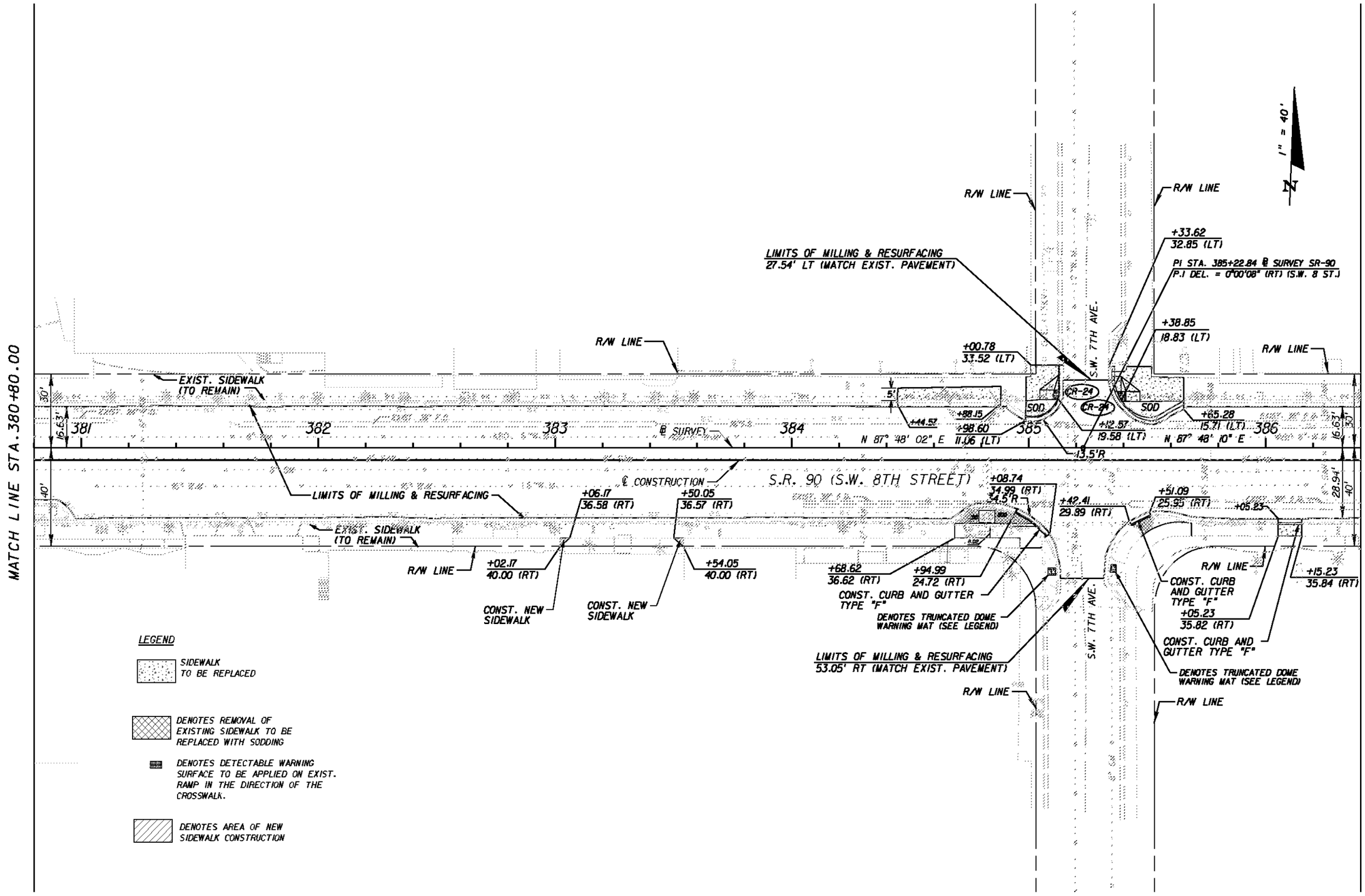
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 35

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

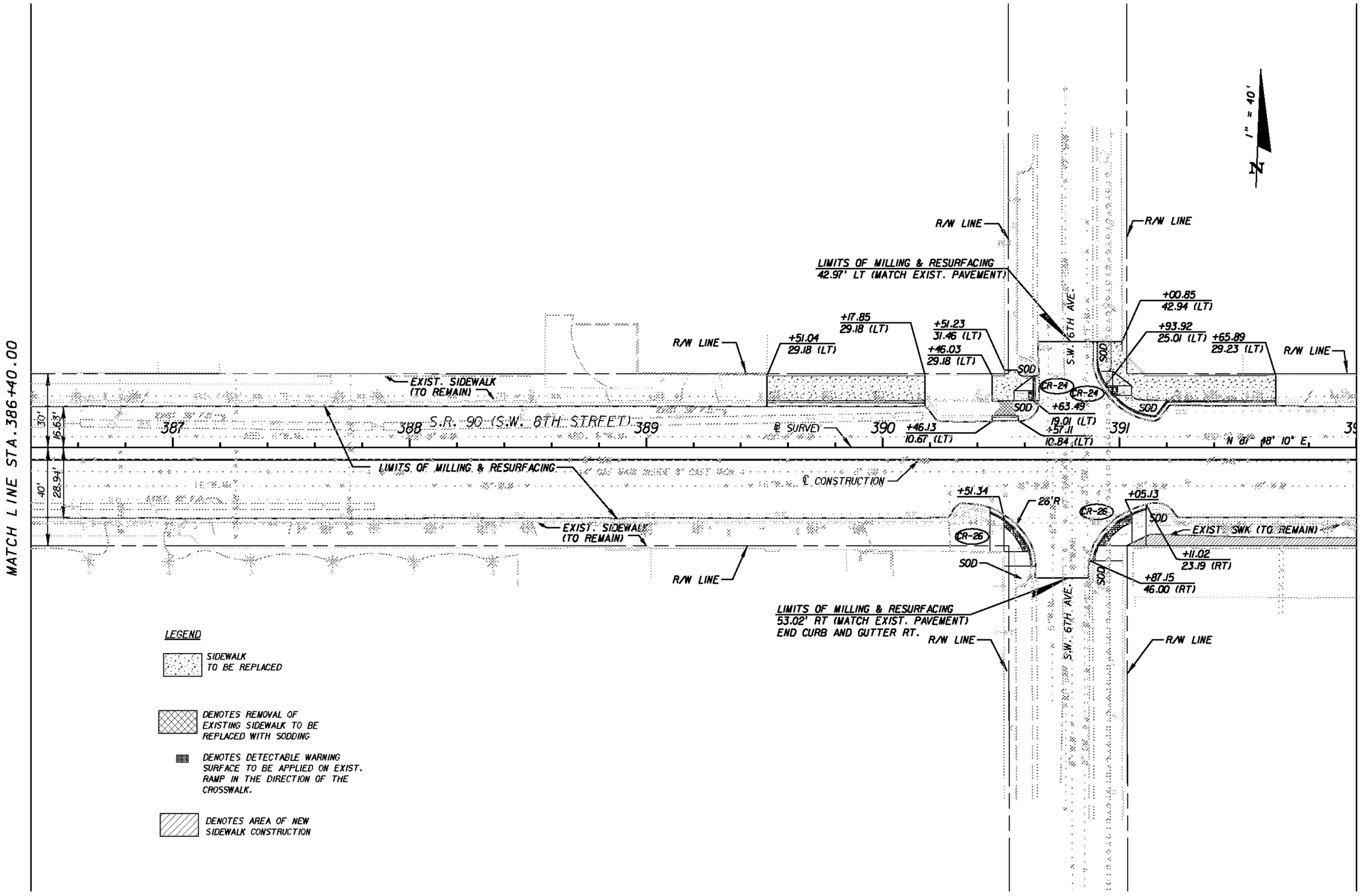
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 36

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LEGEND

- SIDEWALK TO BE REPLACED
- DENOTES REMOVAL OF EXISTING SIDEWALK TO BE REPLACED WITH SODDING
- DENOTES DETECTABLE WARNING SURFACE TO BE APPLIED ON EXIST. RAMP IN THE DIRECTION OF THE CROSSWALK.
- DENOTES AREA OF NEW SIDEWALK CONSTRUCTION

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 37

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MATCH LINE STA. 392+00.00

MATCH LINE STA. 397+60.00

1" = 40'

N

+19.82
30.00 (LT)

CONSTRUCT CURB AND GUTTER TYPE "F"

+79.82
30.00 (LT)

+98.77
30.00 (LT)

+19.90
30.00 (LT)

CR-10

+07.91

+23.39
30.00 (LT)

R/W LINE

CONSTRUCT CURB AND GUTTER TYPE "F"

+53.39
30.00 (LT)

PI STA. 396+23.19 @ SURVEY SR-90
P.I DEL. = 0°01'20" (RT) (S.W. 8 ST.)

LIMITS OF MILLING & RESURFACING
39.75' LT (MATCH EXIST. PAVEMENT)

+93.71
29.29 (LT)

±99.71

CR-26

30.4'R

R/W LINE

S.W. 5TH AVE.

R/W LINE

DENOTES TRUNCATED DOME WARNING MAT (SEE LEGEND)

EXIST. SIDEWALK (TO REMAIN)

R/W LINE

92 393 394 S.R. 90 (S.W. 8TH STREET) 395 ℄ SURVEY 396 397

N 87° 48' 10" E

N 87° 49' 30" E

16.91'

21.58'

40'

30'

LIMITS OF MILLING & RESURFACING

℄ CONSTRUCTION

+60.43
28.47 (RT)

+06.54
28.42 (RT)

+50.54
28.52 (RT)

±01.65

CR-26

20.5'R
14.5'R

CONST. CURB AND GUTTER TYPE F (TYP.)

+55.92
2.5' R

CR-10

28.77'

EXIST. SWK (TO REMAIN)

+38.71
50.53 (RT)

EXIST. SIDEWALK (TO REMAIN)

+50.91
31.05 (RT)

+61.46
28.83 (RT)

R/W LINE

+18.98
36.54 (RT)

R/W LINE

+16.54
40.00 (RT)

+40.54
40.00 (RT)

+15.51
51.03 (RT)

CR-10

SOD

2.5' R

SOD

+39.71
44.80 (RT)

CONSTRUCT CURB AND GUTTER TYPE "F"

+01.64
58.87 (RT)

+51.02
58.58 (RT)

LIMITS OF MILLING & RESURFACING
58.87' RT (MATCH EXIST. PAVEMENT)

S.W. 5TH AVE.

R/W LINE

R/W LINE

LEGEND

SIDEWALK TO BE REPLACED

DENOTES DETECTABLE WARNING SURFACE TO BE APPLIED ON EXIST. RAMP IN THE DIRECTION OF THE CROSSWALK.

DENOTES AREA OF NEW SIDEWALK CONSTRUCTION

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

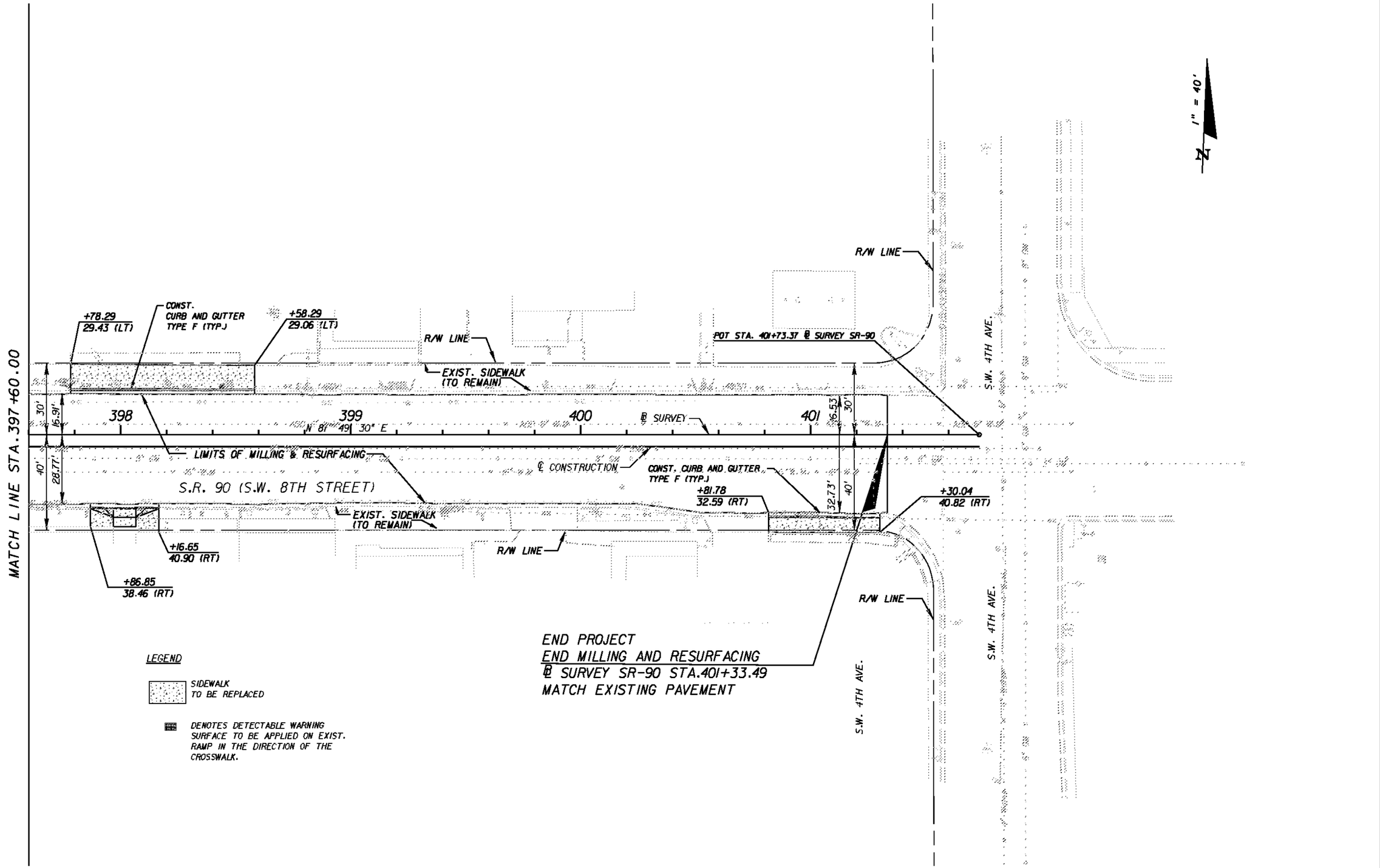
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 38

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REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

F.D.O.T. DISTRICT SIX
MOHAMMED S. MANSURI, P.E.
1000 N.W. 111TH AVE.
MIAMI, FL. 33172
P.E. NO. 52703

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-90	MIAMI-DADE	414646-1-52-01

ROADWAY PLAN

SHEET NO. 39

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CONSTRUCTION CONTRACT NO. T6285

COMPONENTS OF CONTRACT PLANS SET

ROADWAY PLANS
SIGNING AND PAVEMENT MARKING PLANS

A DETAILED INDEX APPEARS ON THE
KEY SHEET OF EACH COMPONENT

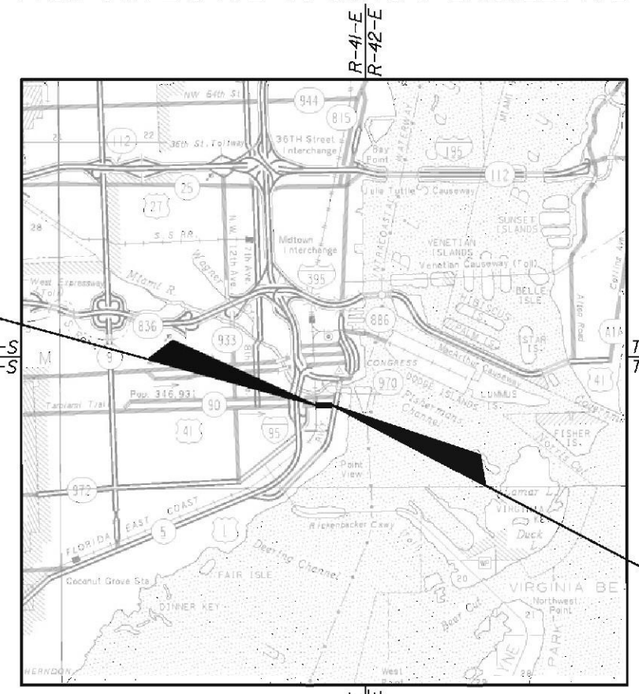
INDEX OF ROADWAY PLANS

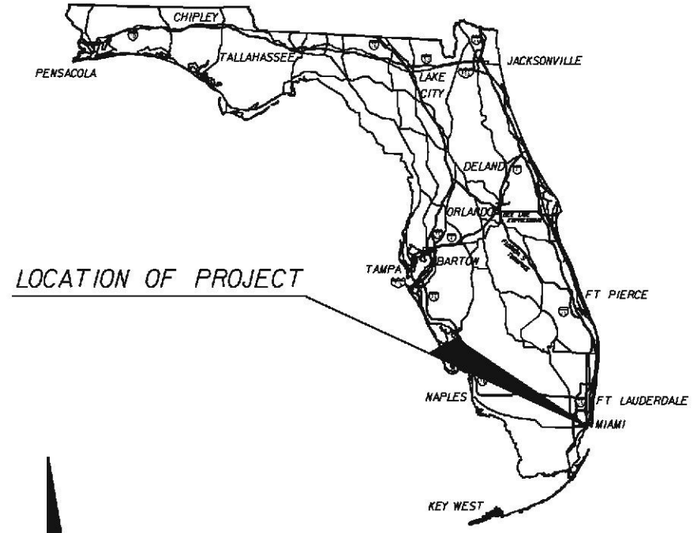
SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2 - 6	SUMMARY OF PAY ITEMS
7 - 8	TYPICAL SECTION
9	GENERAL NOTES
10 - 11	SUMMARY OF QUANTITIES
12 - 15	ROADWAY PLAN
16 - 17	TEMPORARY TRAFFIC CONTROL NOTES
18 - 20	TEMPORARY TRAFFIC CONTROL PLAN
21	TEMPORARY TRAFFIC CONTROL SIGN DETAILS
22 - 25	UTILITY ADJUSTMENTS
CTL-1	PROJECT NETWORK CONTROL

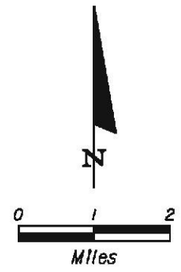
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 428485-1-52-01
(FEDERAL FUNDS)
MIAMI-DADE COUNTY (87120)
STATE ROAD NO. 90
US-41 / S.W. 8TH ST / TAMIAMI TRAIL
FROM S.W. 2nd AVE TO S.R. 5 / BRICKELL AVE







ROADWAY SHOP DRAWINGS
TO BE SUBMITTED TO:

EITHEL M. SIERRA, P.E.
APCTE, CORP.
10305 NW 41 STREET, SUITE 115
MIAMI, FLORIDA 33178

PLANS PREPARED BY:

A&P Consulting Transportation Engineers Corporation
10305 N.W. 41 Street, Suite 115
Miami, FL 33178
(305) 592-7283 / fax: (305) 593-1594
Contract No. : C-8V52
Vendor No. : 65-0770583
CA No. : EB-0007797

NOTE: THE SCALE OF THESE PLANS MAY
HAVE CHANGED DUE TO REPRODUCTION.

NOTE: THIS PROJECT TO BE LET TO CONTRACT
WITH FINANCIAL PROJECT ID 428480-1-52-01.
FINANCIAL PROJECT ID'S 428485-1-56-01 AND
428480-1-56-01 TO BE LET TO CONTRACT FOR
FINANCIAL PURPOSES ONLY AND HAVE NO PLANS SET.

GOVERNING STANDARDS AND SPECIFICATIONS:
FLORIDA DEPARTMENT OF TRANSPORTATION,
DESIGN STANDARDS FISCAL YEAR 2012/2013,
AND STANDARD SPECIFICATIONS FOR ROAD AND
BRIDGE CONSTRUCTION DATED 2010,
AS AMENDED BY CONTRACT DOCUMENTS.

APPLICABLE DESIGN STANDARDS REVISIONS: 07/01/12
For Design Standards Revisions click on
"Design Standards" at the following web site:
http://www.dot.state.fl.us/rddesign/

REVISIONS:

LENGTH OF PROJECT		
	LINEAR FEET	MILES
ROADWAY	2,094.26	0.397
BRIDGES		
NET LENGTH OF PROJECT	2,094.26	0.397
EXCEPTIONS		
GROSS LENGTH OF PROJECT	2,094.26	0.397

FDOT PROJECT MANAGER: JUDY SOLAUN-GONZALEZ, P.E.

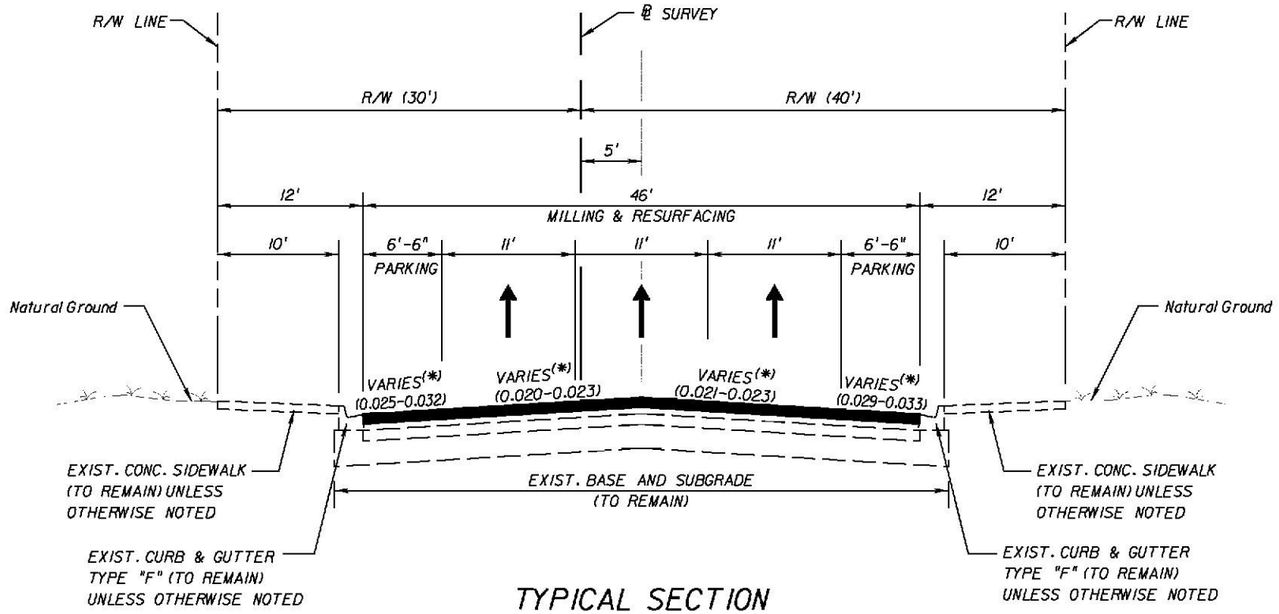
KEY SHEET REVISIONS	
DATE	DESCRIPTION

ROADWAY PLANS
ENGINEER OF RECORD: EITHEL M. SIERRA, P.E.

P.E. NO.: 55401

FISCAL YEAR	SHEET NO.
13	1

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(*) MATCH EXISTING CROSS SLOPE (APPROX. VALUES RANGE SHOWN)

TYPICAL SECTION
SR 90 / S.W. 8th Street
STA. 246+17.00 TO STA. 259+36.32(#)

(#) NO MILLING AND RESURFACING FROM STA. 253+40.00 TO STA. 259+36.32

TRAFFIC DATA

CURRENT YEAR = 2011 AADT = 22,600
ESTIMATED OPENING YEAR = 2013 AADT = 24,200
ESTIMATED DESIGN YEAR = 2033 AADT = 31,150
K = 7.98% D = 100% T = 4.67% (24 HOUR)

DESIGN SPEED = 40 MPH
POSTED SPEED = 30 MPH

MILLING

MILL EXISTING ASPHALT PAVEMENT (2" AVG. DEPTH)
(1 3/4" BELOW LIP OF GUTTER AT LOW SIDE)

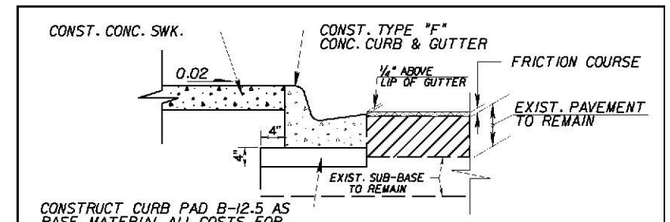
RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC C)(1")
AND FRICTION COURSE FC-9.5 (1")(TRAFFIC C)(RUBBER)

RECONSTRUCTION(1)

OPTIONAL BASE GROUP 15 (7" B-12.5 OVER 4" GRANULAR & SUBBASE LBR 100)
WITH TYPE SP STRUCTURAL COURSE (TRAFFIC C)(3")
AND FRICTION COURSE FC-9.5 (1")(TRAFFIC C)(RUBBER)

(1) SEE ROADWAY PLANS FOR LOCATION.



CURB & GUTTER AND SIDEWALK CONSTRUCTION DETAIL

- USE THIS DETAIL AT LOCATION WHERE C & G IS BEING REPLACED AS SPECIFIED ON THE PLANS.

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD:
A&P Consulting Transportation Engineers Corporation
10305 N.W. 41 Street, suite 115
Miami, FL 33178
(305) 592-7283 / fax: (305) 593-1594
CA No.: EB-0007797
Ethel M. Sims, P.E. No. 55401

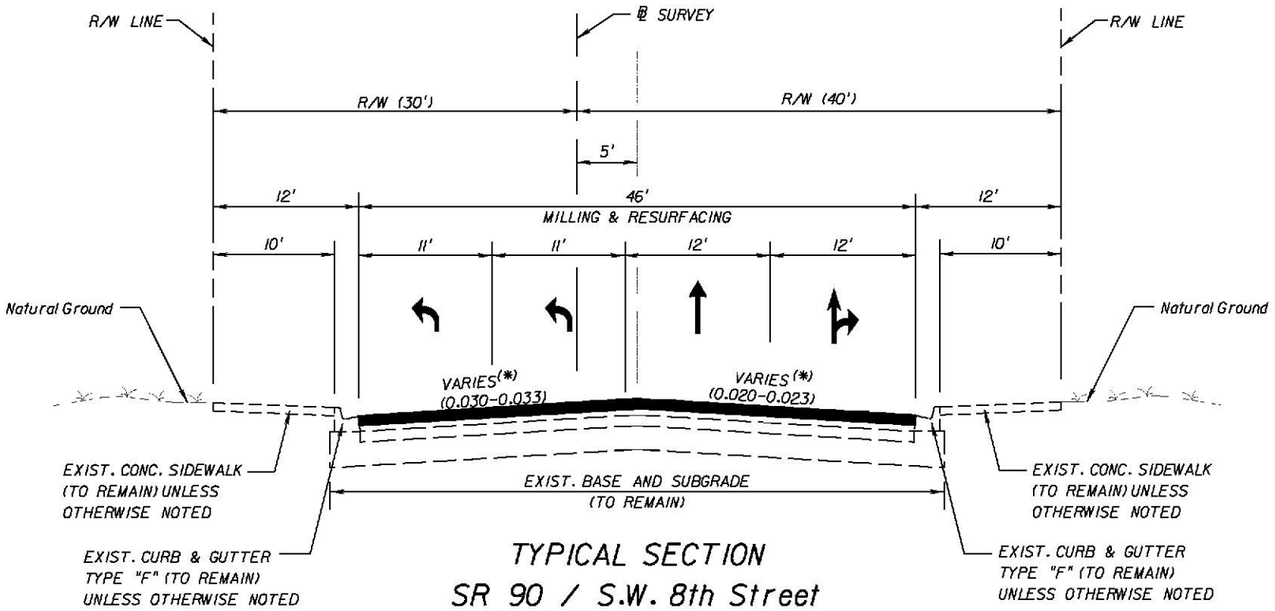
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	MIAMI-DADE	428485-1-52-01

TYPICAL SECTION

SHEET NO. 7

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TYPICAL SECTION
SR 90 / S.W. 8th Street
STA. 264+30.00 TO STA. 267+11.26

(*) MATCH EXISTING CROSS SLOPE (APPROX. VALUES RANGE SHOWN)

TRAFFIC DATA

CURRENT YEAR = 2011 AADT = 22,600
ESTIMATED OPENING YEAR = 2013 AADT = 24,200
ESTIMATED DESIGN YEAR = 2033 AADT = 31,950
K = 7.98% D = 100% T = 4.67% (24 HOUR)

DESIGN SPEED = 40 MPH
POSTED SPEED = 30 MPH

MILLING

MILL EXISTING ASPHALT PAVEMENT (2" AVG. DEPTH)
(1 3/4" BELOW LIP OF GUTTER AT LOW SIDE)

RESURFACING

TYPE SP STRUCTURAL COURSE (TRAFFIC C)(1")
AND FRICTION COURSE FC-9.5 (1")(TRAFFIC C)(RUBBER)

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

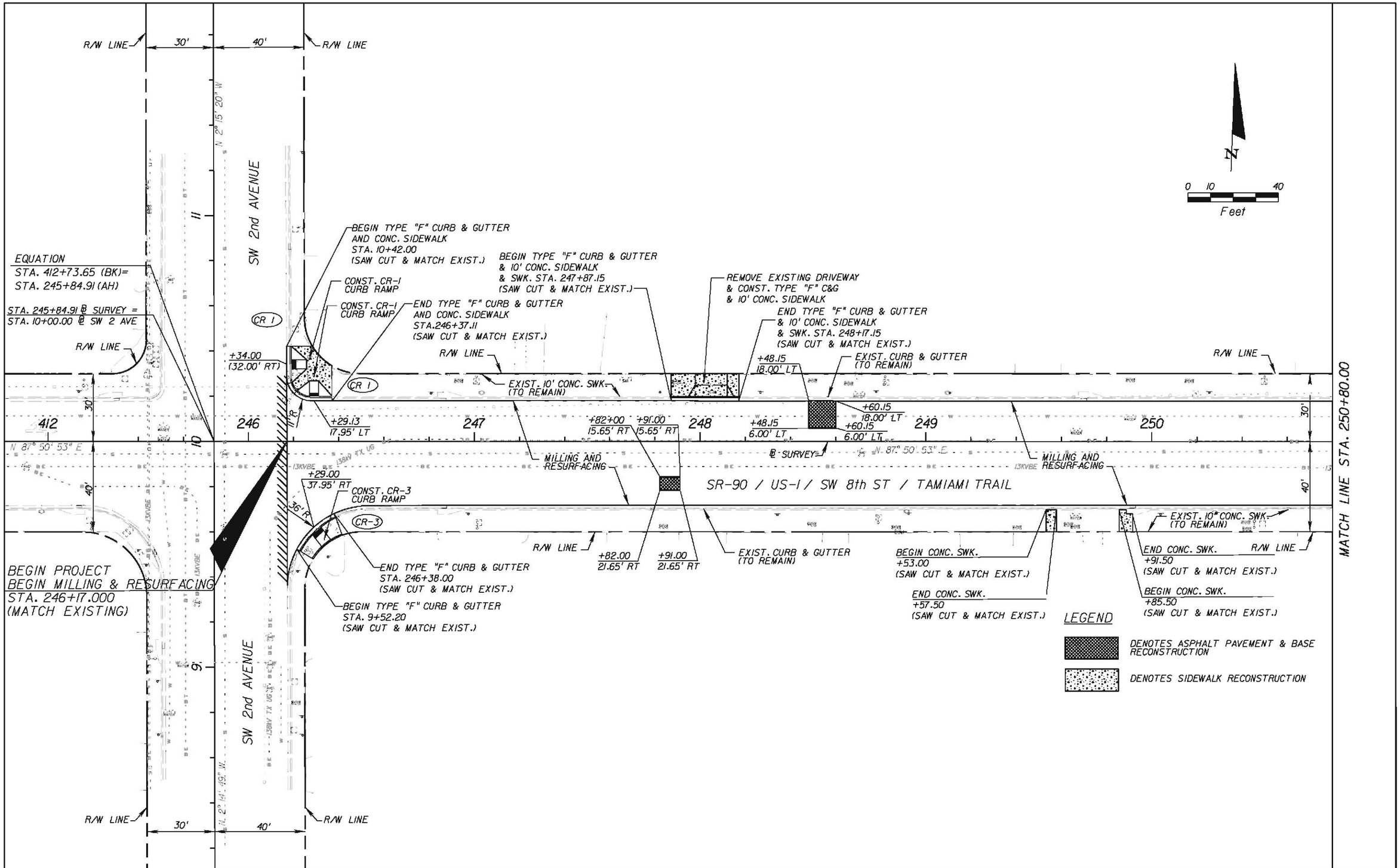
ENGINEER OF RECORD:
A&P Consulting Transportation Engineers Corporation
10305 N.W. 41 Street, suite 115
Miami, FL 33178
(305) 592-7283 / fax: (305) 593-1594
CA No.: EB-0007797
Ethel M. Siems, P.E. No. 55401
ENGINEERS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	MIAMI-DADE	428485-1-52-01

TYPICAL SECTION

SHEET NO. 8



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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD:

A&P Consulting Transportation Engineers Corporation
10305 N.W. 41 Street, suite 115
Miami, FL 33178
(305) 592-7283 / fax: (305) 593-1594
CA No.: EB-0007797
Ethel M. Sierra, P.E. No. 55401

ENGINEERS

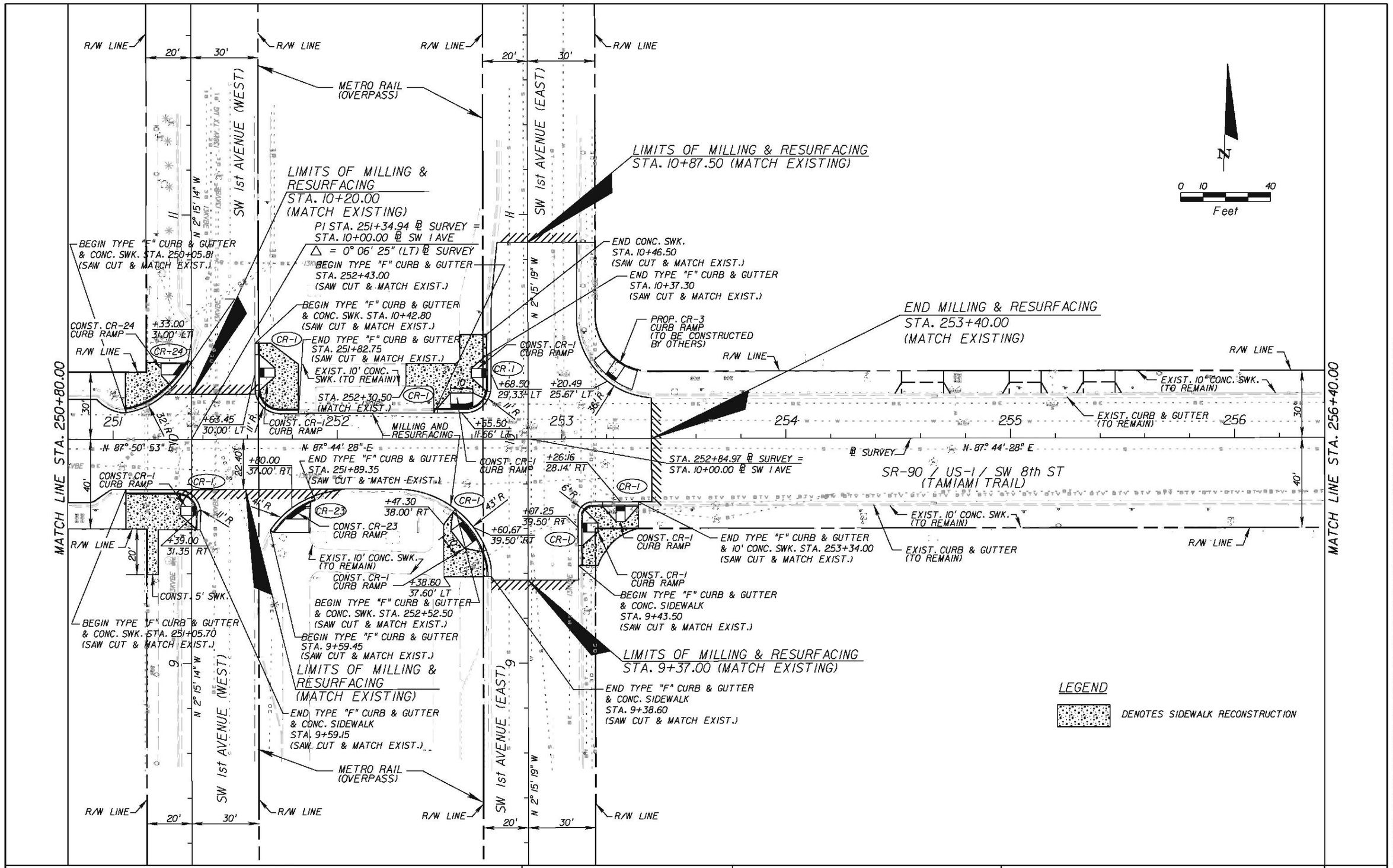
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	MIAMI-DADE	428485-1-52-01

ROADWAY PLAN

SHEET NO. 12

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD:

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10305 N.W. 41 Street, suite 115
Miami, FL 33178
(305) 592-7283 / fax: (305) 593-1594
CA No.: EB-0007797
Ethel M. Sierra, P.E. No. 55401

ENGINEERS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	MIAMI-DADE	428485-1-52-01

ROADWAY PLAN

SHEET NO. 13

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NO MILLING AND RESURFACING THIS SHEET.

MATCH LINE STA. 256+40.00

MATCH LINE STA. 262+00.00

R/W LINE

20'

30'

R/W LINE

S MIAMI AVENUE

N 2° 15' 06" W

N 2° 14' 54" W

PI STA. 259+36.32 ℄ SURVEY =
STA. 10+00.00 ℄ S MIAMI AVE
△ = 0° 06' 54" (LT) ℄ SURVEY

EXIST. CURB & GUTTER
(TO REMAIN)

R/W LINE

EXIST. 10' CONC. SWK.
(TO REMAIN)

EXIST. 10' CONC. SWK.
(TO REMAIN)

R/W LINE

30'

24'

257 258 259 260 261

℄ SURVEY

N 87° 44' 28" E

N 87° 37' 34" E

SR-90 / US-1 / SW 8th ST
(TAMIAMI TRAIL)

40'

+05.00
34.30' RT

CONST. CR-3
CURB RAMP
+72.00
30.50' RT

CR-3

36' R

35' R

EXIST. 10' CONC. SWK.
(TO REMAIN)

SEE DETAIL 1

EXIST. 10' CONC. SWK.
(TO REMAIN)

R/W LINE

EXIST. CURB & GUTTER
(TO REMAIN)

EXIST. CURB & GUTTER
(TO REMAIN)

BEGIN TYPE "F" CURB & GUTTER
STA. 258+95.00
(SAW CUT & MATCH EXIST.)

END TYPE "F" CURB & GUTTER
STA. 9+57.65
(SAW CUT & MATCH EXIST.)

END TYPE "F" CURB & GUTTER
STA. 259+82.00
(SAW CUT & MATCH EXIST.)

EXISTING CONTROLLER
(TO REMAIN)

REMOVE EXIST. GUARDRAIL
(30 LF)

BEGIN TYPE "F" CURB & GUTTER
STA. 9+60.80
(SAW CUT & MATCH EXIST.)

BEGIN 6' CONC. SWK.
STA. 9+47.40
(SAW CUT & MATCH EXIST.)

13KVBE

LEGEND

DENOTES SIDEWALK RECONSTRUCTION

R/W LINE

25'

30'

R/W LINE

0 10 40
Feet

DETAIL 1

36' R

4.7'

1:12 MAX

1.5'

1:12 MAX

1.5'

1.5' R
TYP.

EXIST.
MAST ARM

4.5'

1.5' R
TYP.

5' RAMP AREA

6" CURB

EXIST.
CONTROLLER

YELLOW REFLECTIVE
PAINT (ISLAND NOSE)
ON SIDEWALK CURB

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD:

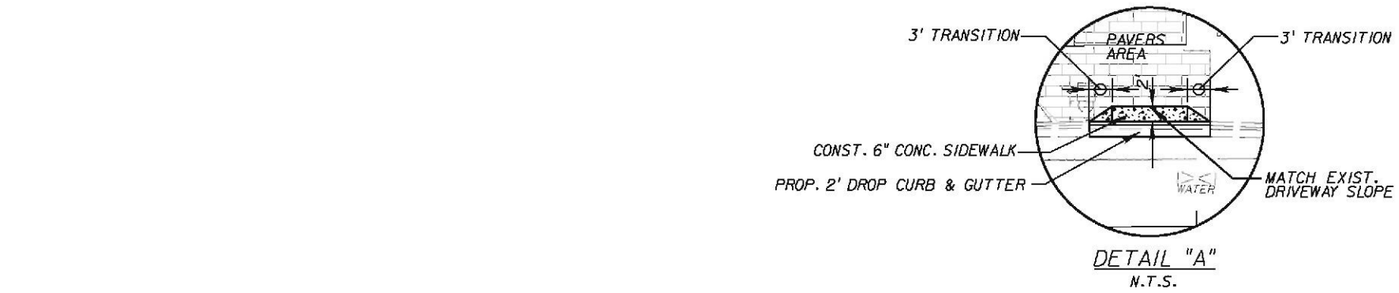
A&P Consulting Transportation Engineers Corporation
10305 N.W. 41 Street, suite 115
Miami, FL 33178
(305) 592-7283 / fax: (305) 593-1594
CA No.: EB-0007797
Ethel M. Siens, P.E. No. 55401

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

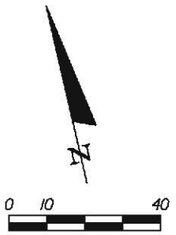
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	MIAMI-DADE	428485-1-52-01

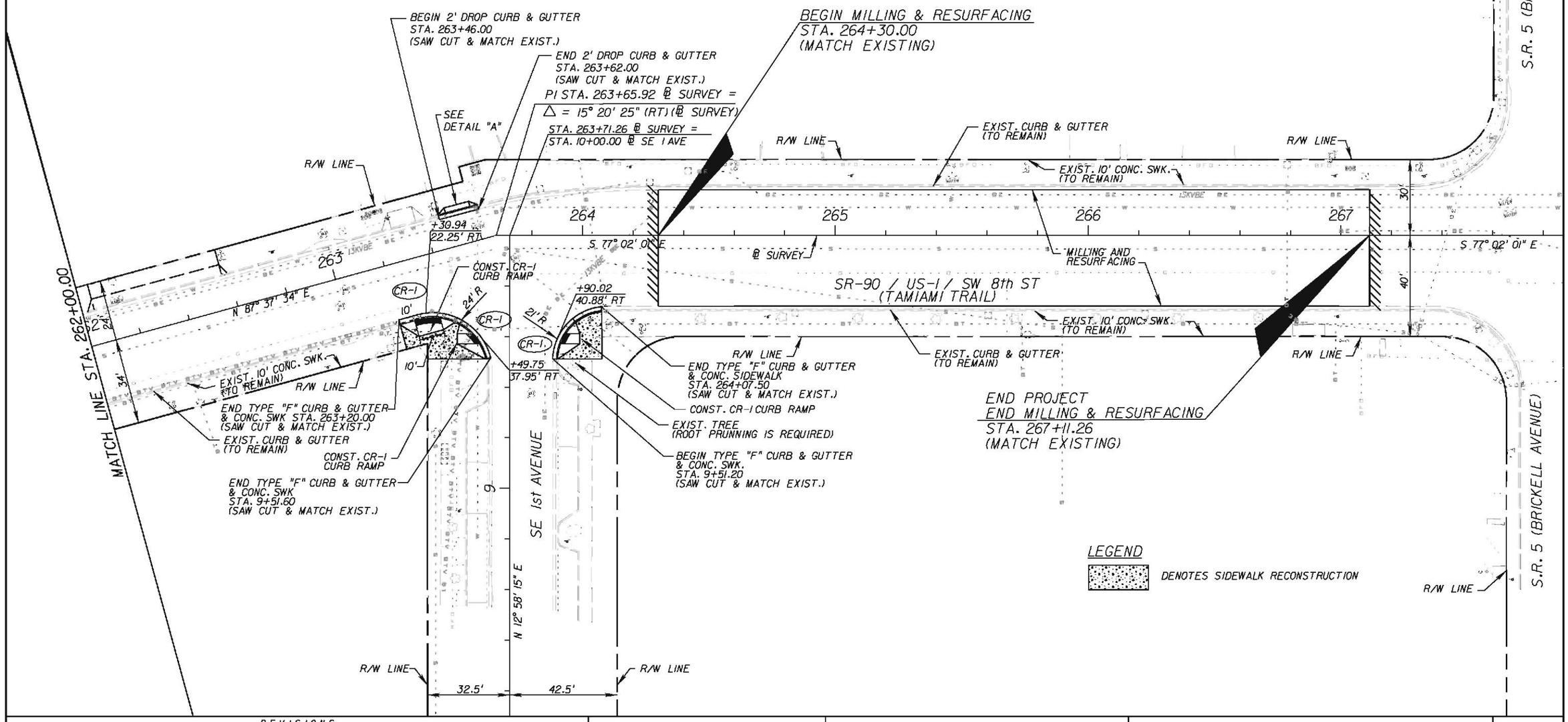
ROADWAY PLAN

SHEET NO. 14



DETAIL "A"
N.T.S.





NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD:
A&P Consulting Transportation Engineers Corporation
10305 N.W. 41 Street, suite 115
Miami, FL 33178
(305) 592-7283 / fax: (305) 593-1594
CA No.: EB-0007797
Ethel M. Sierra, P.E. No. 55401
ENGINEERS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	MIAMI-DADE	428485-1-52-01

ROADWAY PLAN

SHEET NO. 15

enster.ru 9/21/2012 5:31:30 PM H:\e\Projects\42848515201\roadway\PLANRD06.DGN

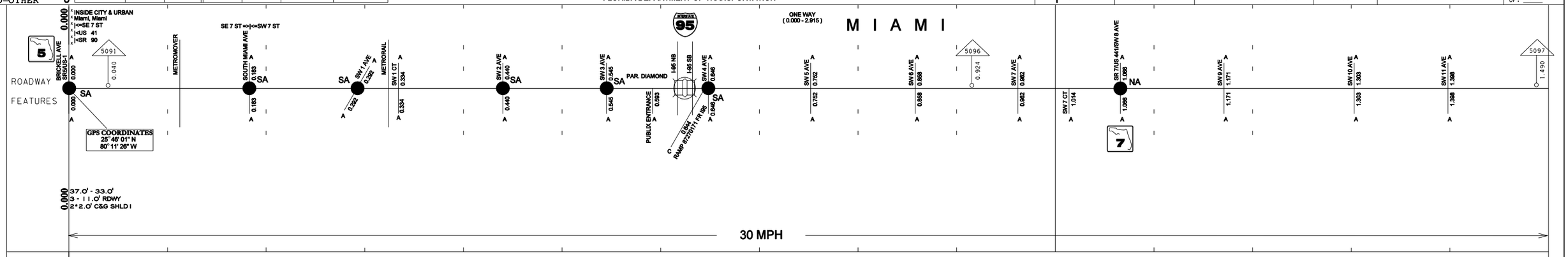
A=ASPHALT
B=BRICK
C=CONCRETE
O=OTHER
0

	5 YR INV	SLD REV	BMP	INTERIM REVISIONS EMP	INV	SLD REV
DATE	08/29/07	08/31/07				
BY	URS	URS				

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

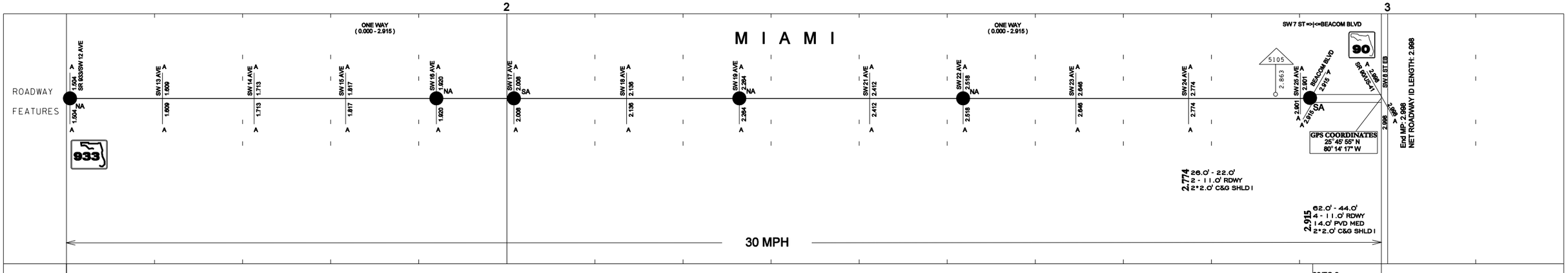
FLORIDA DEPARTMENT OF TRANSPORTATION

INT. OR US ROUTE NO	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO. / OF.
1 US 41	SR 90	MIAMI-DADE	6	87120001	1 / 1



ROADWAY COMPOSITION	28/FC-2
HORIZONTAL ALIGNMENT	Δ=15°9'05" PI=0.103 B=S77°3'40"E; Δ=0°9'58" PI=0.183 B=N87°7'15"E; Δ=0°3'08" PI=0.336 B=N87°7'17"E; Δ=0°0'28" PI=0.440 B=N87°0'25"E; Δ=0°0'30" PI=0.551 B=N87°0'53"E; Δ=0°0'15" PI=0.655 B=N87°0'23"E; Δ=0°1'20" PI=0.759 B=N87°0'38"E; Δ=0°0'08" PI=0.967 B=N87°9'18"E; Δ=1°1'07" PI=1.175 B=N89°0'10"E; Δ=1°8'44" PI=1.308 B=N87°1'17"E
STRUCTURE DESCRIPTION	0.604 0.618 0.619 0.630 0.451 0.356 73' UP 58' UP
TRAFFIC DATA	0.000 AADT= 11,000 D= 99.99 K= 7.39 T= 9.45 — All Traffic Data as of 12-31-06
	0.658 AADT= 22,500 D= 99.99 K= 7.39 T= 2.55
	1.066 AADT= 17,000 D= 99.99 K= 7.39 T= 9.45
SIS	
FUNCTIONAL CLASSIFICATION	URBAN OTHER PRINCIPAL ARTERIAL STP

● = SIGNALIZED INTERSECTION



ROADWAY COMPOSITION	28/FC-2 — 2.915 28/FC-2 / 28/FC-2
HORIZONTAL ALIGNMENT	Δ=0°0'20" PI=1.508 B=N87°1'53"E; Δ=0°2'24" PI=2.013 B=N88°04'17"E; Δ=0°4'26" PI=2.521 B=N87°9'41"E; Δ=47°4'50" PI=2.915 B=N40°4'51"E
STRUCTURE DESCRIPTION	
TRAFFIC DATA	1.504 AADT= 14,000 D= 99.99 K= 7.39 T= 9.45 — All Traffic Data as of 12-31-06
SIS	
FUNCTIONAL CLASSIFICATION	URBAN OTHER PRINCIPAL ARTERIAL STP

SE/SW 7 STREET/US 41 (Miami)

A=ASPHALT
B=BRICK
C=CONCRETE
O=OTHER

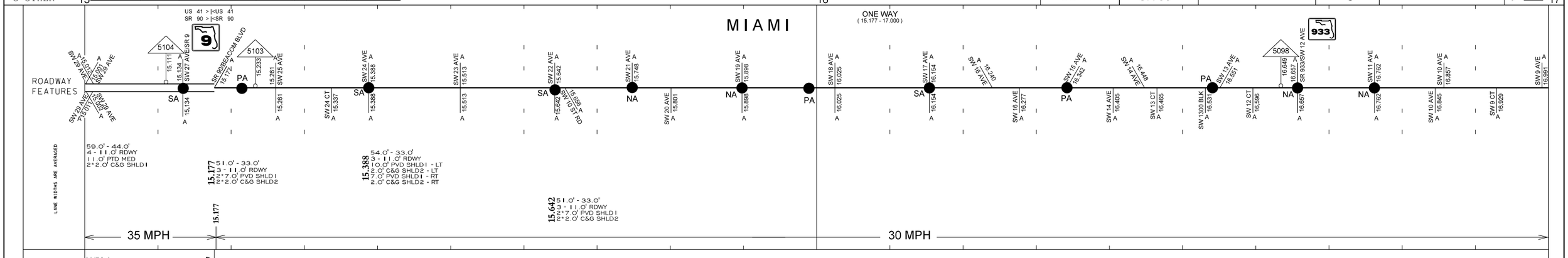
INTERIM REVISIONS	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	09/11/09	09/30/09				
BY	URS	URS				

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

FLORIDA DEPARTMENT OF TRANSPORTATION

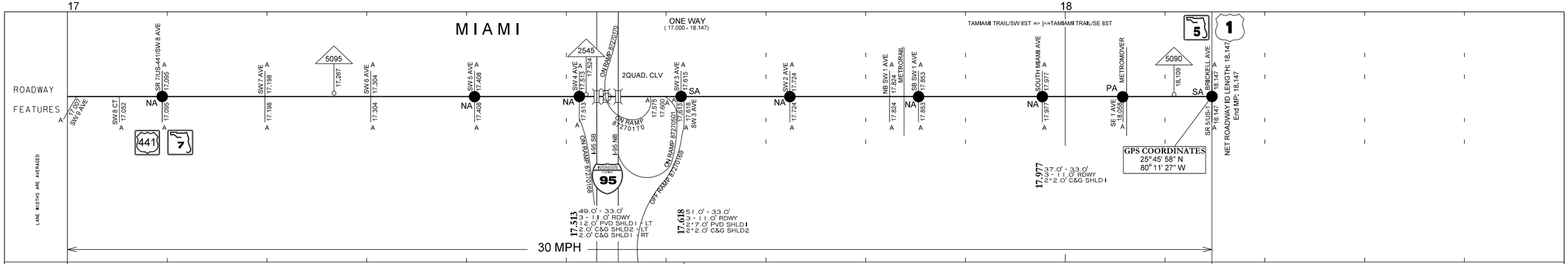
INT. OR US ROUTE NO	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET
US 41	SR 90	MIAMI-DADE	6	87120000	NO. 4 OF. 4

15 16 17



● = SIGNALIZED INTERSECTION

17 18



TAMIAMI TRAIL/SW 8 STREET/SE 8 STREET (Miami)

Appendix E

Access Management Data

ROADWAY: SR 90/SW 7th Street from SR 5 (MP 0.000) to SR 9 (MP 2.998)

DIRECTION: Westbound

ROADSIDE: North

DATE: 10/17/2013

Table 1
Driveway Spacing

Opening		MP (mi)	Spacing (ft)	Spacing Deviation (%)
Class 7				
SR-5/US-1/Brickell Ave to South Miami Ave	1	0.161	--	--
	2	0.172	56	55
South Miami Ave to SW 1 Ave	3	0.184	64	49
	4	0.234	264	--
SW 1 Ave to SW 1 Ct.	5	0.275	217	--
	6	0.293	95	24
SW 1 Ct. to SW 2nd Ave	7	0.359	346	--
	8	0.389	159	--
SW 2nd Ave to SW 3 Ave	9	0.431	224	--
	10	0.451	107	14
	11	0.464	64	49
	12	0.474	55	56
	13	0.478	23	82
	14	0.490	61	51
	15	0.496	33	74
SW 3 Ave to SW 4 Ave	16	0.569	384	--
	17	0.585	85	32
	18	0.589	21	83
SW 4 Ave to SW 5 Ave	19	0.645	295	--
	20	0.659	74	41
	21	0.673	73	42
	22	0.679	35	72
	23	0.690	56	55
	24	0.698	45	64
	25	0.710	63	50
SW 5 Ave to SW 6 Ave	26	0.751	213	--
	27	0.765	76	39
	28	0.773	42	66
	29	0.783	52	59
	30	0.799	86	32
	31	0.821	113	--
SW 6 Ave to SW 7 Ave	32	0.847	142	--
	33	0.857	50	60
	34	0.878	112	11
	35	0.889	55	56
	36	0.897	47	62
	37	0.905	42	66
	38	0.919	69	45
	39	0.925	32	75
SW 7 Ave to SW 7 Ct	N/A	--	--	--
SW 7 Ct to SR-7/US-441/SW 8 Ave	40	1.015	477	--
SR-7/US-441/SW 8 Ave to SW 9 Ave	41	1.059	230	--
	42	1.068	50	60
	43	1.080	66	47
	44	1.088	39	69
	45	1.096	44	65
SW 9 Ave to SW 10 Ave	46	1.153	300	--
	47	1.161	40	68
	48	1.167	34	73
	49	1.187	105	16
	50	1.192	28	77
	51	1.199	38	70
	52	1.211	61	51
	53	1.221	53	57
	54	1.225	18	85
	55	1.234	49	61
	56	1.244	52	58
	57	1.253	52	58

SW 10 Ave to SW 11 Ave	58	1.294	212	--
	59	1.298	22	82
	60	1.309	61	51
	61	1.319	50	60
	62	1.327	43	66
	63	1.344	90	28
	64	1.348	23	82
SW 11 Ave to SR-933/SW 12 Ave	65	1.387	204	--
	66	1.398	56	55
	67	1.408	55	56
	68	1.420	64	49
	69	1.428	40	68
	70	1.437	47	62
	71	1.445	43	66
	72	1.454	48	62
SR-933/SW 12 Ave to SW 13 Ave	73	1.514	319	--
	74	1.528	72	42
	75	1.543	79	37
SW 13 Ave to SW 14 Ave	76	1.587	233	--
	77	1.602	82	34
	78	1.620	95	24
	79	1.629	45	64
	80	1.636	38	69
	81	1.644	43	66
	82	1.662	91	27
SW 14 Ave to SW 15 Ave	83	1.699	196	--
	84	1.706	39	68
	85	1.721	82	35
	N/A	1.735	71	44
	86	1.738	17	87
	87	1.744	34	73
	88	1.753	47	62
	89	1.758	24	81
	90	1.766	41	67
	91	1.773	36	71
	92	1.777	24	81
SW 15 Ave to SW 16 Ave	93	1.810	175	--
	94	1.822	62	50
	95	1.833	58	53
	96	1.842	47	62
	97	1.861	100	20
	98	1.872	57	54
SW 16 Ave to SW 17 Ave	99	1.904	171	--
	100	1.925	110	12
	101	1.939	74	41
	102	1.951	62	50
	103	1.964	71	43
SW 17 Ave to SW 18 Ave	104	2.003	204	--
	105	2.015	65	48
	106	2.022	38	70
	107	2.035	69	44
	108	2.051	81	35
	109	2.061	54	57
	110	2.071	52	59
	111	2.084	71	43
SW 18 Ave to SW 19 Ave	112	2.136	274	--
	113	2.141	26	79
	114	2.149	44	65
	115	2.160	56	56
	116	2.168	44	65
	117	2.180	60	52
	118	2.187	38	69
	119	2.197	54	57
	120	2.206	46	63
	121	2.219	69	45
	122	2.223	22	82
SW 19 Ave to SW 21 Ave	123	2.261	201	--
	124	2.295	178	--
	125	2.311	83	33
	126	2.316	31	76
	127	2.326	50	60
	128	2.333	37	70

	129	2.341	44	65
	130	2.351	54	57
	131	2.358	33	73
	132	2.361	19	85
	133	2.370	48	62
SW 21 Ave to SW 22 Ave	134	2.400	157	--
	135	2.409	47	63
	136	2.414	27	78
	137	2.423	48	62
	138	2.431	42	66
	139	2.434	19	85
	140	2.442	38	70
	141	2.447	27	78
	142	2.451	21	83
	143	2.460	51	59
	144	2.469	44	65
SW 22 Ave to SW 23 Ave	145	2.515	243	--
	146	2.516	8	93
	147	2.522	31	75
	148	2.526	21	84
	149	2.532	31	75
	150	2.536	21	83
	151	2.541	25	80
	152	2.546	29	77
	153	2.552	31	75
	154	2.560	41	67
	155	2.568	43	66
	156	2.579	55	56
	157	2.589	53	58
SW 23 Ave to SW 24 Ave	158	2.630	218	--
	159	2.642	64	49
	160	2.646	23	81
	161	2.653	35	72
	162	2.659	29	77
	163	2.665	33	74
	164	2.668	18	86
	165	2.676	40	68
	166	2.679	18	86
	167	2.687	43	66
	168	2.691	18	86
	169	2.699	45	64
	170	2.710	57	54
	171	2.721	58	53
	172	2.727	32	75
SW 24 Ave to SW 25 Ave	173	2.758	163	--
	174	2.771	70	44
	175	2.777	31	75
	176	2.782	25	80
	177	2.787	28	78
	178	2.792	26	79
	179	2.807	78	38
	180	2.827	104	17
SW 25 Ave to SR-90/Beacom Blvd	N/A	--	--	--
SR-90/Beacom Blvd to SR-9/SW 27 Ave	181	2.902	397	--
	182	2.913	60	52
	183	2.938	130	--
Average			**80**	**60**

ROADWAY: **SR 90/SW 7th Street from SR 5 (MP 0.000) to SR 9 (MP 2.998)**

DIRECTION: **Westbound**

ROADSIDE: **South**

DATE: **10/17/2013**

Table 2
Driveway Spacing

Opening		MP (mi)	Spacing (ft)	Spacing Deviation (%)
Class 7				
SR-5/US-1/Brickell Ave to South Miami Ave	1	0.076	--	--
	2	0.089	69	45
	3	0.094	24	81
	4	0.136	223	--
South Miami Ave to SW 1 Ave	5	0.239	541	--
	6	0.248	52	59
	7	0.267	99	21
	8	0.303	192	--
SW 1 Ave to SW 1 Ct.	9	N/A	--	--
SW 1 Ct. to SW 2nd Ave	10	0.355	274	--
	11	0.381	134	--
	12	0.409	148	--
	13	0.419	57	55
	14	0.431	59	53
SW 2nd Ave to SW 3 Ave	15	0.468	198	--
	16	0.491	123	--
	17	0.504	65	48
	18	0.526	117	--
	19	0.531	28	77
SW 3 Ave to SW 4 Ave	20	0.563	164	--
	21	0.617	289	--
	22	0.621	20	84
SW 4 Ave to SW 5 Ave	23	0.679	307	--
	24	0.659	106	15
	25	0.651	42	66
	26	0.660	50	60
	27	0.671	58	54
	28	0.685	71	43
	29	0.692	37	70
SW 5 Ave to SW 6 Ave	30	0.721	152	--
	31	0.730	46	63
	32	0.746	86	31
	33	0.784	203	--
	34	0.800	85	32
SW 6 Ave to SW 7 Ave	35	0.831	164	--
	36	0.853	115	--
	37	0.881	145	--
	38	0.896	81	35
SW 7 Ave to SR-7/US-441/SW 8 Ave	39	0.945	256	--
	40	0.965	105	16
	41	1.000	187	--
SR-7/US-441/SW 8 Ave to SW 9 Ave	42	1.037	197	--
	43	1.045	40	68
	44	1.051	33	74
	45	1.058	39	69
	46	1.069	54	57
	47	1.074	28	78
	48	1.091	87	31
	49	1.099	44	65
	50	1.104	25	80
	51	1.112	47	63
SW 9 Ave to SW 10 Ave	52	1.141	150	--
	53	1.156	78	38
	54	1.168	68	46

	55	1.177	47	62
	56	1.183	29	77
	57	1.192	47	62
	58	1.199	39	69
	59	1.207	40	68
	60	1.214	39	69
	61	1.219	26	79
	62	1.227	46	63
	63	1.235	39	69
SW 10 Ave to SW 11 Ave	64	1.286	268	--
	65	1.294	46	63
	66	1.315	107	14
	67	1.326	59	53
	68	1.332	33	74
SW 11 Ave to SR-933/SW 12 Ave	69	1.364	172	--
	70	1.375	54	57
SR-933/SW 12 Ave to SW 13 Ave	71	1.484	575	--
	72	1.501	93	26
	73	1.514	65	48
	74	1.522	43	66
	75	1.531	49	60
	76	1.535	21	83
	77	1.540	26	79
	78	1.548	41	68
SW 13 Ave to SW 14 Ave	79	1.583	187	--
	80	1.587	20	84
	81	1.594	36	71
	82	1.607	68	45
	83	1.620	69	45
	84	1.631	60	52
	85	1.641	50	60
SW 14 Ave to SW 15 Ave	86	1.651	54	57
	87	1.684	176	--
	88	1.693	46	63
	89	1.707	74	41
	90	1.714	35	72
	91	1.724	57	54
SW 15 Ave to SW 16 Ave	92	1.746	116	--
	93	1.783	195	--
	94	1.790	35	72
	95	1.797	37	70
	96	1.807	53	58
	97	1.812	29	77
	98	1.817	25	80
	99	1.823	30	76
	100	1.834	60	52
	101	1.852	94	25
SW 16 Ave to SW 17 Ave	102	1.866	73	41
	103	1.907	218	--
	104	1.918	59	53
	105	1.928	52	58
SW 17 Ave to SW 18 Ave	106	1.938	53	58
	107	1.991	281	--
	108	2.004	68	46
	109	2.017	68	45
	110	2.029	65	48
	111	2.039	52	58
	112	2.050	57	55
	113	2.066	83	33
SW 18 Ave to SW 19 Ave	114	2.087	112	11
	115	2.103	82	35
	116	2.112	50	60
	117	2.122	51	60
	118	2.131	49	61
	119	2.161	157	--
SW 19 Ave to SW 21 Ave	120	2.172	58	53
	121	2.235	334	--
	122	2.242	36	71

	123	2.250	42	66
	124	2.263	69	45
	125	2.268	30	76
	126	2.281	64	48
	127	2.286	26	79
	128	2.302	85	32
	129	2.309	37	71
	130	2.323	78	38
	131	2.329	31	75
	132	2.341	62	50
	133	2.346	27	79
	134	2.352	29	77
	135	2.363	58	53
SW 21 Ave to SW 22 Ave	136	2.384	114	--
	137	2.396	64	49
	138	2.405	48	62
	139	2.411	31	75
	140	2.416	24	81
	141	2.426	51	59
	142	2.438	67	47
	143	2.446	42	66
	144	2.458	65	48
SW 22 Ave to SW 23 Ave	145	2.503	237	--
	146	2.551	253	--
	147	2.556	26	79
	148	2.561	25	80
SW 23 Ave to SW 24 Ave	149	2.685	655	--
	150	2.694	48	62
	151	2.699	24	81
	152	2.708	47	62
	153	2.713	30	76
	154	2.722	47	62
SW 24 Ave to SW 25 Ave	155	2.771	258	--
	156	2.781	52	58
	157	2.791	54	57
SW 25 Ave to SR-90/Beacom Blvd	158	N/A	--	--
SR-90/Beacom Blvd to SR-9/SW 27 Ave	159	2.913	645	--
	160	2.926	64	49
	161	2.935	50	60
Average			**97**	**58**

ROADWAY: SR 90/SW 8th Street from SR 9 (MP 15.134) to SR 5 (MP 18.147)

DIRECTION: Eastbound

ROADSIDE: North

DATE: 10/17/2013

Table 1
Driveway Spacing

Opening		MP (mi)	Spacing (ft)	Spacing Deviation (%)
Class 7				
SR-9/SW 27 Ave to SR-90/Beacom Blvd	N/A	--	--	--
SR-90/Beacom Blvd to SW 25 Ave	1	15.205	--	--
	2	15.233	148	--
SW 25 Ave to SW 24 Ave	3	15.320	456	--
	4	15.332	65	48
	5	15.371	204	--
	6	15.379	43	65
SW 24 Ave to SW 23 Ave	7	15.439	318	--
SW 23 Ave to 22 Ave/SW 10 St Rd	8	15.606	880	--
	9	15.627	111	11
22 Ave/SW 10 St Rd to SW 21 Ave	10	15.695	360	--
	11	15.702	37	71
SW 21 Ave to SW 19 Ave	12	15.780	414	--
	13	15.786	28	78
	14	15.824	201	--
	15	15.832	45	64
	16	15.846	72	42
	17	15.861	79	37
	18	15.872	61	51
SW 19 Ave to SW 18 Ave	19	15.943	373	--
	20	15.952	49	61
	21	15.998	241	--
SW 18 Ave to SW 17 Ave	22	16.059	321	--
	23	16.125	348	--
	24	16.134	51	59
SW 17 Ave to SW 16 Ave	25	16.172	199	--
	26	16.180	40	68
	27	16.191	58	54
	28	16.197	35	72
	29	16.217	103	18
SW 16 Ave to SW 15 Ave	30	16.258	221	--
	31	16.279	106	15
	32	16.297	95	24
SW 15 Ave to SW 14 Ave	33	16.365	363	--
	34	16.403	199	--
	35	16.419	87	31
SW 14 Ave to SW 13 Ave	36	16.491	378	--
	37	16.499	42	66
	38	16.506	36	71
	39	16.513	36	71
	40	16.543	159	--
	41	16.562	103	18
SW 13 Ave to SR-933/SW 12 Ave	42	16.572	50	60
	43	16.586	75	40
	44	16.594	42	67
	45	16.695	533	--
SR-933/SW 12 Ave to SW 11 Ave	46	16.703	42	66
	47	16.725	119	--
	48	16.736	56	55
	49	16.802	348	--
SW 11 Ave to SW 10 Ave	50	16.810	44	64
	51	16.831	108	14
	52	16.883	274	--
SW 10 Ave to SW 9 Ave	53	16.895	66	48
	54	16.936	216	--
	55	16.955	100	20

	56	16.973	94	24
	57	17.020	249	--
SW 9 Ave to SR-7/US-441/SW 8 Ave	58	17.027	38	69
	59	17.041	74	41
	60	17.110	362	--
SR-7/US-441/SW 8 Ave to SW 7 Ave	61	17.180	370	--
	62	17.225	236	--
	63	17.233	44	65
SW 7 Ave to SW 6 Ave	64	17.265	167	--
	65	17.275	52	58
	66	17.323	254	--
SW 6 Ave to SW 5 Ave	67	17.329	35	72
	68	17.345	81	35
	69	17.366	113	--
	70	17.384	93	25
	71	17.435	271	--
SW 5 Ave to SW 4 Ave	72	17.453	94	25
	73	17.470	88	30
	74	17.486	89	29
	75	17.491	26	79
	76	17.502	55	56
	77	17.530	149	--
SW 4 Ave to SW 3 Ave	78	17.564	180	--
	79	17.567	16	87
	80	17.578	58	54
	81	17.598	106	16
	82	17.606	42	66
SW 3 Ave to SW 2nd Ave	83	17.640	182	--
	84	17.691	265	--
SW 2nd Ave to NB SW 1 Ave	85	17.751	319	--
	86	17.771	106	16
	87	17.789	95	24
	88	17.813	128	--
NB SW 1 Ave to SB SW 1 Ave	89	--	--	--
SB SW 1 Ave to South Miami Ave	90	17.878	340	--
	91	17.886	42	66
	92	17.894	42	66
	93	17.900	35	72
	94	17.953	276	--
South Miami Ave to SR-5/US-1/Brickell Ave	95	18.005	274	--
	96	18.017	65	48
	97	18.037	106	15
	98	18.057	107	14
	99	18.077	105	16
	100	18.100	122	--
	101	18.109	44	65
Average			**155**	**48**

ROADWAY: SR 90/SW 8th Street from SR 9 (MP 15.134) to SR 5 (MP 18.147)

DIRECTION: Eastbound

ROADSIDE: South

DATE: 10/17/2013

Table 2
Existing Connection Openeing Locations

Opening		MP (mi)	Spacing (ft)	Spacing Deviation (%)
Class 7				
SR-9/SW 27 Ave to SW 25 Ave	1	15.166	--	--
	2	15.243	407	--
	3	15.248	30	76
SW 25 Ave to SW 24 Ct	4	15.304	295	--
	5	15.313	47	62
SW 24 Ct to SW 24 Ave	6	15.373	317	--
SW 24 Ave to SW 23 Ave	7	15.412	206	--
	8	15.423	54	57
	9	15.436	71	43
	10	15.449	69	45
	11	15.463	73	42
	12	15.483	106	15
SW 23 Ave to 22 Ave/SW 10 St Rd	13	15.543	316	--
	14	15.566	120	--
	15	15.612	246	--
22 Ave/SW 10 St Rd to SW 20 Ave	16	15.658	242	--
	17	15.667	48	61
	18	15.676	45	64
	19	15.687	59	52
	20	15.754	356	--
SW 20 Ave to SW 19 Ave	21	15.764	53	58
SW 19 Ave to SW 18 Ave	22	15.836	378	--
	23	15.948	593	--
SW 18 Ave to SW 17 Ave	24	15.984	187	--
	25	16.060	403	--
	26	16.072	61	51
	27	16.086	74	41
	28	16.132	246	--
SW 17 Ave to SW 16 Ave	29	16.141	46	63
	30	16.211	371	--
	31	16.234	122	--
SW 16 Ave to SW 14 Ave	32	16.372	724	--
SW 14 Ave to SW 13 Ct	33	16.422	268	--
	34	16.436	75	40
SW 13 Ct to SW 1300 BLK	35	16.478	219	--
	36	16.497	99	20
1300 BLK to SW 13 Ave	N/A	--	--	--
SW 13 Ave to SW 12 Ct	37	16.549	275	--
	38	16.569	107	15
	39	16.584	78	38
SW 12 Ct to SR-933/SW 12 Ave	40	16.629	240	--
SR-933/SW 12 Ave to SW 11 Ave	41	16.670	216	--
	42	16.688	93	26
	43	16.698	53	57
	44	16.713	78	38
	45	16.727	78	38
	46	16.734	34	73
SW 11 Ave to SW 10 Ave	47	16.792	305	--
	48	16.817	134	--
SW 10 Ave to SW 9 Ct	49	16.908	483	--
	50	16.915	37	71
SW 9 Ct to SW 9 Ave	52	16.952	195	--
	53	16.968	83	34
SW 9 Ave to SW 8 Ct	54	17.043	396	--
SW 8 Ct to SR-7/US-441/SW 8 Ave	55	17.073	158	--

SR-7/US-441/SW 8 Ave to SW 7 Ave	56	17.110	195	--
	57	17.130	107	15
	58	17.136	33	74
SW 7 Ave to SW 6 Ave	59	17.232	503	--
	60	17.296	340	--
SW 6 Ave to SW 5 Ave	61	17.389	491	--
SW 5 Ave to SW 4 Ave	62	17.440	270	--
	63	17.459	99	21
	64	17.474	82	34
	65	17.491	90	28
SW 4 Ave to SW 3 Ave	66	17.584	489	--
	67	17.606	117	--
SW 3 Ave to SW 2nd Ave	68	17.632	137	--
	69	17.645	70	44
	70	17.656	54	57
	71	17.671	83	33
	72	17.683	61	51
SW 2nd Ave to NB SW 1 Ave	73	17.732	260	--
	74	17.746	76	39
	75	17.758	63	50
	76	17.770	60	52
	77	17.783	70	44
	78	17.792	46	63
	79	17.809	91	27
NB SW 1 Ave to SB SW 1 Ave	N/A	--	--	--
SB SW 1 Ave to South Miami Ave	80	17.887	411	--
	81	17.914	146	--
	82	17.946	166	--
South Miami Ave to SE 1 Ave	83	17.985	205	--
	84	17.993	249	--
SE 1 Ave to SR-5/US-1/Brickell Ave	N/A	--	--	--
Average			**185**	**45**

Appendix F

Environmental Features Tables and Maps

Archaeological and Historic Sites

Site name Historic Bridge	Address	City
S Miami Ave Bridge		
Brickell Ave Bridge		
SW 2nd Ave		
Historic Structure		
Bouza Property	311 SW 10th Ave	Miami
Becker Property	328 SW 10th Ave	Miami
Rodriguez Property	330 SW 10th Ave	Miami
Borinquen Ltd Property	425 SW 10th Ave	Miami
De La Sota Property	507 SW 10th Ave	Miami
Grullon Property	526 SW 10th Ave	Miami
Dagness Property	620 SW 10th Ave	Miami
Trueba Property	308 SW 11th Ave	Miami
Trueba Property	318 SW 11th Ave	Miami
Milam Property	405 SW 11th Ave	Miami
Thompson Property	417 SW 11th Ave	Miami
American Bankers Insurance	461 S Miami Ave	Miami
Columbus Group	637 S Miami Ave	Miami
650 S Miami Ave	650 S Miami Ave	Miami
Maryland Hotel	729 S Miami Ave	Miami
827 S Miami Ave	827 S Miami Ave	Miami
Fire Station No.4	1000 S Miami Ave	Miami
1121 S Miami Ave	1121 S Miami Ave	Miami
Stafford Residence	36 SE 7th St	Miami
936 SW 1St Ave	936 SW 1St Ave	Miami
400 S W 2nd Ave	400 SW 2nd Ave	Miami
Seast 6th Street Row	14 SE 6th St	Miami
Seast 6th Street Row	18 SE 6th St	Miami
24 SE 6th St	24 SE 6th St	Miami
31 SE 6th St	31 SE 6th St	Miami
Seast 6th Street Row	38 SE 6th St	Miami
39 SE 6th St	39 SE 6th St	Miami
635 SW 3rd Ave	635 SW 3rd Ave	Miami
Temple Adventista Del Septimo Dia	862 SW 4th St	Miami
Moorish House	1121 SW 4th St	Miami
6th Court Apartments	501 SW 6th Ct	Miami
2534 SW 6th St	2534 SW 6th St	Miami
Riverside Commercial Building	400 SW 8th Ave	Miami
145 SW 8th St	145 SW 8th St	Miami

417 SW 11Th Ave	417 SW 11th Ave	Miami
Wickenheiser Residence	28 SE 6th St	Miami
Preston Residence	624 Brickell Ave	Miami
42 SE 7th St	42 SE 7th St	Miami
9-15 SE 7th St	9-15 SE 7th St	Miami
14 SE 7th St	14 SE 7th St	Miami
17 SE 7th St	17 SE 7th St	Miami
18 SE 7th St	18 SE 7th St	Miami
21 SE 7th St	21 SE 7th St	Miami
22 SE 7th St	22 SE 7th St	Miami
35 SE 7th St	35 SE 7th St	Miami
Mercy Resturant	93 SW 8th St	Miami
78 S W 7th St	78 SW 7th St	Miami
21 S E 9th St	21 SE 9th St	Miami
29 S W 9th St	29 SW 9th St	Miami
62-64 S W 9th St	62-64 SW 9th St	Miami
70 S W 9th St	70 SW 9th St	Miami
79 S W 9th St	79 SW 9th St	Miami
45-45 1/2 S W 10th St	45-45 1/2 SW 10th	Miami
28 S W 11Th St	28 SW 11th St	Miami
60 S W 11Th St	60 SW 11th St	Miami
Leviathan Residence	10 SE 6th St	Miami
Bulmer Apartments	185 SE 8th St	Miami
Elon Apartments	629 SW 10 Ave	Miami
Ferris Home	59 SE 6th St	Miami
Gonzales House	2366 SW 8th St	Miami
Hanna Apartments	848 Brickell Ave	Miami
914 SW 1St Ave	914 SW 1St Ave	Miami
921 SW 1St Ave	921 SW 1St Ave	Miami
1013 1015 SW 1St Ave	1013,1015 SW 1St Ave	Miami
Shipyard Corporation	615 SW 2nd Ave	Miami
123 SW 10th St	123 SW 10th St	Miami
2913 SW 6th St	2913 SW 6th St	Miami
2944 SW 6th St	2944 SW 6th St	Miami
Pan American Institute	2910 SW 7th St	Miami
911 SW 1 Ave	911 SW 1 Ave	Miami
908 SW 1 Ave	908 SW 1 Ave	Miami
903 SW 1 Ave	903 SW 1 Ave	Miami
35 SW 9 St	35 SW 9 St	Miami
104 SW 9 St	104 SW 9 St	Miami
118 SW 9 St	118 SW 9 St	Miami

118 SW 9 St Rear	118 SW 9 St Rear	Miami
120 SW 9 St	120 SW 9 St	Miami
126 SW 9 St	126 SW 9 St	Miami
128 SW 9 St	128 SW 9 St	Miami
Fec Railway Freight House	400 SW 1St Ave	Miami
916 SW 1St Ave	916 SW 1St Ave	Miami
940 S W 1St Ave	940 SW 1St Ave	Miami
37 SW 7th St	37 SW 7th St	Miami
44 S W 7th St	44 SW 7th St	Miami
826 S W 1St Ave	826 SW 1St Ave	Miami
87 S W 11Th St	87 SW 11th St	Miami
68 S W 11Th St	68 SW 11th St	Miami
59 S W 11Th St	59 SW 11th St	Miami
52 S W 11Th St	52 SW 11St St	Miami
Brickell Plaza Hotel	44 SW 11th St	Miami
209 SW 5Th Ave	209 SW 5th Ave	Miami
43 SW 7th St	43 SW 7th St	Miami
87 SW 9th St	87 SW 9th St	Miami
Brickell Park	501 Brickell St	Miami
Brickell Mausoleum	501 Brickell Ave	Miami
First Presbyterian Church	609 Brickell Ave	Miami
2945 SW 8th St	2945 SW 8th St	Miami
Iberia Apts Ltd Property	1028 SW 3rd St	Miami
Medina Property	1036 SW 3rd St	Miami
Brokers & Developers Inc Property	1044 SW 3rd St	Miami
Gonzalez Property	987 SW 4th St	Miami
Pelaez Property	1011 SW 4th St	Miami
Villaneuve Property	1011 SW 4th St	Miami
Diaz Property	1020 SW 4th St	Miami
Ojeda Property	1026 SW 4th St	Miami
Tejero Property	1027 SW 4th St	Miami
Robaina Property	1035 SW 4th St	Miami
Fernandez Property	1134 SW 4th St	Miami
Velasco Property	1137 SW 4th St	Miami
Vega Property	1142 SW 4th St	Miami
Wert Property	1144 SW 4th St	Miami
De Bien Property	1158 SW 4th St	Miami
Garcia Property	995 SW 5th St	Miami
Diaz Property	1011 SW 5th St	Miami
Regueira Property	1021 SW 5th St	Miami
Estevez Property	1029 SW 5th St	Miami

Elder Property	1036 SW 5th St	Miami
Oconnell Property	1050 SW 5th St	Miami
Bolua Property	1120 SW 5th St	Miami
Loujen Realty Property	1125 SW 5th St	Miami
Pino Property	1126 SW 5th St	Miami
Gallina Property	1136 SW 5th St	Miami
Mello Property	1144 SW 5th St	Miami
United States Aviation SEcurity	1157 SW 5th St	Miami
Busto Property	1160 SW 5th St	Miami
Bervar Property	1007 SW 6th St	Miami
Strothman Property	1043 SW 6th St	Miami
Nicolas Property	1051 SW 6th St	Miami
Vicente And Perez Property	1119 SW 6th St	Miami
Gonzalez Property	1128 SW 6th St	Miami
Alvarez Property	1135 SW 6th St	Miami
Santa Barbara Church	1156 SW 6th St	Miami
Little Havana Ltd Property	1036 SW 7th St	Miami
Fuentes Property	1037 SW 7th St	Miami
Munoz Property	1052 SW 7th St	Miami
Espino Property	1152 SW 7th St	Miami
Dade Builders Inc Property	1162 SW 7th St	Miami
Leal Property	439 SW 11th Ave	Miami
SErpa Property	520 SW 11th Ave	Miami
Mejia Property	530 SW 11th Ave	Miami
Diaz Property	602 SW 11th Ave	Miami
Concepcion Property	610 SW 11th Ave	Miami
Sotolongo Property	611 SW 11th Ave	Miami
Sotolongo Property	613 SW 11th Ave	Miami
Gonzalez Property	627 SW 11th Ave	Miami
Acosta Property	628 SW 11th Ave	Miami
Gonzales Property	633 SW 11th Ave	Miami
Ros Property	634 SW 11th Ave	Miami
Kensington Property	703 SW 11th Ave	Miami
Ortega Property	711 SW 11th Ave	Miami
Kensington Gardens Corp Property	717 SW 11th Ave	Miami
Fleitas Property	403 SW 12th Ave	Miami
Continental SEa Ventures Inc Property	425 SW 12th Ave	Miami
Thomas Property	533 SW 12th Ave	Miami
Reyes Property	601 SW 12th Ave	Miami
Brea Property	615 SW 12th Ave	Miami
Fultz Property	619 SW 12th Ave	Miami

Fultz Property	629 SW 12th Ave	Miami
Hanlon Plumbing Co Property	729 SW 12th Ave	Miami
1244 SW 5 St	1244 SW 5 St	Miami
Shenandoah Presbyterian Church	2150 SW 8 St	Miami
137 SW 10 St	137 SW 10 St	Miami
1432 SW 11Th St	1432 SW 11th St	Miami
St Peter & Paul Eastern Orthodox	1411 SW 11 St	Miami
1601 SW 10th St	1601 SW 10th St	Miami
1923 SW 10th St	1923 SW 10th St	Miami
1621 SW 11 St	1621 SW 11 St	Miami
1650 SW 11Th St	1650 SW 11th St	Miami
Martina Apartments	1023 S Miami Ave	Miami
Palm Cottage	60 SE 4th St	Miami
545 SW 11 Ave	545 SW 11 Ave	Miami
906 SW 11 Ave	906 SW 11 Ave	Miami
Brickell Ave	500 Brickell Ave	Miami
1204 SW 8th Street	1204 SW 8th St	Miami
810 SW 12Th Ave	810 SW 12th Ave	Miami
832 SW 12Th Ave	832 SW 12th Ave	Miami
Tower Theater	1500-1508 SW 8th St	Miami
75 S W 11Th St	75 SW 11th St	Miami
54 S W 7th St	54 SW 7th St	Miami
Coppage Property	545 SW 11th Ave	Miami

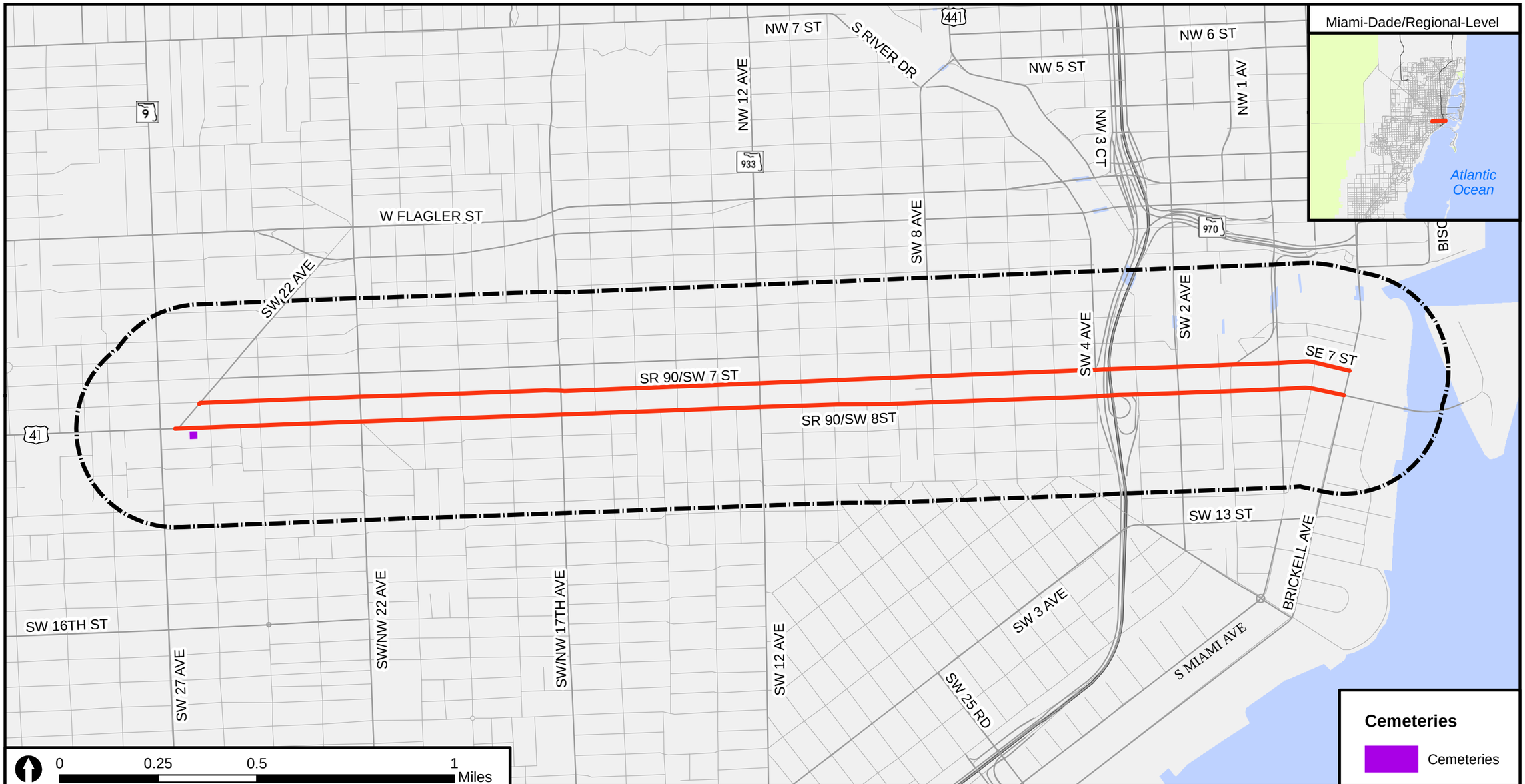


SR 90/SW 7th Street/SW 8th Street
Archaeological and Historic Sites

Financial Project No.: 432639-5-22-01

Cemeteries

Site Name	Address	City
2546 PROPERTIES LLC	2542 SW 8 ST	Miami



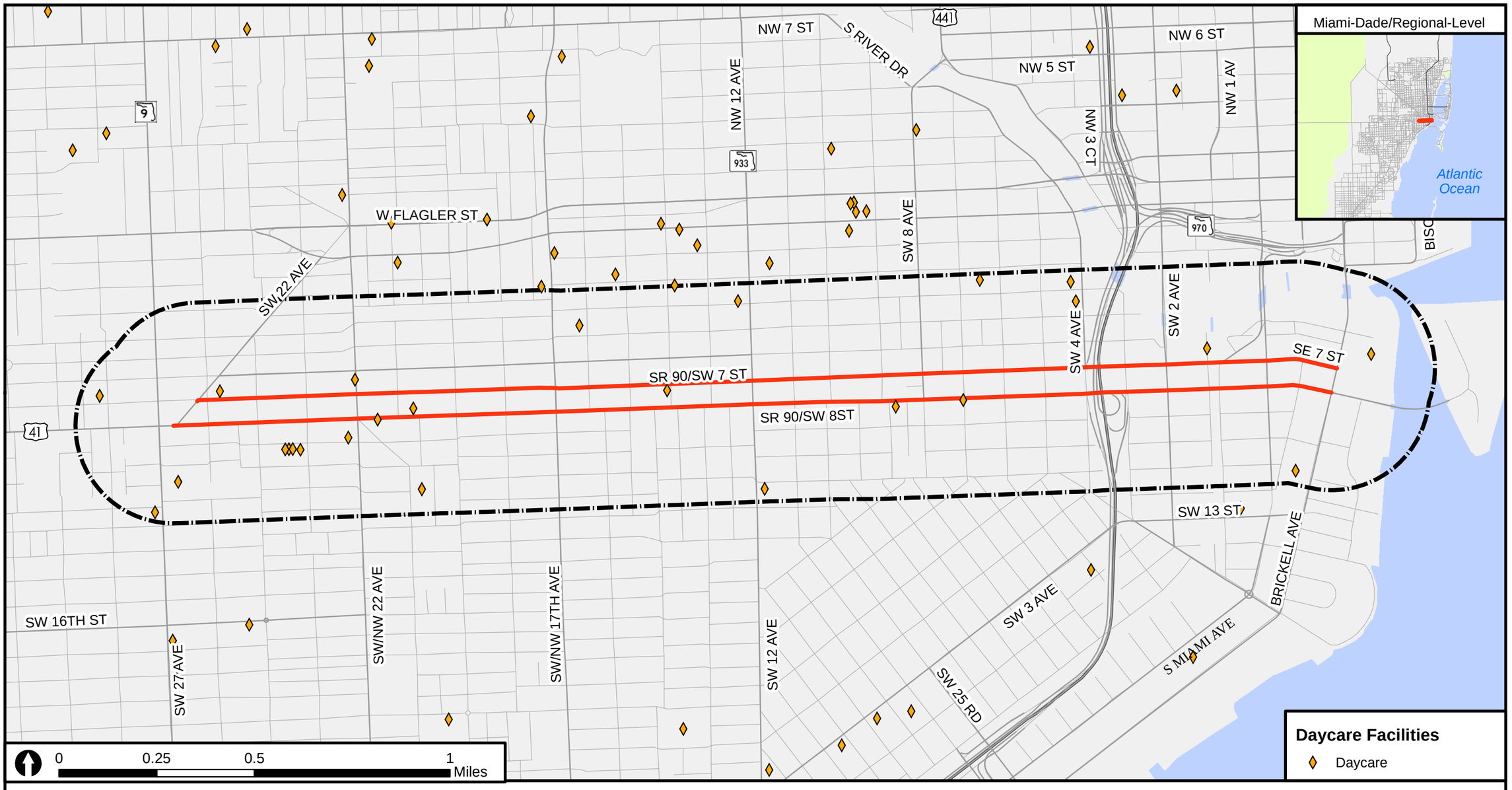
SR 90/SW 7th Street/SW 8th Street

Cemeteries

Financial Project No.: 432639-5-22-01

Daycare facilities

NAME	Address	City
Lincoln Marti (9TM)	880 SW 8TH ST	Miami
Lincoln Marti (Lm5)	1023 SW 27TH AVI	Miami
Kids Learning Adventure Brickell	600 SW 1ST AVE	Miami
Tamiami United Methodist	726 SW 14TH AVE	Miami
Fcaa / Shenandoah Elem	1023 SW 21ST AVE	Miami
St. Matthew'S Lutheran Sc	621 BEACOM BLVD	Miami
Mdcps / Shenandoah Elem.(VPK)	1023 SW 21ST AVE	Miami
Lincoln Marti Community Agency (LM9)	904 SW 23RD AVE	Miami
Champs Brickell, Llc	1050 BRICKELL AVI	Miami
Garden Treasures, Llc / Sunflower #4	2901 SW 7TH ST	Miami
Little Havana Act & Nut /Rainbow Interge	700 SW 8TH ST	Miami
Mdcps / Ada Merritt Elem	660 SW 3RD ST	Miami
Centro Mater Child Care Center	418 SW 4TH AVE	Miami
Lincoln Marti Community Agency	450 SW 16TH AVE	Miami
International Christian School (LCS)	609 BRICKELL AVE	Miami
Cuban Amer Nat Council/Latina Early Chil	1223 SW 4TH ST	Miami
Garden Treasures, Llc / Sunflower #5	1102 SW 27TH AVI	Miami
A & M Suncare Corp/Sunflowers Day	2901 SW 7TH ST	Miami
Lincoln Marti (LM2)	2316 SW 9TH ST	Miami
Lincoln Marti (LM1)	2310 SW 9TH ST	Miami
Ivan Galindo Art Estudio Corp (EP)	2215 SW 9TH ST	Miami
Centro Mater Childcare Services Inc	421 SW 4TH ST	Miami
Tlc 8, Llc	2011 SW 8TH ST	Miami
Smart Starts Child Development Center	1101 SW 12TH AVI	Miami
Lincoln Marti (LM3)	2318 SW 9TH ST	Miami
Lincoln Marti (9RK)	638 SW 22ND AVE	Miami
Precious Years Christian Prsch	2150 SW 8TH ST	Miami



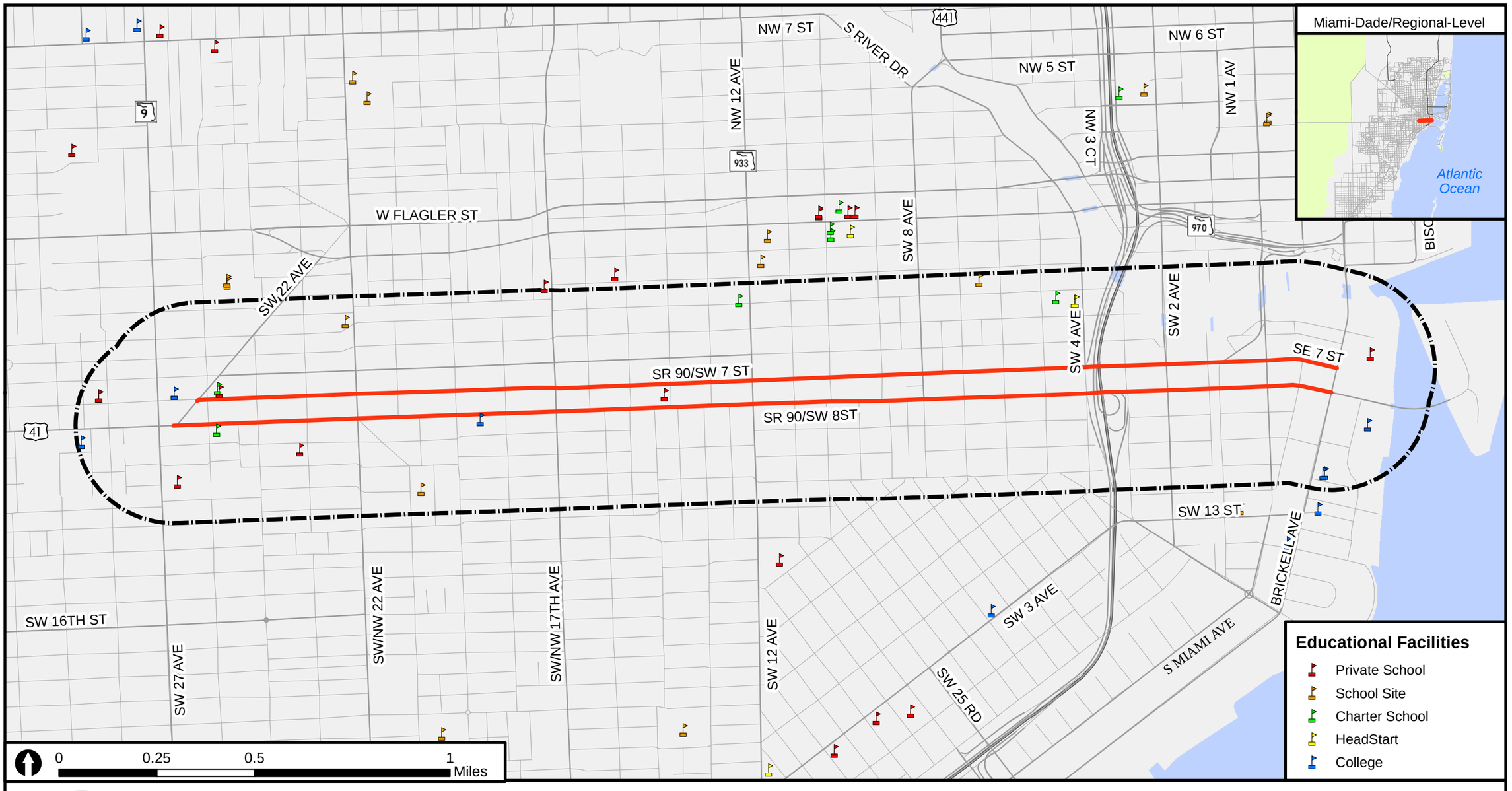
SR 90/SW 7th Street/SW 8th Street

Daycare Facilities

Financial Project No.: 432639-5-22-01

Educational Facilities

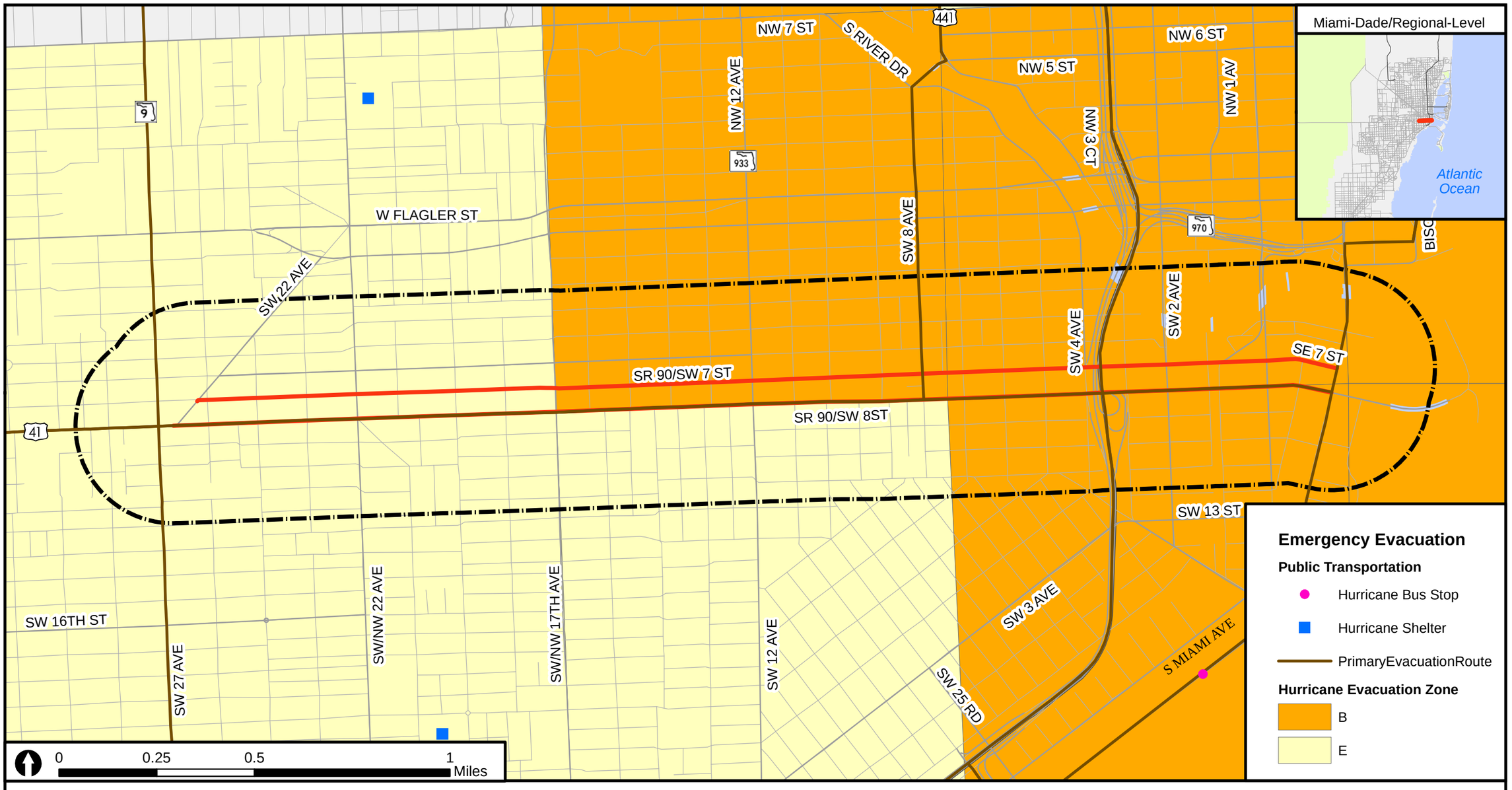
Private School		
LINCOLN MARTI SCHOOLS 27	1023 SW 27TH AVE	Miami
SUNFLOWERS ACADEMY	2901 SW 7TH ST	Miami
LINCOLN-MARTI SCHOOLS 23	904 SW 23RD AVE	Miami
TAMIAMI UNITED METHODIST ELEMENTARY	726 SW 14TH AVE	Miami
ST. MATTHEW'S LUTHERAN	621 SW 22ND AVE RD	Miami
INTERNATIONAL CHRISTIAN SCHOOL	609 BRICKELL AVE	Miami
School Site		
Shenandoah Elementary	1023 SW 21ST AVE	Miami
Ada Merritt K-8 Center	660 SW 3RD ST	Miami
Regional Center IV	2201 SW 4TH ST	Miami
College		
Florida International University Brickell	1101 BRICKELL AVE	Miami
Miami Dade College Interamerican	627 SW 27TH AVE	Miami
Open Hearts International College	825 BRICKELL BAY DR	Miami
La Belle Beauty Academy	2960 SW 8TH ST	Miami
The Praxis Institute	1850 SW 8TH ST	Miami
Inlingua Language Center Brickell Avenue	1101 BRICKELL AVE	Miami
Charter School		
Mater Academy East Charter School	450 SW 4TH ST	Miami
International Studies Charter High School	2480 SW 8TH ST	Miami
International Studies Charter Middle School	2480 SW 8TH ST	Miami
Headstart		
Sunflowers Academy	2901 SW 7th St	Miami
Centro Mater East 1	418 SW 4th Ave	Miami
Centro Mater East 2	422 SW 4th Ave	Miami



SR 90/SW 7th Street/SW 8th Street

Educational Facilities

Financial Project No.: 432639-5-22-01

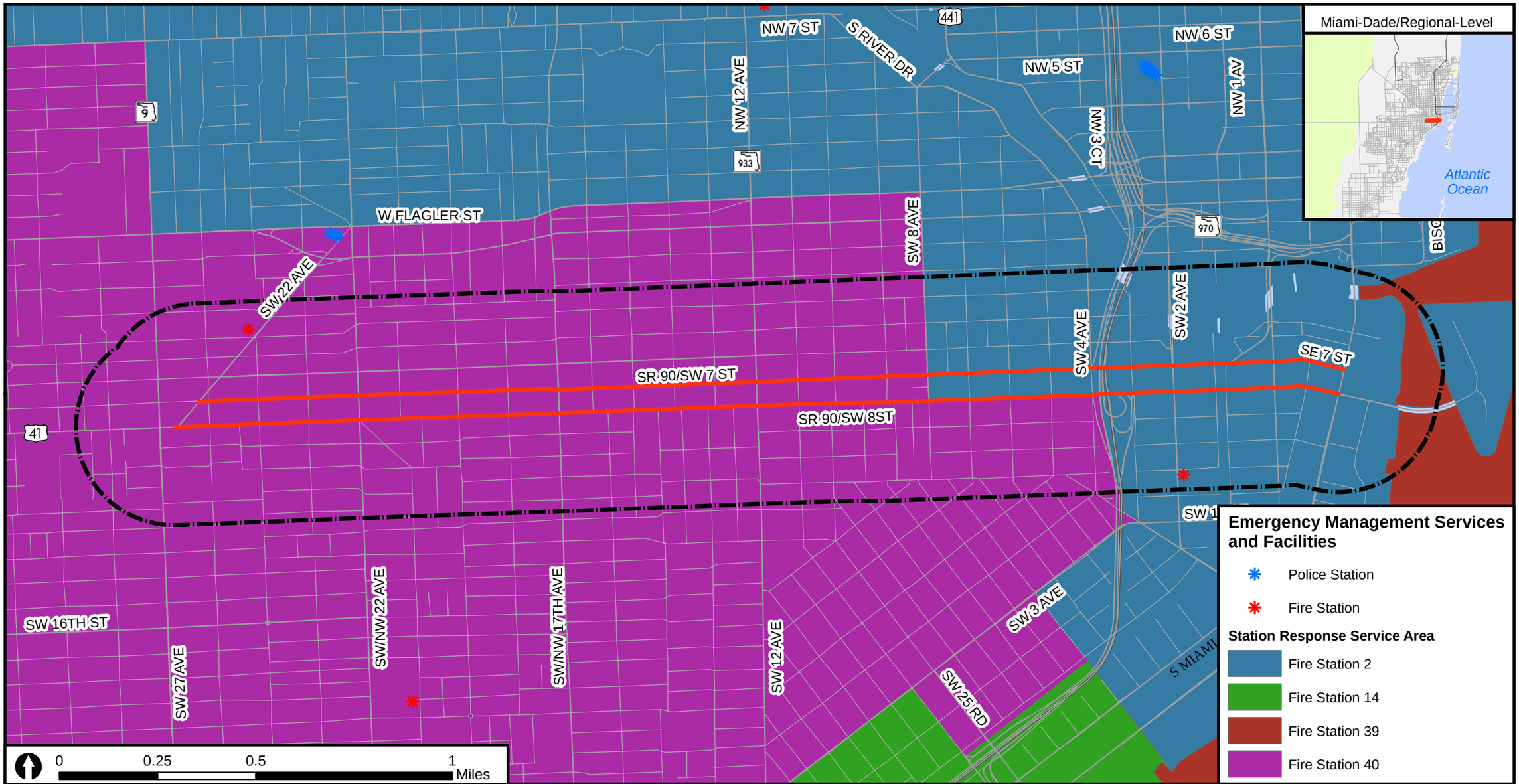


SR 90/SW 7th Street/SW 8th Street
Emergency Evacuation

Financial Project No.: 432639-5-22-01

Emergency Management Services and Facilities

Site Name	Address	City
Fire Station		
MIAMI STATION 4	1105 SW 2nd Ave	Miami
MIAMI STATION 7	314 Beacon Blvd	Miami
Station Response Service Area		
Fire Station 2	1901 N Miami Ave	Miami
Fire Station 14	2111 SW 19th Street	Miami
Fire Station 39	641 Europe Way Port of Miami	Miami
Fire Station 40	975 SW 62 Avenue	Miami



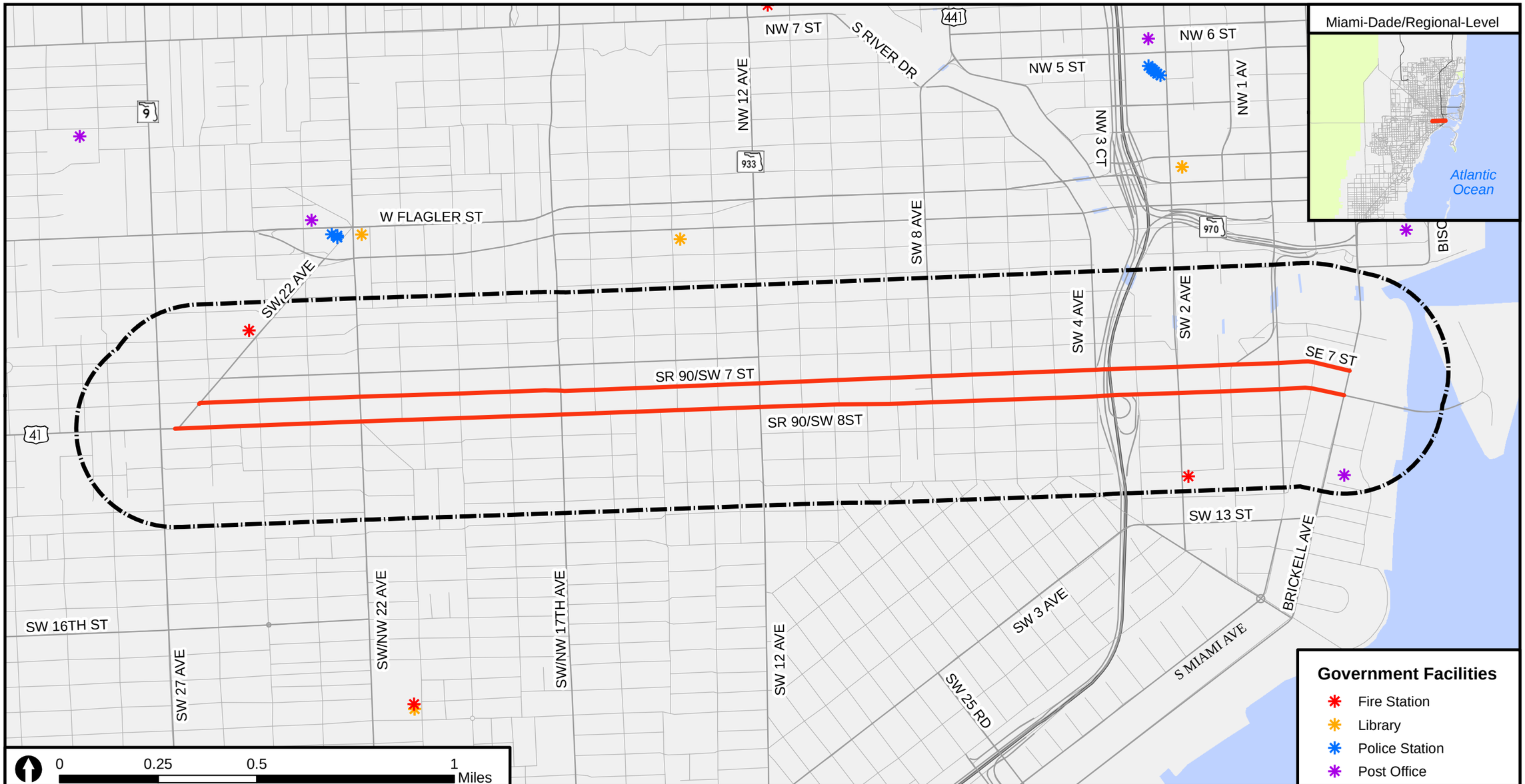
SR 90/SW 7th Street/SW 8th Street

Emergency Management Services and Facilities

Financial Project No.: 432639-5-22-01

Government Facilities

Government Facility	Address	City
Fire Station		
Miami Station 4	1105 SW 2nd Ave	Miami
Miami Station 7	314 Beacon Blvd	Miami
Post Office		
Brickell PS	1101 Brickell Ave	Miami



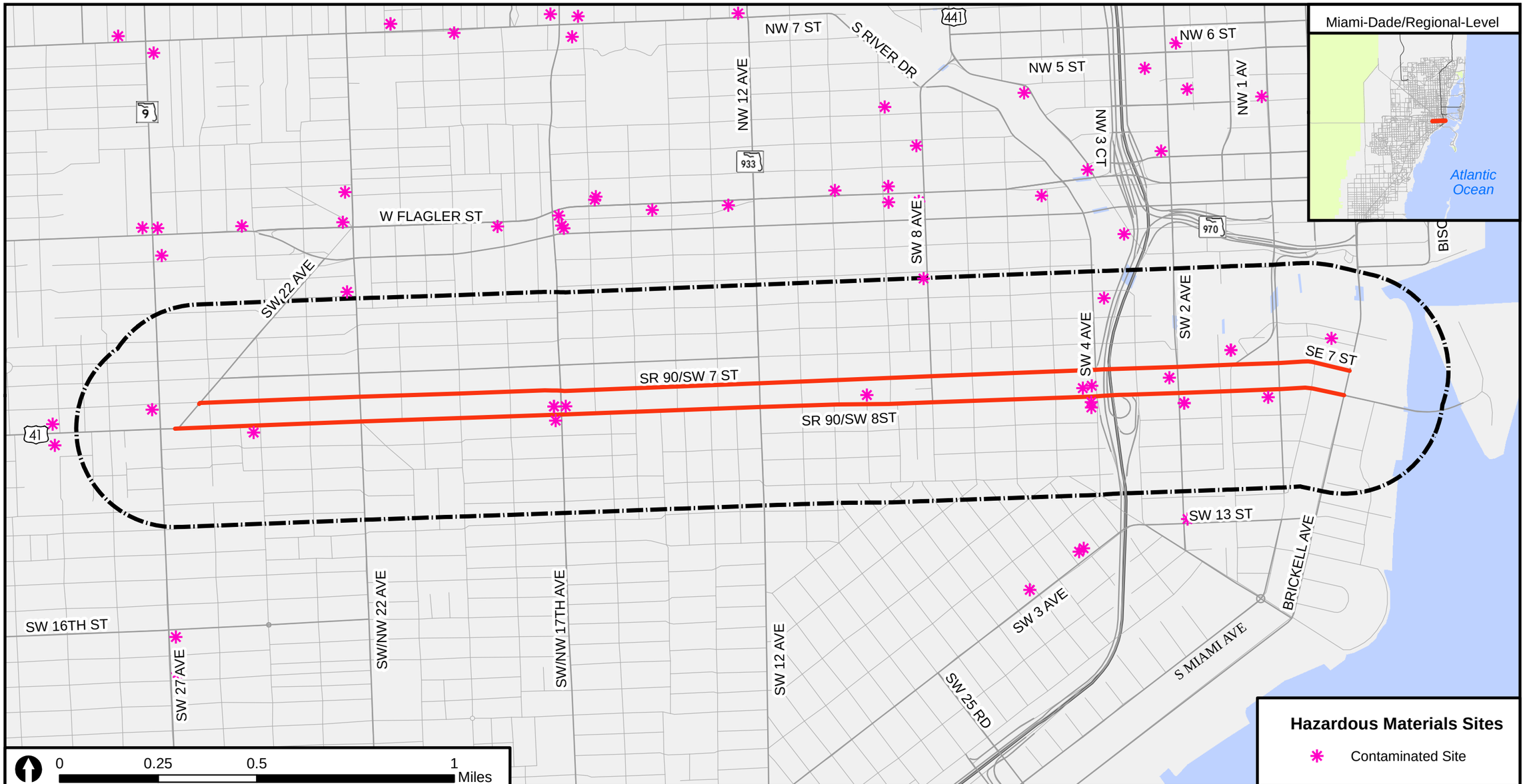
SR 90/SW 7th Street/SW 8th Street

Government Facilities

Financial Project No.: 432639-5-22-01

Hazardous Materials Sites

Site Name	Address	City
CITY OF MIAMI PROPERTY	362 SW 4th St	SW
FORMER GAS STATION	427 SW 8th St	SW
ESCOBAR'S BP	401 SW 8 St	SW
WEST BRICKELL PLAZA	720 SW 2nd Ave	SW
THE KEYES COMPANY	99 SW 7 st	SW
MAC JONE'S, INC. DBA DOWNTOWN CLEANERS	99 SW 7 st	SW
PERFORMANCE SOUTH MOBIL	10 SW 8th st	SW
PATTERSON FINA	400 SW 8th St	SW
INDEPENDENT LINEN SERVICE	955 SW 8th St	SW
TIRE RAMA	370 NW 8 Ave	NW
G & B STANDARD, INC.	190 SW 8 St	SW
G & B STANDARD, INC.	190 SW 8 St	SW
BRICKELL LAUNDRY SERVICES INC	818 SW 4 St	SW
BRICKELL MEDICAL PLAZA	550 Brickell Ave	
LLEONART HOLDINGS, LLC PROPERTY	700 SW 27th Ave St	SW
LORY AUTOMATIC TRANSMISSION CO	2414 SW 8th St	SW
GALMY'S 76	1702 SW 8 St	SW
SUPER BP	1701 SW 8 St	SW
BASS SERVICE INC	1699 SW 8 St	SW
SUPER BP	1701 SW 8 St	SW

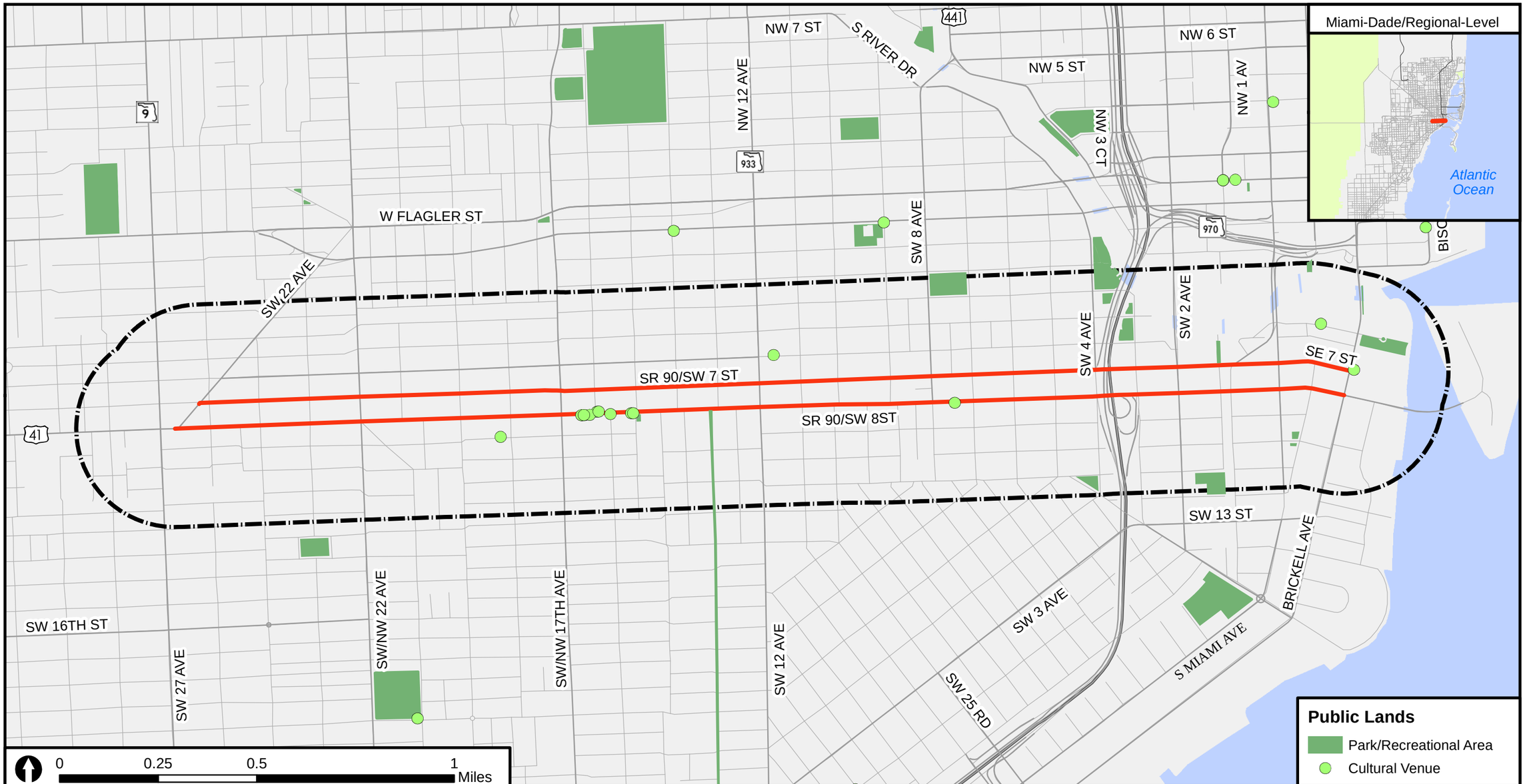


SR 90/SW 7th Street/SW 8th Street
Hazardous Materials Sites

Financial Project No.: 432639-5-22-01

Public Lands

Cultural Venue		
Name	**Address**	**City**
Holland & Knight Llp Law Library	701 Brickell Ave. Suite 3000	Miami
Cremata Gallery	1646 SW 8th St	Miami
AguStin Gainza Arts	1652 SW 8th St	Miami
Imago Art Gallery	1615 SW 8th St	Miami
Marta Ismail Fine Art	1516 SW 8th St	Miami
Mildrey Guillot	1654 SW 8th St	Miami
Molina Fine Art Gallery	1634 SW 8th St	Miami
Latin Art Core	1600 SW 8th St	Miami
Obrapia Fine Art / Framing & ReStoration Center	1648 SW 8th St	Miami
Unzueta Gallery	1607 SW 8th St	Miami
Museum And Library Of The 2506 Assault Brigade	1821 S.W. 9th St	Miami
Teatro Avante	744 SW 8th St	Miami
Tower Theatre	1508 SW 8th St	Miami
Lyle O. Reitzel Gallery	41 SE 5th St	Miami
Galeria Adelmo	1165 SW 6th St	Miami
Park		
Cuban Memorial Blvd	SW 13th Ave / SW 8th St	Miami
Jose Marti Park	362 SW 4th St	Miami
Fort Dallas Mini Park	64 SE 4th St	Miami
Miami River Walk	Miami River-Brickell to 2 Ave	Miami
Maximo Gomez Park	801 SW 15th Ave	Miami
Brickell Park	501 Brickell Ave	Miami
Riverside Park	342 SW 7th Ave	Miami
South Side Park	100 SW 11th St	Miami
Brickell Plaza Mini Park	SE 1St Ave / SE 10th St	Miami
Triangle Park Miami	SW 11th St / SW 15th Rd	Miami



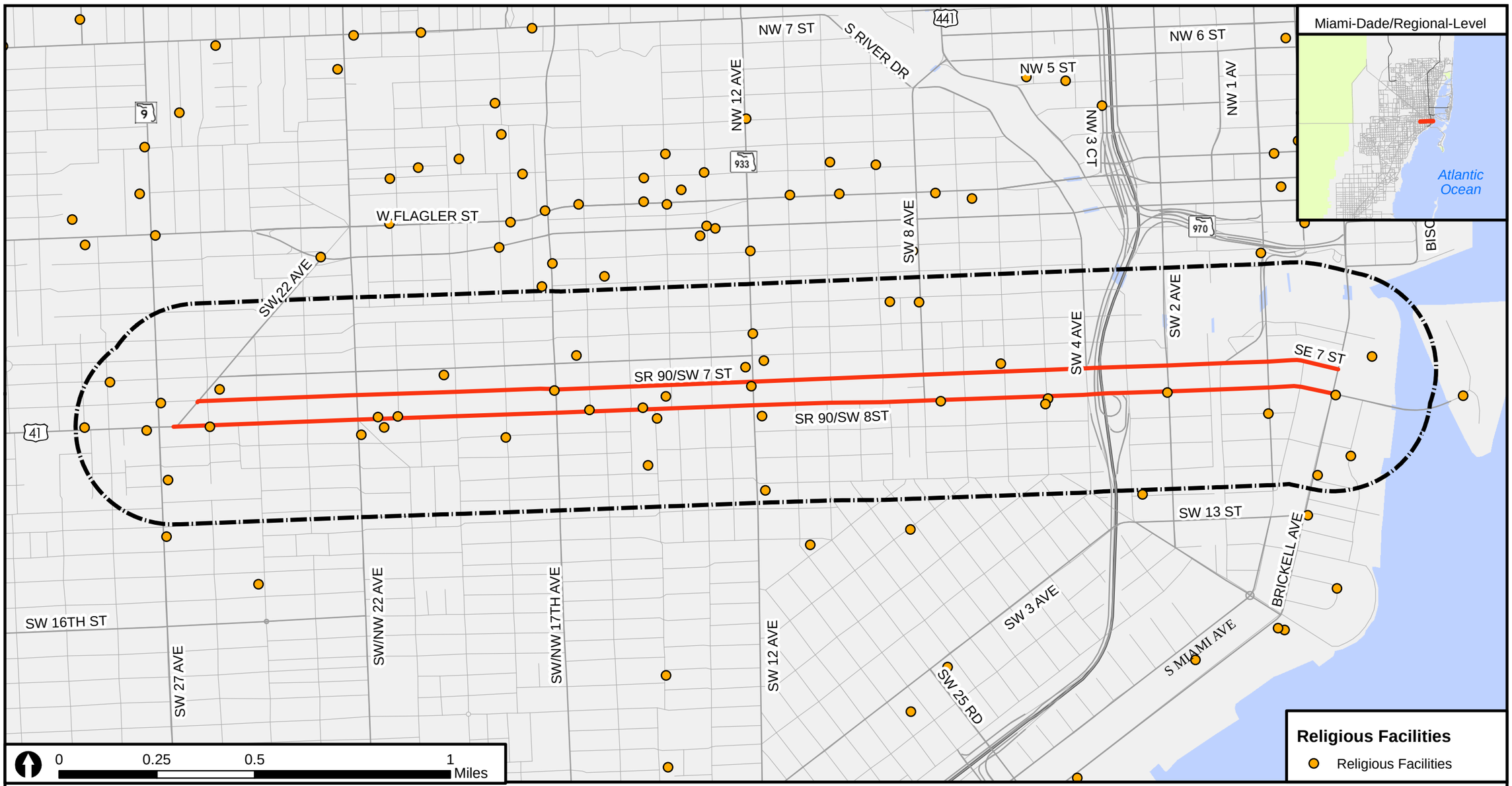
SR 90/SW 7th Street/SW 8th Street

Public Lands

Financial Project No.: 432639-5-22-01

Religious Facilities

Name	Address	City
United States Catholic Conferences	807 Sw 25Th Ave	Miami
Centro Evangelico Latino Americano	2101 SW 8 St	Miami
Casablanca Christian Center	855 SW 22ND Ave	Miami
Iglesia Bautista Renacer	1101 SW 12TH Ave	Miami
Templo La Luz Del Mundo	2890 SW 6TH St	Miami
Pacto De Dios Pentecostal	704 SW 17TH Ave	Miami
Ministerio Cristo En Accion	718 SW 12TH Ave	Miami
Seventh-Day Adventist Church	862 SW 4TH St	Miami
Epiphany	801 BRICKELL Ave	Miami
Iglesia La Luz Del Mundo	815 SW 12TH Ave	Miami
Shrine Of St Philomena Cthlc	1621 SW 6TH St	Miami
Santa Barbara Catholic Church	1156 SW 6TH St	Miami
Ministary Anchor Of Salvation International	2955 SW 8TH St Suite 204	Miami
Episcopal Migration Ministries	701 SW 27TH Ave Suite 602	Miami
Seventh Day Adventist Church Reform Movement	1800 SW 9TH St	Miami
Municipio De Sntg De Cuba En E	845 SW 14TH Ave	Miami
N E T Service Centers East Ltl Havana N E T Center	1475 SW 8TH ST	Miami
Buro De Informacion De El Movimiento Cubano De De	999 Brickell Bay Dr	Miami
Tamiami United Methodist Church	1401 SW 8TH ST	Miami
The Universal Church	420 SW 8TH Ave	Miami
Iglesia Bautista La Nueva Jerusalem	760 SW 8TH ST	Miami
Jehovahs Witnesses Kingdom Halls Spanish Spea	601 SW 7TH ST	Miami
Iglesia Pentecostal De Juan 3:16	809 SW 5TH Ave	Miami
God'S Missionary Church	200 SW 8TH St	Miami
First Presbyterian Church Of M	609 Brickell Ave	Miami
Botanica Las Mercedes	2742 SW 8TH St # 24	Miami
Iglesias Episcopal Todos Los Santos	1023 SW 27TH Ave	Miami
Tabernacle Pentecostal Elim	2153 SW 8TH St	Miami
Church-Jesus Christ Almighty	2150 SW 8TH St	Miami
St Peter & Paul Orthodox Church	1411 SW 11TH St	Miami
Patteson Memorial Presbyterian Church	1601 SW 8TH St	Miami
Church Of Christ Written In HeAven Of Homestead	830 SW 5TH Ave	Miami
First Pentacostal Church	900 S Miami Ave	Miami
Latter Day Saints Church Gillette Stake	1101 Brickell Ave	Miami
Saint Matthews Lutheran Church	621 Beacon Blvd	Miami
Ermita De Regla	1920 SW 6TH St	Miami
Amigos Del Rey	515 SW 12TH Ave	Miami
The Church Of Jesus Christ Of Latter Day Saints - Miami 7Th (Spanish) Ward	616 SW 12TH Ave	Miami



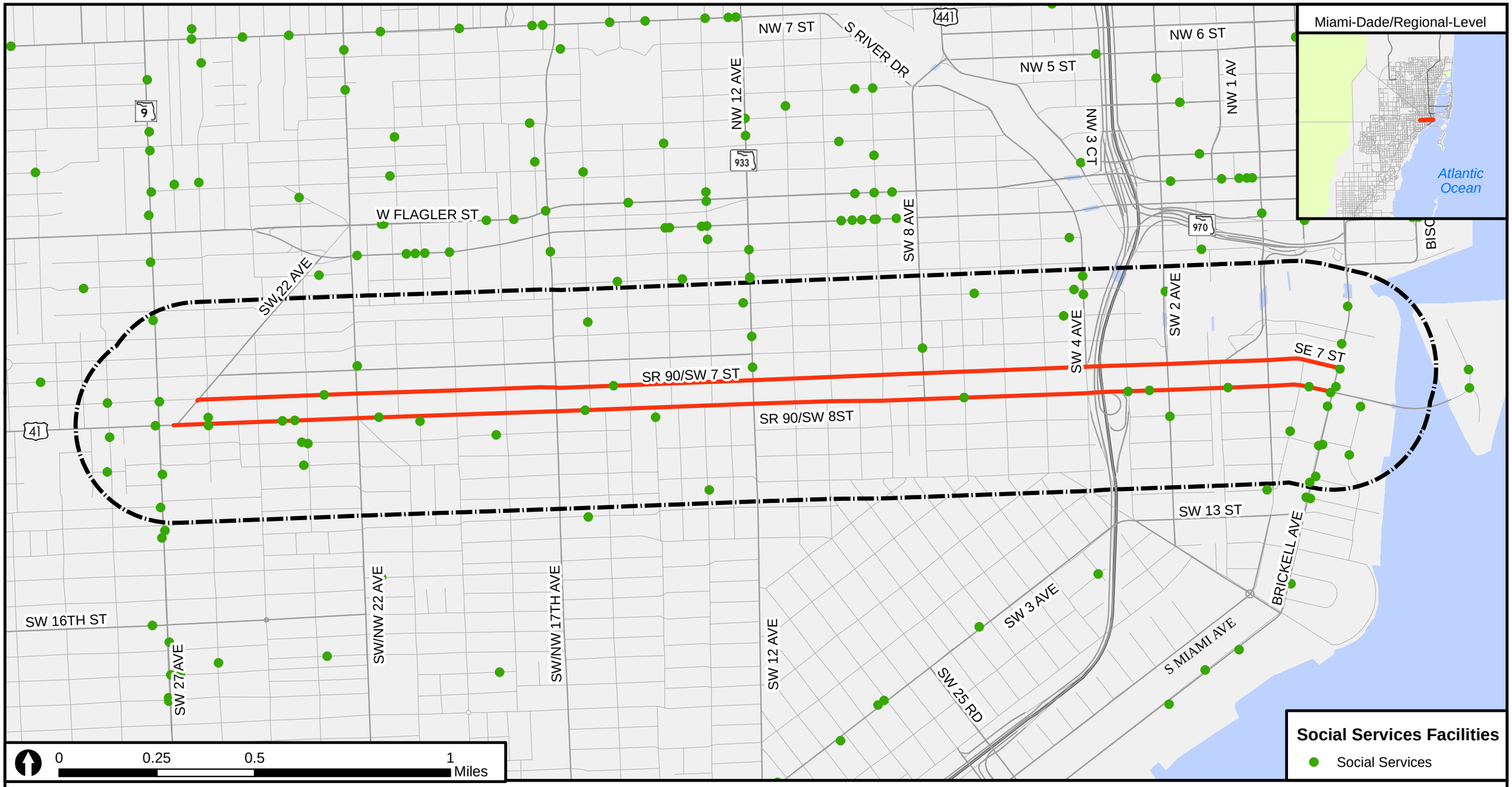
SR 90/SW 7th Street/SW 8th Street

Religious Facilities

Financial Project No.: 432639-5-22-01

Social Services Facilities

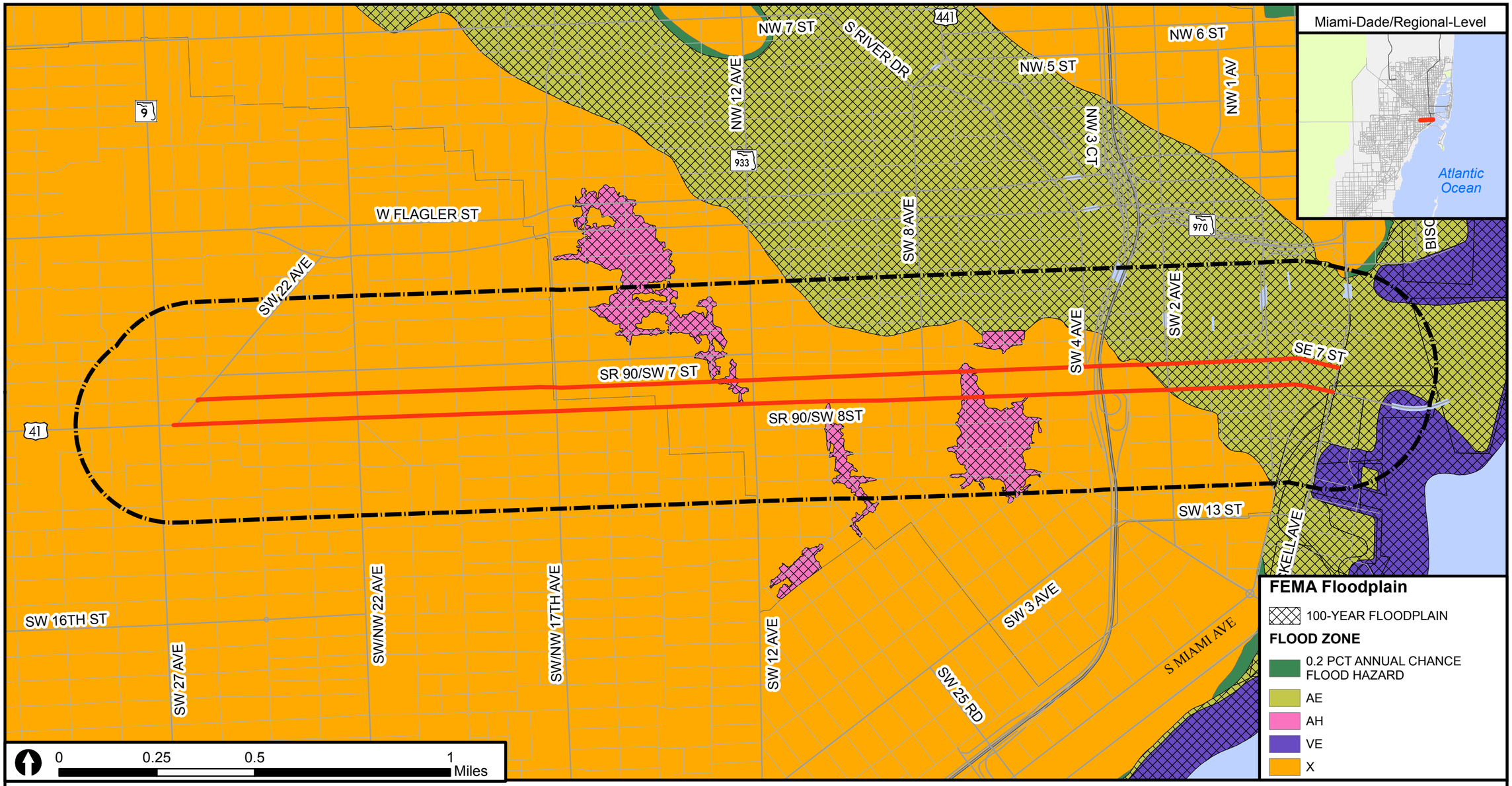
Name	Address	CITY
Centro Mater Child Care & Neighborhood	418 SW 4th Ave	Miami
Chlds Medcl Care Incorporated Chlds Rnbw Day School Chilean	800 Brickell Ave	Miami
Sun Flowers Academy	2901 SW 7th St	Miami
Sunflowers Preschool & Daycare	1102 SW 27th Ave	Miami
Precious Years Christian Preschool	2150 SW 8th St	Miami
Rinconcito Para Recordar	1615 SW 8th St	Miami
ABA P A	825 Brickell Bay Drive	Miami
Rainbow Intergenerational Child Care	700 SW 8th St	Miami
Marilyn	2921 SW 10th St	Miami
Lincoln- Marti Schools	904 SW 23Rd Ave	Miami
Lincoln-Marti Schools	1023 SW 27th Ave	Miami
Switchboard Of Miami	701 SW 27th Ave Suite 10	Miami
Suky Health Care Services Inc	2350 SW 8th St	Miami
Continental Home Health Care	807 SW 25th Ave Suite 207	Miami
Werecoverdata.Com Data Recovery Labs	1111 Brickel Ave. 11th F	Miami
Palacios Home Health Care	330 SW 27th Ave Suite 305	Miami
Marban Elsa M Psyd	2264 SW 7th St	Miami
Hope Center	666 SW 4th St	Miami
Hypnosis Institute	247 SW 8 St # 281	Miami
City Of Miami	444 SW 2Nd Ave	Miami
Switchboard Of Miami Inc	444 Brickell Ave	Miami
Lincoln Marti Community Agency	2310 SW 9th St	Miami
Little Havana Retirement Living	820 SW 20th Ave	Miami
Golden Cowan & Toister Pa	900 SW 2Nd Ave	Miami
Air Projects Travel	1110 Brickell Ave #508	Miami
D Rs Real Estate Pa	999 Brickell Ave	Miami
Newton William H Iii Pa	1000 Brickell Ave	Miami
Mallah Surman And Company Pa	1001 Brickell Bay Drive	Miami
El Paraiso Home Inc	1540 SW 7th St	Miami
Pizarro George R Md Pa	1217 SW 4th St	Miami
Miami Lighthouse For The Blind	601 SW 8th Ave	Miami
Amigos Together For Kids	801 SW 3Rd Ave	Miami
Law Offices Of Roberto Matus Pa	80 SW 8th St Suite 2110	Miami
Little Havana Activity Center	450 SW 5th St	Miami
Ruden Mcclosky Smith Schuster & Russell Pa	701 Brickell Ave	Miami
Montello & Associates Pa	777 Brickell Ave Suite 1070	Miami
Courtney Daniel W Pa	77 Southeast 8th St	Miami
Caribbean Family & Travel Services Inc	2706 SW 8th St	Miami
Lesende Home Care	2308 SW 10th St	Miami
Arthritis Foundation Florida Chapter	833 SW 29th Ave	Miami
Remanso Alf Inc	1141 SW 13th Ave	Miami
Air Projects	848 Brickell Ave	Miami
Catholic Charities Of The Archdiocese Of Miami Inc - Child Care Centers, Centro Mater	420 SW 4th St	Miami
Independent Liberty Church	777 E 25th St	Hialeah
American Arbitration Association	799 Brickell Plaza	Miami
City Of Miami Parks & Recreation	351 SW Fourth St	Miami
West Rehabilitation Services	2324 SW 8th St	Miami
Rehabilitation Medical	585 SW 22Nd Ave	Miami
Miami Dade Health & Rehabilitation Services	650 SW 12th Ave	Miami
Sterling Rehabilitation	531 SW 12th Ave	Miami
Municipio De Santiago De Cuba En El Exilio Soc Serv	845 SW 14th Ave	Miami
P L U S People Like Us	600 Brickell Ave	Miami
Bay Of Pigs Veterans Associates	1821 SW 9th St	Miami
International Jose Marti Ymca	450 SW 16th Ave	Miami



SR 90/SW 7th Street/SW 8th Street

Social Services Facilities

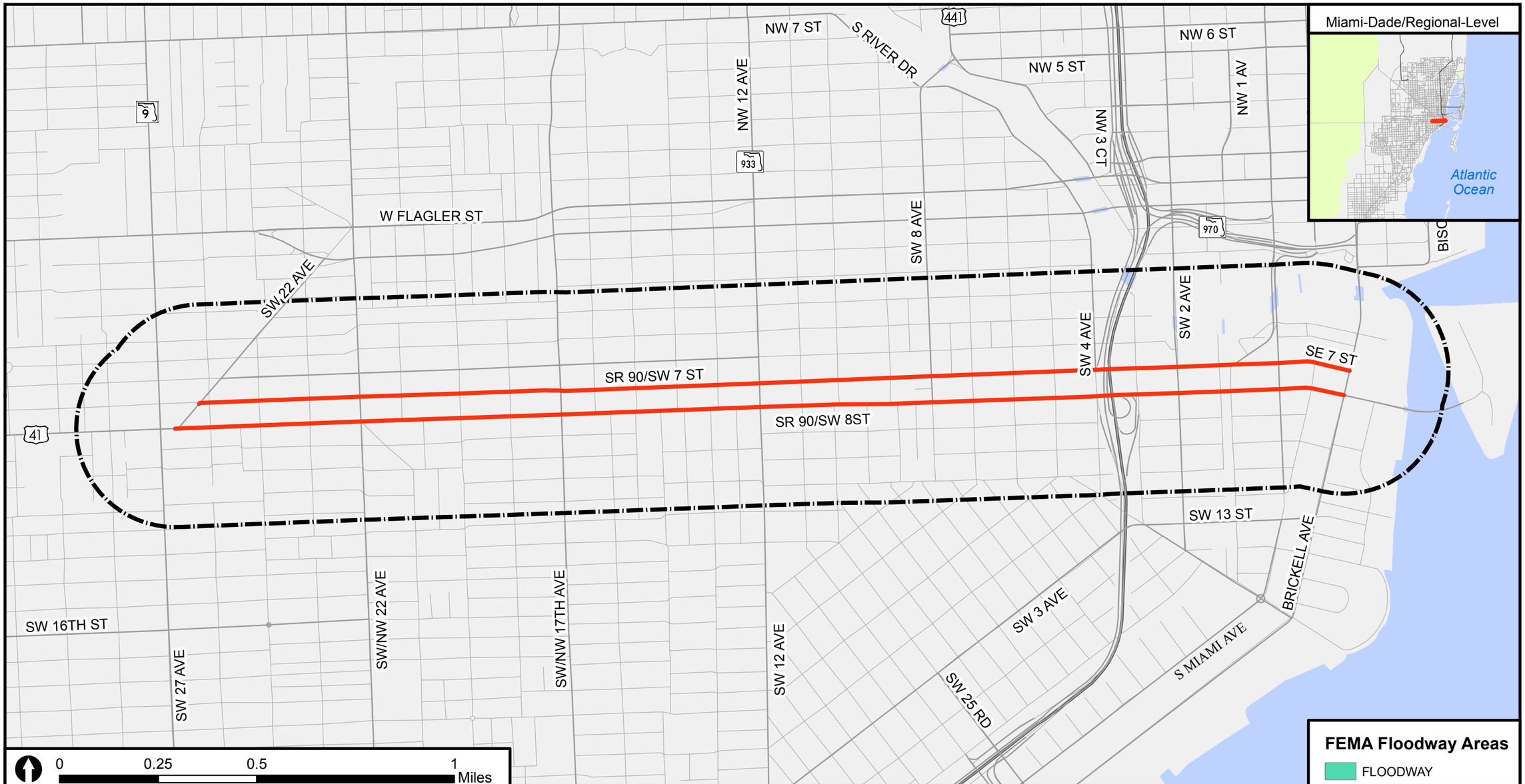
Financial Project No.: 432639-5-22-01



SR 90/SW 7th Street/SW 8th Street

FEMA Floodplain

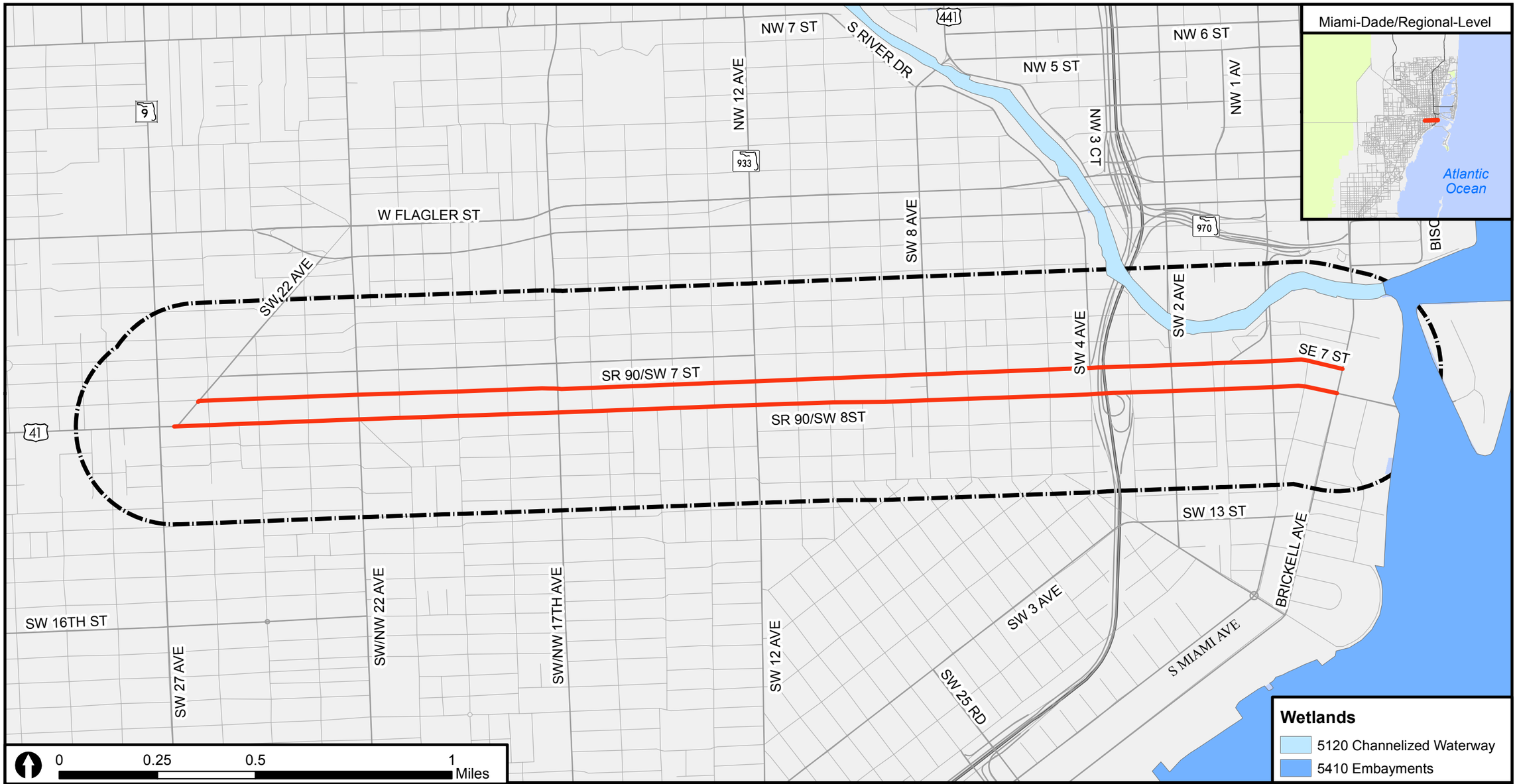
Financial Project No.: 432639-5-22-01



SR 90/SW 7th Street/SW 8th Street

FEMA Floodway Areas

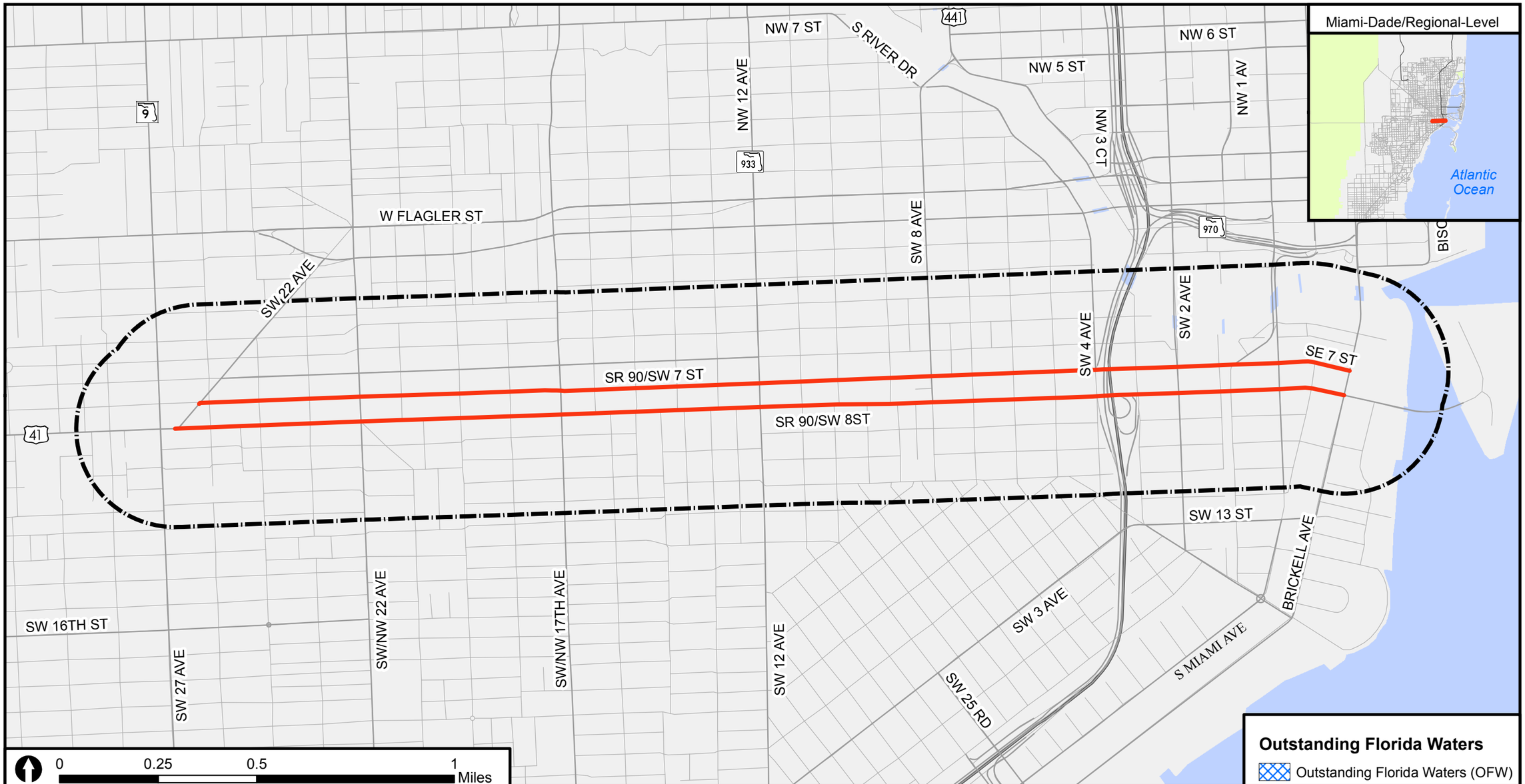
Financial Project No.: 432639-5-22-01



SR 90/SW 7th Street/SW 8th Street

Wetlands

Financial Project No.: 432639-5-22-01



SR 90/SW 7th Street/SW 8th Street
Oustanding Florida Waters

Financial Project No.: 432639-5-22-01

Appendix G

Traffic Data

Appendix G

Traffic Data

Traffic Movement Counts (TMC's)

SW 7th Street & Brickell Avenue

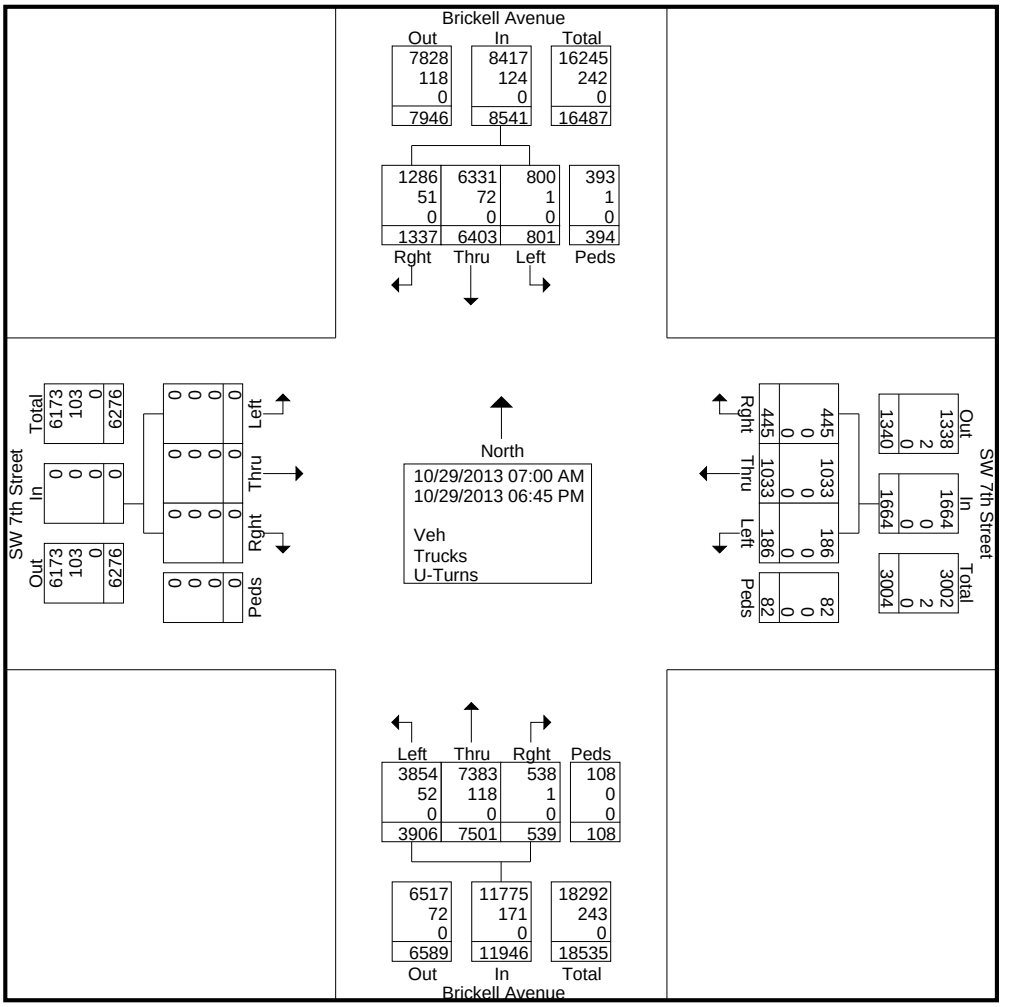
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Site Code : 00000000
Start Date : 10/29/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	Brickell Avenue Southbound					Brickell Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	19	322	88	11	440	101	146	15	6	268	0	0	0	0	0	0	0	0	0	0	708
07:15 AM	14	276	53	23	366	136	164	9	5	314	0	0	0	0	0	0	0	0	0	0	680
07:30 AM	20	262	51	16	349	141	200	11	2	354	0	0	0	0	0	0	0	0	0	0	703
07:45 AM	12	275	57	10	354	170	281	33	8	492	0	10	10	13	33	0	0	0	0	0	879
Total	65	1135	249	60	1509	548	791	68	21	1428	0	10	10	13	33	0	0	0	0	0	2970
08:00 AM	9	270	37	28	344	202	255	35	3	495	0	5	2	0	7	0	0	0	0	0	846
08:15 AM	12	255	74	12	353	161	212	30	13	416	1	8	2	0	11	0	0	0	0	0	780
08:30 AM	18	225	79	20	342	150	241	46	15	452	0	11	6	0	17	0	0	0	0	0	811
08:45 AM	23	283	70	12	388	155	254	94	4	507	0	7	8	0	15	0	0	0	0	0	910
Total	62	1033	260	72	1427	668	962	205	35	1870	1	31	18	0	50	0	0	0	0	0	3347
09:00 AM	17	247	63	8	335	182	309	72	7	570	0	8	13	0	21	0	0	0	0	0	926
09:15 AM	16	214	79	15	324	117	297	51	6	471	2	9	9	0	20	0	0	0	0	0	815
09:30 AM	5	225	72	7	309	152	270	42	4	468	0	10	3	0	13	0	0	0	0	0	790
09:45 AM	17	263	37	19	336	115	230	26	11	382	0	7	8	0	15	0	0	0	0	0	733
Total	55	949	251	49	1304	566	1106	191	28	1891	2	34	33	0	69	0	0	0	0	0	3264
*** BREAK ***																					
04:00 PM	8	111	23	11	153	201	293	8	12	514	3	28	11	11	53	0	0	0	0	0	720
04:15 PM	8	136	34	4	182	188	310	6	0	504	14	32	16	8	70	0	0	0	0	0	756
04:30 PM	27	183	28	5	243	208	310	5	0	523	11	51	13	3	78	0	0	0	0	0	844
04:45 PM	27	299	51	10	387	207	397	7	0	611	5	52	31	7	95	0	0	0	0	0	1093
Total	70	729	136	30	965	804	1310	26	12	2152	33	163	71	29	296	0	0	0	0	0	3413
05:00 PM	60	338	55	8	461	179	441	7	12	639	45	134	42	4	225	0	0	0	0	0	1325
05:15 PM	79	369	74	20	542	232	496	6	0	734	23	100	39	6	168	0	0	0	0	0	1444
05:30 PM	67	409	64	42	582	147	388	3	0	538	17	104	45	1	167	0	0	0	0	0	1287
05:45 PM	101	351	49	31	532	171	373	3	0	547	16	82	42	8	148	0	0	0	0	0	1227
Total	307	1467	242	101	2117	729	1698	19	12	2458	101	420	168	19	708	0	0	0	0	0	5283
06:00 PM	77	355	57	24	513	149	394	7	0	550	19	138	49	0	206	0	0	0	0	0	1269
06:15 PM	86	247	49	29	411	155	476	3	0	634	13	95	36	0	144	0	0	0	0	0	1189
06:30 PM	48	268	50	14	380	150	399	18	0	567	15	63	34	0	112	0	0	0	0	0	1059
06:45 PM	31	220	43	15	309	137	365	2	0	504	2	79	26	21	128	0	0	0	0	0	941
Total	242	1090	199	82	1613	591	1634	30	0	2255	49	375	145	21	590	0	0	0	0	0	4458
Grand Total	801	6403	1337	394	8935	3906	7501	539	108	12054	186	1033	445	82	1746	0	0	0	0	0	22735
Apprch %	9	71.7	15	4.4		32.4	62.2	4.5	0.9		10.7	59.2	25.5	4.7		0	0	0	0		
Total %	3.5	28.2	5.9	1.7	39.3	17.2	33	2.4	0.5	53	0.8	4.5	2	0.4	7.7	0	0	0	0	0	
Veh	800	6331	1286	393	8810	3854	7383	538	108	11883	186	1033	445	82	1746	0	0	0	0	0	22439
% Veh	99.9	98.9	96.2	99.7	98.6	98.7	98.4	99.8	100	98.6	100	100	100	100	100	0	0	0	0	0	98.7
Trucks	1	72	51	1	125	52	118	1	0	171	0	0	0	0	0	0	0	0	0	0	296
% Trucks	0.1	1.1	3.8	0.3	1.4	1.3	1.6	0.2	0	1.4	0	0	0	0	0	0	0	0	0	0	1.3
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & Brickell Avenue

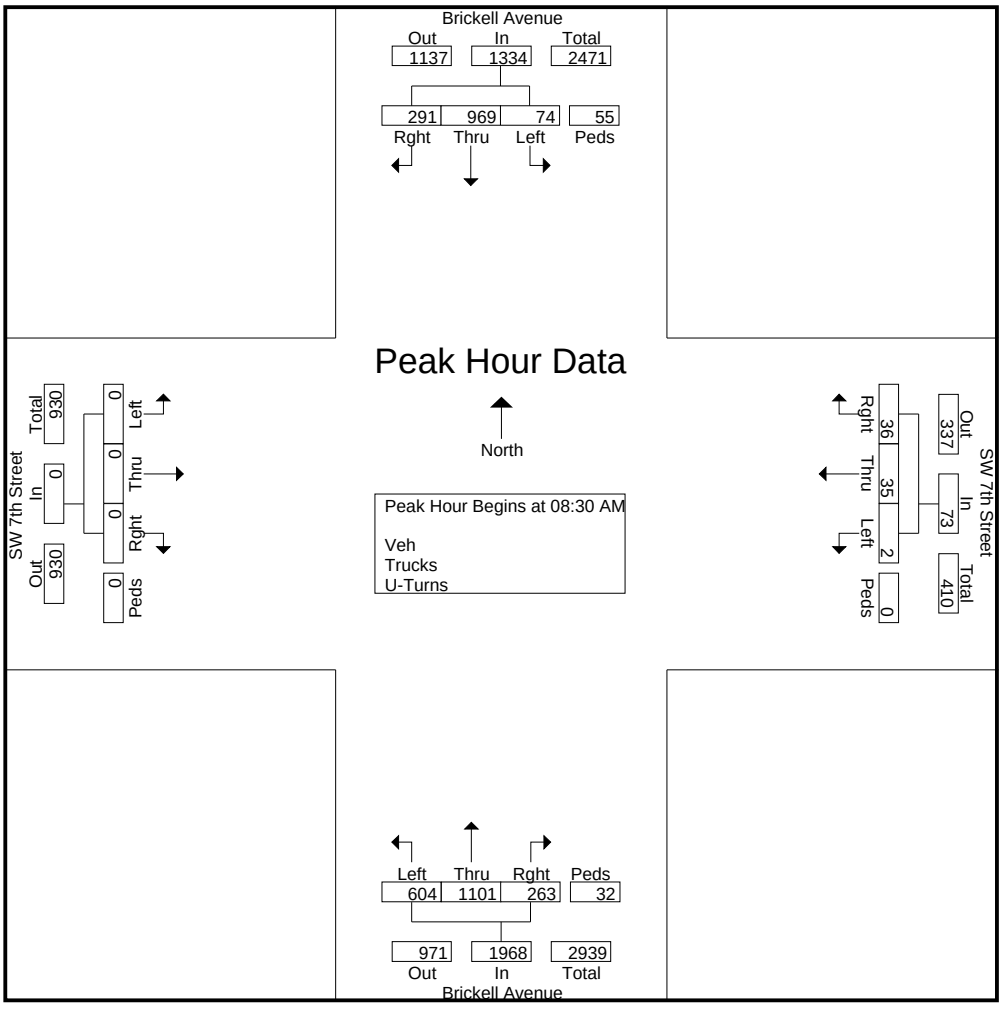
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Page No : 2



SW 7th Street & Brickell Avenue

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Site Code : 00000000
Start Date : 10/29/2013
Page No : 3

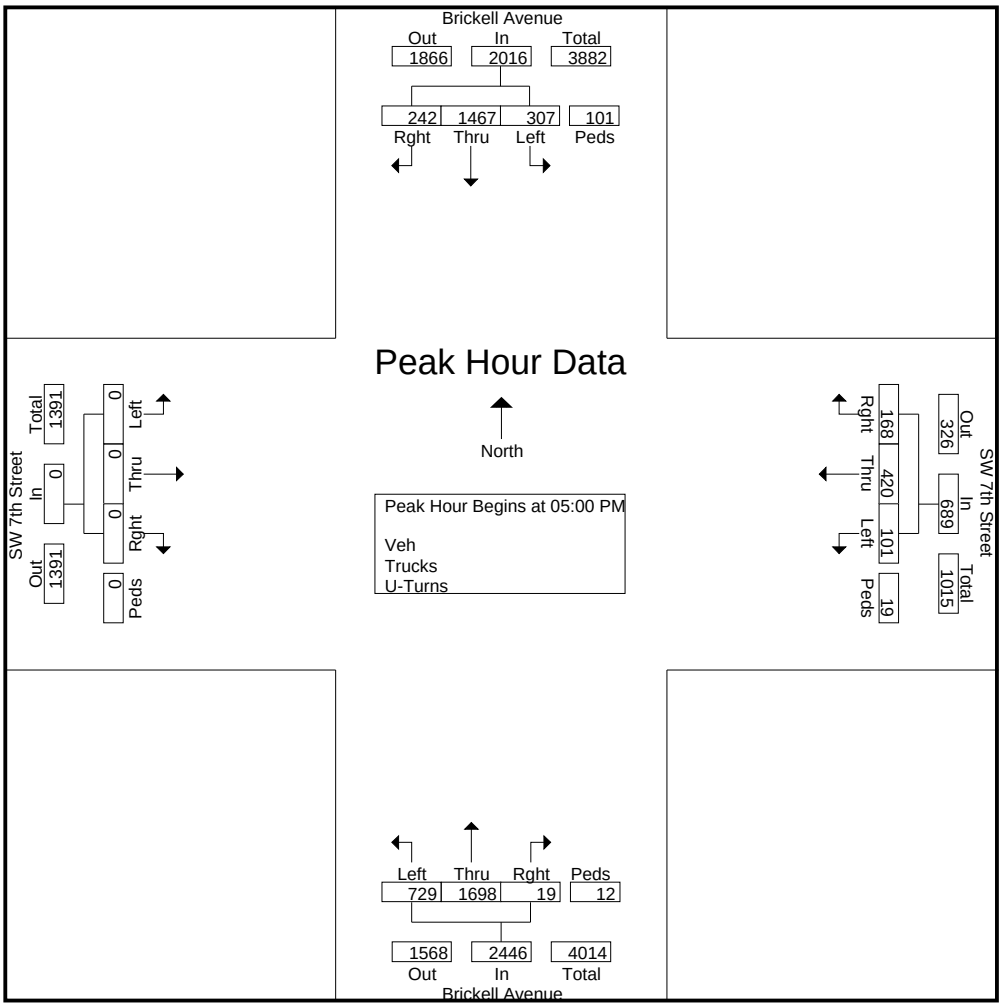
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Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	18	225	79	20	342	150	241	46	15	452	0	11	6	0	17	0	0	0	0	0	811
08:45 AM	23	283	70	12	388	155	254	94	4	507	0	7	8	0	15	0	0	0	0	0	910
09:00 AM	17	247	63	8	335	182	309	72	7	570	0	8	13	0	21	0	0	0	0	0	926
09:15 AM	16	214	79	15	324	117	297	51	6	471	2	9	9	0	20	0	0	0	0	0	815
Total Volume	74	969	291	55	1389	604	1101	263	32	2000	2	35	36	0	73	0	0	0	0	0	3462
% App. Total	5.3	69.8	21	4		30.2	55	13.1	1.6		2.7	47.9	49.3	0		0	0	0	0		
PHF	.804	.856	.921	.688	.895	.830	.891	.699	.533	.877	.250	.795	.692	.000	.869	.000	.000	.000	.000	.000	.935



SW 7th Street & Brickell Avenue

File Name : TMC-1 (SW 7th Street & Brickell Avenue)
Site Code : 00000000
Start Date : 10/29/2013
Page No : 4

	Brickell Avenue Southbound					Brickell Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	60	338	55	8	461	179	441	7	12	639	45	134	42	4	225	0	0	0	0	0	1325
05:15 PM	79	369	74	20	542	232	496	6	0	734	23	100	39	6	168	0	0	0	0	0	1444
05:30 PM	67	409	64	42	582	147	388	3	0	538	17	104	45	1	167	0	0	0	0	0	1287
05:45 PM	101	351	49	31	532	171	373	3	0	547	16	82	42	8	148	0	0	0	0	0	1227
Total Volume	307	1467	242	101	2117	729	1698	19	12	2458	101	420	168	19	708	0	0	0	0	0	5283
% App. Total	14.5	69.3	11.4	4.8		29.7	69.1	0.8	0.5		14.3	59.3	23.7	2.7		0	0	0	0		
PHF	.760	.897	.818	.601	.909	.786	.856	.679	.250	.837	.561	.784	.933	.594	.787	.000	.000	.000	.000	.000	.915



SW 7th Street & Brickell Avenue

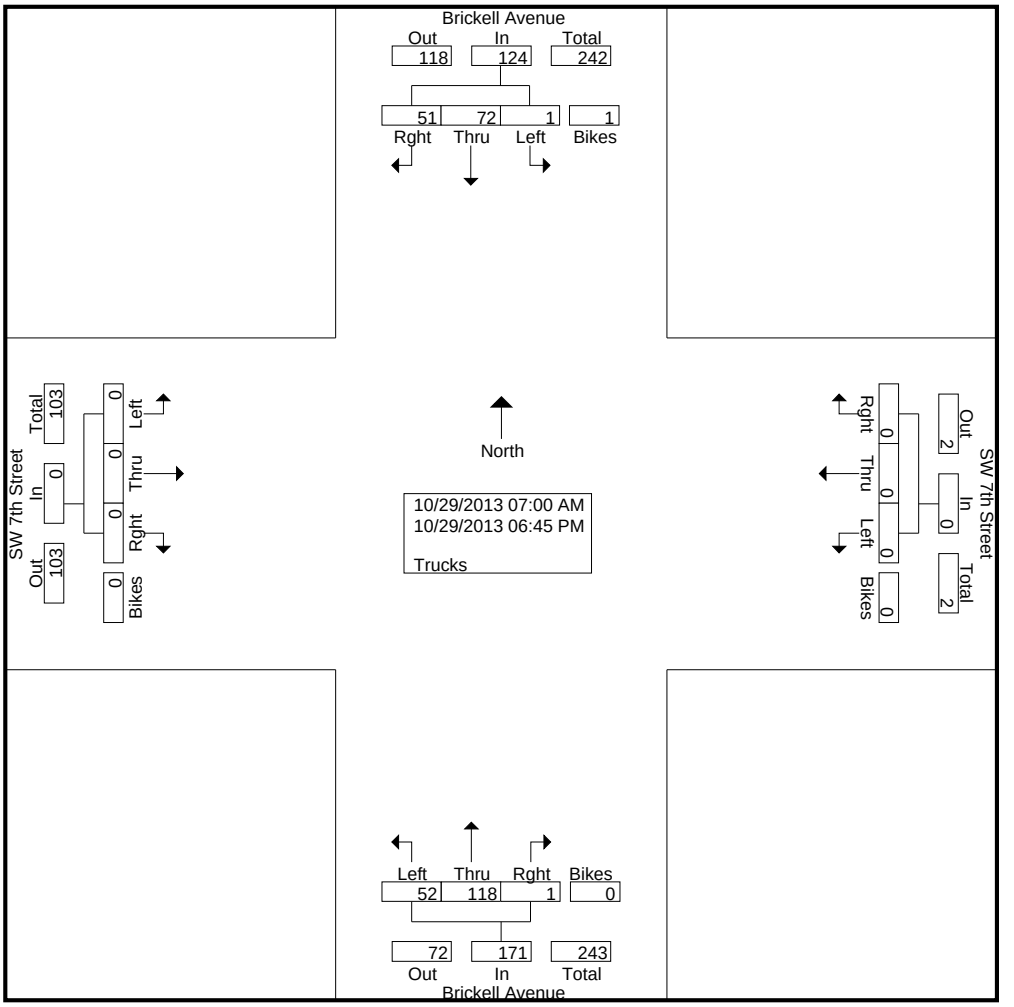
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Site Code : 00000000
Start Date : 10/29/2013
Page No : 1

Groups Printed- Trucks

	Brickell Avenue Southbound					Brickell Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
07:00 AM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
07:15 AM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
07:30 AM	0	3	3	0	6	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	13
07:45 AM	0	1	0	0	1	3	9	0	0	12	0	0	0	0	0	0	0	0	0	0	13
Total	0	9	3	0	12	4	24	0	0	28	0	0	0	0	0	0	0	0	0	0	40
08:00 AM	0	3	1	0	4	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	9
08:15 AM	0	1	2	0	3	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	8
08:30 AM	0	1	1	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
08:45 AM	0	2	0	0	2	2	8	0	0	10	0	0	0	0	0	0	0	0	0	0	12
Total	0	7	4	0	11	11	12	0	0	23	0	0	0	0	0	0	0	0	0	0	34
09:00 AM	0	1	1	0	2	3	5	1	0	9	0	0	0	0	0	0	0	0	0	0	11
09:15 AM	0	1	1	0	2	5	9	0	0	14	0	0	0	0	0	0	0	0	0	0	16
09:30 AM	0	0	3	1	4	4	7	0	0	11	0	0	0	0	0	0	0	0	0	0	15
09:45 AM	0	3	0	0	3	3	5	0	0	8	0	0	0	0	0	0	0	0	0	0	11
Total	0	5	5	1	11	15	26	1	0	42	0	0	0	0	0	0	0	0	0	0	53
*** BREAK ***																					
04:00 PM	0	3	1	0	4	3	8	0	0	11	0	0	0	0	0	0	0	0	0	0	15
04:15 PM	0	4	6	0	10	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	15
04:30 PM	1	9	3	0	13	4	8	0	0	12	0	0	0	0	0	0	0	0	0	0	25
04:45 PM	0	6	3	0	9	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	12
Total	1	22	13	0	36	11	20	0	0	31	0	0	0	0	0	0	0	0	0	0	67
05:00 PM	0	3	3	0	6	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	12
05:15 PM	0	6	3	0	9	2	6	0	0	8	0	0	0	0	0	0	0	0	0	0	17
05:30 PM	0	5	2	0	7	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	15
05:45 PM	0	1	3	0	4	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	10
Total	0	15	11	0	26	7	21	0	0	28	0	0	0	0	0	0	0	0	0	0	54
06:00 PM	0	3	5	0	8	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	14
06:15 PM	0	1	3	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
06:30 PM	0	7	4	0	11	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0	18
06:45 PM	0	3	3	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
Total	0	14	15	0	29	4	15	0	0	19	0	0	0	0	0	0	0	0	0	0	48
Grand Total	1	72	51	1	125	52	118	1	0	171	0	0	0	0	0	0	0	0	0	0	296
Apprch %	0.8	57.6	40.8	0.8		30.4	69	0.6	0		0	0	0	0		0	0	0	0		
Total %	0.3	24.3	17.2	0.3	42.2	17.6	39.9	0.3	0	57.8	0	0	0	0	0	0	0	0	0	0	

SW 7th Street & Brickell Avenue

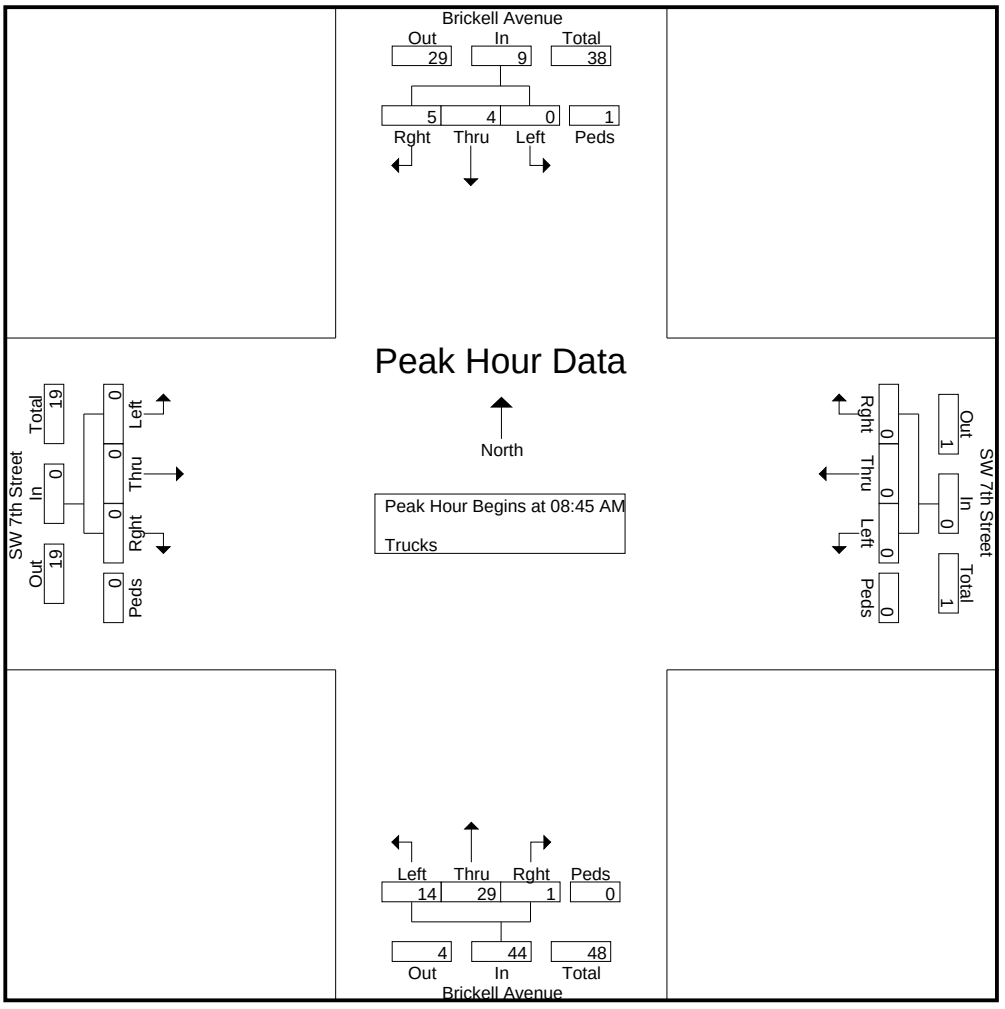
File Name : TMC-1 (SW 7th Street & Brickell Avenue)
Site Code : 00000000
Start Date : 10/29/2013
Page No : 2



SW 7th Street & Brickell Avenue

File Name : TMC-1 (SW 7th Street & Brickell Avenue)
Site Code : 00000000
Start Date : 10/29/2013
Page No : 3

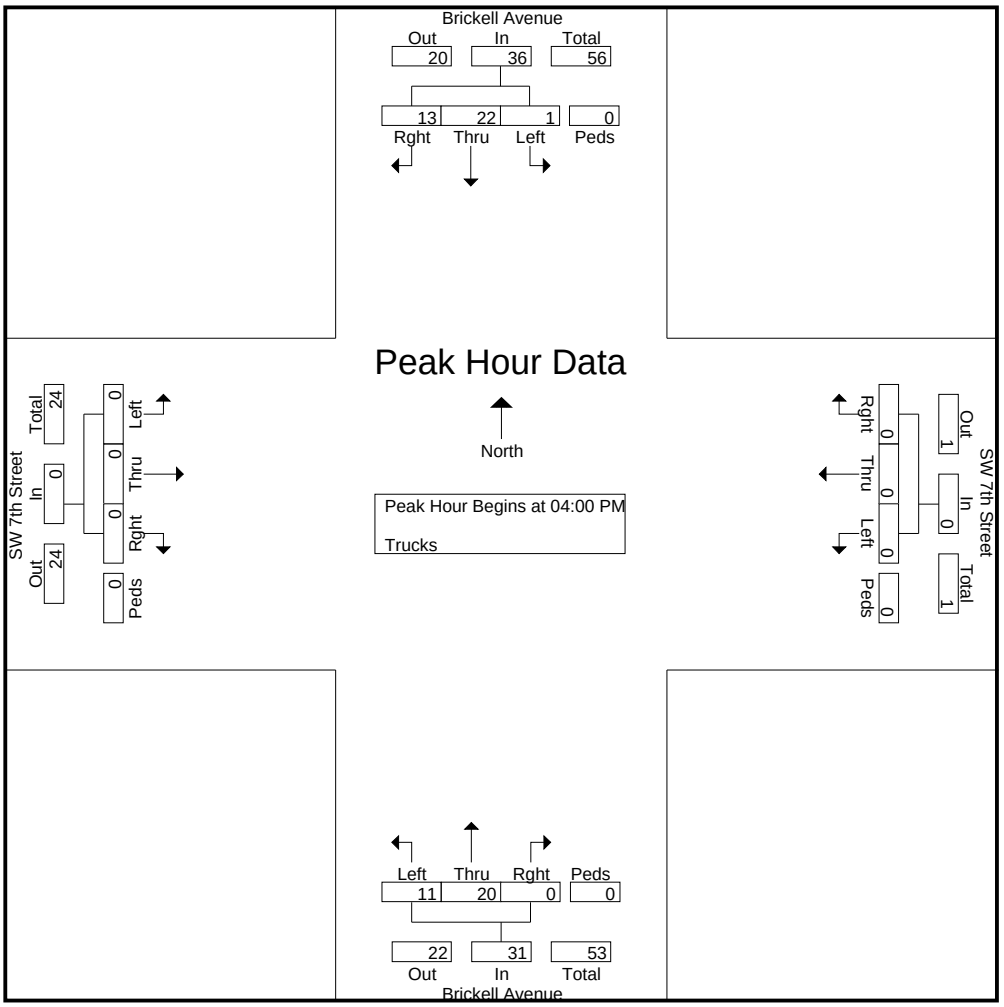
	Brickell Avenue Southbound					Brickell Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:45 AM																					
08:45 AM	0	2	0	0	2	2	8	0	0	10	0	0	0	0	0	0	0	0	0	0	12
09:00 AM	0	1	1	0	2	3	5	1	0	9	0	0	0	0	0	0	0	0	0	0	11
09:15 AM	0	1	1	0	2	5	9	0	0	14	0	0	0	0	0	0	0	0	0	0	16
09:30 AM	0	0	3	1	4	4	7	0	0	11	0	0	0	0	0	0	0	0	0	0	15
Total Volume	0	4	5	1	10	14	29	1	0	44	0	0	0	0	0	0	0	0	0	0	54
% App. Total	0	40	50	10		31.8	65.9	2.3	0		0	0	0	0		0	0	0	0		
PHF	.000	.500	.417	.250	.625	.700	.806	.250	.000	.786	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.844



SW 7th Street & Brickell Avenue

File Name : TMC-1 (SW 7th Street & Brickell Avenue)
Site Code : 00000000
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	Brickell Avenue Southbound					Brickell Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	3	1	0	4	3	8	0	0	11	0	0	0	0	0	0	0	0	0	0	15
04:15 PM	0	4	6	0	10	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	15
04:30 PM	1	9	3	0	13	4	8	0	0	12	0	0	0	0	0	0	0	0	0	0	25
04:45 PM	0	6	3	0	9	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	12
Total Volume	1	22	13	0	36	11	20	0	0	31	0	0	0	0	0	0	0	0	0	0	67
% App. Total	2.8	61.1	36.1	0		35.5	64.5	0	0		0	0	0	0		0	0	0	0		
PHF	.250	.611	.542	.000	.692	.688	.625	.000	.000	.646	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.670



SW 7th Street & SW 16th Avenue

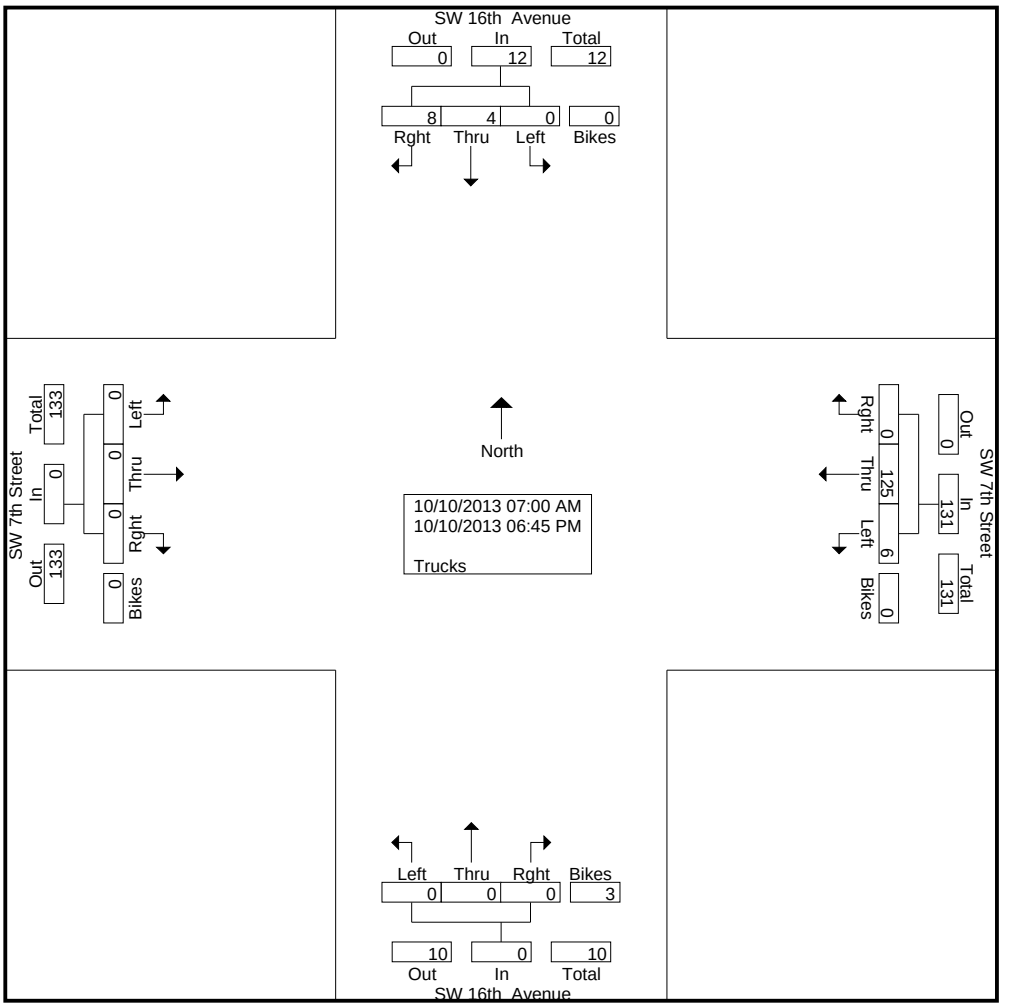
File Name : TMC-10
Site Code : 00000000
Start Date : 10/10/2013
Page No : 1

Groups Printed- Trucks

	SW 16th Avenue Southbound					SW 16th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
07:15 AM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9
Total	0	3	2	0	5	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	27
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	11
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	5	0	0	5	0	0	0	0	0	6
08:45 AM	0	0	2	0	2	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	11
Total	0	0	3	0	3	0	0	0	1	1	2	31	0	0	33	0	0	0	0	0	37
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	7
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	5
09:30 AM	0	0	0	0	0	0	0	0	2	2	0	7	0	0	7	0	0	0	0	0	9
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
Total	0	0	0	0	0	0	0	0	2	2	2	23	0	0	25	0	0	0	0	0	27
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	6
04:30 PM	0	1	3	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	1	3	0	4	0	0	0	0	0	2	21	0	0	23	0	0	0	0	0	27
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	15
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	13
Grand Total	0	4	8	0	12	0	0	0	3	3	6	125	0	0	131	0	0	0	0	0	146
Apprch %	0	33.3	66.7	0		0	0	0	100		4.6	95.4	0	0		0	0	0	0		
Total %	0	2.7	5.5	0	8.2	0	0	0	2.1	2.1	4.1	85.6	0	0	89.7	0	0	0	0	0	

SW 7th Street & SW 16th Avenue

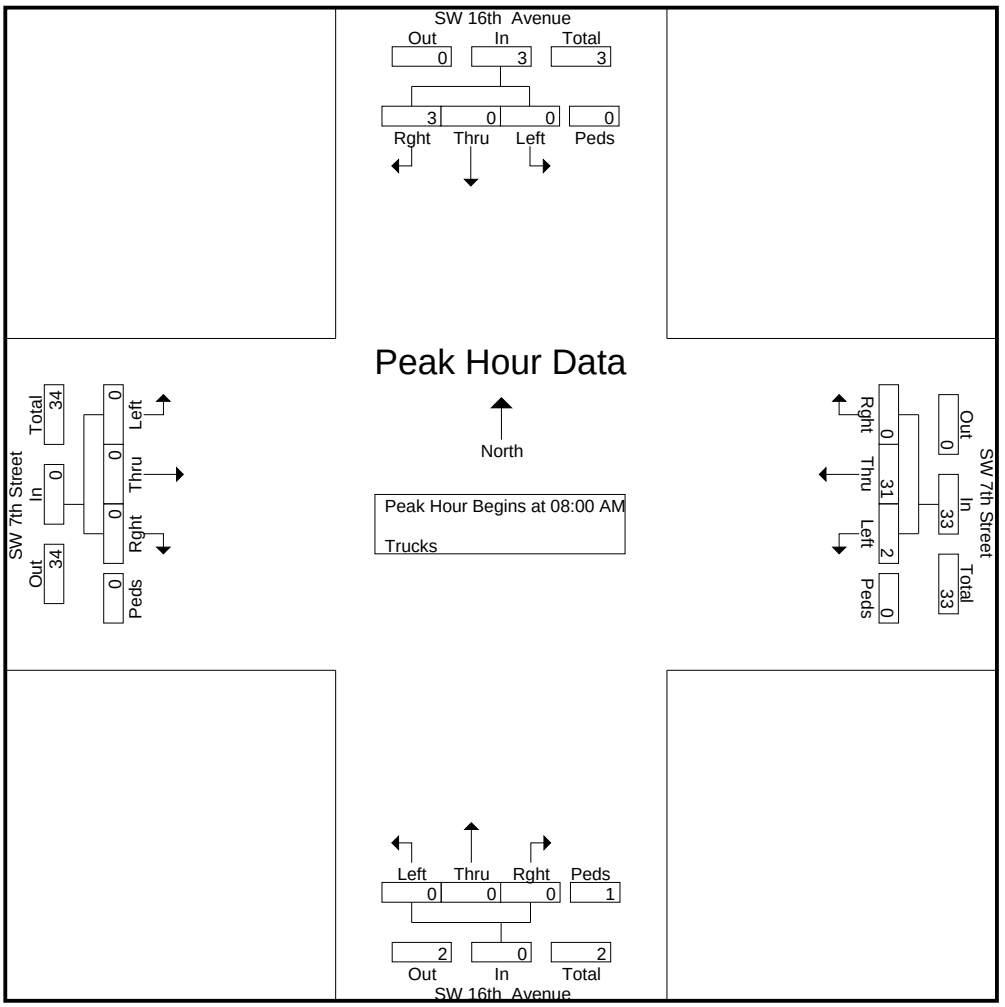
File Name : TMC-10
Site Code : 00000000
Start Date : 10/10/2013
Page No : 2



SW 7th Street & SW 16th Avenue

File Name : TMC-10
Site Code : 00000000
Start Date : 10/10/2013
Page No : 3

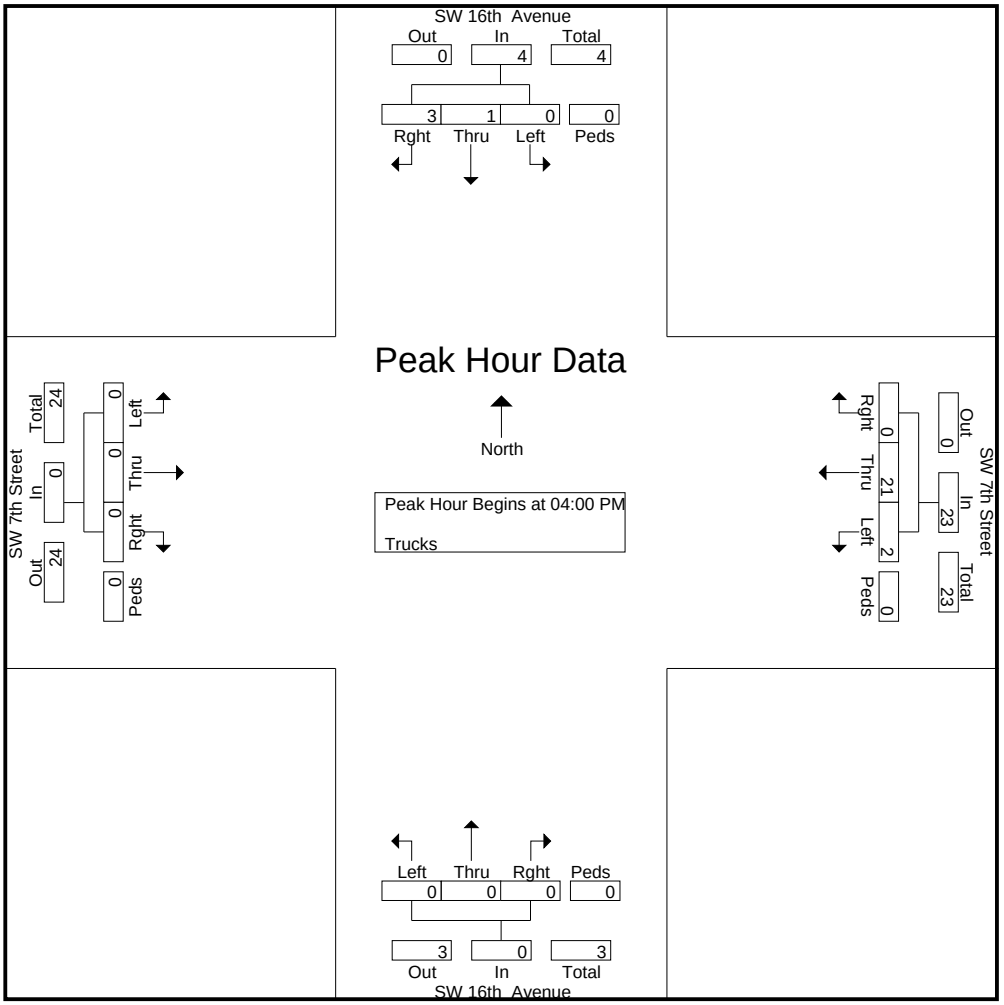
	SW 16th Avenue Southbound					SW 16th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	11
08:15 AM	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	5	0	0	5	0	0	0	0	0	6
08:45 AM	0	0	2	0	2	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	11
Total Volume	0	0	3	0	3	0	0	0	1	1	2	31	0	0	33	0	0	0	0	0	37
% App. Total	0	0	100	0		0	0	0	100		6.1	93.9	0	0		0	0	0	0		
PHF	.000	.000	.375	.000	.375	.000	.000	.000	.250	.250	.500	.775	.000	.000	.750	.000	.000	.000	.000	.000	.841



SW 7th Street & SW 16th Avenue

File Name : TMC-10
Site Code : 00000000
Start Date : 10/10/2013
Page No : 4

	SW 16th Avenue Southbound					SW 16th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	6
04:30 PM	0	1	3	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	1	3	0	4	0	0	0	0	0	2	21	0	0	23	0	0	0	0	0	27
% App. Total	0	25	75	0		0	0	0	0		8.7	91.3	0	0		0	0	0	0		
PHF	.000	.250	.250	.000	.250	.000	.000	.000	.000	.000	.250	.583	.000	.000	.639	.000	.000	.000	.000	.000	.519



SW 7th Street & SW 16th Avenue

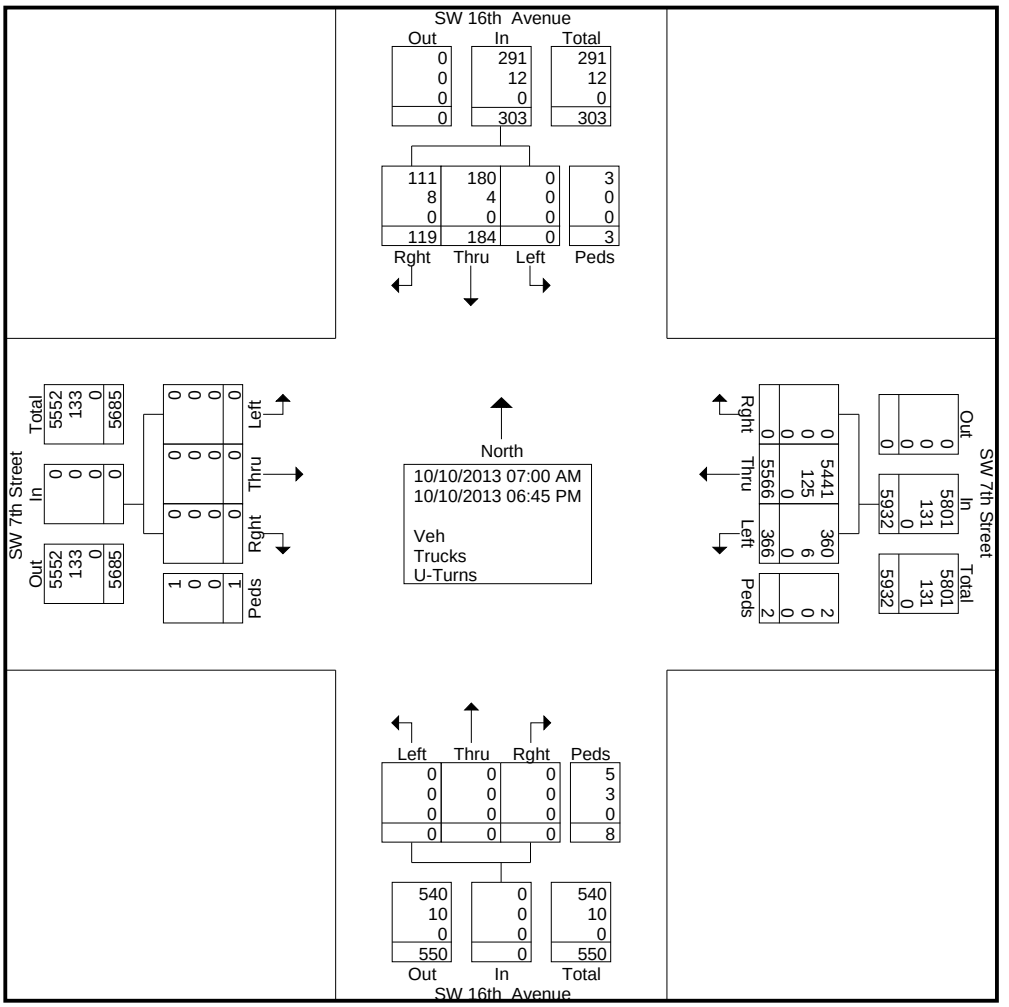
File Name : TMC-10
Site Code : 00000000
Start Date : 10/10/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 16th Avenue Southbound					SW 16th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	8	4	0	12	0	0	0	1	1	7	162	0	0	169	0	0	0	0	0	182
07:15 AM	0	6	4	0	10	0	0	0	0	0	5	218	0	0	223	0	0	0	0	0	233
07:30 AM	0	4	4	0	8	0	0	0	0	0	10	187	0	0	197	0	0	0	0	0	205
07:45 AM	0	10	5	0	15	0	0	0	0	0	10	199	0	0	209	0	0	0	0	0	224
Total	0	28	17	0	45	0	0	0	1	1	32	766	0	0	798	0	0	0	0	0	844
08:00 AM	0	6	5	0	11	0	0	0	0	0	12	219	0	0	231	0	0	0	0	0	242
08:15 AM	0	14	5	0	19	0	0	0	0	0	8	206	0	0	214	0	0	0	0	0	233
08:30 AM	0	5	2	0	7	0	0	0	1	1	11	237	0	0	248	0	0	0	0	0	256
08:45 AM	0	10	10	1	21	0	0	0	0	0	15	219	0	0	234	0	0	0	0	0	255
Total	0	35	22	1	58	0	0	0	1	1	46	881	0	0	927	0	0	0	0	0	986
09:00 AM	0	3	2	2	7	0	0	0	0	0	14	183	0	0	197	0	0	0	0	0	204
09:15 AM	0	6	1	0	7	0	0	0	1	1	7	198	0	0	205	0	0	0	0	0	213
09:30 AM	0	2	2	0	4	0	0	0	4	4	17	206	0	0	223	0	0	0	0	0	231
09:45 AM	0	3	3	0	6	0	0	0	0	0	11	188	0	0	199	0	0	0	0	0	205
Total	0	14	8	2	24	0	0	0	5	5	49	775	0	0	824	0	0	0	0	0	853
*** BREAK ***																					
04:00 PM	0	6	4	0	10	0	0	0	0	0	16	286	0	0	302	0	0	0	0	0	312
04:15 PM	0	6	5	0	11	0	0	0	0	0	27	301	0	0	328	0	0	0	0	0	339
04:30 PM	0	12	10	0	22	0	0	0	1	1	18	328	0	1	347	0	0	0	0	0	370
04:45 PM	0	12	1	0	13	0	0	0	0	0	20	304	0	0	324	0	0	0	0	0	337
Total	0	36	20	0	56	0	0	0	1	1	81	1219	0	1	1301	0	0	0	0	0	1358
05:00 PM	0	7	7	0	14	0	0	0	0	0	14	229	0	0	243	0	0	0	0	0	257
05:15 PM	0	10	5	0	15	0	0	0	0	0	12	199	0	0	211	0	0	0	0	0	226
05:30 PM	0	10	5	0	15	0	0	0	0	0	11	201	0	0	212	0	0	0	0	0	227
05:45 PM	0	13	8	0	21	0	0	0	0	0	20	251	0	0	271	0	0	0	0	0	292
Total	0	40	25	0	65	0	0	0	0	0	57	880	0	0	937	0	0	0	0	0	1002
06:00 PM	0	6	6	0	12	0	0	0	0	0	22	293	0	0	315	0	0	0	0	0	327
06:15 PM	0	12	10	0	22	0	0	0	0	0	21	249	0	1	271	0	0	0	0	0	293
06:30 PM	0	7	5	0	12	0	0	0	0	0	24	260	0	0	284	0	0	0	1	1	297
06:45 PM	0	6	6	0	12	0	0	0	0	0	34	243	0	0	277	0	0	0	0	0	289
Total	0	31	27	0	58	0	0	0	0	0	101	1045	0	1	1147	0	0	0	1	1	1206
Grand Total	0	184	119	3	306	0	0	0	8	8	366	5566	0	2	5934	0	0	0	1	1	6249
Apprch %	0	60.1	38.9	1		0	0	0	100		6.2	93.8	0	0		0	0	0	100		
Total %	0	2.9	1.9	0	4.9	0	0	0	0.1	0.1	5.9	89.1	0	0	95	0	0	0	0	0	
Veh	0	180	111	3	294	0	0	0	5	5	360	5441	0	2	5803	0	0	0	1	1	6103
% Veh	0	97.8	93.3	100	96.1	0	0	0	62.5	62.5	98.4	97.8	0	100	97.8	0	0	0	100	100	97.7
Trucks	0	4	8	0	12	0	0	0	3	3	6	125	0	0	131	0	0	0	0	0	146
% Trucks	0	2.2	6.7	0	3.9	0	0	0	37.5	37.5	1.6	2.2	0	0	2.2	0	0	0	0	0	2.3
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & SW 16th Avenue

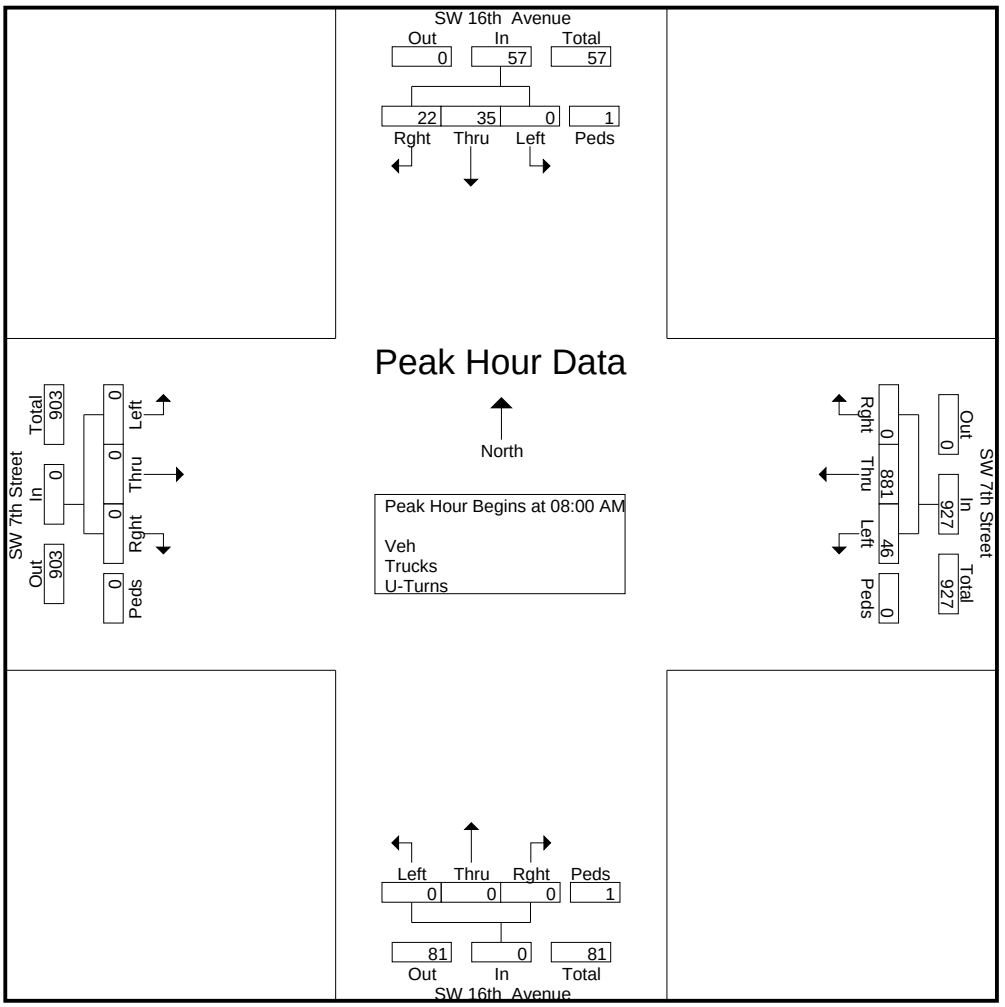
File Name : TMC-10
Site Code : 00000000
Start Date : 10/10/2013
Page No : 2



SW 7th Street & SW 16th Avenue

File Name : TMC-10
Site Code : 00000000
Start Date : 10/10/2013
Page No : 3

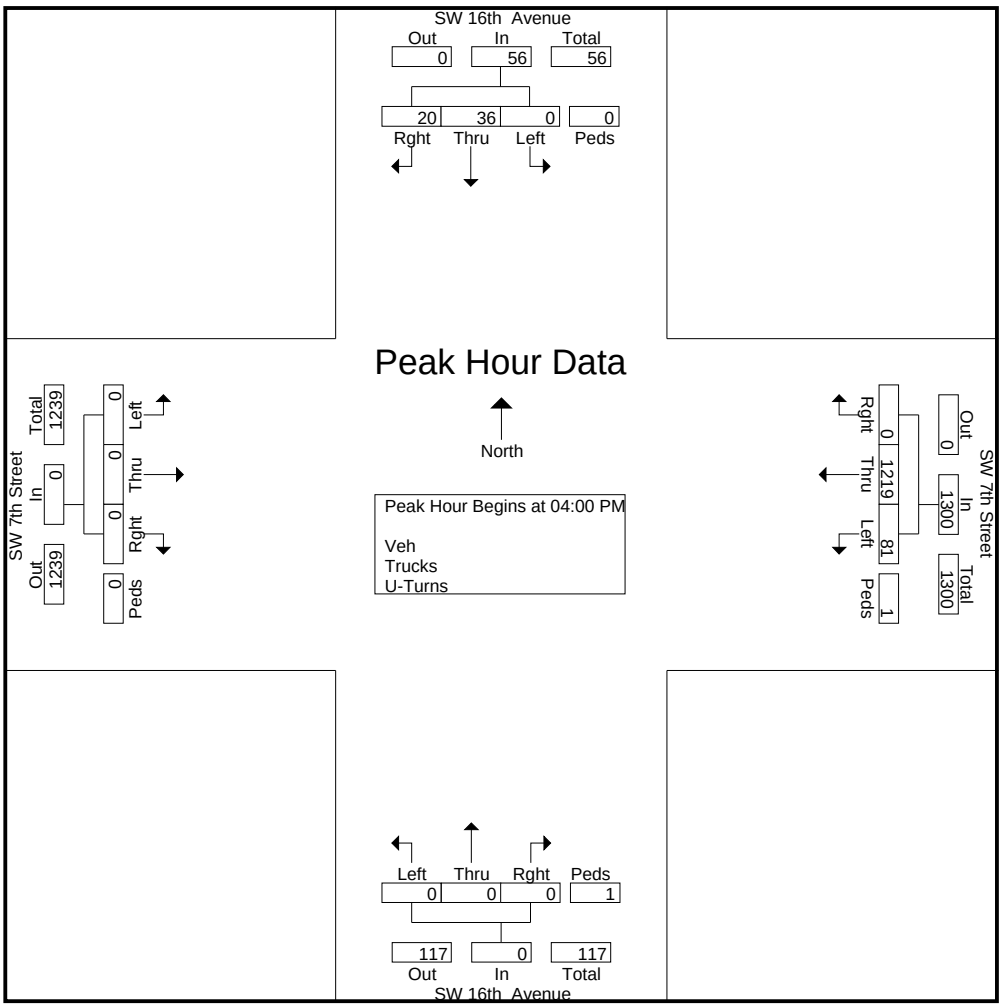
	SW 16th Avenue Southbound					SW 16th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	6	5	0	11	0	0	0	0	0	12	219	0	0	231	0	0	0	0	0	242
08:15 AM	0	14	5	0	19	0	0	0	0	0	8	206	0	0	214	0	0	0	0	0	233
08:30 AM	0	5	2	0	7	0	0	0	1	1	11	237	0	0	248	0	0	0	0	0	256
08:45 AM	0	10	10	1	21	0	0	0	0	0	15	219	0	0	234	0	0	0	0	0	255
Total Volume	0	35	22	1	58	0	0	0	1	1	46	881	0	0	927	0	0	0	0	0	986
% App. Total	0	60.3	37.9	1.7		0	0	0	100		5	95	0	0		0	0	0	0		
PHF	.000	.625	.550	.250	.690	.000	.000	.000	.250	.250	.767	.929	.000	.000	.934	.000	.000	.000	.000	.000	.963



SW 7th Street & SW 16th Avenue

File Name : TMC-10
Site Code : 00000000
Start Date : 10/10/2013
Page No : 4

	SW 16th Avenue Southbound					SW 16th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	6	4	0	10	0	0	0	0	0	16	286	0	0	302	0	0	0	0	0	312
04:15 PM	0	6	5	0	11	0	0	0	0	0	27	301	0	0	328	0	0	0	0	0	339
04:30 PM	0	12	10	0	22	0	0	0	1	1	18	328	0	1	347	0	0	0	0	0	370
04:45 PM	0	12	1	0	13	0	0	0	0	0	20	304	0	0	324	0	0	0	0	0	337
Total Volume	0	36	20	0	56	0	0	0	1	1	81	1219	0	1	1301	0	0	0	0	0	1358
% App. Total	0	64.3	35.7	0		0	0	0	100		6.2	93.7	0	0.1		0	0	0	0		
PHF	.000	.750	.500	.000	.636	.000	.000	.000	.250	.250	.750	.929	.000	.250	.937	.000	.000	.000	.000	.000	.918



SW 7th Street & SW 17th Avenue

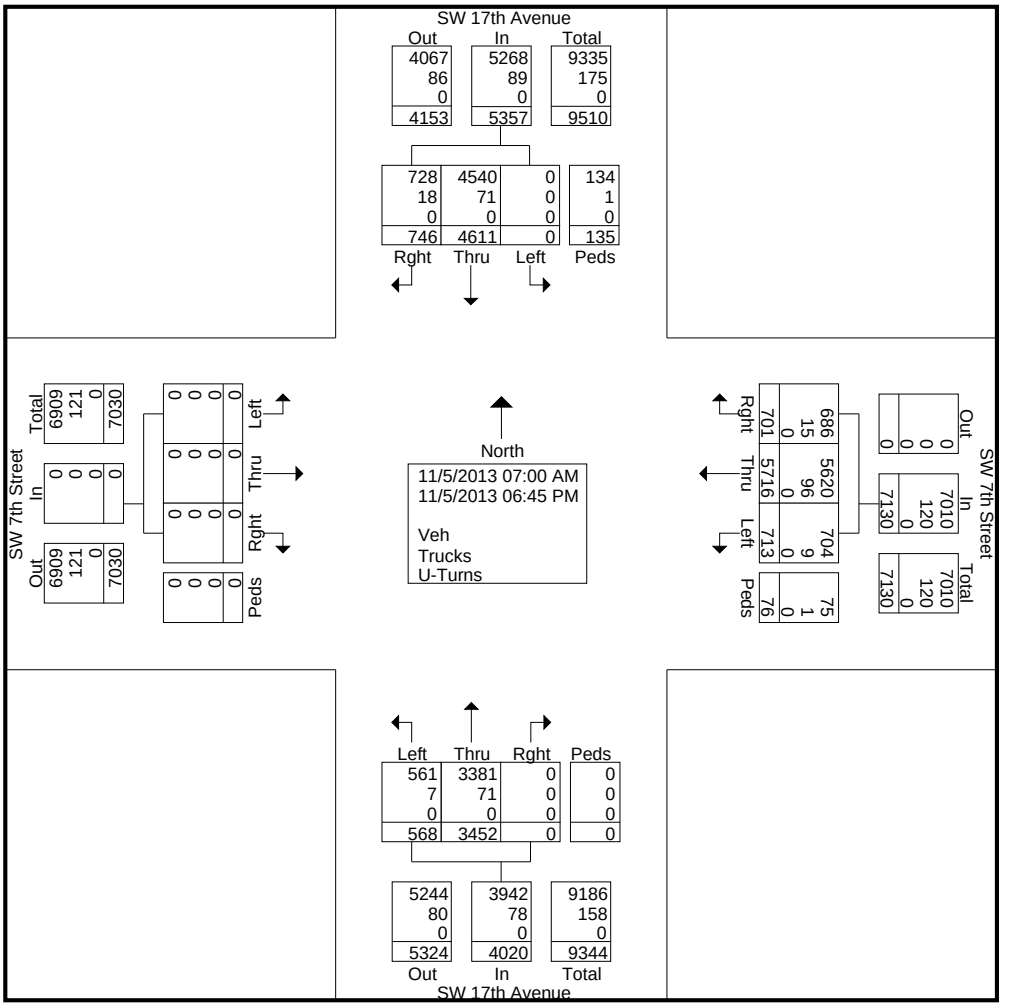
File Name : TMC-11 (SW 7th Street & SW 17th Avenue)
Site Code : 00000000
Start Date : 11/5/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 17th Avenue Southbound					SW 17th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	160	27	9	196	23	146	0	0	169	19	148	20	3	190	0	0	0	0	0	555
07:15 AM	0	235	39	1	275	23	142	0	0	165	28	150	24	7	209	0	0	0	0	0	649
07:30 AM	0	203	24	5	232	14	156	0	0	170	17	150	28	7	202	0	0	0	0	0	604
07:45 AM	0	256	30	5	291	19	158	0	0	177	30	175	35	1	241	0	0	0	0	0	709
Total	0	854	120	20	994	79	602	0	0	681	94	623	107	18	842	0	0	0	0	0	2517
08:00 AM	0	219	25	11	255	23	165	0	0	188	36	193	32	3	264	0	0	0	0	0	707
08:15 AM	0	261	30	4	295	24	181	0	0	205	33	206	36	5	280	0	0	0	0	0	780
08:30 AM	0	168	31	2	201	28	144	0	0	172	21	218	23	0	262	0	0	0	0	0	635
08:45 AM	0	180	27	5	212	12	118	0	0	130	21	182	56	6	265	0	0	0	0	0	607
Total	0	828	113	22	963	87	608	0	0	695	111	799	147	14	1071	0	0	0	0	0	2729
09:00 AM	0	141	31	2	174	19	123	0	0	142	13	183	25	2	223	0	0	0	0	0	539
09:15 AM	0	171	25	12	208	19	118	0	0	137	32	190	20	4	246	0	0	0	0	0	591
09:30 AM	0	137	24	4	165	21	134	0	0	155	34	185	21	2	242	0	0	0	0	0	562
09:45 AM	0	155	33	8	196	17	128	0	0	145	18	257	19	14	308	0	0	0	0	0	649
Total	0	604	113	26	743	76	503	0	0	579	97	815	85	22	1019	0	0	0	0	0	2341
*** BREAK ***																					
04:00 PM	0	190	41	12	243	26	167	0	0	193	32	285	33	2	352	0	0	0	0	0	788
04:15 PM	0	181	28	6	215	32	126	0	0	158	37	305	49	0	391	0	0	0	0	0	764
04:30 PM	0	192	24	8	224	25	162	0	0	187	37	307	31	6	381	0	0	0	0	0	792
04:45 PM	0	169	32	6	207	22	145	0	0	167	34	269	27	3	333	0	0	0	0	0	707
Total	0	732	125	32	889	105	600	0	0	705	140	1166	140	11	1457	0	0	0	0	0	3051
05:00 PM	0	249	28	2	279	29	177	0	0	206	27	236	24	2	289	0	0	0	0	0	774
05:15 PM	0	189	29	4	222	25	136	0	0	161	31	306	28	0	365	0	0	0	0	0	748
05:30 PM	0	235	54	5	294	28	168	0	0	196	32	219	14	0	265	0	0	0	0	0	755
05:45 PM	0	228	33	6	267	35	165	0	0	200	46	300	18	2	366	0	0	0	0	0	833
Total	0	901	144	17	1062	117	646	0	0	763	136	1061	84	4	1285	0	0	0	0	0	3110
06:00 PM	0	200	38	3	241	19	108	0	0	127	49	388	35	2	474	0	0	0	0	0	842
06:15 PM	0	167	31	8	206	28	129	0	0	157	28	338	34	0	400	0	0	0	0	0	763
06:30 PM	0	176	33	5	214	31	144	0	0	175	27	274	35	0	336	0	0	0	0	0	725
06:45 PM	0	149	29	2	180	26	112	0	0	138	31	252	34	5	322	0	0	0	0	0	640
Total	0	692	131	18	841	104	493	0	0	597	135	1252	138	7	1532	0	0	0	0	0	2970
Grand Total	0	4611	746	135	5492	568	3452	0	0	4020	713	5716	701	76	7206	0	0	0	0	0	16718
Apprch %	0	84	13.6	2.5		14.1	85.9	0	0		9.9	79.3	9.7	1.1		0	0	0	0		
Total %	0	27.6	4.5	0.8	32.9	3.4	20.6	0	0	24	4.3	34.2	4.2	0.5	43.1	0	0	0	0	0	
Veh	0	4540	728	134	5402	561	3381	0	0	3942	704	5620	686	75	7085	0	0	0	0	0	16429
% Veh	0	98.5	97.6	99.3	98.4	98.8	97.9	0	0	98.1	98.7	98.3	97.9	98.7	98.3	0	0	0	0	0	98.3
Trucks	0	71	18	1	90	7	71	0	0	78	9	96	15	1	121	0	0	0	0	0	289
% Trucks	0	1.5	2.4	0.7	1.6	1.2	2.1	0	0	1.9	1.3	1.7	2.1	1.3	1.7	0	0	0	0	0	1.7
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & SW 17th Avenue

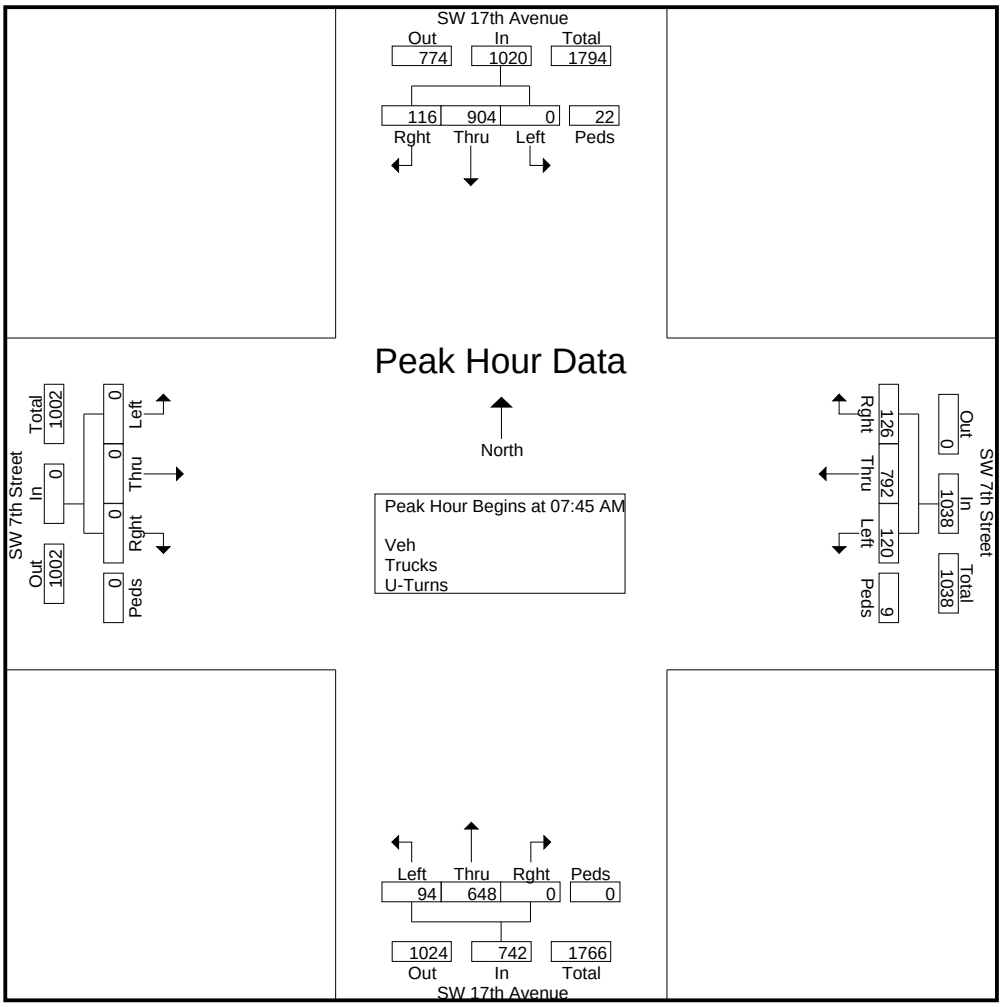
File Name : TMC-11 (SW 7th Street & SW 17th Avenue)
Site Code : 00000000
Start Date : 11/5/2013
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SW 7th Street & SW 17th Avenue

File Name : TMC-11 (SW 7th Street & SW 17th Avenue)
Site Code : 00000000
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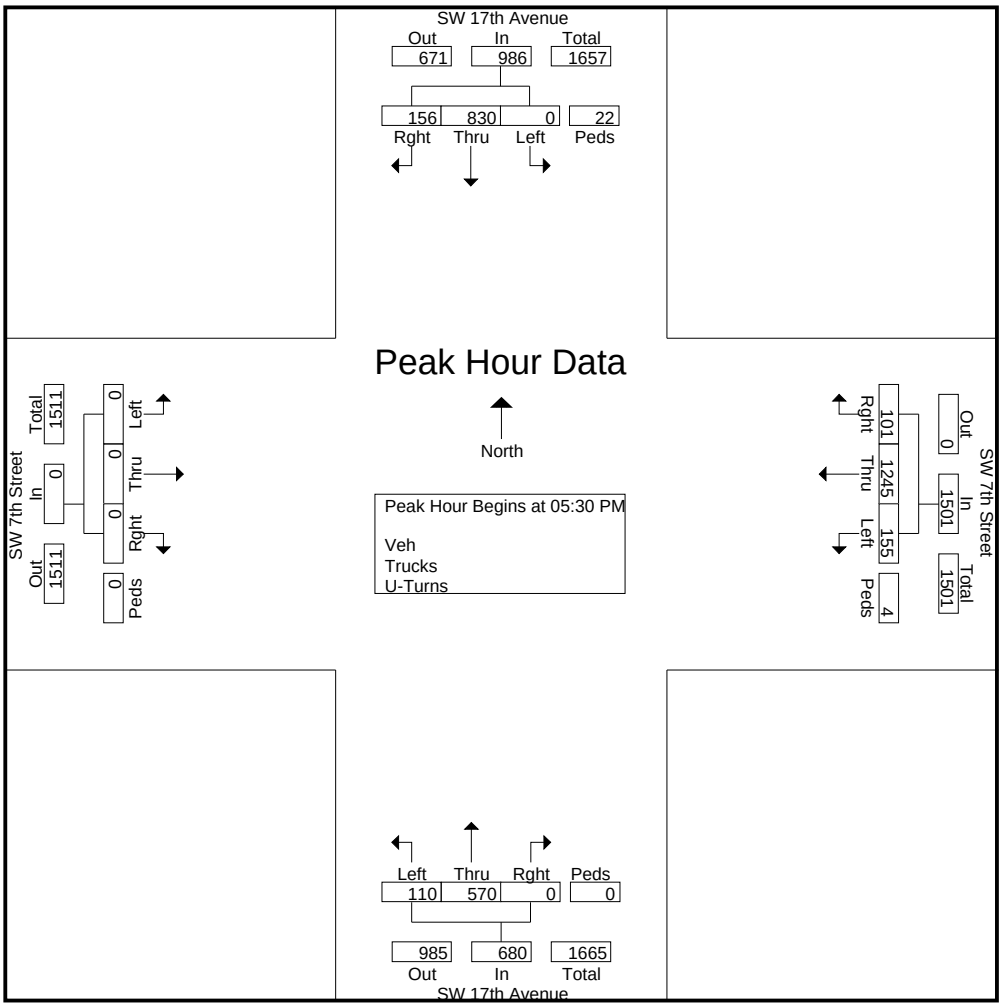
	SW 17th Avenue Southbound					SW 17th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	256	30	5	291	19	158	0	0	177	30	175	35	1	241	0	0	0	0	0	709
08:00 AM	0	219	25	11	255	23	165	0	0	188	36	193	32	3	264	0	0	0	0	0	707
08:15 AM	0	261	30	4	295	24	181	0	0	205	33	206	36	5	280	0	0	0	0	0	780
08:30 AM	0	168	31	2	201	28	144	0	0	172	21	218	23	0	262	0	0	0	0	0	635
Total Volume	0	904	116	22	1042	94	648	0	0	742	120	792	126	9	1047	0	0	0	0	0	2831
% App. Total	0	86.8	11.1	2.1		12.7	87.3	0	0		11.5	75.6	12	0.9		0	0	0	0		
PHF	.000	.866	.935	.500	.883	.839	.895	.000	.000	.905	.833	.908	.875	.450	.935	.000	.000	.000	.000	.000	.907



SW 7th Street & SW 17th Avenue

File Name : TMC-11 (SW 7th Street & SW 17th Avenue)
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	SW 17th Avenue Southbound					SW 17th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	235	54	5	294	28	168	0	0	196	32	219	14	0	265	0	0	0	0	0	755
05:45 PM	0	228	33	6	267	35	165	0	0	200	46	300	18	2	366	0	0	0	0	0	833
06:00 PM	0	200	38	3	241	19	108	0	0	127	49	388	35	2	474	0	0	0	0	0	842
06:15 PM	0	167	31	8	206	28	129	0	0	157	28	338	34	0	400	0	0	0	0	0	763
Total Volume	0	830	156	22	1008	110	570	0	0	680	155	1245	101	4	1505	0	0	0	0	0	3193
% App. Total	0	82.3	15.5	2.2		16.2	83.8	0	0		10.3	82.7	6.7	0.3		0	0	0	0		
PHF	.000	.883	.722	.688	.857	.786	.848	.000	.000	.850	.791	.802	.721	.500	.794	.000	.000	.000	.000	.000	.948



SW 7th Street & SW 17th Avenue

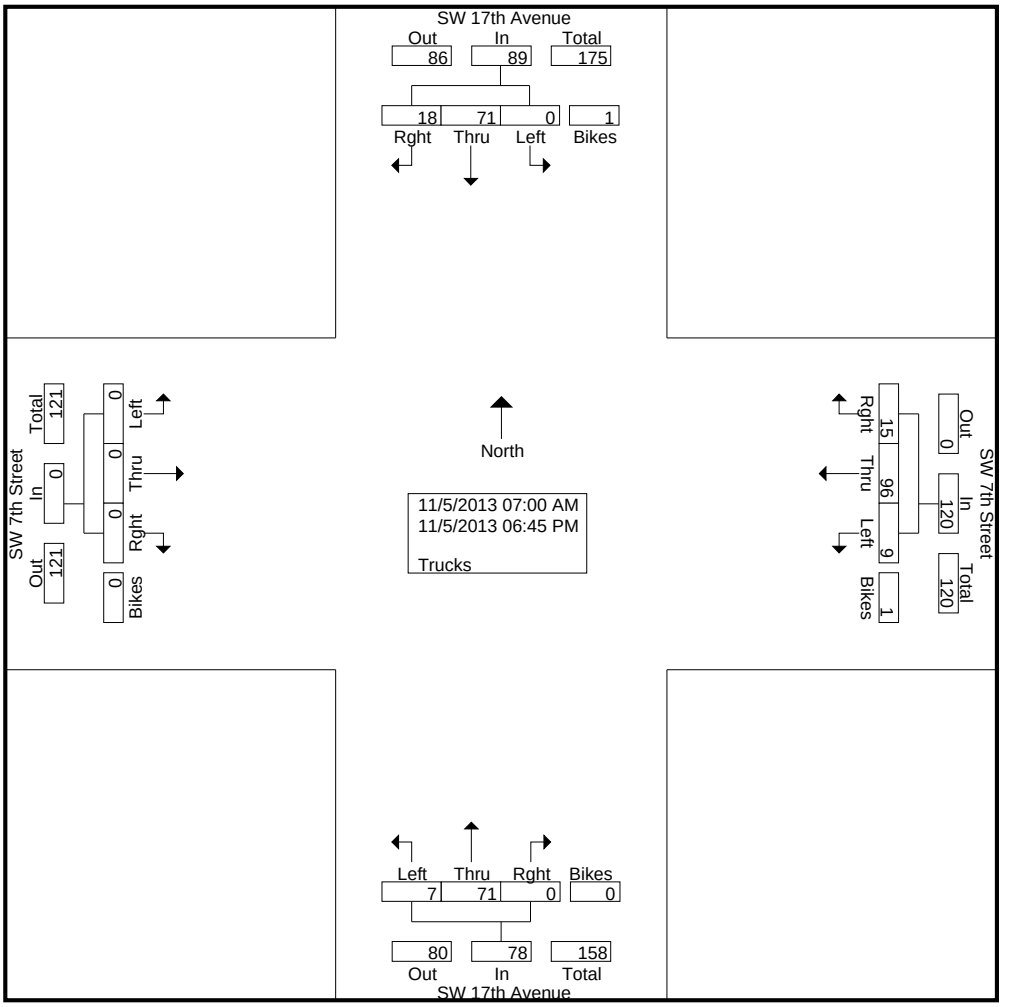
File Name : TMC-11 (SW 7th Street & SW 17th Avenue)
Site Code : 00000000
Start Date : 11/5/2013
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Groups Printed- Trucks

	SW 17th Avenue Southbound					SW 17th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
07:00 AM	0	4	1	0	5	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	13
07:15 AM	0	5	2	0	7	0	2	0	0	2	0	3	1	0	4	0	0	0	0	0	13
07:30 AM	0	4	2	0	6	1	3	0	0	4	1	4	3	0	8	0	0	0	0	0	18
07:45 AM	0	7	3	0	10	1	4	0	0	5	2	7	1	0	10	0	0	0	0	0	25
Total	0	20	8	0	28	2	11	0	0	13	3	20	5	0	28	0	0	0	0	0	69
08:00 AM	0	5	0	0	5	0	5	0	0	5	0	5	1	0	6	0	0	0	0	0	16
08:15 AM	0	8	1	0	9	0	6	0	0	6	0	3	1	0	4	0	0	0	0	0	19
08:30 AM	0	3	1	0	4	1	1	0	0	2	0	2	2	0	4	0	0	0	0	0	10
08:45 AM	0	4	1	0	5	0	4	0	0	4	0	5	0	1	6	0	0	0	0	0	15
Total	0	20	3	0	23	1	16	0	0	17	0	15	4	1	20	0	0	0	0	0	60
09:00 AM	0	6	0	0	6	1	5	0	0	6	0	4	1	0	5	0	0	0	0	0	17
09:15 AM	0	2	2	0	4	0	1	0	0	1	2	3	0	0	5	0	0	0	0	0	10
09:30 AM	0	2	1	0	3	1	7	0	0	8	3	5	0	0	8	0	0	0	0	0	19
09:45 AM	0	8	1	0	9	0	2	0	0	2	0	8	1	0	9	0	0	0	0	0	20
Total	0	18	4	0	22	2	15	0	0	17	5	20	2	0	27	0	0	0	0	0	66
*** BREAK ***																					
04:00 PM	0	0	1	0	1	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	13
04:15 PM	0	4	1	1	6	0	3	0	0	3	0	4	1	0	5	0	0	0	0	0	14
04:30 PM	0	1	0	0	1	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	8
04:45 PM	0	1	0	0	1	0	3	0	0	3	1	0	1	0	2	0	0	0	0	0	6
Total	0	6	2	1	9	0	14	0	0	14	1	15	2	0	18	0	0	0	0	0	41
05:00 PM	0	1	0	0	1	0	4	0	0	4	0	4	1	0	5	0	0	0	0	0	10
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	8
05:30 PM	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	5
05:45 PM	0	2	0	0	2	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	7
Total	0	4	0	0	4	1	9	0	0	10	0	15	1	0	16	0	0	0	0	0	30
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4
06:15 PM	0	2	1	0	3	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	10
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	3
06:45 PM	0	1	0	0	1	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	6
Total	0	3	1	0	4	1	6	0	0	7	0	11	1	0	12	0	0	0	0	0	23
Grand Total	0	71	18	1	90	7	71	0	0	78	9	96	15	1	121	0	0	0	0	0	289
Apprch %	0	78.9	20	1.1		9	91	0	0		7.4	79.3	12.4	0.8		0	0	0	0		
Total %	0	24.6	6.2	0.3	31.1	2.4	24.6	0	0	27	3.1	33.2	5.2	0.3	41.9	0	0	0	0	0	

SW 7th Street & SW 17th Avenue

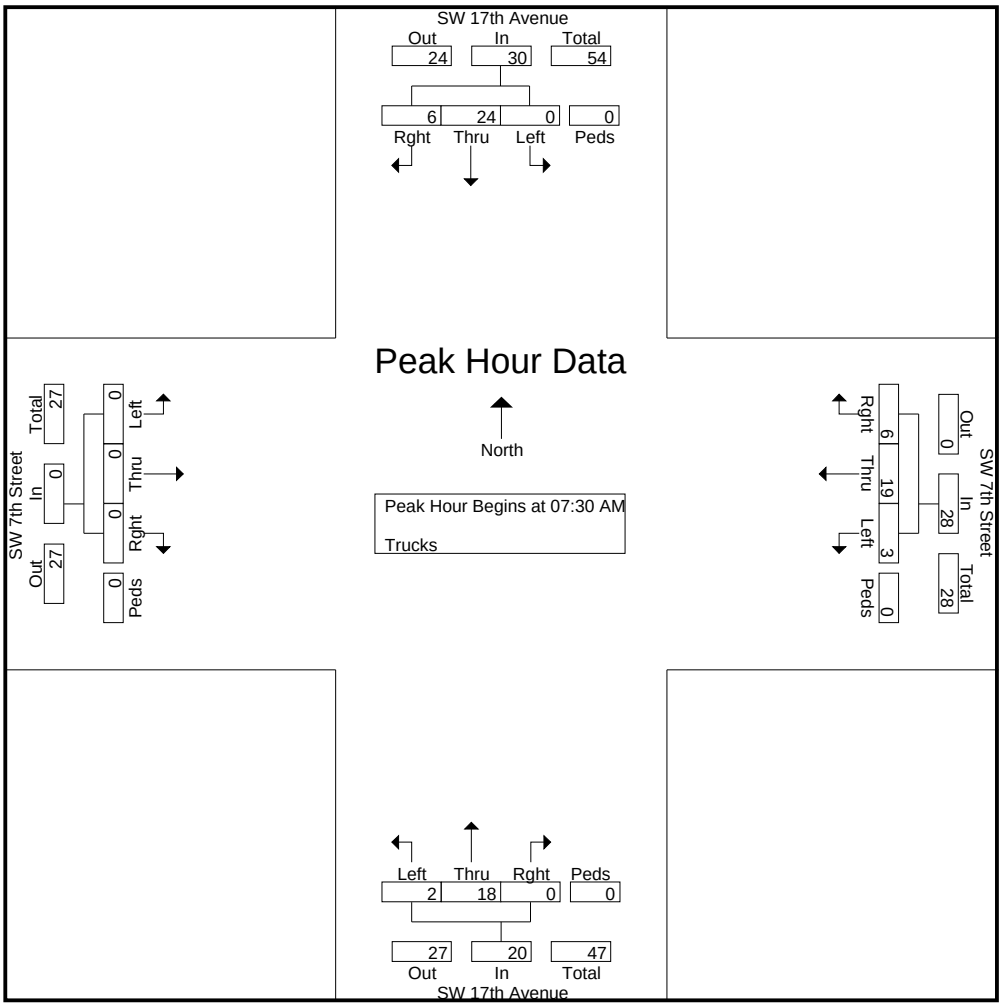
File Name : TMC-11 (SW 7th Street & SW 17th Avenue)
Site Code : 00000000
Start Date : 11/5/2013
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SW 7th Street & SW 17th Avenue

File Name : TMC-11 (SW 7th Street & SW 17th Avenue)
Site Code : 00000000
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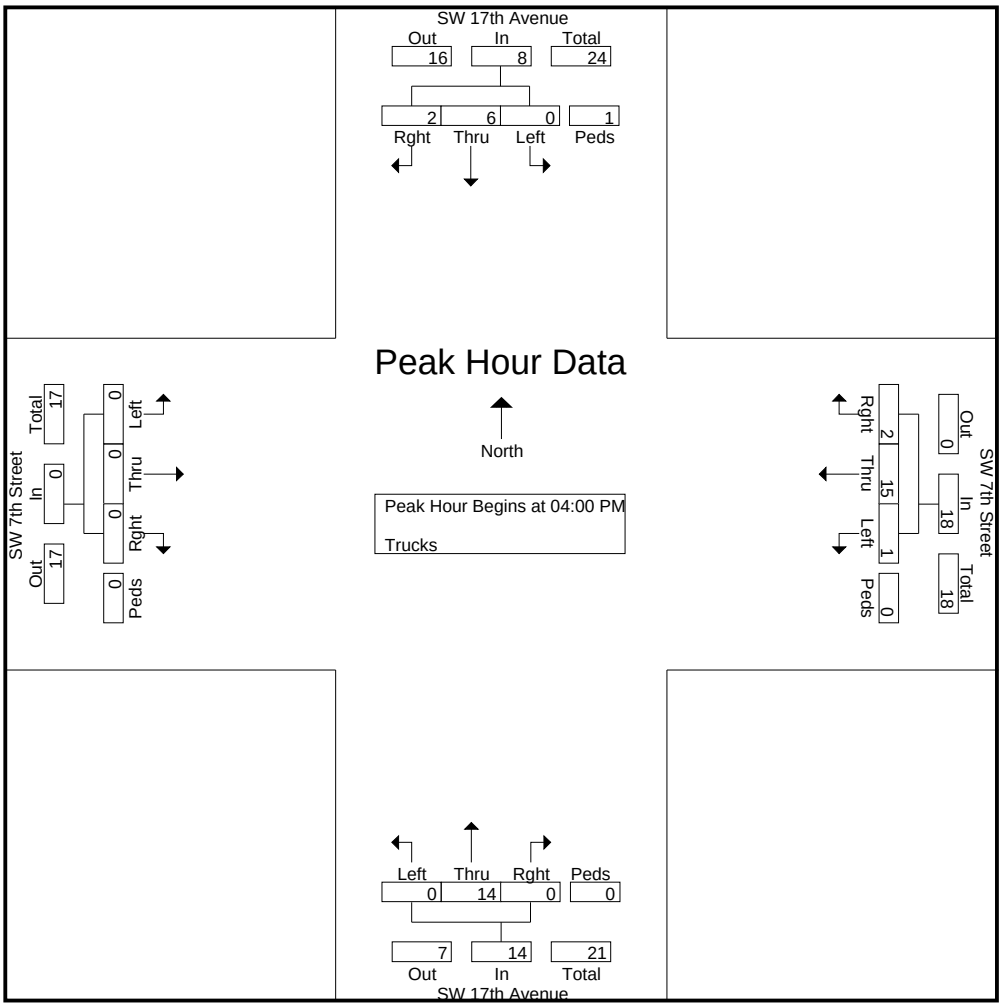
	SW 17th Avenue Southbound					SW 17th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	4	2	0	6	1	3	0	0	4	1	4	3	0	8	0	0	0	0	0	18
07:45 AM	0	7	3	0	10	1	4	0	0	5	2	7	1	0	10	0	0	0	0	0	25
08:00 AM	0	5	0	0	5	0	5	0	0	5	0	5	1	0	6	0	0	0	0	0	16
08:15 AM	0	8	1	0	9	0	6	0	0	6	0	3	1	0	4	0	0	0	0	0	19
Total Volume	0	24	6	0	30	2	18	0	0	20	3	19	6	0	28	0	0	0	0	0	78
% App. Total	0	80	20	0		10	90	0	0		10.7	67.9	21.4	0		0	0	0	0		
PHF	.000	.750	.500	.000	.750	.500	.750	.000	.000	.833	.375	.679	.500	.000	.700	.000	.000	.000	.000	.000	.780



SW 7th Street & SW 17th Avenue

File Name : TMC-11 (SW 7th Street & SW 17th Avenue)
Site Code : 00000000
Start Date : 11/5/2013
Page No : 4

	SW 17th Avenue Southbound					SW 17th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	1	0	1	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	13
04:15 PM	0	4	1	1	6	0	3	0	0	3	0	4	1	0	5	0	0	0	0	0	14
04:30 PM	0	1	0	0	1	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	8
04:45 PM	0	1	0	0	1	0	3	0	0	3	1	0	1	0	2	0	0	0	0	0	6
Total Volume	0	6	2	1	9	0	14	0	0	14	1	15	2	0	18	0	0	0	0	0	41
% App. Total	0	66.7	22.2	11.1		0	100	0	0		5.6	83.3	11.1	0		0	0	0	0		
PHF	.000	.375	.500	.250	.375	.000	.583	.000	.000	.583	.250	.625	.500	.000	.750	.000	.000	.000	.000	.000	.732



SW 7th Street & SW 19th Avenue

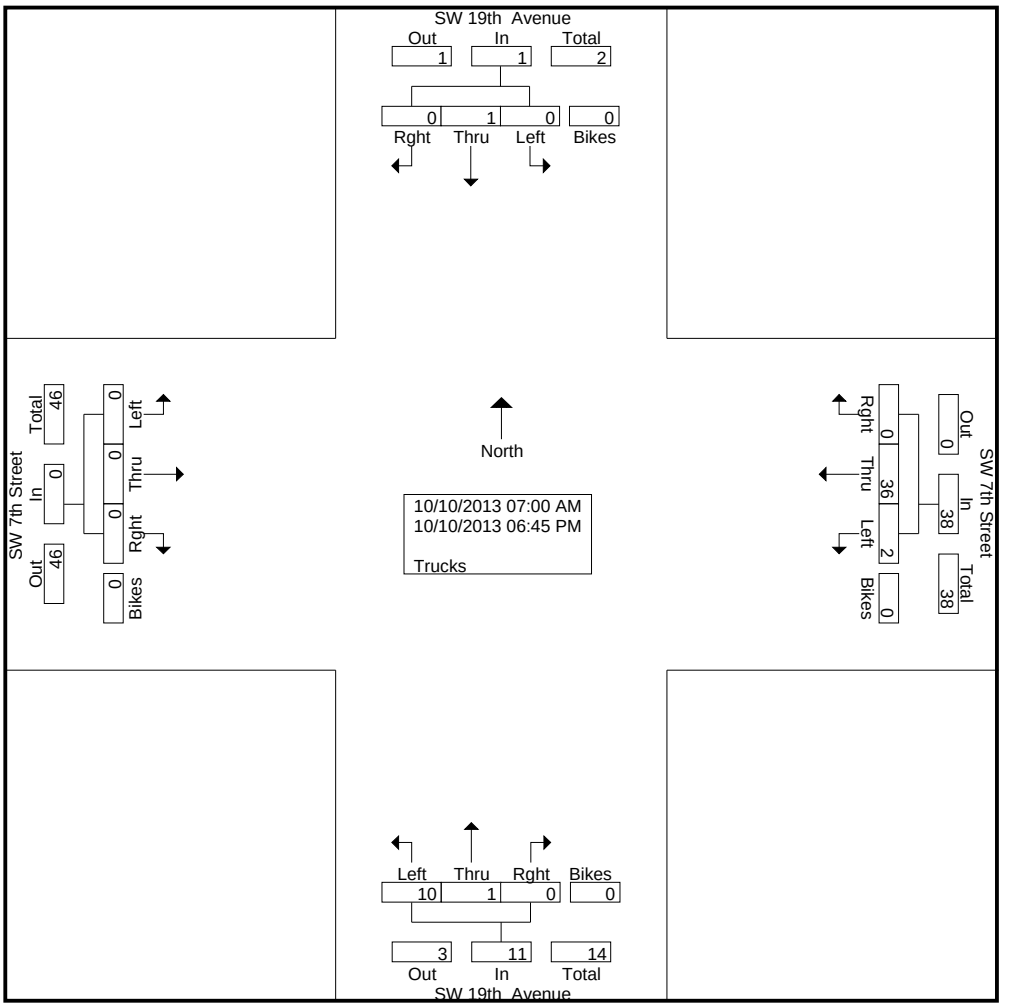
File Name : TMC-12
Site Code : 00000000
Start Date : 10/10/2013
Page No : 1

Groups Printed- Trucks

	SW 19th Avenue Southbound					SW 19th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
*** BREAK ***																					
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
*** BREAK ***																					
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
09:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total	0	0	0	0	0	1	0	0	0	1	1	12	0	0	13	0	0	0	0	0	14
05:00 PM	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	1	0	0	1	0	1	0	0	1	0	12	0	0	12	0	0	0	0	0	14
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	13
Grand Total	0	1	0	0	1	10	1	0	0	11	2	36	0	0	38	0	0	0	0	0	50
Apprch %	0	100	0	0		90.9	9.1	0	0		5.3	94.7	0	0		0	0	0	0		
Total %	0	2	0	0	2	20	2	0	0	22	4	72	0	0	76	0	0	0	0	0	

SW 7th Street & SW 19th Avenue

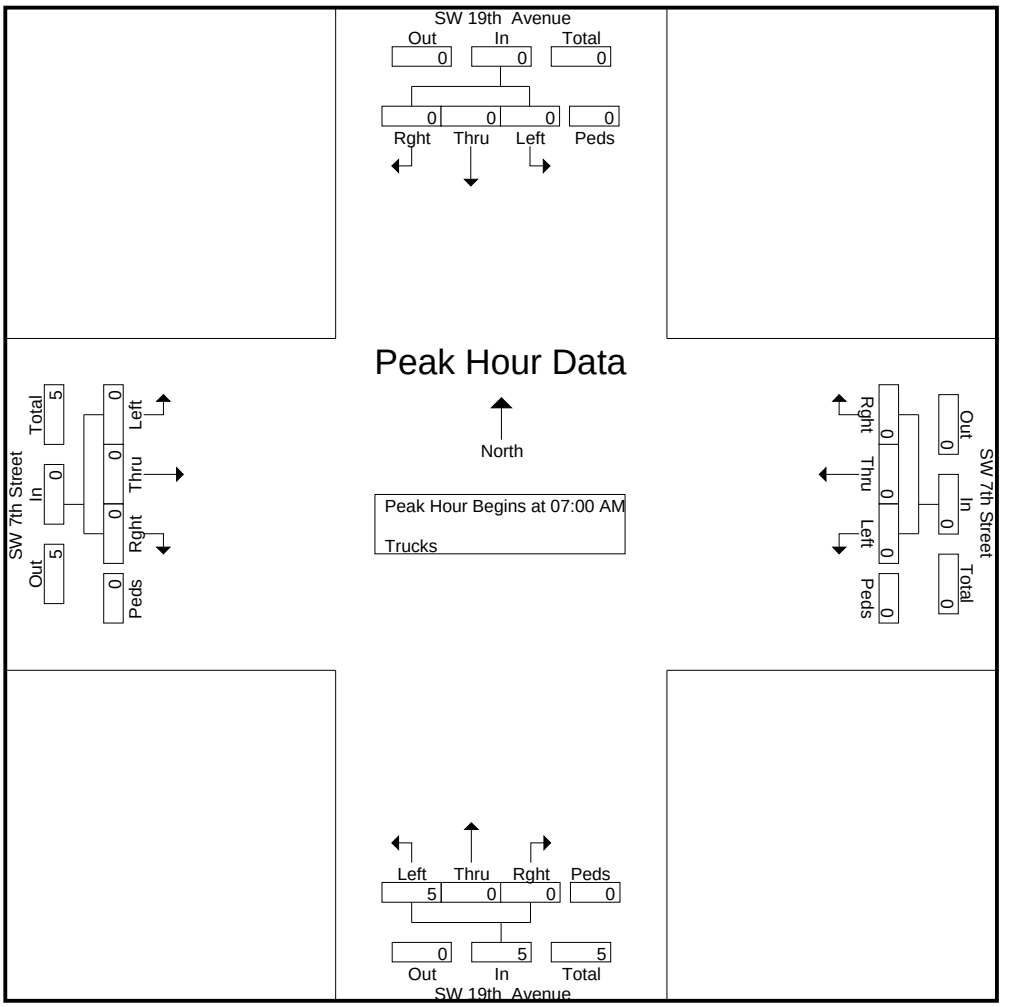
File Name : TMC-12
Site Code : 00000000
Start Date : 10/10/2013
Page No : 2



SW 7th Street & SW 19th Avenue

File Name : TMC-12
Site Code : 00000000
Start Date : 10/10/2013
Page No : 3

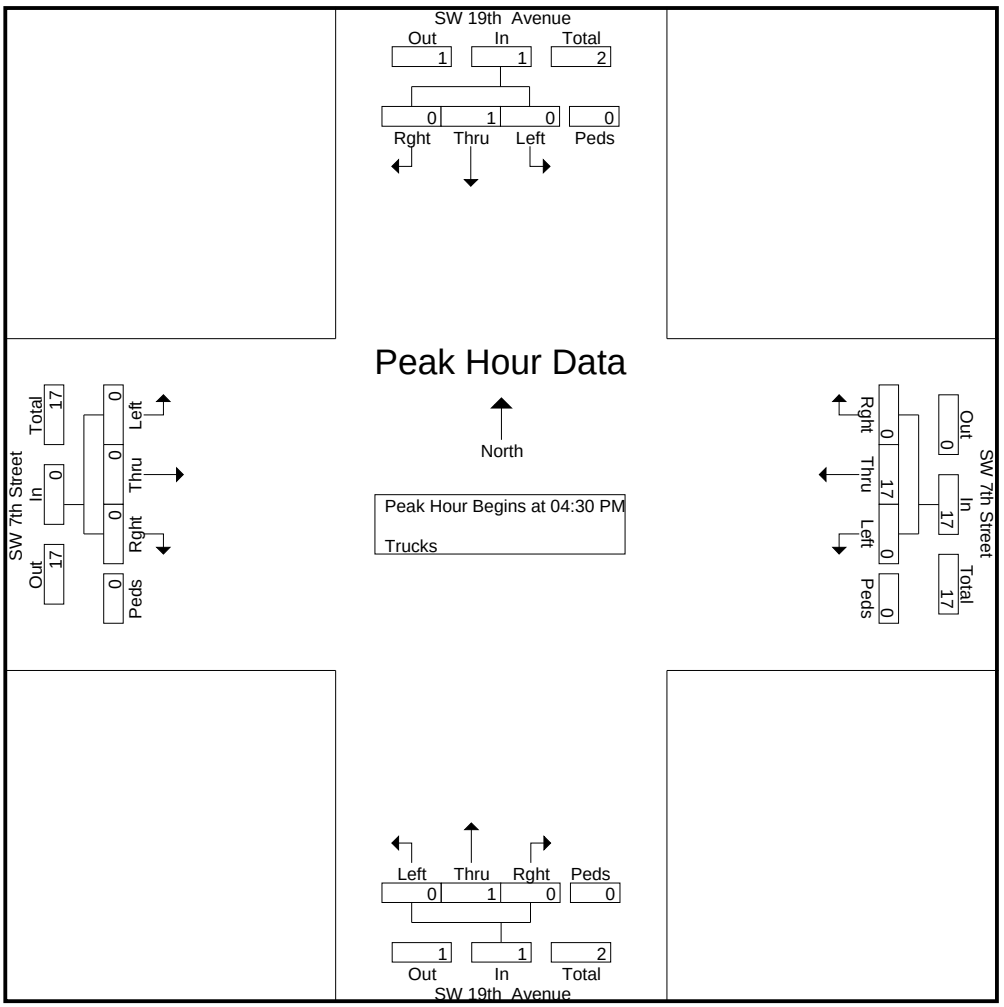
	SW 19th Avenue Southbound					SW 19th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625



SW 7th Street & SW 19th Avenue

File Name : TMC-12
Site Code : 00000000
Start Date : 10/10/2013
Page No : 4

	SW 19th Avenue Southbound					SW 19th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
05:00 PM	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total Volume	0	1	0	0	1	0	1	0	0	1	0	17	0	0	17	0	0	0	0	0	19
% App. Total	0	100	0	0		0	100	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.250	.000	.000	.250	.000	.850	.000	.000	.850	.000	.000	.000	.000	.000	.792



SW 7th Street & SW 19th Avenue

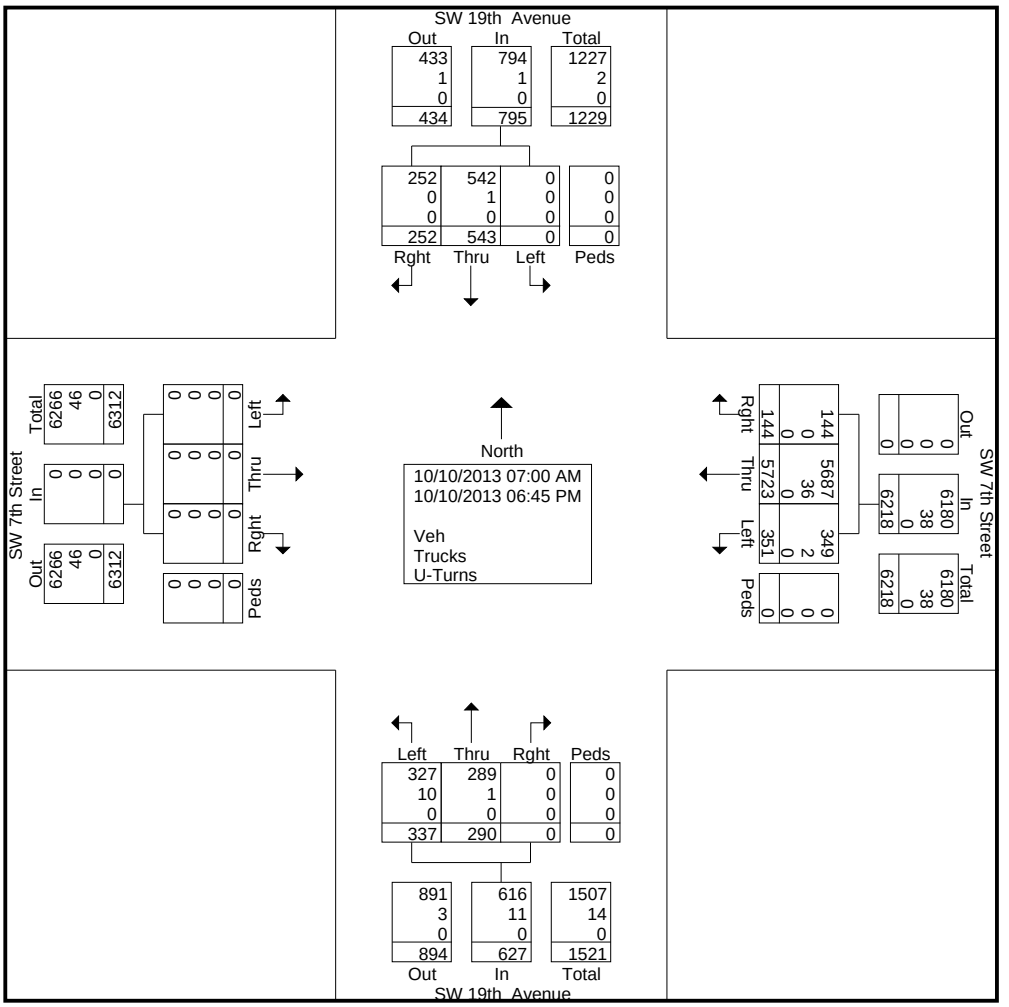
File Name : TMC-12
Site Code : 00000000
Start Date : 10/10/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 19th Avenue Southbound					SW 19th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	13	12	0	25	4	4	0	0	8	2	169	3	0	174	0	0	0	0	0	207
07:15 AM	0	21	4	0	25	9	6	0	0	15	6	222	0	0	228	0	0	0	0	0	268
07:30 AM	0	28	7	0	35	7	10	0	0	17	7	160	4	0	171	0	0	0	0	0	223
07:45 AM	0	30	3	0	33	8	11	0	0	19	7	176	4	0	187	0	0	0	0	0	239
Total	0	92	26	0	118	28	31	0	0	59	22	727	11	0	760	0	0	0	0	0	937
08:00 AM	0	33	9	0	42	10	13	0	0	23	16	177	5	0	198	0	0	0	0	0	263
08:15 AM	0	24	12	0	36	16	11	0	0	27	14	175	5	0	194	0	0	0	0	0	257
08:30 AM	0	16	22	0	38	20	16	0	0	36	8	219	2	0	229	0	0	0	0	0	303
08:45 AM	0	26	4	0	30	16	17	0	0	33	18	204	5	0	227	0	0	0	0	0	290
Total	0	99	47	0	146	62	57	0	0	119	56	775	17	0	848	0	0	0	0	0	1113
09:00 AM	0	13	2	0	15	8	6	0	0	14	11	200	4	0	215	0	0	0	0	0	244
09:15 AM	0	18	32	0	50	10	4	0	0	14	18	167	7	0	192	0	0	0	0	0	256
09:30 AM	0	16	11	0	27	19	6	0	0	25	17	208	7	0	232	0	0	0	0	0	284
09:45 AM	0	9	5	0	14	10	8	0	0	18	13	160	7	0	180	0	0	0	0	0	212
Total	0	56	50	0	106	47	24	0	0	71	59	735	25	0	819	0	0	0	0	0	996
*** BREAK ***																					
04:00 PM	0	24	11	0	35	14	23	0	0	37	15	283	10	0	308	0	0	0	0	0	380
04:15 PM	0	25	9	0	34	18	13	0	0	31	12	301	9	0	322	0	0	0	0	0	387
04:30 PM	0	26	10	0	36	16	16	0	0	32	25	308	8	0	341	0	0	0	0	0	409
04:45 PM	0	30	16	0	46	24	15	0	0	39	27	312	6	0	345	0	0	0	0	0	430
Total	0	105	46	0	151	72	67	0	0	139	79	1204	33	0	1316	0	0	0	0	0	1606
05:00 PM	0	25	12	0	37	23	12	0	0	35	11	280	4	0	295	0	0	0	0	0	367
05:15 PM	0	20	11	0	31	16	14	0	0	30	12	298	7	0	317	0	0	0	0	0	378
05:30 PM	0	32	15	0	47	18	9	0	0	27	18	316	15	0	349	0	0	0	0	0	423
05:45 PM	0	23	10	0	33	10	18	0	0	28	27	299	6	0	332	0	0	0	0	0	393
Total	0	100	48	0	148	67	53	0	0	120	68	1193	32	0	1293	0	0	0	0	0	1561
06:00 PM	0	15	6	0	21	19	17	0	0	36	19	302	5	0	326	0	0	0	0	0	383
06:15 PM	0	32	12	0	44	18	14	0	0	32	14	298	4	0	316	0	0	0	0	0	392
06:30 PM	0	15	11	0	26	15	16	0	0	31	17	272	8	0	297	0	0	0	0	0	354
06:45 PM	0	29	6	0	35	9	11	0	0	20	17	217	9	0	243	0	0	0	0	0	298
Total	0	91	35	0	126	61	58	0	0	119	67	1089	26	0	1182	0	0	0	0	0	1427
Grand Total	0	543	252	0	795	337	290	0	0	627	351	5723	144	0	6218	0	0	0	0	0	7640
Apprch %	0	68.3	31.7	0		53.7	46.3	0	0		5.6	92	2.3	0		0	0	0	0		
Total %	0	7.1	3.3	0	10.4	4.4	3.8	0	0	8.2	4.6	74.9	1.9	0	81.4	0	0	0	0	0	
Veh	0	542	252	0	794	327	289	0	0	616	349	5687	144	0	6180	0	0	0	0	0	7590
% Veh	0	99.8	100	0	99.9	97	99.7	0	0	98.2	99.4	99.4	100	0	99.4	0	0	0	0	0	99.3
Trucks	0	1	0	0	1	10	1	0	0	11	2	36	0	0	38	0	0	0	0	0	50
% Trucks	0	0.2	0	0	0.1	3	0.3	0	0	1.8	0.6	0.6	0	0	0.6	0	0	0	0	0	0.7
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & SW 19th Avenue

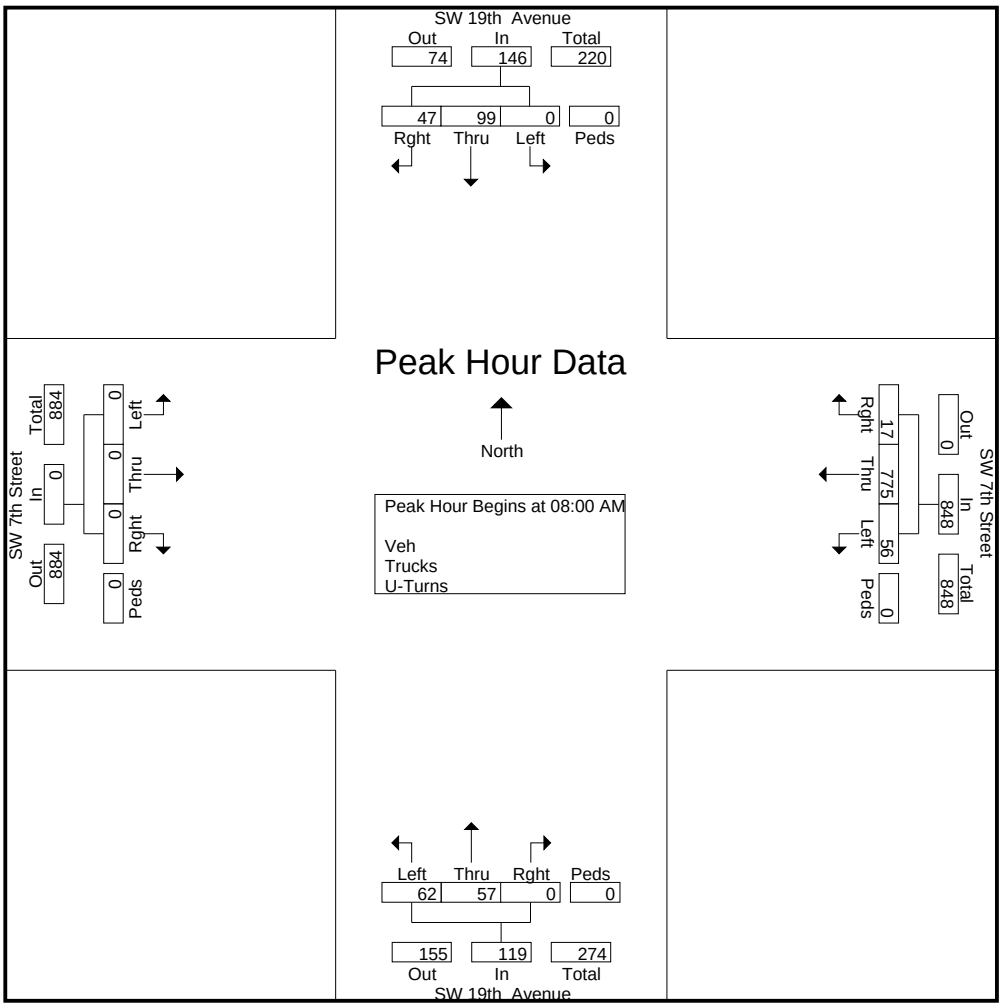
File Name : TMC-12
Site Code : 00000000
Start Date : 10/10/2013
Page No : 2



SW 7th Street & SW 19th Avenue

File Name : TMC-12
Site Code : 00000000
Start Date : 10/10/2013
Page No : 3

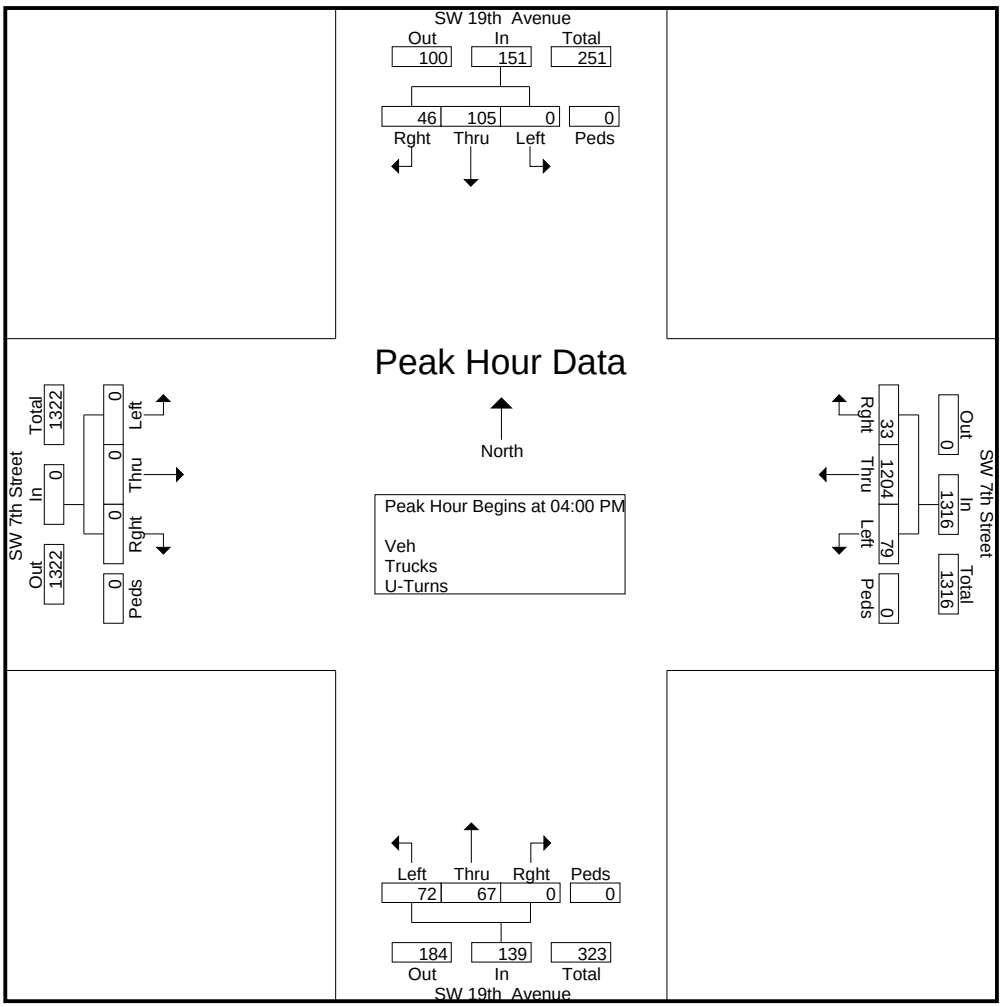
	SW 19th Avenue Southbound					SW 19th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	33	9	0	42	10	13	0	0	23	16	177	5	0	198	0	0	0	0	0	263
08:15 AM	0	24	12	0	36	16	11	0	0	27	14	175	5	0	194	0	0	0	0	0	257
08:30 AM	0	16	22	0	38	20	16	0	0	36	8	219	2	0	229	0	0	0	0	0	303
08:45 AM	0	26	4	0	30	16	17	0	0	33	18	204	5	0	227	0	0	0	0	0	290
Total Volume	0	99	47	0	146	62	57	0	0	119	56	775	17	0	848	0	0	0	0	0	1113
% App. Total	0	67.8	32.2	0		52.1	47.9	0	0		6.6	91.4	2	0		0	0	0	0		
PHF	.000	.750	.534	.000	.869	.775	.838	.000	.000	.826	.778	.885	.850	.000	.926	.000	.000	.000	.000	.000	.918



SW 7th Street & SW 19th Avenue

File Name : TMC-12
Site Code : 00000000
Start Date : 10/10/2013
Page No : 4

	SW 19th Avenue Southbound					SW 19th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	24	11	0	35	14	23	0	0	37	15	283	10	0	308	0	0	0	0	0	380
04:15 PM	0	25	9	0	34	18	13	0	0	31	12	301	9	0	322	0	0	0	0	0	387
04:30 PM	0	26	10	0	36	16	16	0	0	32	25	308	8	0	341	0	0	0	0	0	409
04:45 PM	0	30	16	0	46	24	15	0	0	39	27	312	6	0	345	0	0	0	0	0	430
Total Volume	0	105	46	0	151	72	67	0	0	139	79	1204	33	0	1316	0	0	0	0	0	1606
% App. Total	0	69.5	30.5	0		51.8	48.2	0	0		6	91.5	2.5	0		0	0	0	0		
PHF	.000	.875	.719	.000	.821	.750	.728	.000	.000	.891	.731	.965	.825	.000	.954	.000	.000	.000	.000	.000	.934



SW 7th Street & SW 22nd Avenue

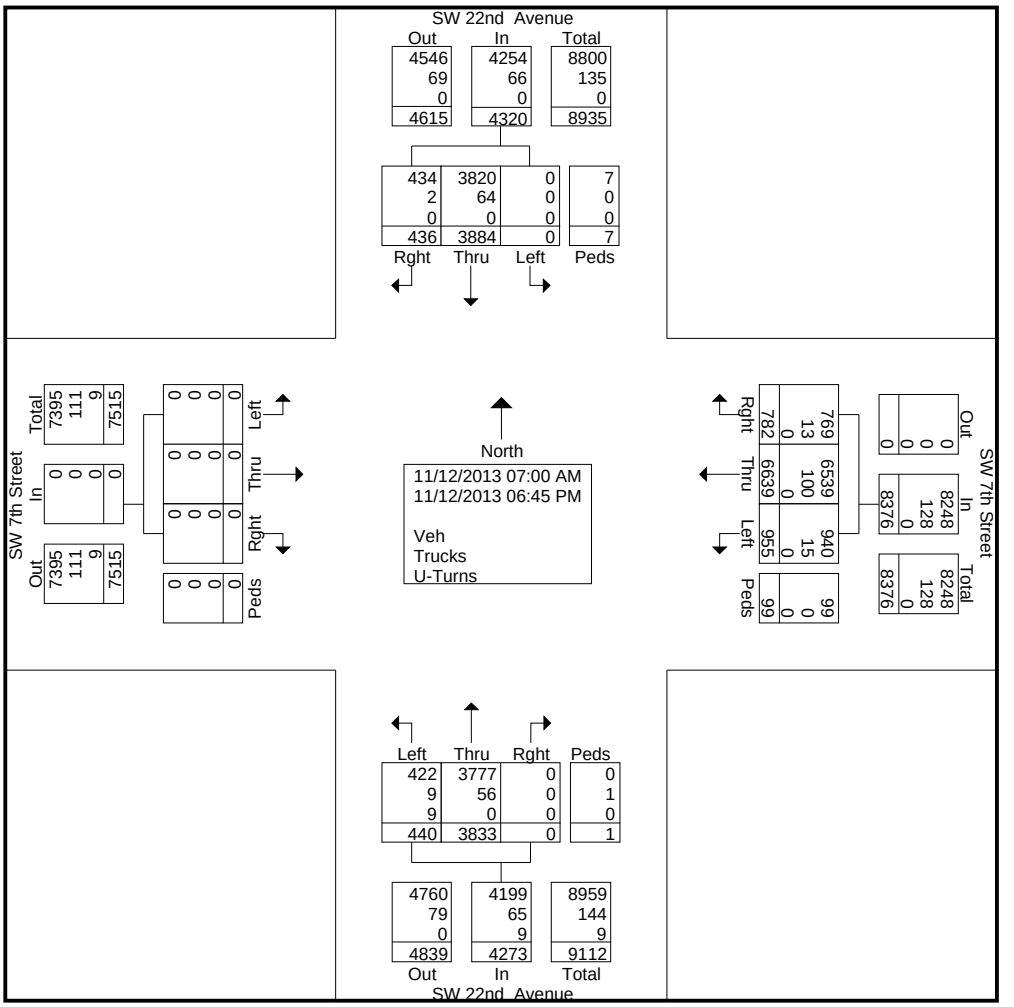
File Name : TMC-13 (SW 7th Steet & SW 22nd Avenue)
Site Code : 00000000
Start Date : 11/12/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	108	11	0	119	13	122	0	0	135	27	152	19	3	201	0	0	0	0	0	455
07:15 AM	0	163	10	0	173	7	131	0	0	138	37	203	23	1	264	0	0	0	0	0	575
07:30 AM	0	142	9	3	154	13	128	0	0	141	16	156	16	5	193	0	0	0	0	0	488
07:45 AM	0	164	10	0	174	19	174	0	0	193	24	202	19	0	245	0	0	0	0	0	612
Total	0	577	40	3	620	52	555	0	0	607	104	713	77	9	903	0	0	0	0	0	2130
08:00 AM	0	179	21	1	201	20	193	0	1	214	30	218	19	7	274	0	0	0	0	0	689
08:15 AM	0	181	14	0	195	27	217	0	0	244	36	210	17	5	268	0	0	0	0	0	707
08:30 AM	0	165	19	0	184	15	170	0	0	185	35	236	21	9	301	0	0	0	0	0	670
08:45 AM	0	156	22	0	178	18	122	0	0	140	31	225	28	3	287	0	0	0	0	0	605
Total	0	681	76	1	758	80	702	0	1	783	132	889	85	24	1130	0	0	0	0	0	2671
09:00 AM	0	143	19	0	162	11	120	0	0	131	38	219	33	2	292	0	0	0	0	0	585
09:15 AM	0	170	17	0	187	13	113	0	0	126	36	225	30	5	296	0	0	0	0	0	609
09:30 AM	0	133	21	0	154	19	130	0	0	149	36	217	37	6	296	0	0	0	0	0	599
09:45 AM	0	149	18	0	167	21	121	0	0	142	20	234	45	8	307	0	0	0	0	0	616
Total	0	595	75	0	670	64	484	0	0	548	130	895	145	21	1191	0	0	0	0	0	2409
*** BREAK ***																					
04:00 PM	0	142	19	0	161	16	176	0	0	192	43	290	39	8	380	0	0	0	0	0	733
04:15 PM	0	154	22	0	176	19	163	0	0	182	46	291	37	1	375	0	0	0	0	0	733
04:30 PM	0	202	20	3	225	13	205	0	0	218	37	332	40	5	414	0	0	0	0	0	857
04:45 PM	0	174	19	0	193	24	177	0	0	201	57	395	46	1	499	0	0	0	0	0	893
Total	0	672	80	3	755	72	721	0	0	793	183	1308	162	15	1668	0	0	0	0	0	3216
05:00 PM	0	159	30	0	189	21	212	0	0	233	52	336	43	1	432	0	0	0	0	0	854
05:15 PM	0	198	23	0	221	22	168	0	0	190	53	332	32	3	420	0	0	0	0	0	831
05:30 PM	0	204	18	0	222	20	184	0	0	204	53	389	37	5	484	0	0	0	0	0	910
05:45 PM	0	193	23	0	216	24	172	0	0	196	50	413	44	0	507	0	0	0	0	0	919
Total	0	754	94	0	848	87	736	0	0	823	208	1470	156	9	1843	0	0	0	0	0	3514
06:00 PM	0	171	10	0	181	27	186	0	0	213	55	380	36	5	476	0	0	0	0	0	870
06:15 PM	0	172	23	0	195	22	165	0	0	187	55	344	47	4	450	0	0	0	0	0	832
06:30 PM	0	132	20	0	152	23	135	0	0	158	45	339	34	4	422	0	0	0	0	0	732
06:45 PM	0	130	18	0	148	13	149	0	0	162	43	301	40	8	392	0	0	0	0	0	702
Total	0	605	71	0	676	85	635	0	0	720	198	1364	157	21	1740	0	0	0	0	0	3136
Grand Total	0	3884	436	7	4327	440	3833	0	1	4274	955	6639	782	99	8475	0	0	0	0	0	17076
Apprch %	0	89.8	10.1	0.2		10.3	89.7	0	0		11.3	78.3	9.2	1.2		0	0	0	0		
Total %	0	22.7	2.6	0	25.3	2.6	22.4	0	0	25	5.6	38.9	4.6	0.6	49.6	0	0	0	0	0	
Veh	0	3820	434	7	4261	422	3777	0	0	4199	940	6539	769	99	8347	0	0	0	0	0	16807
% Veh	0	98.4	99.5	100	98.5	95.9	98.5	0	0	98.2	98.4	98.5	98.3	100	98.5	0	0	0	0	0	98.4
Trucks	0	64	2	0	66	9	56	0	1	66	15	100	13	0	128	0	0	0	0	0	260
% Trucks	0	1.6	0.5	0	1.5	2	1.5	0	100	1.5	1.6	1.5	1.7	0	1.5	0	0	0	0	0	1.5
U-Turns	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	9
% U-Turns	0	0	0	0	0	2	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1

SW 7th Street & SW 22nd Avenue

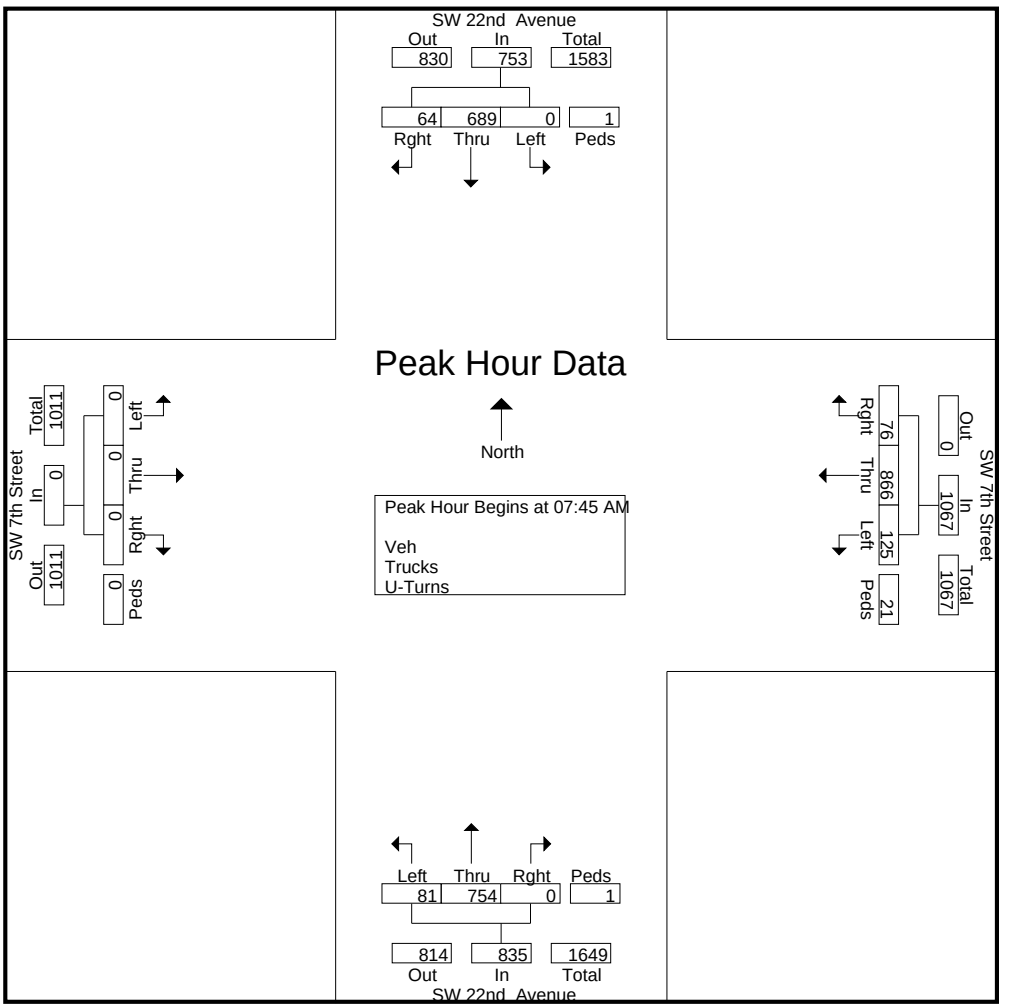
File Name : TMC-13 (SW 7th Steet & SW 22nd Avenue)
Site Code : 00000000
Start Date : 11/12/2013
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SW 7th Street & SW 22nd Avenue

File Name : TMC-13 (SW 7th Steet & SW 22nd Avenue)
Site Code : 00000000
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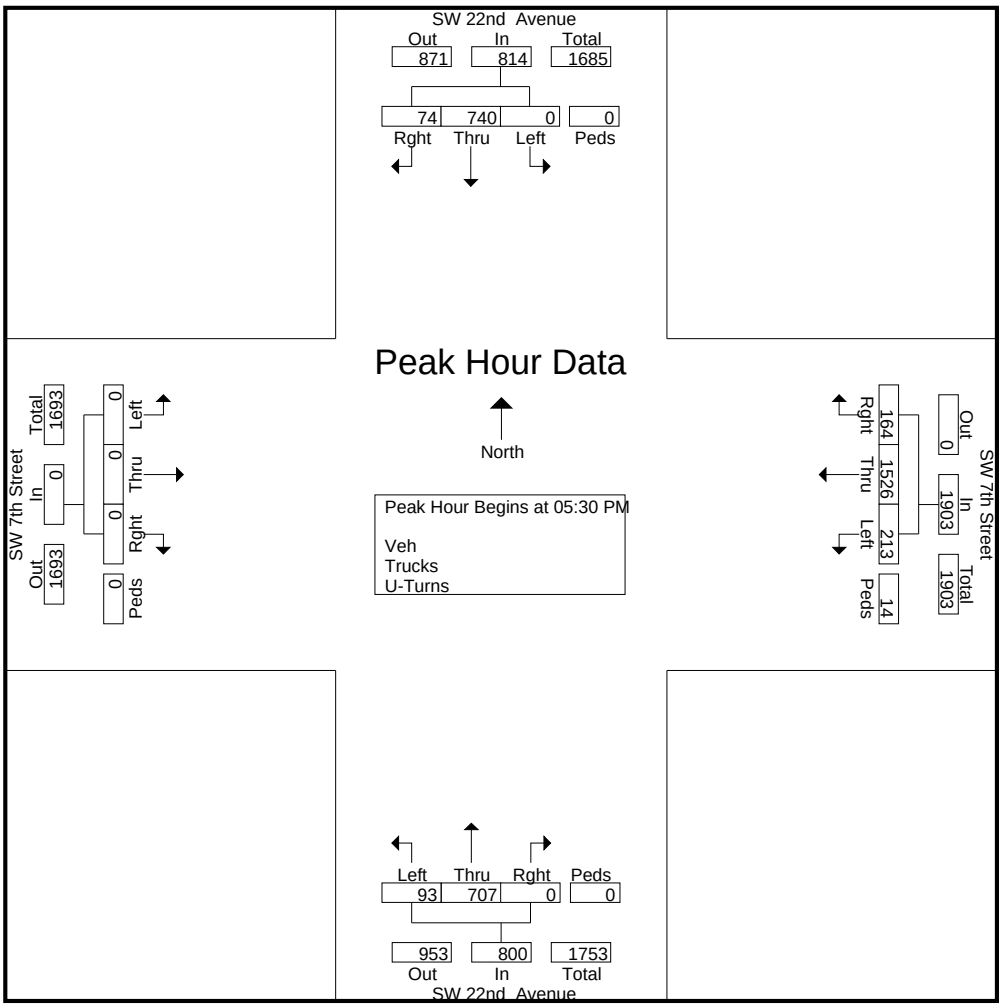
	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	164	10	0	174	19	174	0	0	193	24	202	19	0	245	0	0	0	0	0	612
08:00 AM	0	179	21	1	201	20	193	0	1	214	30	218	19	7	274	0	0	0	0	0	689
08:15 AM	0	181	14	0	195	27	217	0	0	244	36	210	17	5	268	0	0	0	0	0	707
08:30 AM	0	165	19	0	184	15	170	0	0	185	35	236	21	9	301	0	0	0	0	0	670
Total Volume	0	689	64	1	754	81	754	0	1	836	125	866	76	21	1088	0	0	0	0	0	2678
% App. Total	0	91.4	8.5	0.1		9.7	90.2	0	0.1		11.5	79.6	7	1.9		0	0	0	0		
PHF	.000	.952	.762	.250	.938	.750	.869	.000	.250	.857	.868	.917	.905	.583	.904	.000	.000	.000	.000	.000	.947



SW 7th Street & SW 22nd Avenue

File Name : TMC-13 (SW 7th Steet & SW 22nd Avenue)
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	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	204	18	0	222	20	184	0	0	204	53	389	37	5	484	0	0	0	0	0	910
05:45 PM	0	193	23	0	216	24	172	0	0	196	50	413	44	0	507	0	0	0	0	0	919
06:00 PM	0	171	10	0	181	27	186	0	0	213	55	380	36	5	476	0	0	0	0	0	870
06:15 PM	0	172	23	0	195	22	165	0	0	187	55	344	47	4	450	0	0	0	0	0	832
Total Volume	0	740	74	0	814	93	707	0	0	800	213	1526	164	14	1917	0	0	0	0	0	3531
% App. Total	0	90.9	9.1	0		11.6	88.4	0	0		11.1	79.6	8.6	0.7		0	0	0	0		
PHF	.000	.907	.804	.000	.917	.861	.950	.000	.000	.939	.968	.924	.872	.700	.945	.000	.000	.000	.000	.000	.961



SW 7th Street & SW 22nd Avenue

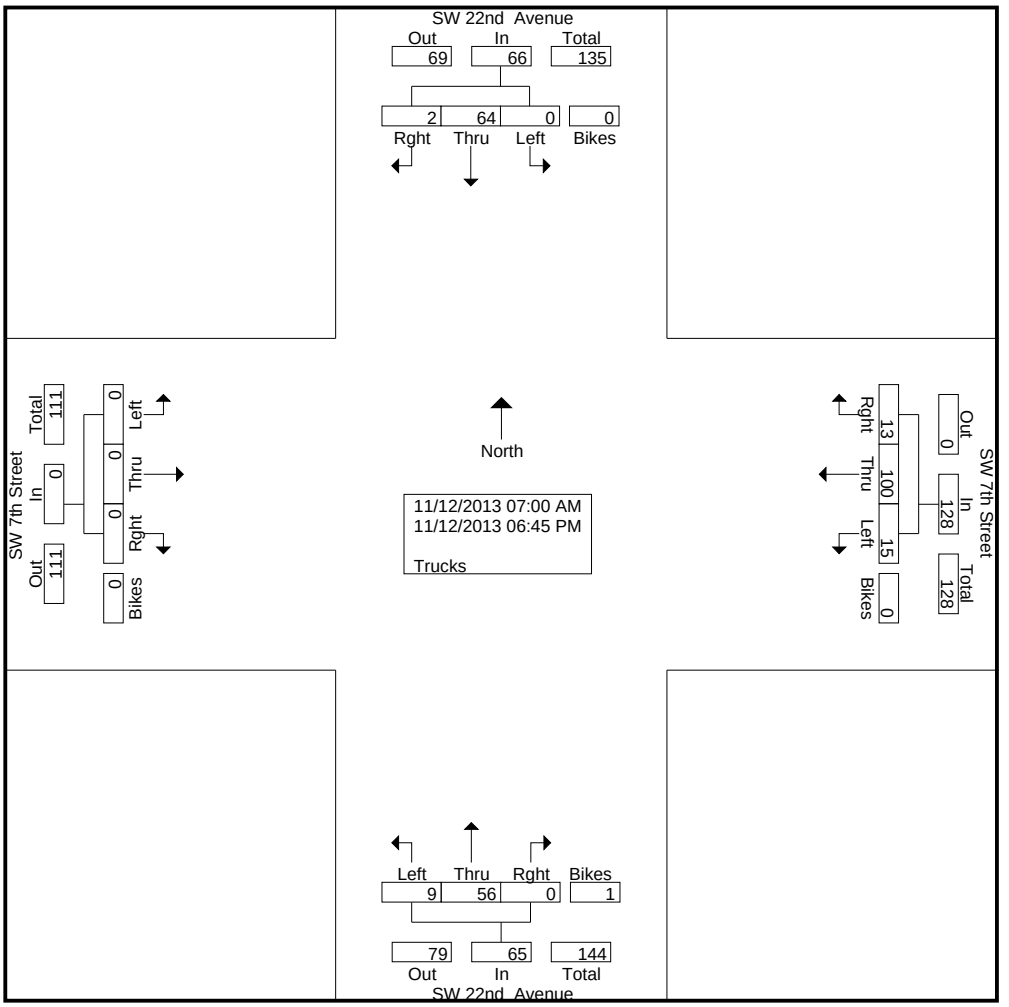
File Name : TMC-13 (SW 7th Steet & SW 22nd Avenue)
Site Code : 00000000
Start Date : 11/12/2013
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Groups Printed- Trucks

	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	6
07:15 AM	0	4	0	0	4	0	3	0	0	3	1	1	0	0	2	0	0	0	0	0	9
07:30 AM	0	5	0	0	5	1	0	0	0	1	0	5	1	0	6	0	0	0	0	0	12
07:45 AM	0	6	2	0	8	0	2	0	0	2	3	3	0	0	6	0	0	0	0	0	16
Total	0	16	2	0	18	1	5	0	0	6	6	12	1	0	19	0	0	0	0	0	43
08:00 AM	0	4	0	0	4	1	10	0	1	12	2	3	1	0	6	0	0	0	0	0	22
08:15 AM	0	3	0	0	3	2	6	0	0	8	0	5	0	0	5	0	0	0	0	0	16
08:30 AM	0	2	0	0	2	0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	14
08:45 AM	0	3	0	0	3	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	9
Total	0	12	0	0	12	3	22	0	1	26	2	19	2	0	23	0	0	0	0	0	61
09:00 AM	0	3	0	0	3	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	12
09:15 AM	0	4	0	0	4	0	2	0	0	2	0	1	2	0	3	0	0	0	0	0	9
09:30 AM	0	4	0	0	4	0	2	0	0	2	1	2	1	0	4	0	0	0	0	0	10
09:45 AM	0	2	0	0	2	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	8
Total	0	13	0	0	13	0	8	0	0	8	1	12	5	0	18	0	0	0	0	0	39
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	1	0	0	1	1	2	1	0	4	0	0	0	0	0	6
04:15 PM	0	4	0	0	4	0	5	0	0	5	2	4	0	0	6	0	0	0	0	0	15
04:30 PM	0	2	0	0	2	0	3	0	0	3	0	8	0	0	8	0	0	0	0	0	13
04:45 PM	0	2	0	0	2	2	1	0	0	3	1	7	1	0	9	0	0	0	0	0	14
Total	0	9	0	0	9	2	10	0	0	12	4	21	2	0	27	0	0	0	0	0	48
05:00 PM	0	4	0	0	4	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	9
05:15 PM	0	2	0	0	2	0	4	0	0	4	1	7	1	0	9	0	0	0	0	0	15
05:30 PM	0	2	0	0	2	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	7
05:45 PM	0	0	0	0	0	2	1	0	0	3	0	3	0	0	3	0	0	0	0	0	6
Total	0	8	0	0	8	2	7	0	0	9	2	16	2	0	20	0	0	0	0	0	37
06:00 PM	0	1	0	0	1	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	6
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	5
06:30 PM	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	7
06:45 PM	0	4	0	0	4	0	1	0	0	1	0	8	1	0	9	0	0	0	0	0	14
Total	0	6	0	0	6	1	4	0	0	5	0	20	1	0	21	0	0	0	0	0	32
Grand Total	0	64	2	0	66	9	56	0	1	66	15	100	13	0	128	0	0	0	0	0	260
Apprch %	0	97	3	0		13.6	84.8	0	1.5		11.7	78.1	10.2	0		0	0	0	0		
Total %	0	24.6	0.8	0	25.4	3.5	21.5	0	0.4	25.4	5.8	38.5	5	0	49.2	0	0	0	0	0	

SW 7th Street & SW 22nd Avenue

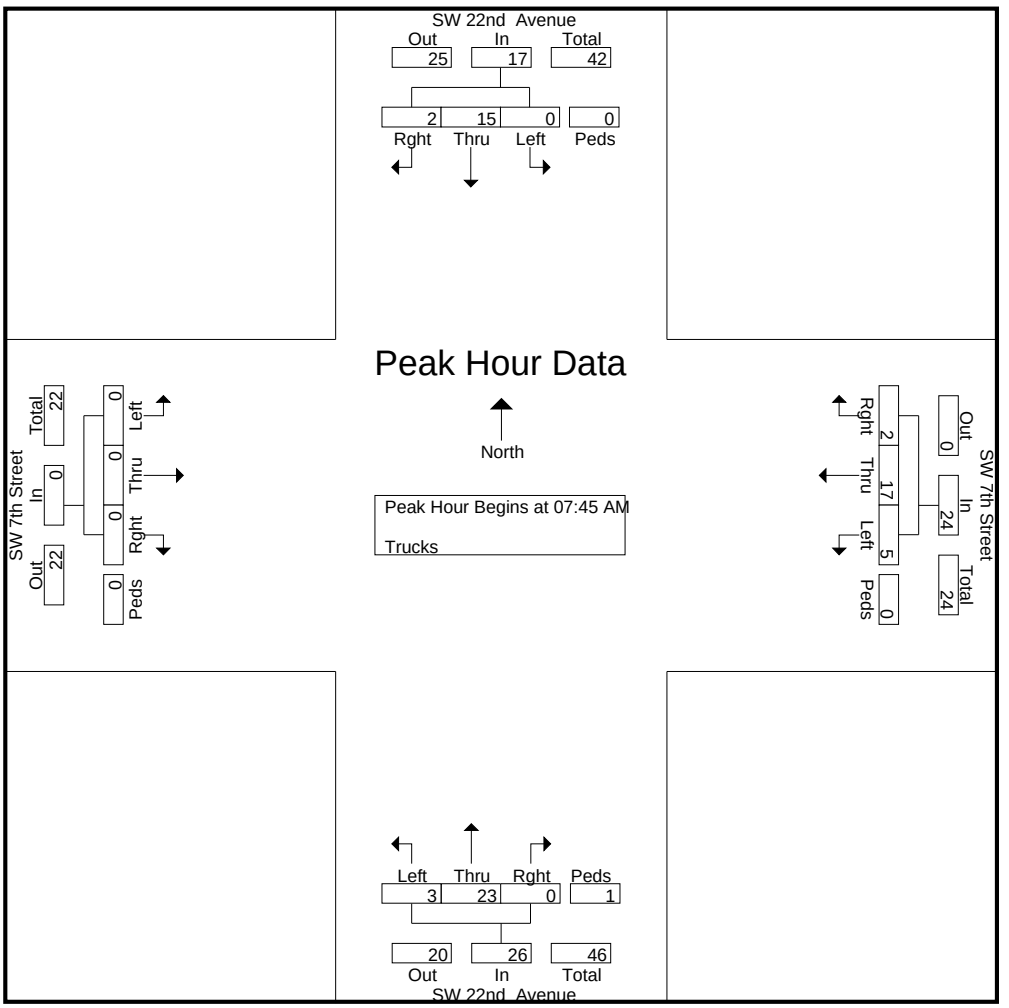
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Site Code : 00000000
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SW 7th Street & SW 22nd Avenue

File Name : TMC-13 (SW 7th Steet & SW 22nd Avenue)
Site Code : 00000000
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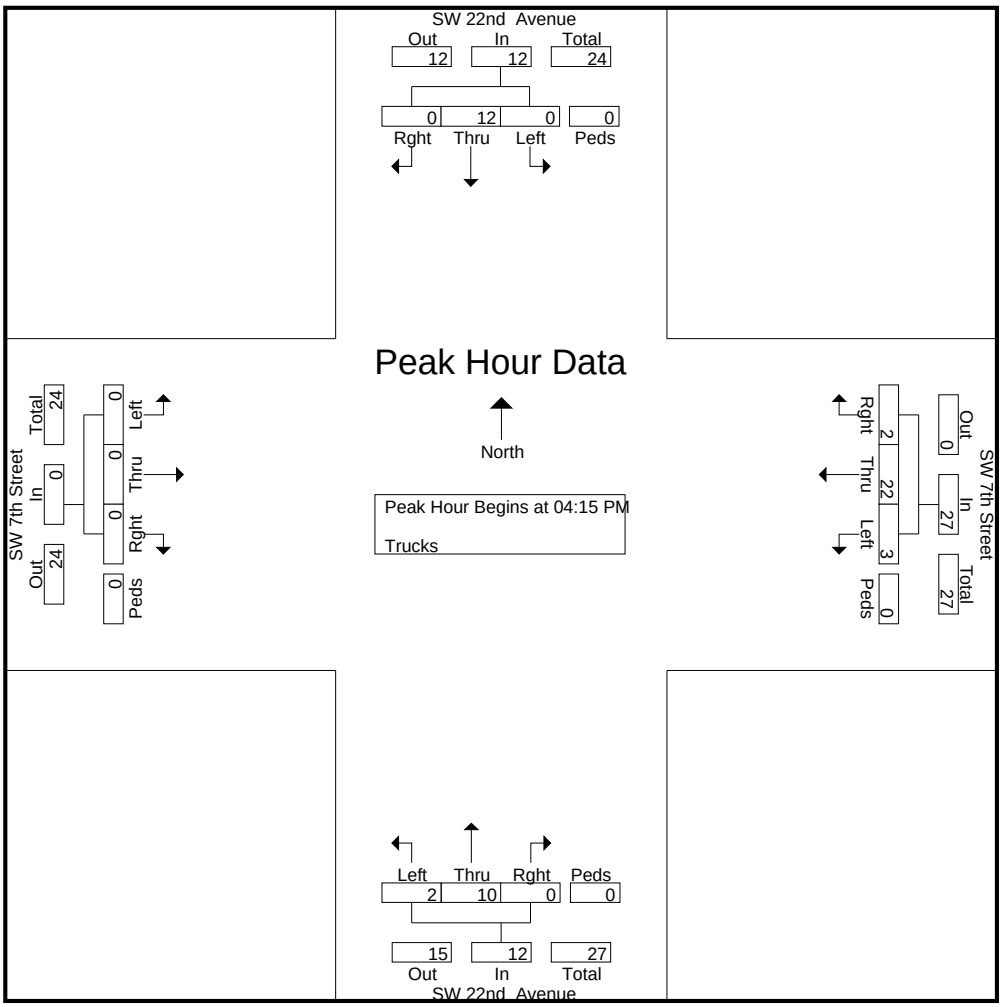
	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	6	2	0	8	0	2	0	0	2	3	3	0	0	6	0	0	0	0	0	16
08:00 AM	0	4	0	0	4	1	10	0	1	12	2	3	1	0	6	0	0	0	0	0	22
08:15 AM	0	3	0	0	3	2	6	0	0	8	0	5	0	0	5	0	0	0	0	0	16
08:30 AM	0	2	0	0	2	0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	14
Total Volume	0	15	2	0	17	3	23	0	1	27	5	17	2	0	24	0	0	0	0	0	68
% App. Total	0	88.2	11.8	0		11.1	85.2	0	3.7		20.8	70.8	8.3	0		0	0	0	0		
PHF	.000	.625	.250	.000	.531	.375	.575	.000	.250	.563	.417	.708	.500	.000	.857	.000	.000	.000	.000	.000	.773



SW 7th Street & SW 22nd Avenue

File Name : TMC-13 (SW 7th Steet & SW 22nd Avenue)
Site Code : 00000000
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	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	4	0	0	4	0	5	0	0	5	2	4	0	0	6	0	0	0	0	0	15
04:30 PM	0	2	0	0	2	0	3	0	0	3	0	8	0	0	8	0	0	0	0	0	13
04:45 PM	0	2	0	0	2	2	1	0	0	3	1	7	1	0	9	0	0	0	0	0	14
05:00 PM	0	4	0	0	4	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	9
Total Volume	0	12	0	0	12	2	10	0	0	12	3	22	2	0	27	0	0	0	0	0	51
% App. Total	0	100	0	0		16.7	83.3	0	0		11.1	81.5	7.4	0		0	0	0	0		
PHF	.000	.750	.000	.000	.750	.250	.500	.000	.000	.600	.375	.688	.500	.000	.750	.000	.000	.000	.000	.000	.850



SW 7th Street & SW 22nd Avenue

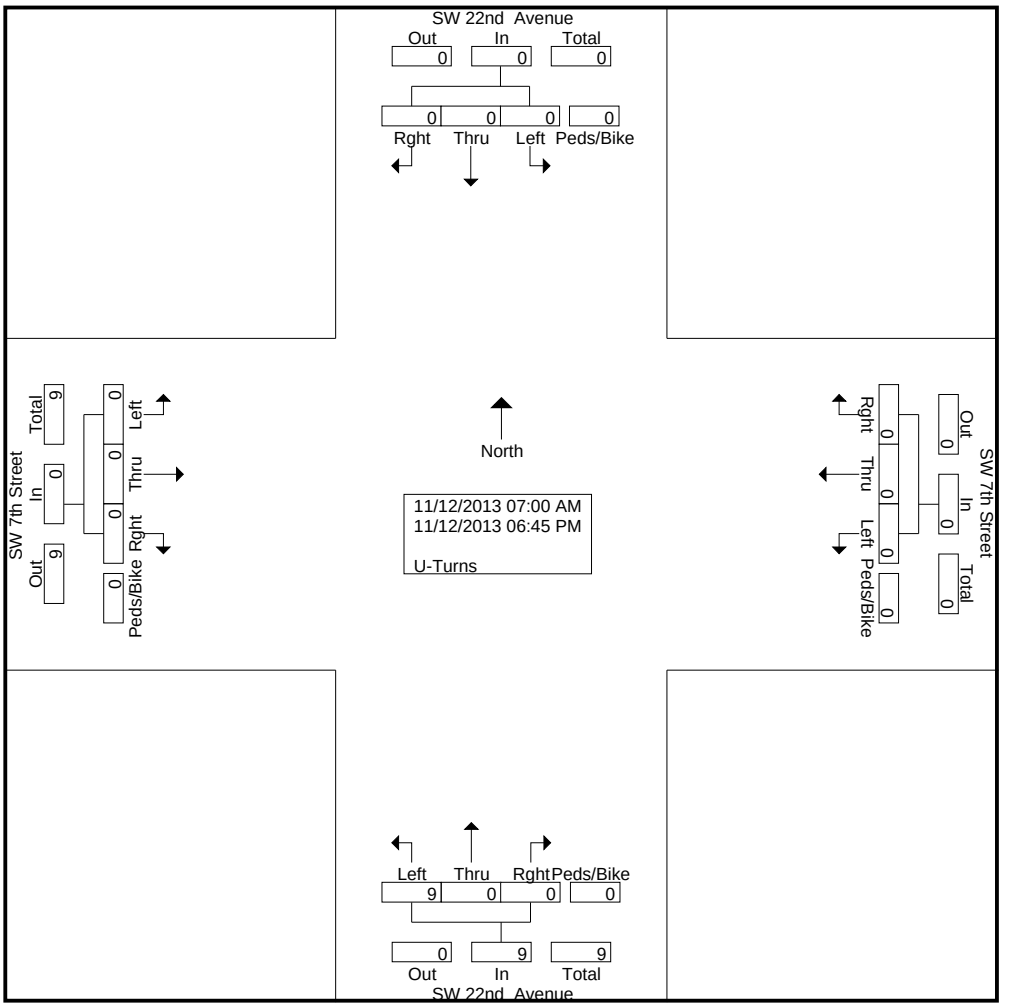
File Name : TMC-13 (SW 7th Steet & SW 22nd Avenue)
Site Code : 00000000
Start Date : 11/12/2013
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Groups Printed- Turns

	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
*** BREAK ***																					
09:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
06:00 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
Grand Total	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	9
Apprch %	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	

SW 7th Street & SW 22nd Avenue

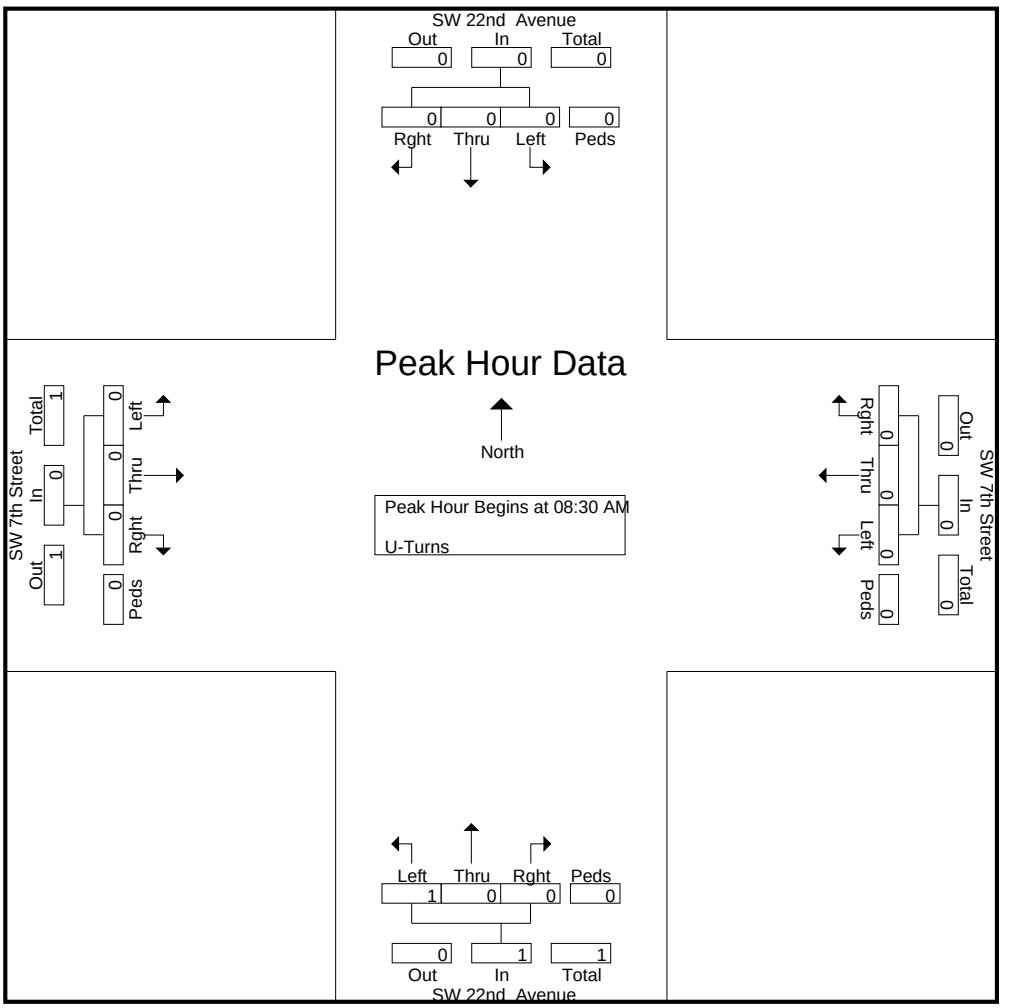
File Name : TMC-13 (SW 7th Steet & SW 22nd Avenue)
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SW 7th Street & SW 22nd Avenue

File Name : TMC-13 (SW 7th Steet & SW 22nd Avenue)
Site Code : 00000000
Start Date : 11/12/2013
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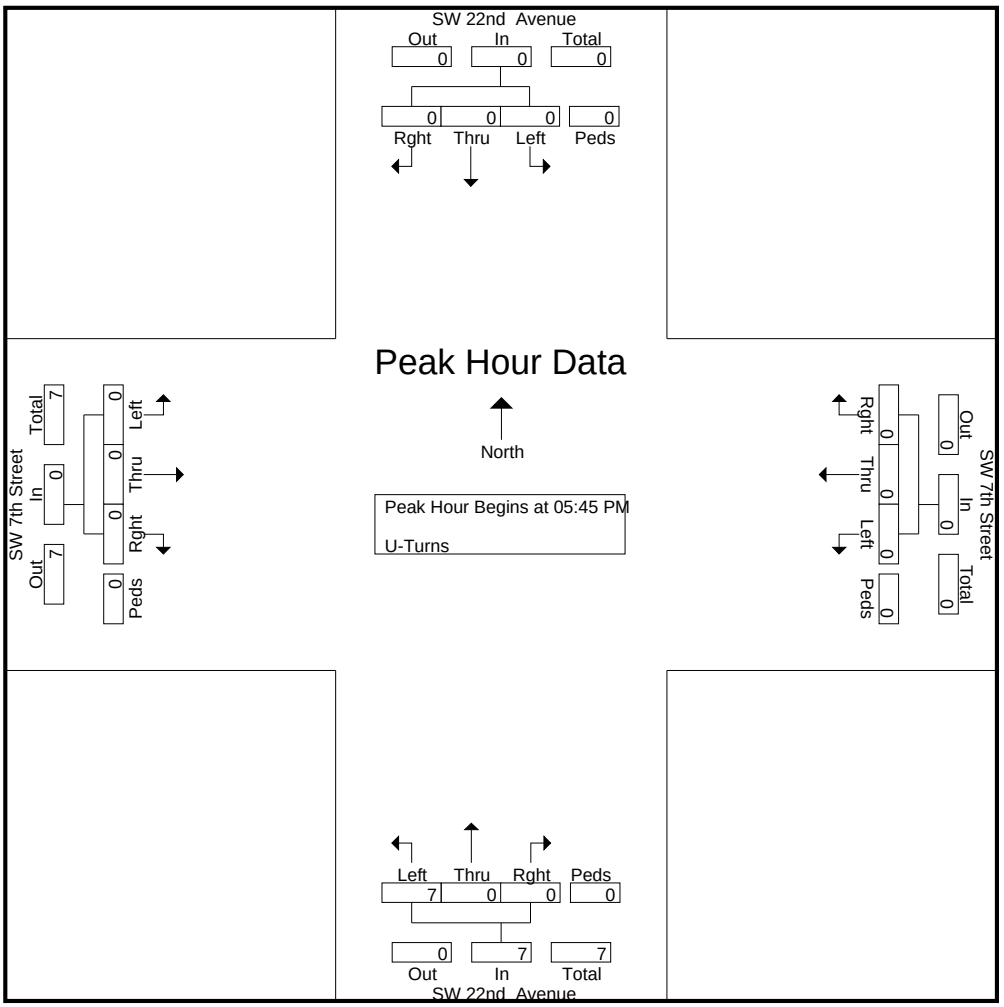
	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



SW 7th Street & SW 22nd Avenue

File Name : TMC-13 (SW 7th Steet & SW 22nd Avenue)
Site Code : 00000000
Start Date : 11/12/2013
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	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:45 PM																					
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.350	.000	.000	.000	.350	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.350



SW 7th Street & SW 22nd Avenue Rd.

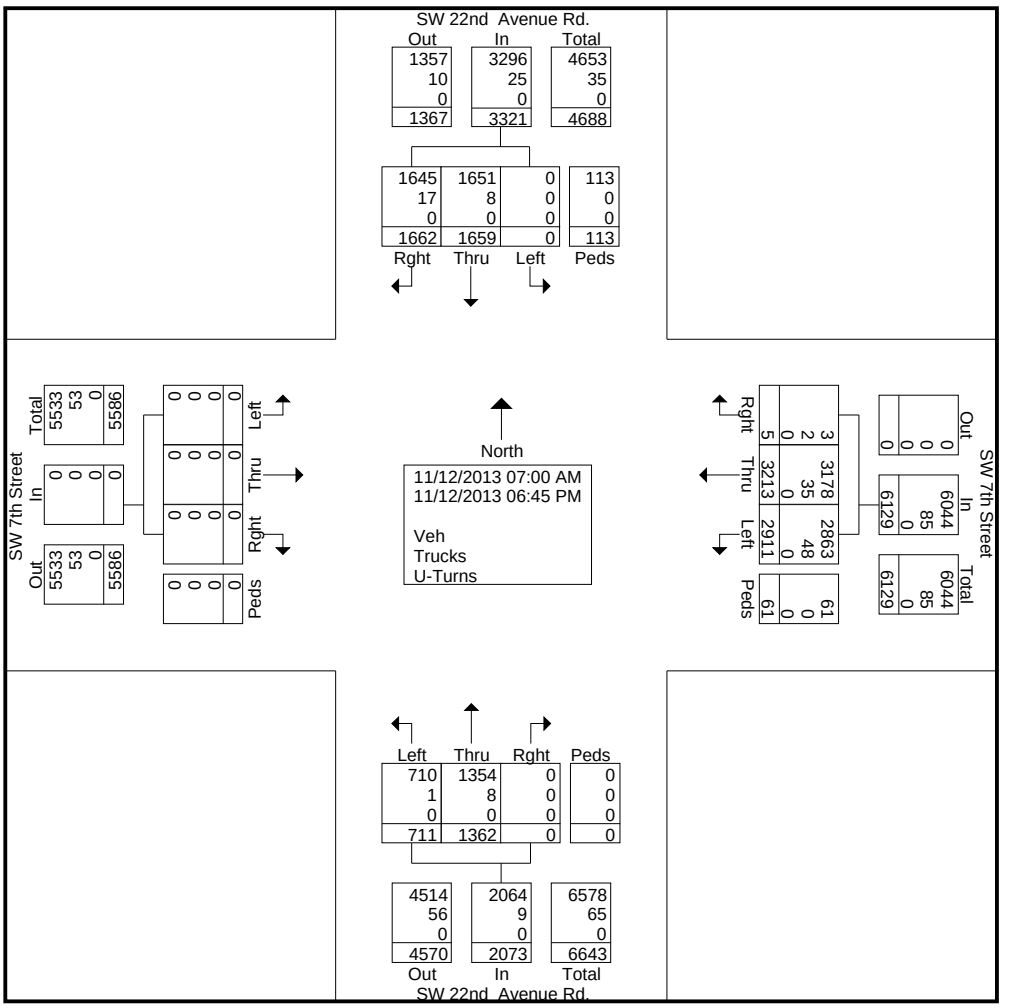
File Name : TMC-14 (SW 7th Street & SW 22nd Avenue Rd.)
Site Code : 00000000
Start Date : 11/12/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 22nd Avenue Rd. Southbound					SW 22nd Avenue Rd. Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	40	55	7	102	19	56	0	0	75	68	72	0	0	140	0	0	0	0	0	317
07:15 AM	0	63	42	1	106	19	44	0	0	63	89	67	0	2	158	0	0	0	0	0	327
07:30 AM	0	63	60	1	124	36	50	0	0	86	62	120	0	1	183	0	0	0	0	0	393
07:45 AM	0	69	81	6	156	30	68	0	0	98	65	130	0	7	202	0	0	0	0	0	456
Total	0	235	238	15	488	104	218	0	0	322	284	389	0	10	683	0	0	0	0	0	1493
08:00 AM	0	63	86	2	151	49	47	0	0	96	108	127	0	4	239	0	0	0	0	0	486
08:15 AM	0	72	115	12	199	36	70	0	0	106	97	131	0	4	232	0	0	0	0	0	537
08:30 AM	0	87	78	5	170	47	58	0	0	105	152	117	0	2	271	0	0	0	0	0	546
08:45 AM	0	86	79	2	167	33	72	0	0	105	88	125	1	0	214	0	0	0	0	0	486
Total	0	308	358	21	687	165	247	0	0	412	445	500	1	10	956	0	0	0	0	0	2055
09:00 AM	0	45	55	3	103	31	59	0	0	90	96	95	0	0	191	0	0	0	0	0	384
09:15 AM	0	41	67	2	110	20	37	0	0	57	107	131	1	0	239	0	0	0	0	0	406
09:30 AM	0	65	75	24	164	32	53	0	0	85	101	199	1	12	313	0	0	0	0	0	562
09:45 AM	0	69	67	5	141	44	54	0	0	98	116	125	1	6	248	0	0	0	0	0	487
Total	0	220	264	34	518	127	203	0	0	330	420	550	3	18	991	0	0	0	0	0	1839
*** BREAK ***																					
04:00 PM	0	70	55	2	127	26	61	0	0	87	133	151	0	2	286	0	0	0	0	0	500
04:15 PM	0	75	57	2	134	31	48	0	0	79	108	138	0	0	246	0	0	0	0	0	459
04:30 PM	0	91	64	0	155	24	62	0	0	86	132	177	1	1	311	0	0	0	0	0	552
04:45 PM	0	67	75	10	152	22	58	0	0	80	138	171	0	0	309	0	0	0	0	0	541
Total	0	303	251	14	568	103	229	0	0	332	511	637	1	3	1152	0	0	0	0	0	2052
05:00 PM	0	88	108	1	197	29	63	0	0	92	145	150	0	3	298	0	0	0	0	0	587
05:15 PM	0	74	71	6	151	29	65	0	0	94	130	158	0	0	288	0	0	0	0	0	533
05:30 PM	0	69	83	5	157	25	55	0	0	80	149	172	0	1	322	0	0	0	0	0	559
05:45 PM	0	119	90	1	210	38	51	0	0	89	146	163	0	5	314	0	0	0	0	0	613
Total	0	350	352	13	715	121	234	0	0	355	570	643	0	9	1222	0	0	0	0	0	2292
06:00 PM	0	51	52	8	111	32	46	0	0	78	154	95	0	2	251	0	0	0	0	0	440
06:15 PM	0	73	76	1	150	20	68	0	0	88	190	142	0	3	335	0	0	0	0	0	573
06:30 PM	0	61	41	7	109	24	68	0	0	92	179	130	0	4	313	0	0	0	0	0	514
06:45 PM	0	58	30	0	88	15	49	0	0	64	158	127	0	2	287	0	0	0	0	0	439
Total	0	243	199	16	458	91	231	0	0	322	681	494	0	11	1186	0	0	0	0	0	1966
Grand Total	0	1659	1662	113	3434	711	1362	0	0	2073	2911	3213	5	61	6190	0	0	0	0	0	11697
Apprch %	0	48.3	48.4	3.3		34.3	65.7	0	0		47	51.9	0.1	1		0	0	0	0		
Total %	0	14.2	14.2	1	29.4	6.1	11.6	0	0	17.7	24.9	27.5	0	0.5	52.9	0	0	0	0	0	
Veh	0	1651	1645	113	3409	710	1354	0	0	2064	2863	3178	3	61	6105	0	0	0	0	0	11578
% Veh	0	99.5	99	100	99.3	99.9	99.4	0	0	99.6	98.4	98.9	60	100	98.6	0	0	0	0	0	99
Trucks	0	8	17	0	25	1	8	0	0	9	48	35	2	0	85	0	0	0	0	0	119
% Trucks	0	0.5	1	0	0.7	0.1	0.6	0	0	0.4	1.6	1.1	40	0	1.4	0	0	0	0	0	1
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & SW 22nd Avenue Rd.

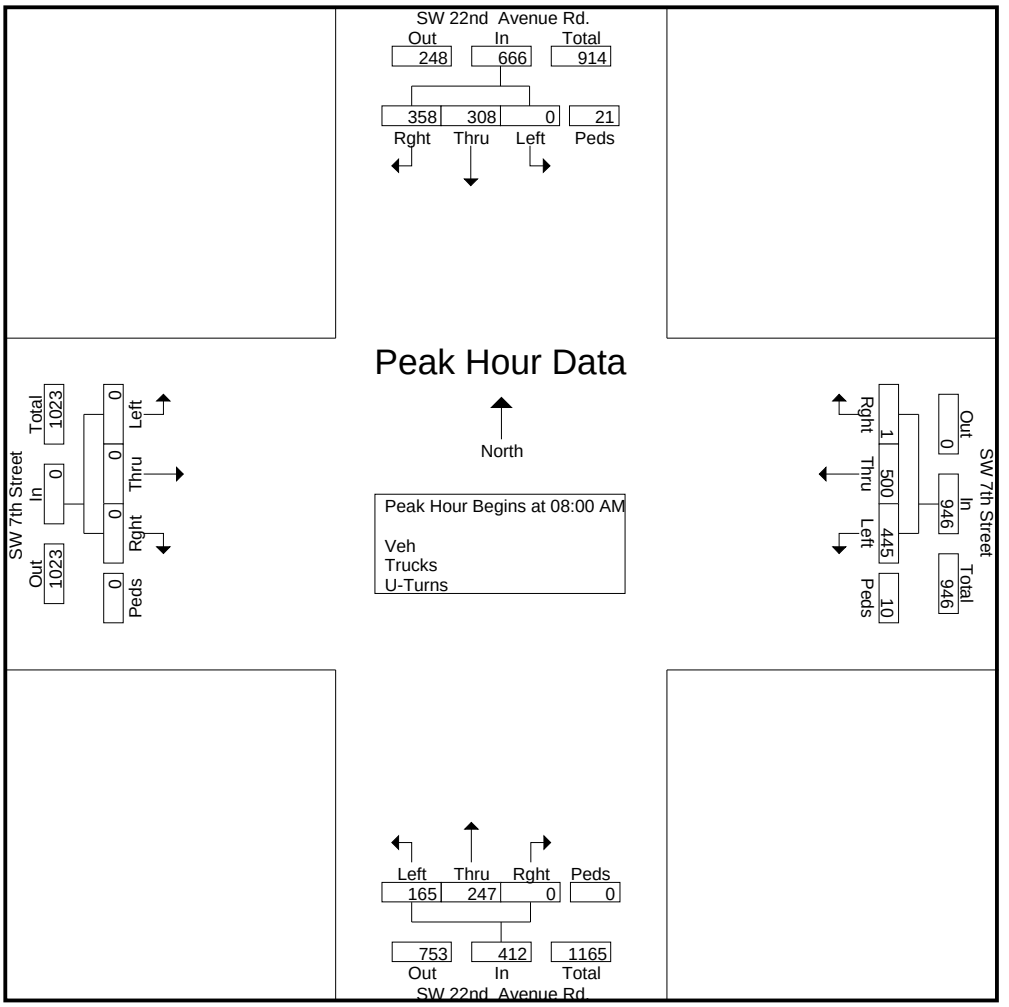
File Name : TMC-14 (SW 7th Street & SW 22nd Avenue Rd.)
Site Code : 00000000
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SW 7th Street & SW 22nd Avenue Rd.

File Name : TMC-14 (SW 7th Street & SW 22nd Avenue Rd.)
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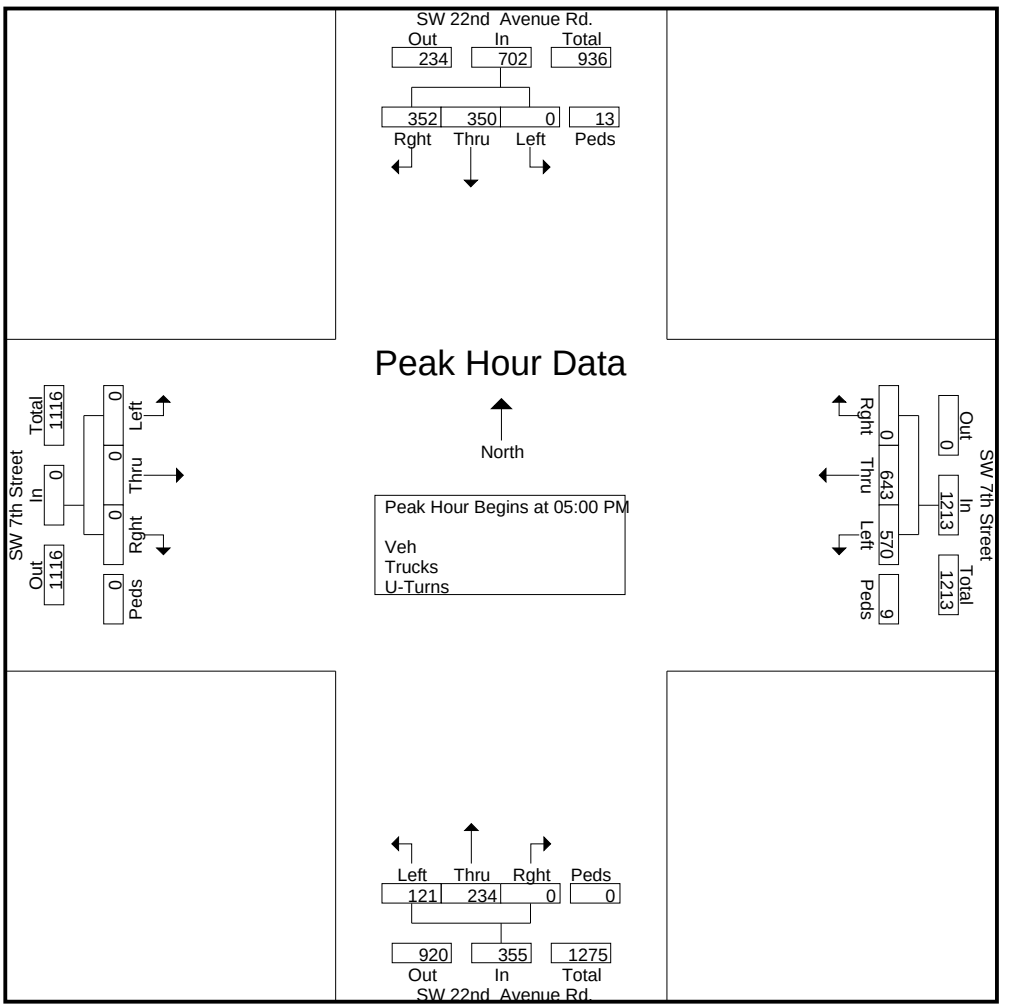
	SW 22nd Avenue Rd. Southbound					SW 22nd Avenue Rd. Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	63	86	2	151	49	47	0	0	96	108	127	0	4	239	0	0	0	0	0	486
08:15 AM	0	72	115	12	199	36	70	0	0	106	97	131	0	4	232	0	0	0	0	0	537
08:30 AM	0	87	78	5	170	47	58	0	0	105	152	117	0	2	271	0	0	0	0	0	546
08:45 AM	0	86	79	2	167	33	72	0	0	105	88	125	1	0	214	0	0	0	0	0	486
Total Volume	0	308	358	21	687	165	247	0	0	412	445	500	1	10	956	0	0	0	0	0	2055
% App. Total	0	44.8	52.1	3.1		40	60	0	0		46.5	52.3	0.1	1		0	0	0	0		
PHF	.000	.885	.778	.438	.863	.842	.858	.000	.000	.972	.732	.954	.250	.625	.882	.000	.000	.000	.000	.000	.941



SW 7th Street & SW 22nd Avenue Rd.

File Name : TMC-14 (SW 7th Street & SW 22nd Avenue Rd.)
Site Code : 00000000
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	SW 22nd Avenue Rd. Southbound					SW 22nd Avenue Rd. Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	88	108	1	197	29	63	0	0	92	145	150	0	3	298	0	0	0	0	0	587
05:15 PM	0	74	71	6	151	29	65	0	0	94	130	158	0	0	288	0	0	0	0	0	533
05:30 PM	0	69	83	5	157	25	55	0	0	80	149	172	0	1	322	0	0	0	0	0	559
05:45 PM	0	119	90	1	210	38	51	0	0	89	146	163	0	5	314	0	0	0	0	0	613
Total Volume	0	350	352	13	715	121	234	0	0	355	570	643	0	9	1222	0	0	0	0	0	2292
% App. Total	0	49	49.2	1.8		34.1	65.9	0	0		46.6	52.6	0	0.7		0	0	0	0		
PHF	.000	.735	.815	.542	.851	.796	.900	.000	.000	.944	.956	.935	.000	.450	.949	.000	.000	.000	.000	.000	.935



SW 7th Street & SW 22nd Avenue Rd.

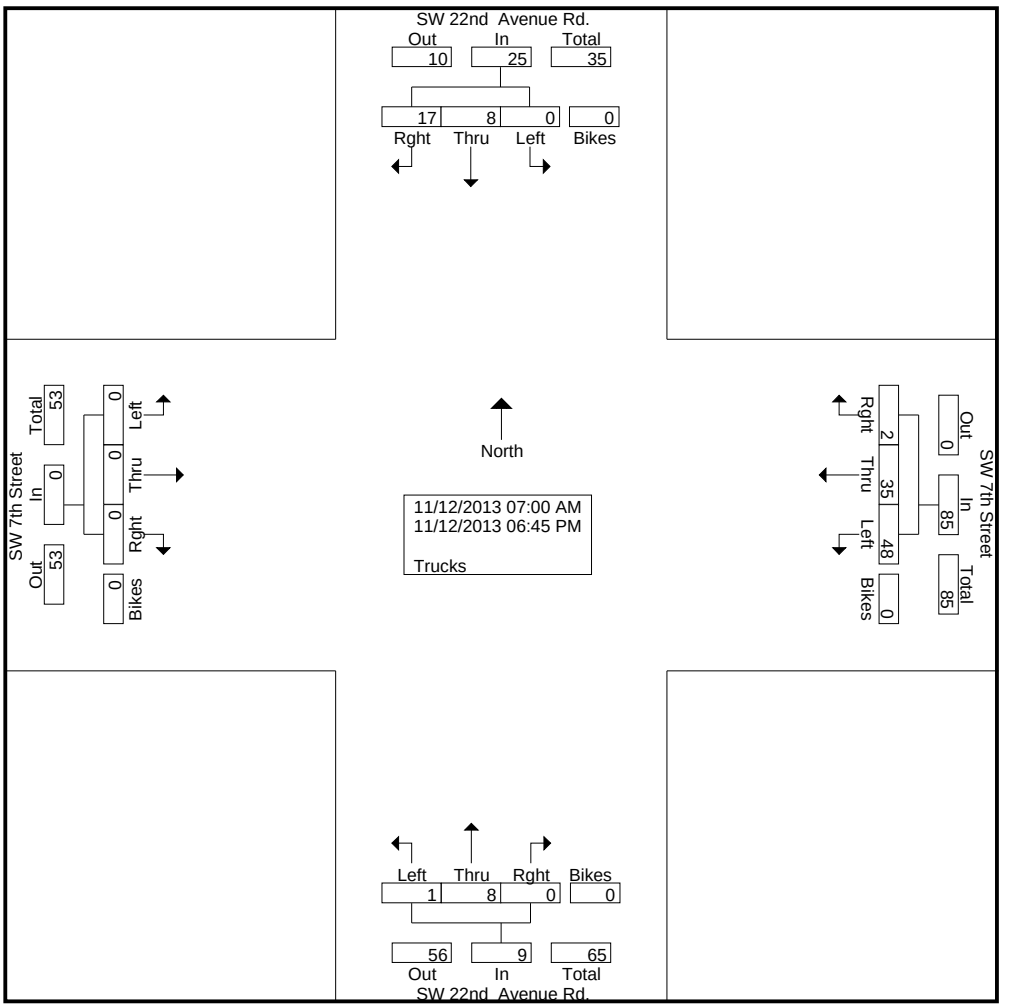
File Name : TMC-14 (SW 7th Street & SW 22nd Avenue Rd.)
Site Code : 00000000
Start Date : 11/12/2013
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Groups Printed- Trucks

	SW 22nd Avenue Rd. Southbound					SW 22nd Avenue Rd. Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
07:00 AM	0	0	2	0	2	0	1	0	0	1	2	2	0	0	4	0	0	0	0	0	7
07:15 AM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
07:30 AM	0	0	3	0	3	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	7
07:45 AM	0	0	2	0	2	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	6
Total	0	0	8	0	8	0	2	0	0	2	8	5	0	0	13	0	0	0	0	0	23
08:00 AM	0	1	1	0	2	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	8
08:15 AM	0	0	0	0	0	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	4
08:30 AM	0	0	2	0	2	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	5
Total	0	1	3	0	4	0	2	0	0	2	6	10	1	0	17	0	0	0	0	0	23
09:00 AM	0	0	1	0	1	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
09:30 AM	0	1	0	0	1	0	0	0	0	0	5	5	0	0	10	0	0	0	0	0	11
09:45 AM	0	1	1	0	2	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	5
Total	0	2	2	0	4	1	1	0	0	2	9	8	0	0	17	0	0	0	0	0	23
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	4
04:15 PM	0	0	1	0	1	0	1	0	0	1	3	1	0	0	4	0	0	0	0	0	6
04:30 PM	0	1	0	0	1	0	0	0	0	0	5	1	1	0	7	0	0	0	0	0	8
04:45 PM	0	0	1	0	1	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	6
Total	0	2	2	0	4	0	2	0	0	2	11	6	1	0	18	0	0	0	0	0	24
05:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	1	0	0	1	4	0	0	0	4	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3
Total	0	3	0	0	3	0	1	0	0	1	7	1	0	0	8	0	0	0	0	0	12
06:00 PM	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:45 PM	0	0	1	0	1	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	6
Total	0	0	2	0	2	0	0	0	0	0	7	5	0	0	12	0	0	0	0	0	14
Grand Total	0	8	17	0	25	1	8	0	0	9	48	35	2	0	85	0	0	0	0	0	119
Apprch %	0	32	68	0		11.1	88.9	0	0		56.5	41.2	2.4	0		0	0	0	0		
Total %	0	6.7	14.3	0	21	0.8	6.7	0	0	7.6	40.3	29.4	1.7	0	71.4	0	0	0	0	0	

SW 7th Street & SW 22nd Avenue Rd.

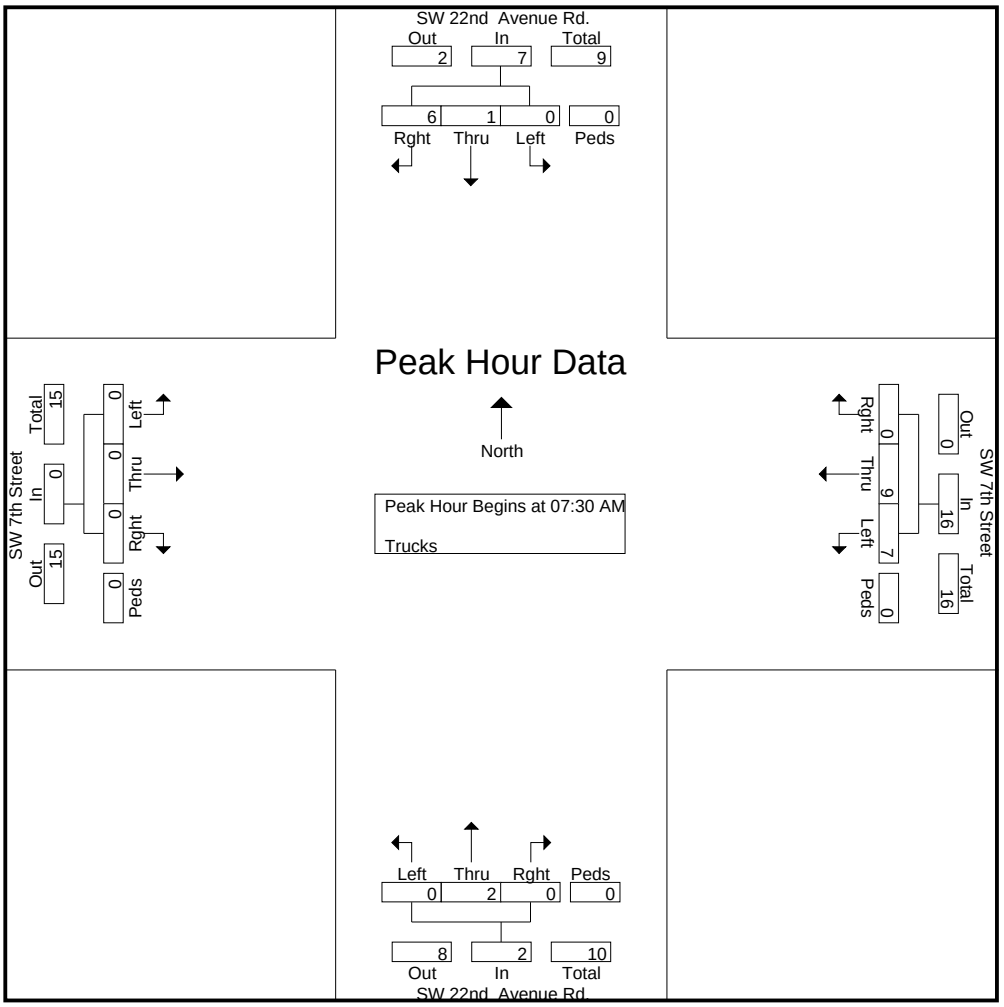
File Name : TMC-14 (SW 7th Street & SW 22nd Avenue Rd.)
Site Code : 00000000
Start Date : 11/12/2013
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SW 7th Street & SW 22nd Avenue Rd.

File Name : TMC-14 (SW 7th Street & SW 22nd Avenue Rd.)
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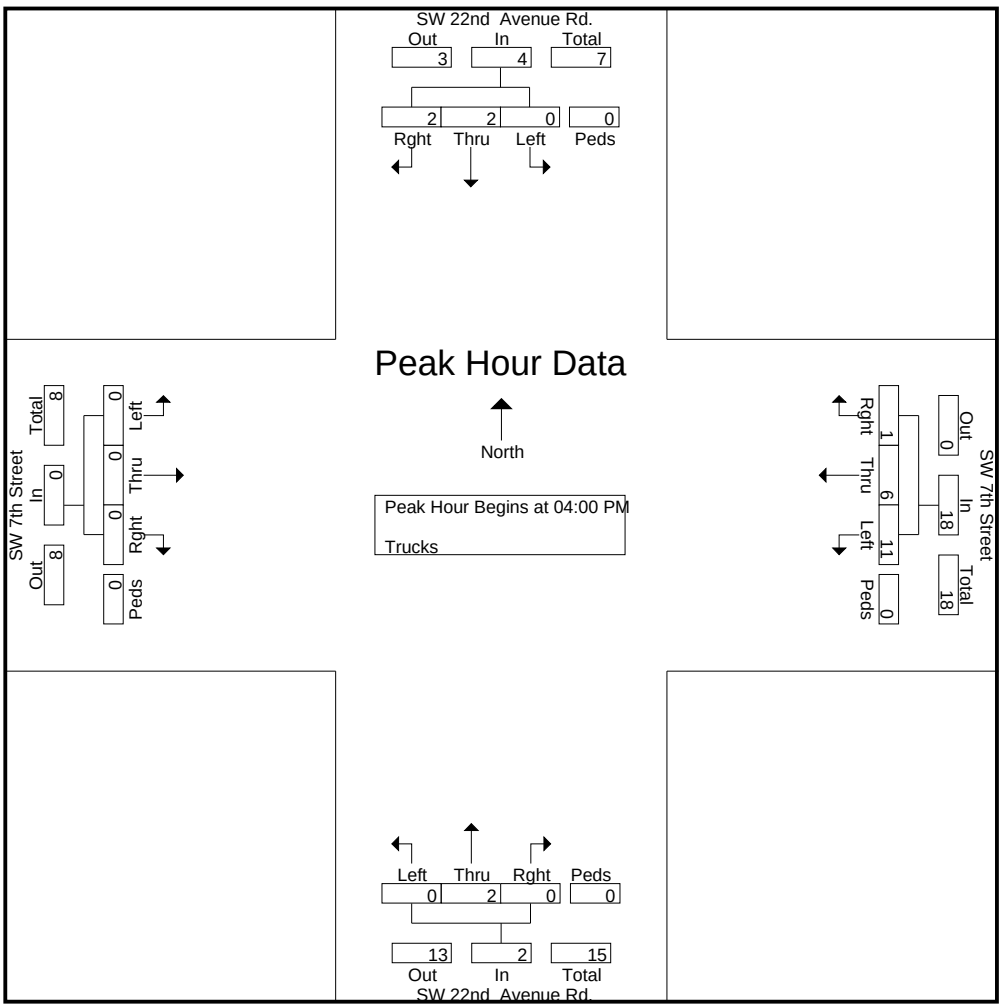
	SW 22nd Avenue Rd. Southbound					SW 22nd Avenue Rd. Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	3	0	3	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	7
07:45 AM	0	0	2	0	2	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	6
08:00 AM	0	1	1	0	2	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	8
08:15 AM	0	0	0	0	0	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	4
Total Volume	0	1	6	0	7	0	2	0	0	2	7	9	0	0	16	0	0	0	0	0	25
% App. Total	0	14.3	85.7	0		0	100	0	0		43.8	56.2	0	0		0	0	0	0		
PHF	.000	.250	.500	.000	.583	.000	.500	.000	.000	.500	.583	.450	.000	.000	.667	.000	.000	.000	.000	.000	.781



SW 7th Street & SW 22nd Avenue Rd.

File Name : TMC-14 (SW 7th Street & SW 22nd Avenue Rd.)
Site Code : 00000000
Start Date : 11/12/2013
Page No : 4

	SW 22nd Avenue Rd. Southbound					SW 22nd Avenue Rd. Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	4
04:15 PM	0	0	1	0	1	0	1	0	0	1	3	1	0	0	4	0	0	0	0	0	6
04:30 PM	0	1	0	0	1	0	0	0	0	0	5	1	1	0	7	0	0	0	0	0	8
04:45 PM	0	0	1	0	1	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	6
Total Volume	0	2	2	0	4	0	2	0	0	2	11	6	1	0	18	0	0	0	0	0	24
% App. Total	0	50	50	0		0	100	0	0		61.1	33.3	5.6	0		0	0	0	0		
PHF	.000	.500	.500	.000	1.000	.000	.500	.000	.000	.500	.550	.500	.250	.000	.643	.000	.000	.000	.000	.000	.750



SW 7th Street & SW 27th Avenue

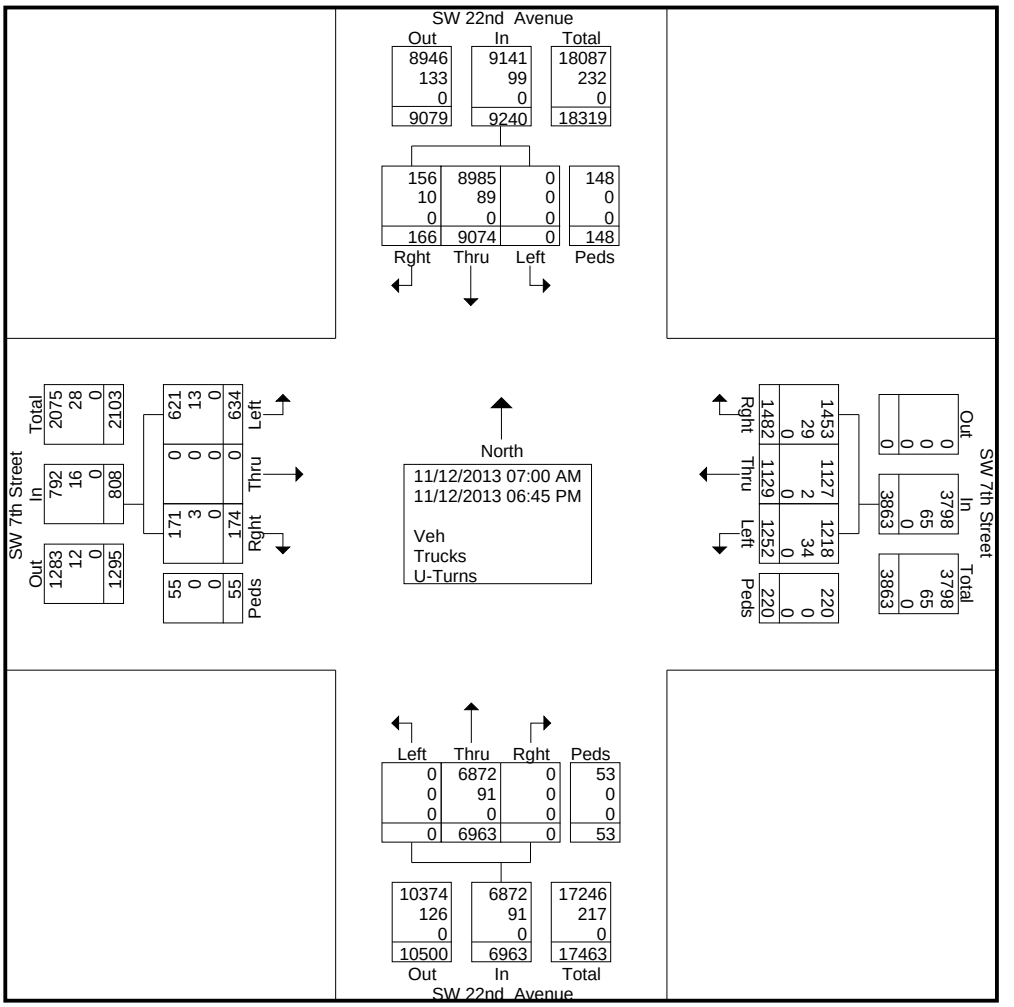
File Name : TMC-15 (SW 7th Steet & SW 27th Avenue)
Site Code : 00000000
Start Date : 11/12/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	268	3	5	276	0	303	0	4	307	38	7	60	5	110	19	0	6	0	25	718
07:15 AM	0	382	4	10	396	0	246	0	5	251	25	15	45	3	88	26	0	5	0	31	766
07:30 AM	0	411	7	10	428	0	319	0	0	319	36	17	58	19	130	39	0	9	0	48	925
07:45 AM	0	450	6	4	460	0	292	0	2	294	50	26	53	7	136	26	0	11	16	53	943
Total	0	1511	20	29	1560	0	1160	0	11	1171	149	65	216	34	464	110	0	31	16	157	3352
08:00 AM	0	425	5	12	442	0	351	0	1	352	43	31	44	12	130	37	0	9	3	49	973
08:15 AM	0	546	8	2	556	0	284	0	3	287	54	23	59	4	140	35	0	14	8	57	1040
08:30 AM	0	506	11	11	528	0	329	0	1	330	41	17	54	13	125	36	0	6	10	52	1035
08:45 AM	0	506	10	6	522	0	212	0	0	212	47	17	42	15	121	27	0	6	2	35	890
Total	0	1983	34	31	2048	0	1176	0	5	1181	185	88	199	44	516	135	0	35	23	193	3938
09:00 AM	0	504	5	11	520	0	298	0	0	298	34	22	54	14	124	16	0	7	0	23	965
09:15 AM	0	511	13	11	535	0	321	0	1	322	36	35	75	16	162	17	0	3	0	20	1039
09:30 AM	0	425	6	10	441	0	275	0	0	275	56	26	62	39	183	30	0	3	0	33	932
09:45 AM	0	504	14	13	531	0	240	0	0	240	44	13	49	14	120	29	0	12	2	43	934
Total	0	1944	38	45	2027	0	1134	0	1	1135	170	96	240	83	589	92	0	25	2	119	3870
*** BREAK ***																					
04:00 PM	0	297	4	5	306	0	269	0	0	269	74	68	81	5	228	24	0	15	0	39	842
04:15 PM	0	304	5	4	313	0	277	0	1	278	62	42	65	11	180	29	0	14	1	44	815
04:30 PM	0	275	7	3	285	0	281	0	21	302	104	62	73	10	249	28	0	8	3	39	875
04:45 PM	0	285	14	2	301	0	288	0	11	299	70	69	99	16	254	32	0	8	1	41	895
Total	0	1161	30	14	1205	0	1115	0	33	1148	310	241	318	42	911	113	0	45	5	163	3427
05:00 PM	0	323	10	7	340	0	338	0	0	338	82	86	62	2	232	33	0	8	0	41	951
05:15 PM	0	304	8	2	314	0	364	0	0	364	55	88	50	5	198	30	0	3	1	34	910
05:30 PM	0	322	6	1	329	0	296	0	1	297	44	71	68	1	184	37	0	9	2	48	858
05:45 PM	0	236	6	6	248	0	280	0	0	280	55	103	59	0	217	25	0	4	0	29	774
Total	0	1185	30	16	1231	0	1278	0	1	1279	236	348	239	8	831	125	0	24	3	152	3493
06:00 PM	0	332	3	1	336	0	307	0	2	309	55	77	86	1	219	19	0	5	3	27	891
06:15 PM	0	281	7	5	293	0	300	0	0	300	51	82	65	6	204	19	0	1	1	21	818
06:30 PM	0	376	2	4	382	0	256	0	0	256	46	67	64	0	177	11	0	4	2	17	832
06:45 PM	0	301	2	3	306	0	237	0	0	237	50	65	55	2	172	10	0	4	0	14	729
Total	0	1290	14	13	1317	0	1100	0	2	1102	202	291	270	9	772	59	0	14	6	79	3270
Grand Total	0	9074	166	148	9388	0	6963	0	53	7016	1252	1129	1482	220	4083	634	0	174	55	863	21350
Apprch %	0	96.7	1.8	1.6		0	99.2	0	0.8		30.7	27.7	36.3	5.4		73.5	0	20.2	6.4		
Total %	0	42.5	0.8	0.7	44	0	32.6	0	0.2	32.9	5.9	5.3	6.9	1	19.1	3	0	0.8	0.3	4	
Veh	0	8985	156	148	9289	0	6872	0	53	6925	1218	1127	1453	220	4018	621	0	171	55	847	21079
% Veh	0	99	94	100	98.9	0	98.7	0	100	98.7	97.3	99.8	98	100	98.4	97.9	0	98.3	100	98.1	98.7
Trucks	0	89	10	0	99	0	91	0	0	91	34	2	29	0	65	13	0	3	0	16	271
% Trucks	0	1	6	0	1.1	0	1.3	0	0	1.3	2.7	0.2	2	0	1.6	2.1	0	1.7	0	1.9	1.3
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & SW 27th Avenue

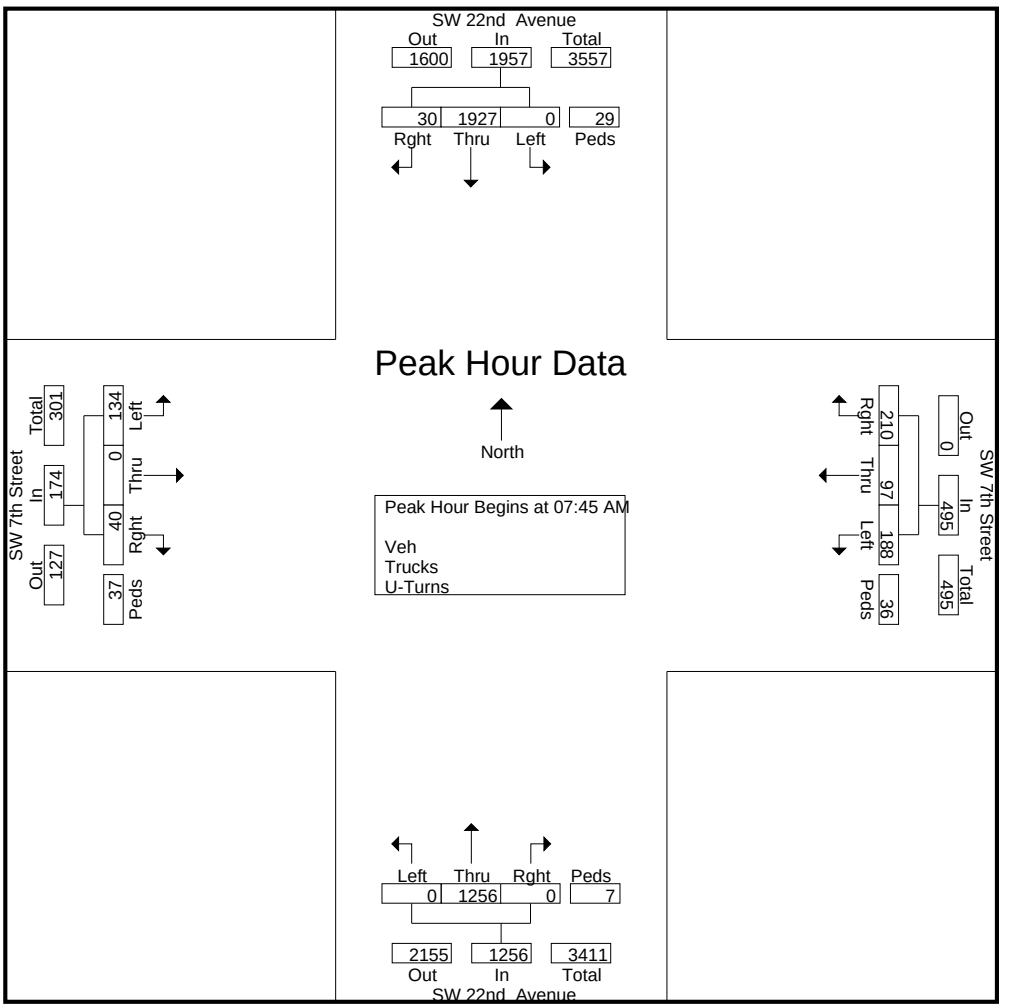
File Name : TMC-15 (SW 7th Steet & SW 27th Avenue)
Site Code : 00000000
Start Date : 11/12/2013
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SW 7th Street & SW 27th Avenue

File Name : TMC-15 (SW 7th Steet & SW 27th Avenue)
Site Code : 00000000
Start Date : 11/12/2013
Page No : 3

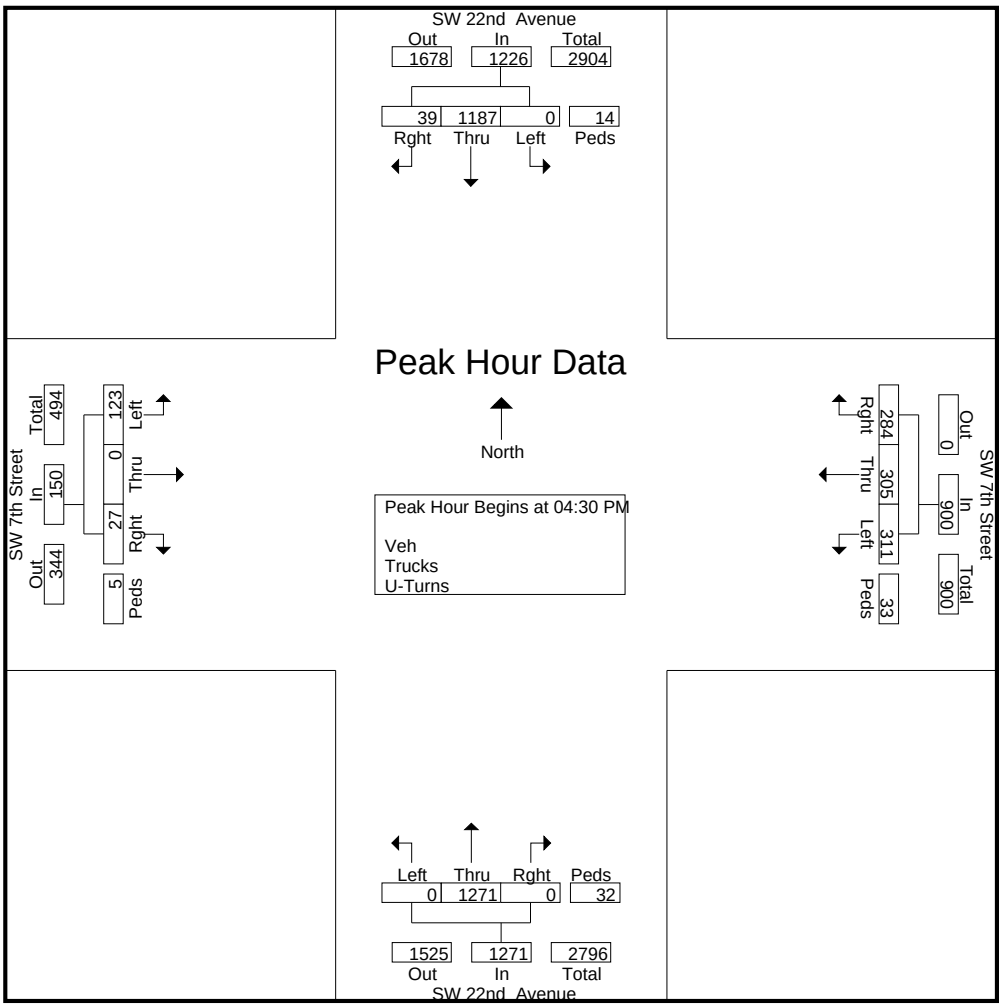
	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	450	6	4	460	0	292	0	2	294	50	26	53	7	136	26	0	11	16	53	943
08:00 AM	0	425	5	12	442	0	351	0	1	352	43	31	44	12	130	37	0	9	3	49	973
08:15 AM	0	546	8	2	556	0	284	0	3	287	54	23	59	4	140	35	0	14	8	57	1040
08:30 AM	0	506	11	11	528	0	329	0	1	330	41	17	54	13	125	36	0	6	10	52	1035
Total Volume	0	1927	30	29	1986	0	1256	0	7	1263	188	97	210	36	531	134	0	40	37	211	3991
% App. Total	0	97	1.5	1.5		0	99.4	0	0.6		35.4	18.3	39.5	6.8		63.5	0	19	17.5		
PHF	.000	.882	.682	.604	.893	.000	.895	.000	.583	.897	.870	.782	.890	.692	.948	.905	.000	.714	.578	.925	.959



SW 7th Street & SW 27th Avenue

File Name : TMC-15 (SW 7th Steet & SW 27th Avenue)
Site Code : 00000000
Start Date : 11/12/2013
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	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	275	7	3	285	0	281	0	21	302	104	62	73	10	249	28	0	8	3	39	875
04:45 PM	0	285	14	2	301	0	288	0	11	299	70	69	99	16	254	32	0	8	1	41	895
05:00 PM	0	323	10	7	340	0	338	0	0	338	82	86	62	2	232	33	0	8	0	41	951
05:15 PM	0	304	8	2	314	0	364	0	0	364	55	88	50	5	198	30	0	3	1	34	910
Total Volume	0	1187	39	14	1240	0	1271	0	32	1303	311	305	284	33	933	123	0	27	5	155	3631
% App. Total	0	95.7	3.1	1.1		0	97.5	0	2.5		33.3	32.7	30.4	3.5		79.4	0	17.4	3.2		
PHF	.000	.919	.696	.500	.912	.000	.873	.000	.381	.895	.748	.866	.717	.516	.918	.932	.000	.844	.417	.945	.955



SW 7th Street & SW 27th Avenue

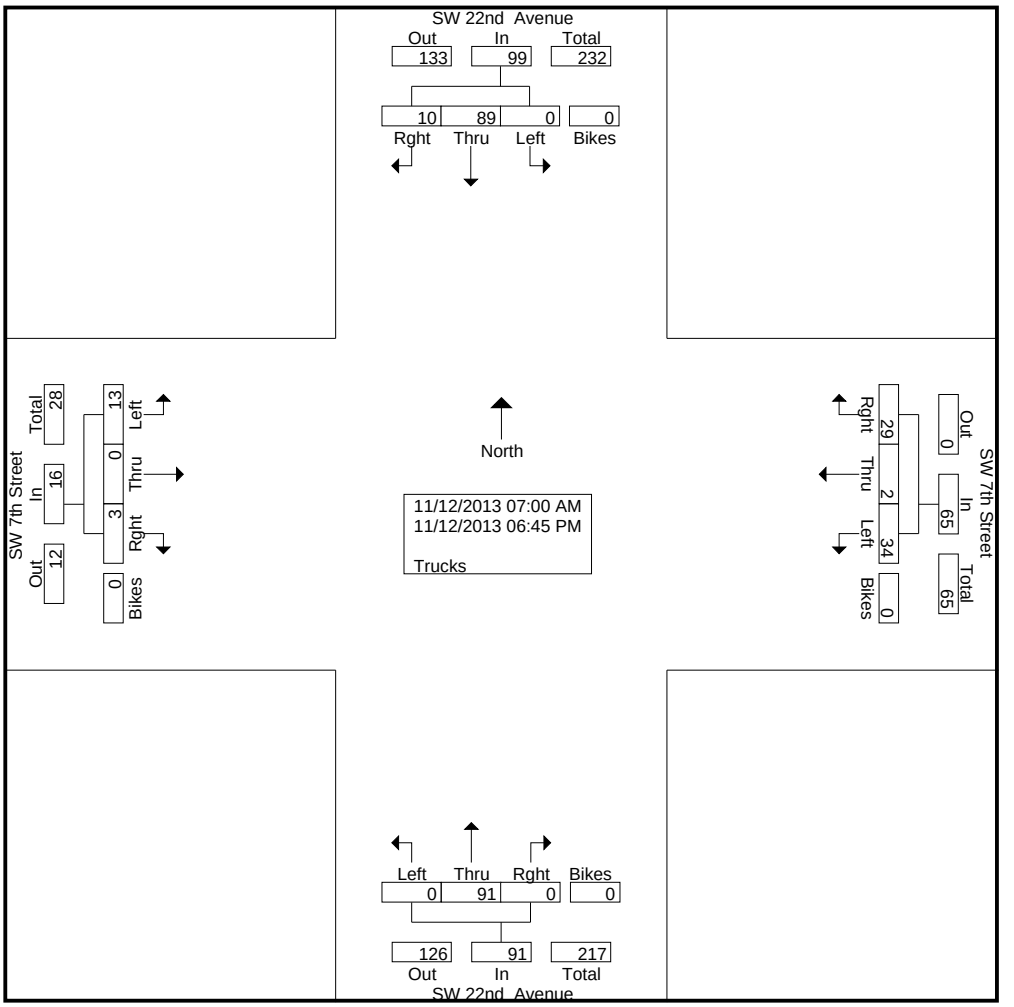
File Name : TMC-15 (SW 7th Steet & SW 27th Avenue)
Site Code : 00000000
Start Date : 11/12/2013
Page No : 1

Groups Printed- Trucks

	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
07:00 AM	0	10	1	0	11	0	4	0	0	4	1	0	1	0	2	0	0	2	0	2	19
07:15 AM	0	7	1	0	8	0	5	0	0	5	2	0	0	0	2	1	0	0	0	1	16
07:30 AM	0	6	1	0	7	0	2	0	0	2	0	0	2	0	2	2	0	1	0	3	14
07:45 AM	0	6	0	0	6	0	3	0	0	3	2	0	1	0	3	2	0	0	0	2	14
Total	0	29	3	0	32	0	14	0	0	14	5	0	4	0	9	5	0	3	0	8	63
08:00 AM	0	5	1	0	6	0	5	0	0	5	3	0	1	0	4	1	0	0	0	1	16
08:15 AM	0	14	0	0	14	0	12	0	0	12	1	0	2	0	3	2	0	0	0	2	31
08:30 AM	0	5	0	0	5	0	3	0	0	3	1	0	2	0	3	0	0	0	0	0	11
08:45 AM	0	3	1	0	4	0	5	0	0	5	2	0	1	0	3	0	0	0	0	0	12
Total	0	27	2	0	29	0	25	0	0	25	7	0	6	0	13	3	0	0	0	3	70
09:00 AM	0	8	2	0	10	0	2	0	0	2	2	0	1	0	3	1	0	0	0	1	16
09:15 AM	0	7	1	0	8	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	15
09:30 AM	0	12	2	0	14	0	5	0	0	5	2	0	2	0	4	2	0	0	0	2	25
09:45 AM	0	6	0	0	6	0	9	0	0	9	2	0	3	0	5	2	0	0	0	2	22
Total	0	33	5	0	38	0	22	0	0	22	6	0	7	0	13	5	0	0	0	5	78
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	3	0	0	3	2	0	1	0	3	0	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	0	0	0	0	0	7
04:30 PM	0	0	0	0	0	0	4	0	0	4	1	0	2	0	3	0	0	0	0	0	7
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	4
Total	0	0	0	0	0	0	15	0	0	15	4	0	5	0	9	0	0	0	0	0	24
05:00 PM	0	0	0	0	0	0	3	0	0	3	4	1	1	0	6	0	0	0	0	0	9
05:15 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	2	0	0	2	1	1	2	0	4	0	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	4
Total	0	0	0	0	0	0	9	0	0	9	7	2	5	0	14	0	0	0	0	0	23
06:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	4
06:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4
Total	0	0	0	0	0	0	6	0	0	6	5	0	2	0	7	0	0	0	0	0	13
Grand Total	0	89	10	0	99	0	91	0	0	91	34	2	29	0	65	13	0	3	0	16	271
Apprch %	0	89.9	10.1	0		0	100	0	0		52.3	3.1	44.6	0		81.2	0	18.8	0		
Total %	0	32.8	3.7	0	36.5	0	33.6	0	0	33.6	12.5	0.7	10.7	0	24	4.8	0	1.1	0	5.9	

SW 7th Street & SW 27th Avenue

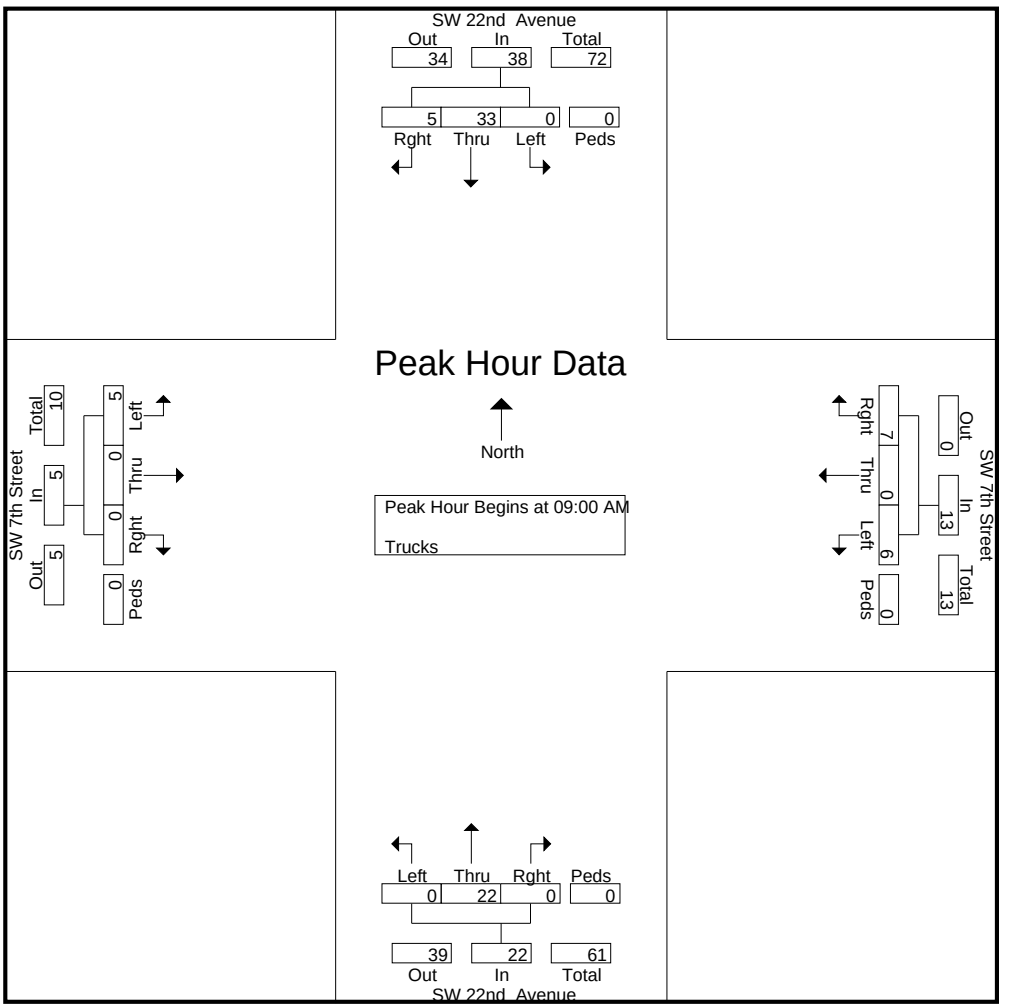
File Name : TMC-15 (SW 7th Steet & SW 27th Avenue)
Site Code : 00000000
Start Date : 11/12/2013
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SW 7th Street & SW 27th Avenue

File Name : TMC-15 (SW 7th Steet & SW 27th Avenue)
Site Code : 00000000
Start Date : 11/12/2013
Page No : 3

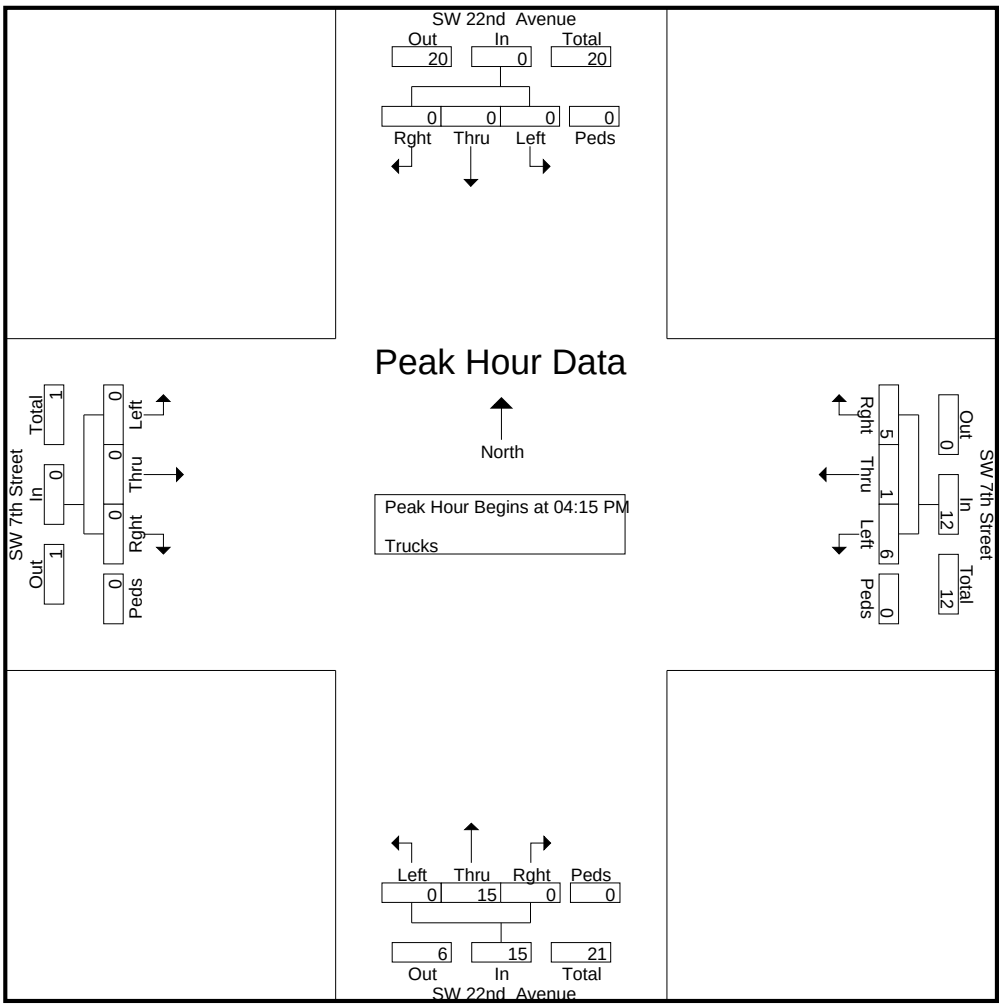
	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	0	8	2	0	10	0	2	0	0	2	2	0	1	0	3	1	0	0	0	1	16
09:15 AM	0	7	1	0	8	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	15
09:30 AM	0	12	2	0	14	0	5	0	0	5	2	0	2	0	4	2	0	0	0	2	25
09:45 AM	0	6	0	0	6	0	9	0	0	9	2	0	3	0	5	2	0	0	0	2	22
Total Volume	0	33	5	0	38	0	22	0	0	22	6	0	7	0	13	5	0	0	0	5	78
% App. Total	0	86.8	13.2	0		0	100	0	0		46.2	0	53.8	0		100	0	0	0		
PHF	.000	.688	.625	.000	.679	.000	.611	.000	.000	.611	.750	.000	.583	.000	.650	.625	.000	.000	.000	.625	.780



SW 7th Street & SW 27th Avenue

File Name : TMC-15 (SW 7th Steet & SW 27th Avenue)
Site Code : 00000000
Start Date : 11/12/2013
Page No : 4

	SW 22nd Avenue Southbound					SW 22nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	0	0	0	0	0	7
04:30 PM	0	0	0	0	0	0	4	0	0	4	1	0	2	0	3	0	0	0	0	0	7
04:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	3	0	0	3	4	1	1	0	6	0	0	0	0	0	9
Total Volume	0	0	0	0	0	0	15	0	0	15	6	1	5	0	12	0	0	0	0	0	27
% App. Total	0	0	0	0		0	100	0	0		50	8.3	41.7	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.375	.250	.625	.000	.500	.000	.000	.000	.000	.000	.750



SW 8th Avenue & SW 7th Street
Tuesday

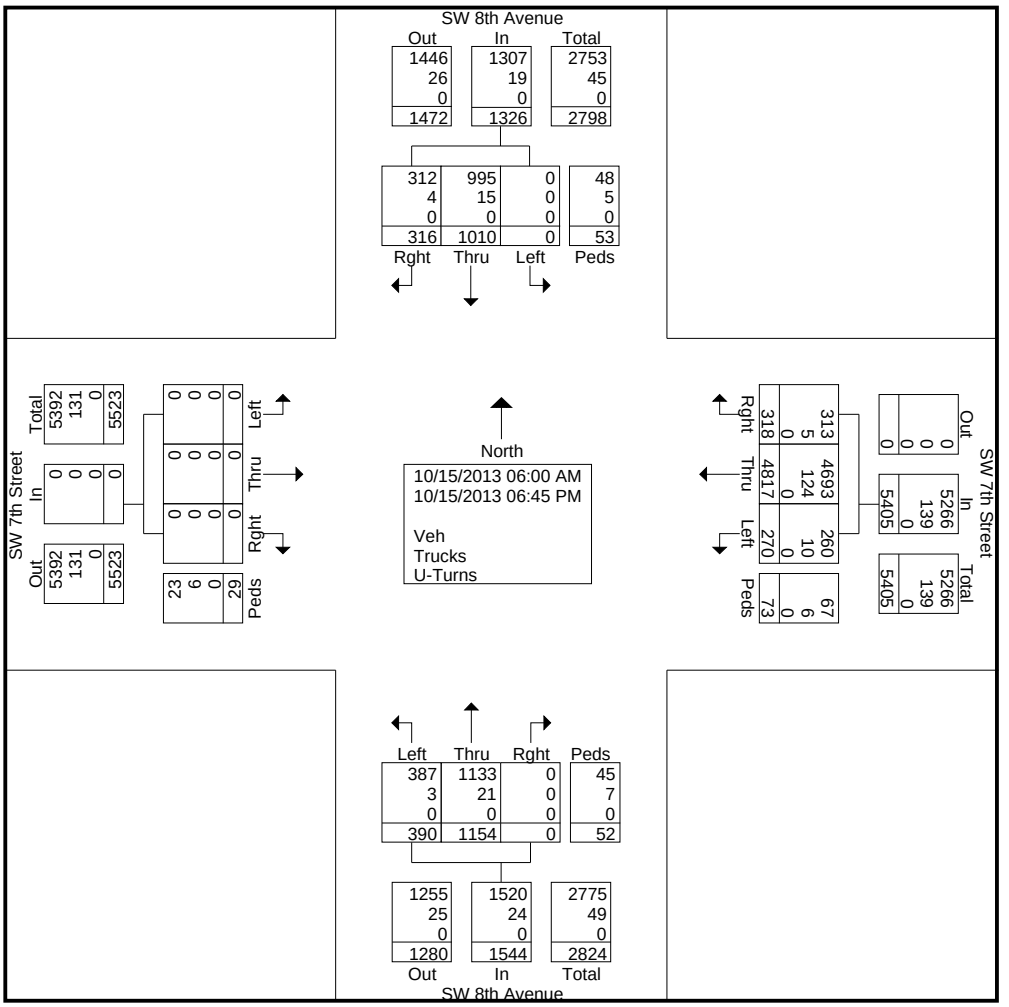
File Name : TMC-18 Tuesday
Site Code : 00000000
Start Date : 10/15/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 8th Avenue Southbound					SW 8th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	0	18	2	1	21	9	26	0	6	41	9	56	5	3	73	0	0	0	4	4	139
06:15 AM	0	39	7	0	46	4	12	0	3	19	2	40	2	1	45	0	0	0	0	0	110
06:30 AM	0	38	13	3	54	4	23	0	0	27	4	58	10	3	75	0	0	0	3	3	159
06:45 AM	0	36	8	0	44	11	24	0	4	39	3	75	8	4	90	0	0	0	2	2	175
Total	0	131	30	4	165	28	85	0	13	126	18	229	25	11	283	0	0	0	9	9	583
07:00 AM	0	42	10	0	52	10	34	0	1	45	8	97	8	4	117	0	0	0	2	2	216
07:15 AM	0	55	13	1	69	9	41	0	3	53	9	138	10	6	163	0	0	0	1	1	286
07:30 AM	0	49	9	2	60	10	51	0	2	63	9	123	12	3	147	0	0	0	2	2	272
07:45 AM	0	53	19	0	72	19	66	0	5	90	8	138	11	1	158	0	0	0	1	1	321
Total	0	199	51	3	253	48	192	0	11	251	34	496	41	14	585	0	0	0	6	6	1095
08:00 AM	0	63	16	0	79	12	55	0	4	71	7	136	11	0	154	0	0	0	0	0	304
08:15 AM	0	82	30	2	114	22	97	0	1	120	11	142	26	2	181	0	0	0	1	1	416
08:30 AM	0	36	19	4	59	12	65	0	4	81	17	149	19	5	190	0	0	0	2	2	332
08:45 AM	0	28	5	0	33	20	53	0	3	76	11	137	11	3	162	0	0	0	0	0	271
Total	0	209	70	6	285	66	270	0	12	348	46	564	67	10	687	0	0	0	3	3	1323
*** BREAK ***																					
04:00 PM	0	38	8	0	46	25	58	0	5	88	17	256	17	3	293	0	0	0	1	1	428
04:15 PM	0	35	8	8	51	19	62	0	1	82	13	297	18	3	331	0	0	0	0	0	464
04:30 PM	0	38	15	4	57	17	49	0	1	67	17	289	21	8	335	0	0	0	0	0	459
04:45 PM	0	40	10	2	52	18	40	0	0	58	20	345	15	1	381	0	0	0	0	0	491
Total	0	151	41	14	206	79	209	0	7	295	67	1187	71	15	1340	0	0	0	1	1	1842
05:00 PM	0	35	20	2	57	31	51	0	2	84	12	315	17	2	346	0	0	0	1	1	488
05:15 PM	0	51	19	3	73	25	61	0	0	86	10	352	11	6	379	0	0	0	0	0	538
05:30 PM	0	37	18	2	57	22	51	0	0	73	18	340	17	2	377	0	0	0	3	3	510
05:45 PM	0	51	14	2	67	20	53	0	1	74	17	310	21	7	355	0	0	0	2	2	498
Total	0	174	71	9	254	98	216	0	3	317	57	1317	66	17	1457	0	0	0	6	6	2034
06:00 PM	0	37	17	6	60	22	48	0	2	72	14	286	15	3	318	0	0	0	3	3	453
06:15 PM	0	35	11	9	55	18	42	0	0	60	14	243	7	1	265	0	0	0	1	1	381
06:30 PM	0	33	9	2	44	21	43	0	2	66	12	244	11	1	268	0	0	0	0	0	378
06:45 PM	0	41	16	0	57	10	49	0	2	61	8	251	15	1	275	0	0	0	0	0	393
Total	0	146	53	17	216	71	182	0	6	259	48	1024	48	6	1126	0	0	0	4	4	1605
Grand Total	0	1010	316	53	1379	390	1154	0	52	1596	270	4817	318	73	5478	0	0	0	29	29	8482
Apprch %	0	73.2	22.9	3.8		24.4	72.3	0	3.3		4.9	87.9	5.8	1.3		0	0	0	100		
Total %	0	11.9	3.7	0.6	16.3	4.6	13.6	0	0.6	18.8	3.2	56.8	3.7	0.9	64.6	0	0	0	0.3	0.3	
Veh	0	995	312	48	1355	387	1133	0	45	1565	260	4693	313	67	5333	0	0	0	23	23	8276
% Veh	0	98.5	98.7	90.6	98.3	99.2	98.2	0	86.5	98.1	96.3	97.4	98.4	91.8	97.4	0	0	0	79.3	79.3	97.6
Trucks	0	15	4	5	24	3	21	0	7	31	10	124	5	6	145	0	0	0	6	6	206
% Trucks	0	1.5	1.3	9.4	1.7	0.8	1.8	0	13.5	1.9	3.7	2.6	1.6	8.2	2.6	0	0	0	20.7	20.7	2.4
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 8th Avenue & SW 7th Street
Tuesday

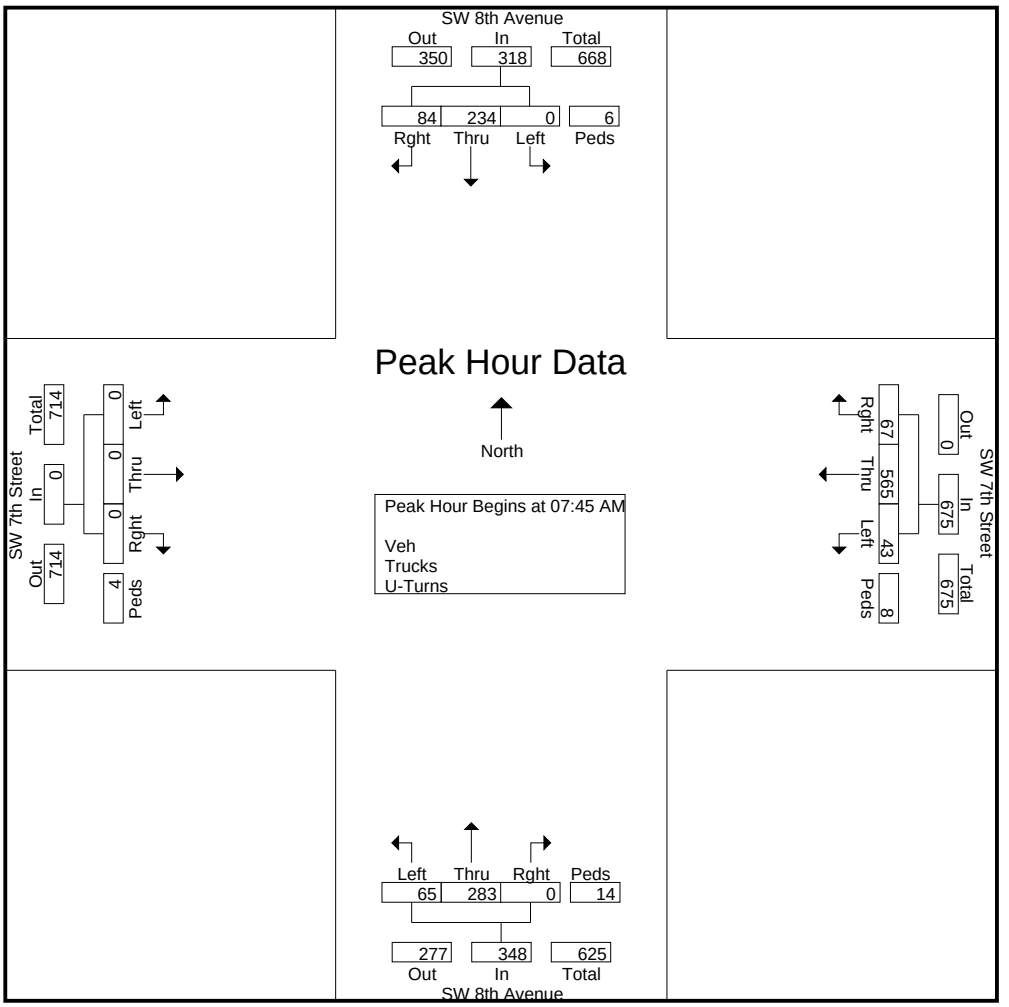
File Name : TMC-18 Tuesday
Site Code : 00000000
Start Date : 10/15/2013
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SW 8th Avenue & SW 7th Street
Tuesday

File Name : TMC-18 Tuesday
Site Code : 00000000
Start Date : 10/15/2013
Page No : 3

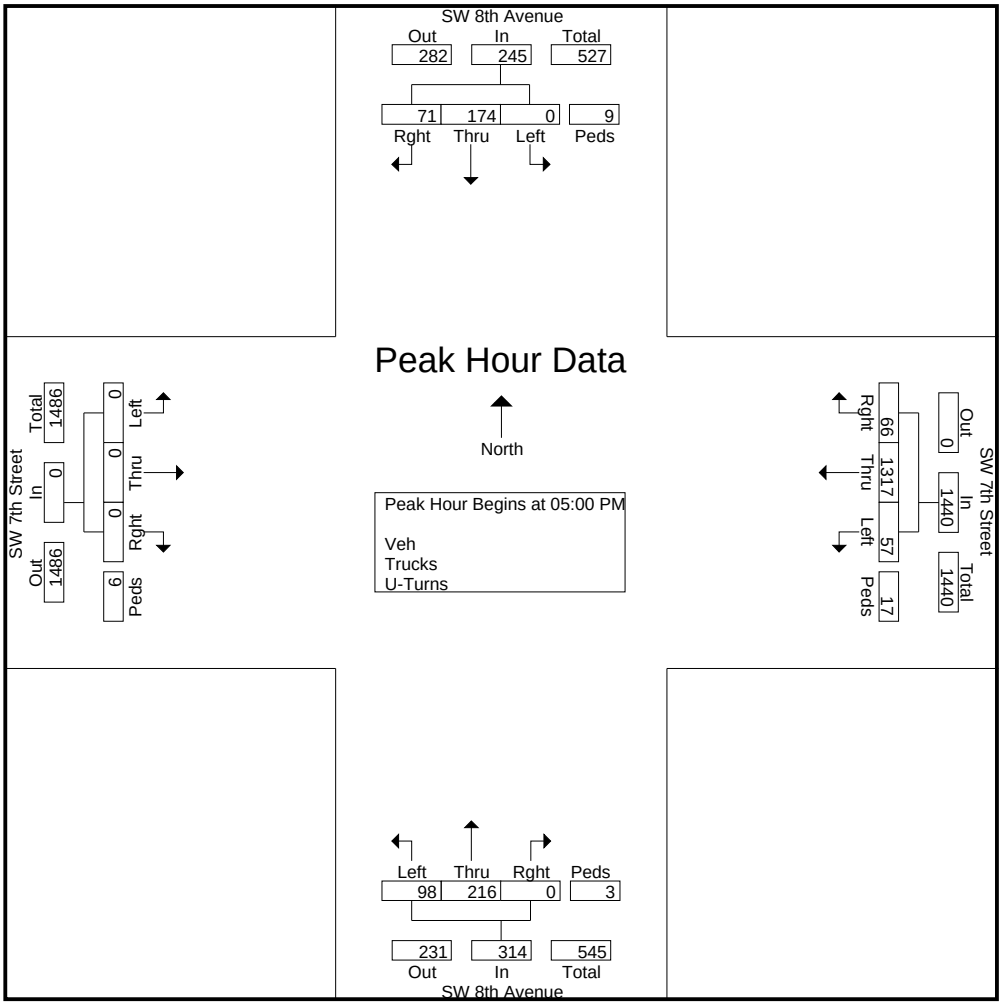
	SW 8th Avenue Southbound					SW 8th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	53	19	0	72	19	66	0	5	90	8	138	11	1	158	0	0	0	1	1	321
08:00 AM	0	63	16	0	79	12	55	0	4	71	7	136	11	0	154	0	0	0	0	0	304
08:15 AM	0	82	30	2	114	22	97	0	1	120	11	142	26	2	181	0	0	0	1	1	416
08:30 AM	0	36	19	4	59	12	65	0	4	81	17	149	19	5	190	0	0	0	2	2	332
Total Volume	0	234	84	6	324	65	283	0	14	362	43	565	67	8	683	0	0	0	4	4	1373
% App. Total	0	72.2	25.9	1.9		18	78.2	0	3.9		6.3	82.7	9.8	1.2		0	0	0	100		
PHF	.000	.713	.700	.375	.711	.739	.729	.000	.700	.754	.632	.948	.644	.400	.899	.000	.000	.000	.500	.500	.825



SW 8th Avenue & SW 7th Street
Tuesday

File Name : TMC-18 Tuesday
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	SW 8th Avenue Southbound					SW 8th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	35	20	2	57	31	51	0	2	84	12	315	17	2	346	0	0	0	1	1	488
05:15 PM	0	51	19	3	73	25	61	0	0	86	10	352	11	6	379	0	0	0	0	0	538
05:30 PM	0	37	18	2	57	22	51	0	0	73	18	340	17	2	377	0	0	0	3	3	510
05:45 PM	0	51	14	2	67	20	53	0	1	74	17	310	21	7	355	0	0	0	2	2	498
Total Volume	0	174	71	9	254	98	216	0	3	317	57	1317	66	17	1457	0	0	0	6	6	2034
% App. Total	0	68.5	28	3.5		30.9	68.1	0	0.9		3.9	90.4	4.5	1.2		0	0	0	100		
PHF	.000	.853	.888	.750	.870	.790	.885	.000	.375	.922	.792	.935	.786	.607	.961	.000	.000	.000	.500	.500	.945



SW 8th Avenue & SW 7th Street
Tuesday

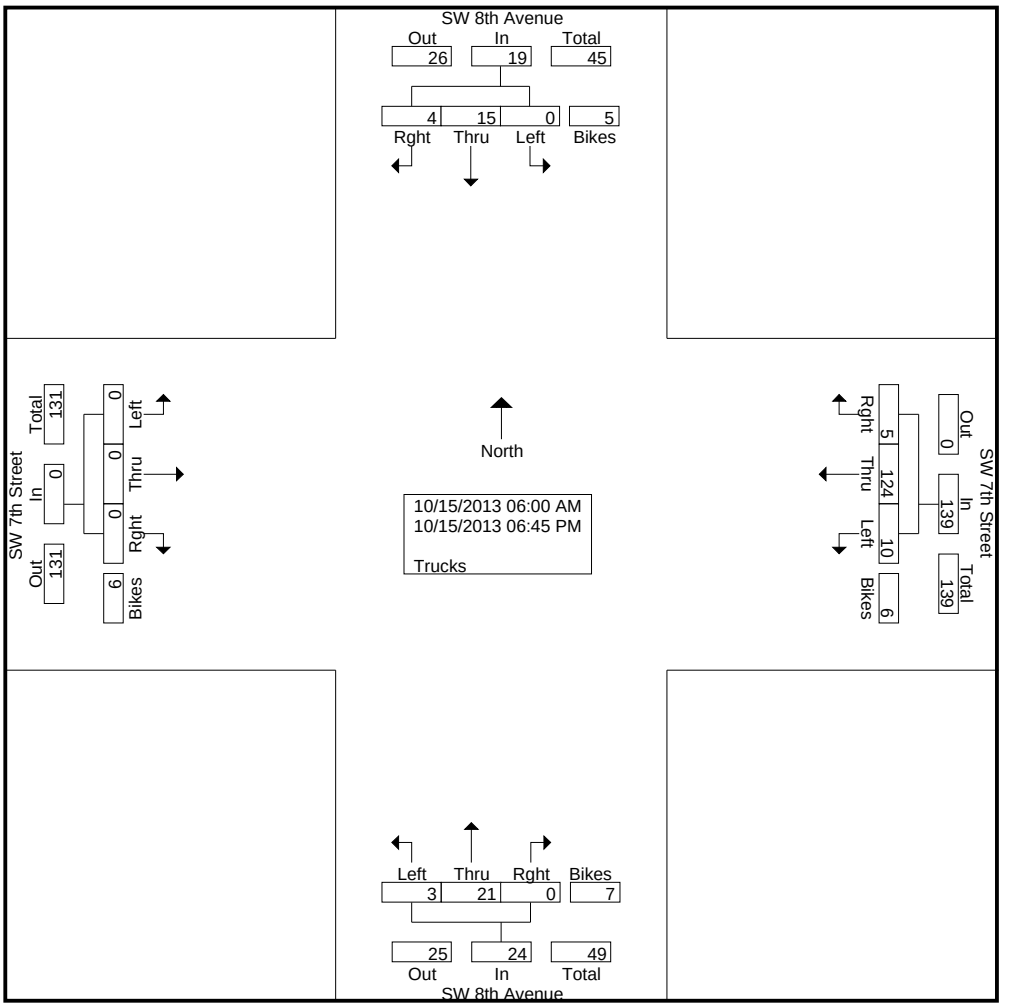
File Name : TMC-18 Tuesday
Site Code : 00000000
Start Date : 10/15/2013
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Groups Printed- Trucks

	SW 8th Avenue Southbound					SW 8th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	1	0	0	1	1	6	0	0	7	0	0	0	1	1	9
06:15 AM	0	3	0	0	3	0	0	0	1	1	0	4	0	0	4	0	0	0	0	0	8
06:30 AM	0	1	0	1	2	0	2	0	0	2	0	6	0	1	7	0	0	0	2	2	13
06:45 AM	0	0	1	0	1	1	1	0	2	4	0	7	0	1	8	0	0	0	0	0	13
Total	0	4	1	1	6	1	4	0	3	8	1	23	0	2	26	0	0	0	3	3	43
07:00 AM	0	0	1	0	1	0	1	0	0	1	1	0	1	0	2	0	0	0	2	2	6
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	9	1	0	10	0	0	0	0	0	11
07:30 AM	0	2	0	0	2	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	11
07:45 AM	0	0	0	0	0	0	0	0	1	1	0	6	1	0	7	0	0	0	0	0	8
Total	0	2	1	0	3	0	1	0	2	3	2	23	3	0	28	0	0	0	2	2	36
08:00 AM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
08:15 AM	0	1	0	0	1	0	2	0	1	3	0	4	0	0	4	0	0	0	0	0	8
08:30 AM	0	0	0	0	0	0	1	0	0	1	1	10	0	1	12	0	0	0	0	0	13
08:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	5
Total	0	3	1	0	4	0	3	0	1	4	1	19	1	1	22	0	0	0	0	0	30
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	0	0	1	1	6
04:15 PM	0	2	1	0	3	0	5	0	0	5	3	7	1	0	11	0	0	0	0	0	19
04:30 PM	0	0	0	2	2	0	0	0	1	1	0	6	0	1	7	0	0	0	0	0	10
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	9
Total	0	2	1	2	5	0	9	0	1	10	4	22	1	1	28	0	0	0	1	1	44
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	7
05:15 PM	0	1	0	1	2	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	11
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	4	0	1	6	0	0	0	0	0	7
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	6
Total	0	2	0	1	3	0	4	0	0	4	2	21	0	1	24	0	0	0	0	0	31
06:00 PM	0	1	0	1	2	1	0	0	0	1	0	3	0	1	4	0	0	0	0	0	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
06:45 PM	0	1	0	0	1	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	7
Total	0	2	0	1	3	2	0	0	0	2	0	16	0	1	17	0	0	0	0	0	22
Grand Total	0	15	4	5	24	3	21	0	7	31	10	124	5	6	145	0	0	0	6	6	206
Apprch %	0	62.5	16.7	20.8		9.7	67.7	0	22.6		6.9	85.5	3.4	4.1		0	0	0	100		
Total %	0	7.3	1.9	2.4	11.7	1.5	10.2	0	3.4	15	4.9	60.2	2.4	2.9	70.4	0	0	0	2.9	2.9	

SW 8th Avenue & SW 7th Street
Tuesday

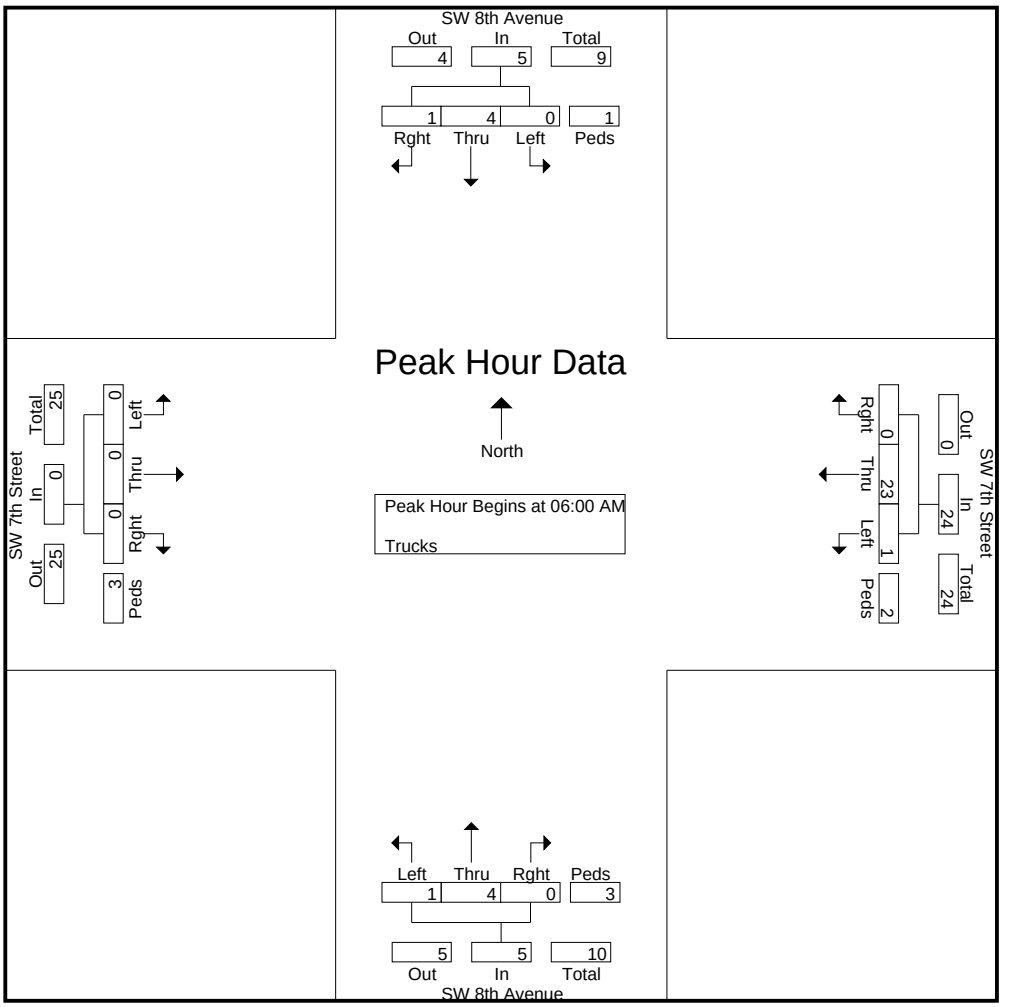
File Name : TMC-18 Tuesday
Site Code : 00000000
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SW 8th Avenue & SW 7th Street
Tuesday

File Name : TMC-18 Tuesday
Site Code : 00000000
Start Date : 10/15/2013
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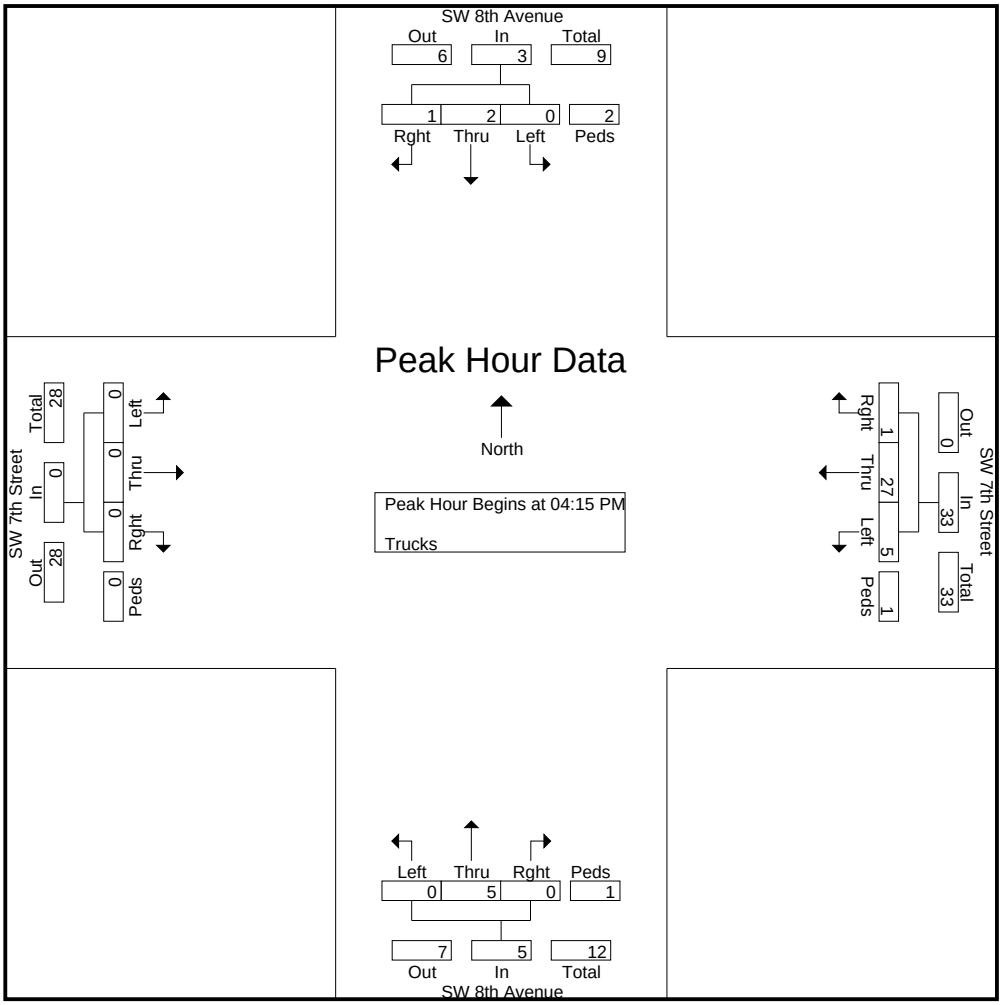
	SW 8th Avenue Southbound					SW 8th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 AM																					
06:00 AM	0	0	0	0	0	0	1	0	0	1	1	6	0	0	7	0	0	0	1	1	9
06:15 AM	0	3	0	0	3	0	0	0	1	1	0	4	0	0	4	0	0	0	0	0	8
06:30 AM	0	1	0	1	2	0	2	0	0	2	0	6	0	1	7	0	0	0	2	2	13
06:45 AM	0	0	1	0	1	1	1	0	2	4	0	7	0	1	8	0	0	0	0	0	13
Total Volume	0	4	1	1	6	1	4	0	3	8	1	23	0	2	26	0	0	0	3	3	43
% App. Total	0	66.7	16.7	16.7		12.5	50	0	37.5		3.8	88.5	0	7.7		0	0	0	100		
PHF	.000	.333	.250	.250	.500	.250	.500	.000	.375	.500	.250	.821	.000	.500	.813	.000	.000	.000	.375	.375	.827



SW 8th Avenue & SW 7th Street
Tuesday

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	SW 8th Avenue Southbound					SW 8th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	2	1	0	3	0	5	0	0	5	3	7	1	0	11	0	0	0	0	0	19
04:30 PM	0	0	0	2	2	0	0	0	1	1	0	6	0	1	7	0	0	0	0	0	10
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	7
Total Volume	0	2	1	2	5	0	5	0	1	6	5	27	1	1	34	0	0	0	0	0	45
% App. Total	0	40	20	40		0	83.3	0	16.7		14.7	79.4	2.9	2.9		0	0	0	0		
PHF	.000	.250	.250	.250	.417	.000	.250	.000	.250	.300	.417	.844	.250	.250	.773	.000	.000	.000	.000	.000	.592



NW 8th Avenue & SW 7th Street
Wednesday

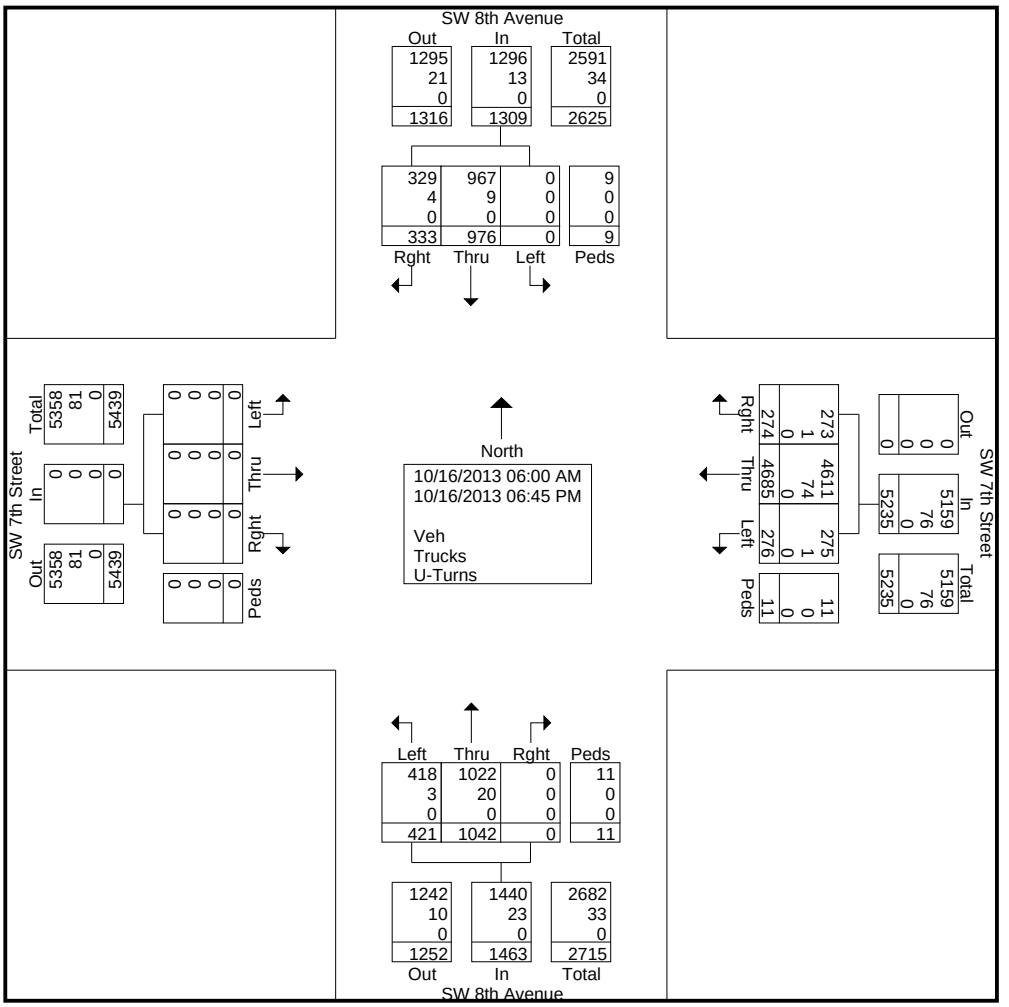
File Name : TMC-18 Wednesday
Site Code : 00000000
Start Date : 10/16/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 8th Avenue Southbound					SW 8th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
06:00 AM	0	18	1	0	19	5	18	0	0	23	7	35	4	0	46	0	0	0	0	0	88
06:15 AM	0	18	7	0	25	6	12	0	1	19	0	43	7	1	51	0	0	0	0	0	95
06:30 AM	0	34	4	1	39	5	21	0	0	26	4	65	3	0	72	0	0	0	0	0	137
06:45 AM	0	28	10	0	38	10	21	0	2	33	6	74	8	1	89	0	0	0	0	0	160
Total	0	98	22	1	121	26	72	0	3	101	17	217	22	2	258	0	0	0	0	0	480
07:00 AM	0	22	11	1	34	13	36	0	0	49	8	105	7	0	120	0	0	0	0	0	203
07:15 AM	0	55	11	0	66	11	37	0	1	49	7	131	11	3	152	0	0	0	0	0	267
07:30 AM	0	56	9	2	67	12	60	0	1	73	5	116	12	0	133	0	0	0	0	0	273
07:45 AM	0	50	18	0	68	16	61	0	0	77	8	116	8	0	132	0	0	0	0	0	277
Total	0	183	49	3	235	52	194	0	2	248	28	468	38	3	537	0	0	0	0	0	1020
08:00 AM	0	60	23	0	83	15	93	0	1	109	6	127	12	1	146	0	0	0	0	0	338
08:15 AM	0	75	28	1	104	12	67	0	0	79	12	129	18	0	159	0	0	0	0	0	342
08:30 AM	0	79	16	0	95	17	54	0	0	71	20	164	14	1	199	0	0	0	0	0	365
08:45 AM	0	50	16	0	66	19	42	0	0	61	9	151	5	0	165	0	0	0	0	0	292
Total	0	264	83	1	348	63	256	0	1	320	47	571	49	2	669	0	0	0	0	0	1337
*** BREAK ***																					
04:00 PM	0	32	14	0	46	20	38	0	0	58	23	283	14	0	320	0	0	0	0	0	424
04:15 PM	0	33	15	0	48	30	52	0	1	83	13	310	17	0	340	0	0	0	0	0	471
04:30 PM	0	33	16	0	49	17	39	0	0	56	14	331	15	0	360	0	0	0	0	0	465
04:45 PM	0	42	13	0	55	28	45	0	0	73	16	252	12	1	281	0	0	0	0	0	409
Total	0	140	58	0	198	95	174	0	1	270	66	1176	58	1	1301	0	0	0	0	0	1769
05:00 PM	0	29	14	0	43	33	39	0	0	72	16	300	15	0	331	0	0	0	0	0	446
05:15 PM	0	45	19	0	64	27	45	0	2	74	12	330	15	0	357	0	0	0	0	0	495
05:30 PM	0	46	16	0	62	18	41	0	0	59	17	324	21	1	363	0	0	0	0	0	484
05:45 PM	0	42	13	0	55	23	41	0	0	64	22	242	10	0	274	0	0	0	0	0	393
Total	0	162	62	0	224	101	166	0	2	269	67	1196	61	1	1325	0	0	0	0	0	1818
06:00 PM	0	29	13	1	43	22	38	0	1	61	13	287	12	0	312	0	0	0	0	0	416
06:15 PM	0	38	16	2	56	13	52	0	0	65	16	282	7	2	307	0	0	0	0	0	428
06:30 PM	0	34	24	0	58	28	46	0	0	74	12	246	12	0	270	0	0	0	0	0	402
06:45 PM	0	28	6	1	35	21	44	0	1	66	10	242	15	0	267	0	0	0	0	0	368
Total	0	129	59	4	192	84	180	0	2	266	51	1057	46	2	1156	0	0	0	0	0	1614
Grand Total	0	976	333	9	1318	421	1042	0	11	1474	276	4685	274	11	5246	0	0	0	0	0	8038
Apprch %	0	74.1	25.3	0.7		28.6	70.7	0	0.7		5.3	89.3	5.2	0.2		0	0	0	0		
Total %	0	12.1	4.1	0.1	16.4	5.2	13	0	0.1	18.3	3.4	58.3	3.4	0.1	65.3	0	0	0	0	0	
Veh	0	967	329	9	1305	418	1022	0	11	1451	275	4611	273	11	5170	0	0	0	0	0	7926
% Veh	0	99.1	98.8	100	99	99.3	98.1	0	100	98.4	99.6	98.4	99.6	100	98.6	0	0	0	0	0	98.6
Trucks	0	9	4	0	13	3	20	0	0	23	1	74	1	0	76	0	0	0	0	0	112
% Trucks	0	0.9	1.2	0	1	0.7	1.9	0	0	1.6	0.4	1.6	0.4	0	1.4	0	0	0	0	0	1.4
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NW 8th Avenue & SW 7th Street
Wednesday

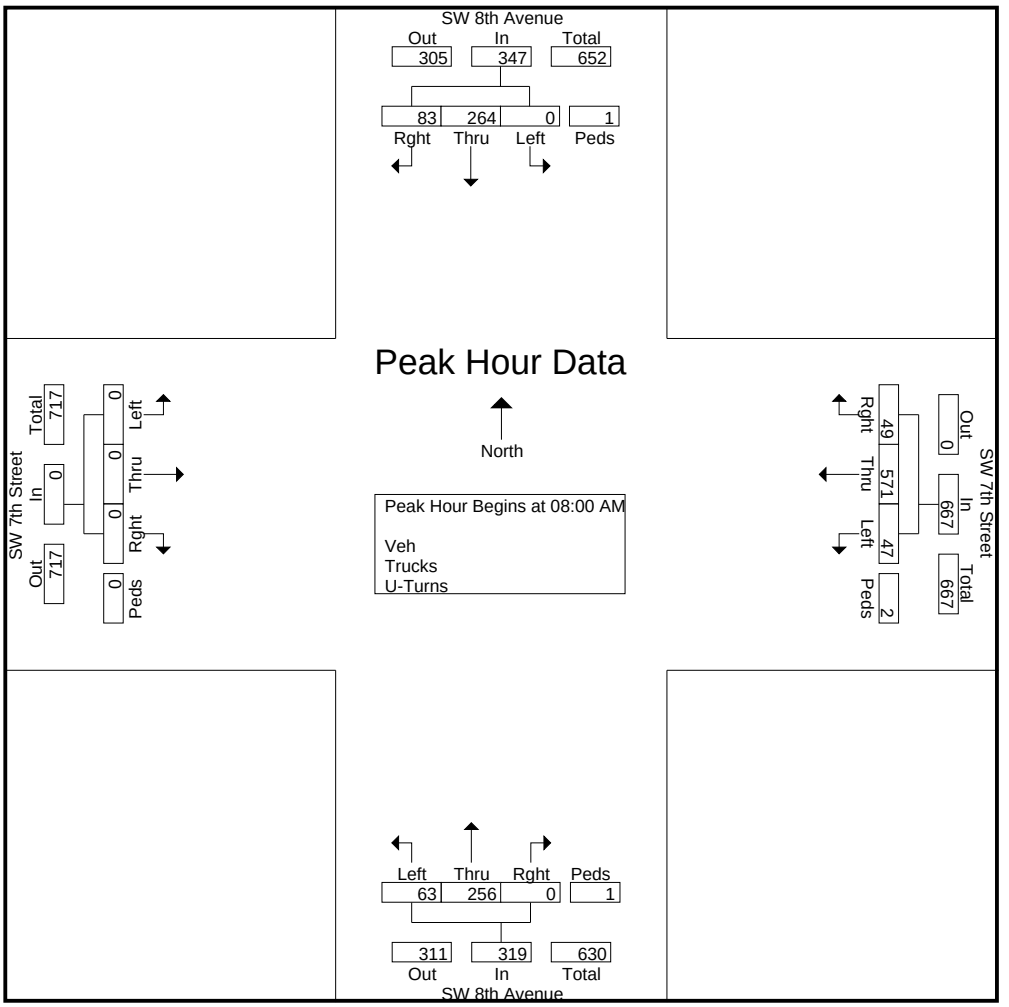
File Name : TMC-18 Wednesday
Site Code : 00000000
Start Date : 10/16/2013
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NW 8th Avenue & SW 7th Street
Wednesday

File Name : TMC-18 Wednesday
Site Code : 00000000
Start Date : 10/16/2013
Page No : 3

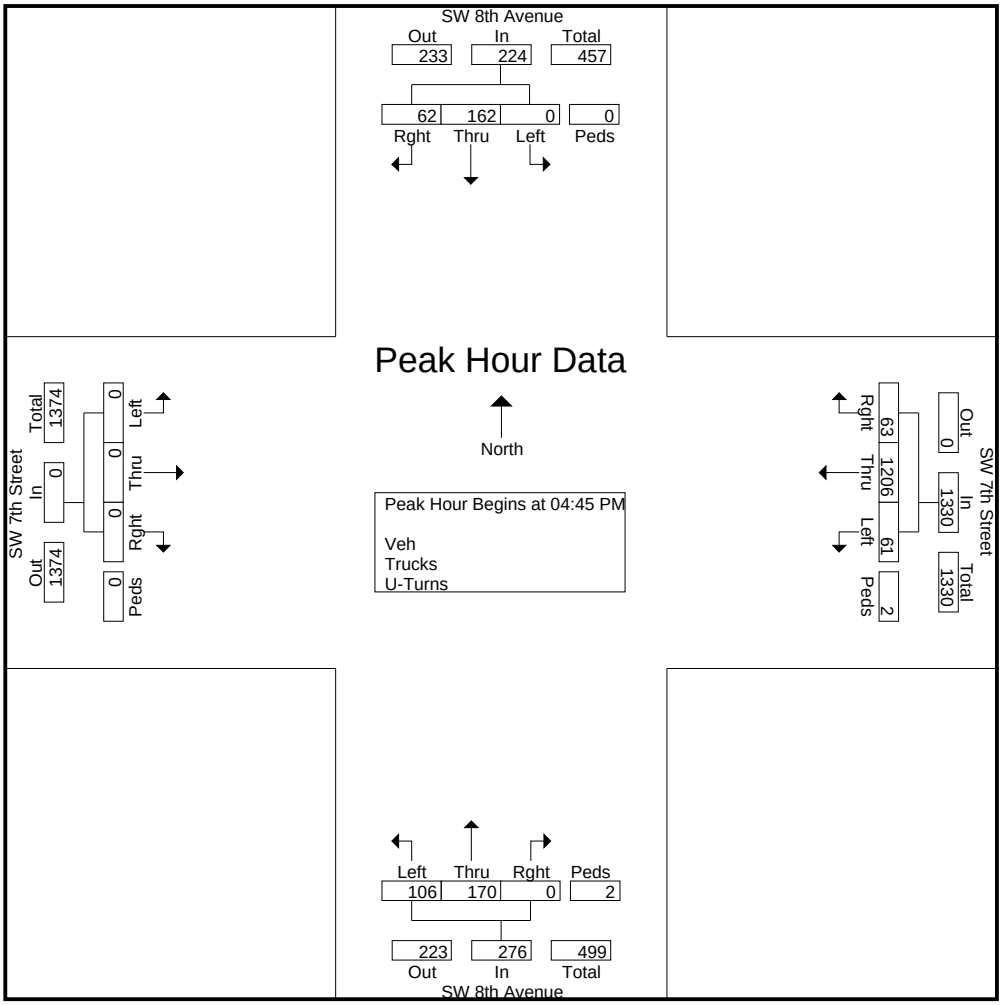
	SW 8th Avenue Southbound					SW 8th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	60	23	0	83	15	93	0	1	109	6	127	12	1	146	0	0	0	0	0	338
08:15 AM	0	75	28	1	104	12	67	0	0	79	12	129	18	0	159	0	0	0	0	0	342
08:30 AM	0	79	16	0	95	17	54	0	0	71	20	164	14	1	199	0	0	0	0	0	365
08:45 AM	0	50	16	0	66	19	42	0	0	61	9	151	5	0	165	0	0	0	0	0	292
Total Volume	0	264	83	1	348	63	256	0	1	320	47	571	49	2	669	0	0	0	0	0	1337
% App. Total	0	75.9	23.9	0.3		19.7	80	0	0.3		7	85.4	7.3	0.3		0	0	0	0		
PHF	.000	.835	.741	.250	.837	.829	.688	.000	.250	.734	.588	.870	.681	.500	.840	.000	.000	.000	.000	.000	.916



NW 8th Avenue & SW 7th Street
Wednesday

File Name : TMC-18 Wednesday
Site Code : 00000000
Start Date : 10/16/2013
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	SW 8th Avenue Southbound					SW 8th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	42	13	0	55	28	45	0	0	73	16	252	12	1	281	0	0	0	0	0	409
05:00 PM	0	29	14	0	43	33	39	0	0	72	16	300	15	0	331	0	0	0	0	0	446
05:15 PM	0	45	19	0	64	27	45	0	2	74	12	330	15	0	357	0	0	0	0	0	495
05:30 PM	0	46	16	0	62	18	41	0	0	59	17	324	21	1	363	0	0	0	0	0	484
Total Volume	0	162	62	0	224	106	170	0	2	278	61	1206	63	2	1332	0	0	0	0	0	1834
% App. Total	0	72.3	27.7	0		38.1	61.2	0	0.7		4.6	90.5	4.7	0.2		0	0	0	0		
PHF	.000	.880	.816	.000	.875	.803	.944	.000	.250	.939	.897	.914	.750	.500	.917	.000	.000	.000	.000	.000	.926



NW 8th Avenue & SW 7th Street
Wednesday

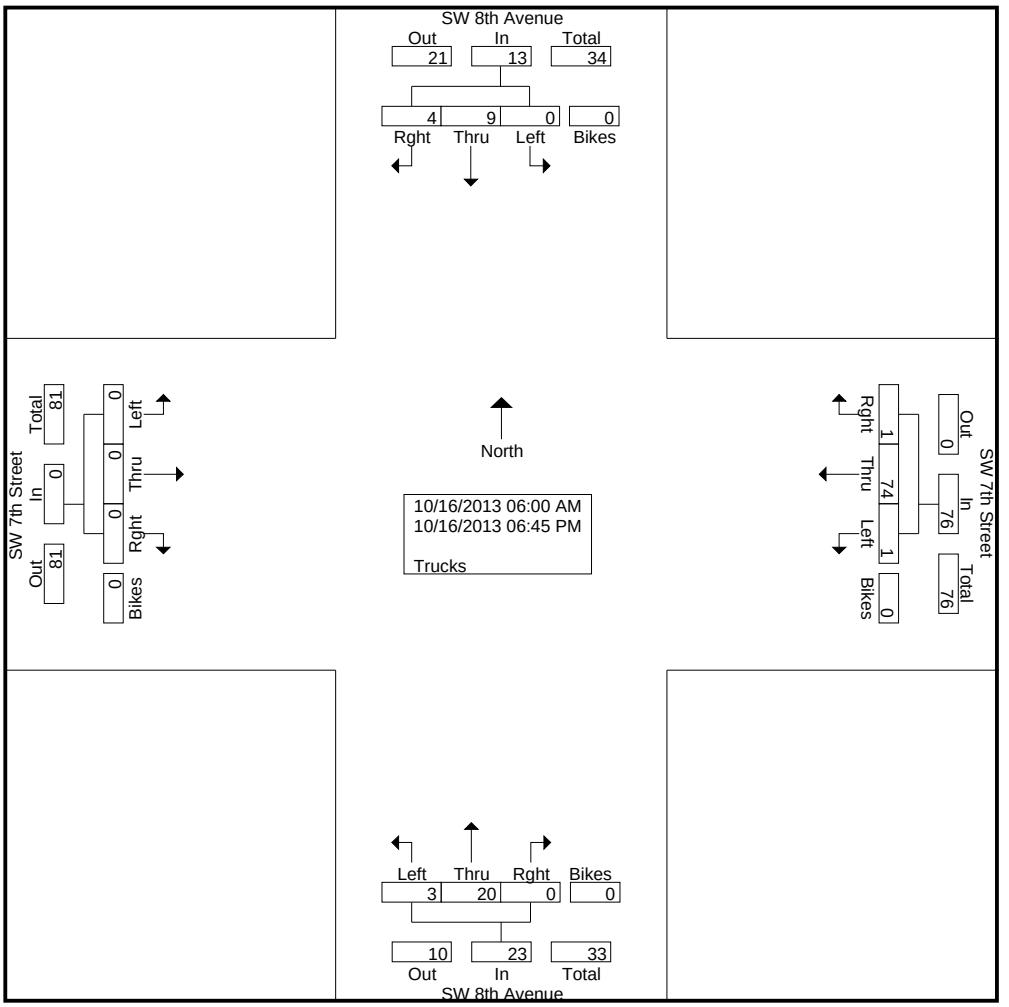
File Name : TMC-18 Wednesday
Site Code : 00000000
Start Date : 10/16/2013
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Groups Printed- Trucks

	SW 8th Avenue Southbound					SW 8th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
06:15 AM	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	5
06:30 AM	0	1	0	0	1	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	7
06:45 AM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	5
Total	0	1	0	0	1	1	4	0	0	5	0	14	0	0	14	0	0	0	0	0	20
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
07:30 AM	0	2	0	0	2	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	10
07:45 AM	0	2	1	0	3	0	1	0	0	1	0	7	1	0	8	0	0	0	0	0	12
Total	0	4	2	0	6	1	2	0	0	3	0	23	1	0	24	0	0	0	0	0	33
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
Total	0	1	0	0	1	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	12
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	8
04:15 PM	0	0	1	0	1	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	4
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	1	1	0	2	0	5	0	0	5	1	10	0	0	11	0	0	0	0	0	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
05:15 PM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	1	0	0	2	0	4	0	0	4	0	0	0	0	0	6
Total	0	1	1	0	2	1	1	0	0	2	0	13	0	0	13	0	0	0	0	0	17
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:15 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4
Total	0	1	0	0	1	0	3	0	0	3	0	8	0	0	8	0	0	0	0	0	12
Grand Total	0	9	4	0	13	3	20	0	0	23	1	74	1	0	76	0	0	0	0	0	112
Apprch %	0	69.2	30.8	0		13	87	0	0		1.3	97.4	1.3	0		0	0	0	0		
Total %	0	8	3.6	0	11.6	2.7	17.9	0	0	20.5	0.9	66.1	0.9	0	67.9	0	0	0	0	0	

NW 8th Avenue & SW 7th Street
Wednesday

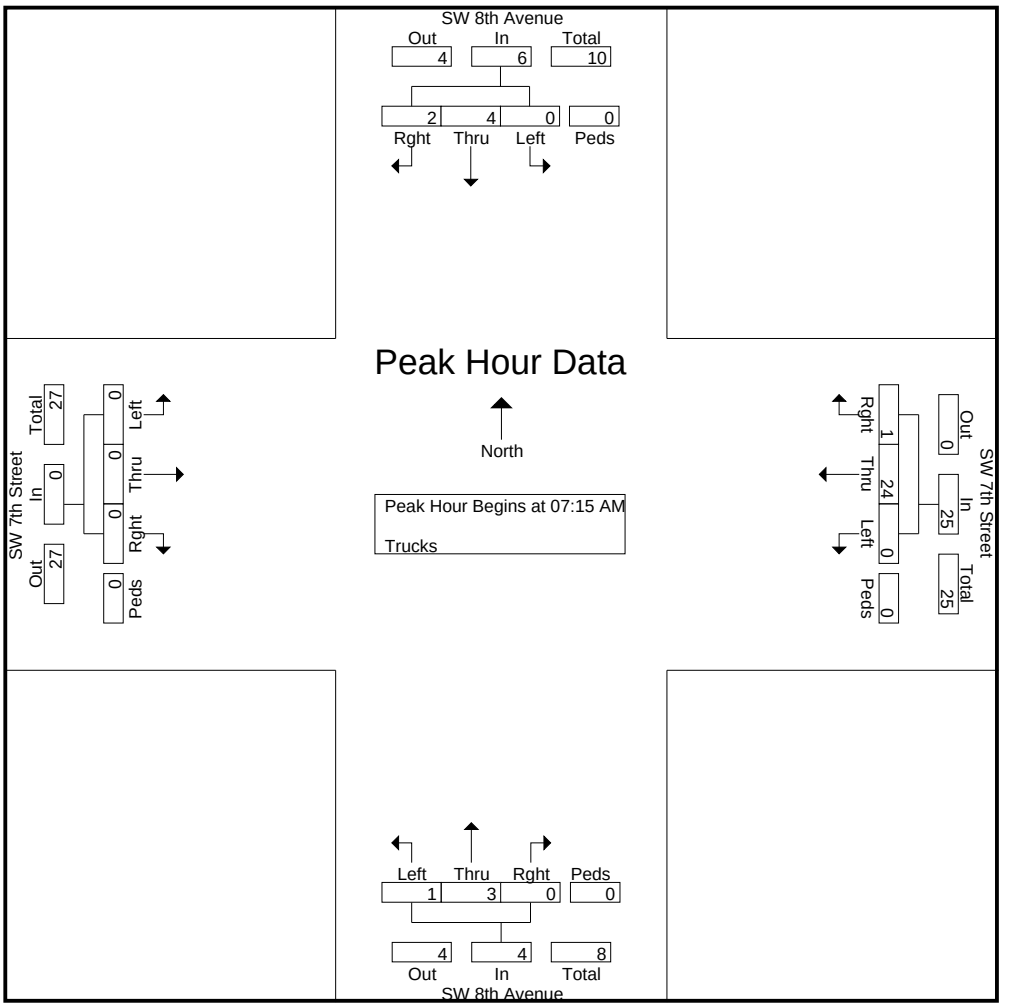
File Name : TMC-18 Wednesday
Site Code : 00000000
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NW 8th Avenue & SW 7th Street
Wednesday

File Name : TMC-18 Wednesday
Site Code : 00000000
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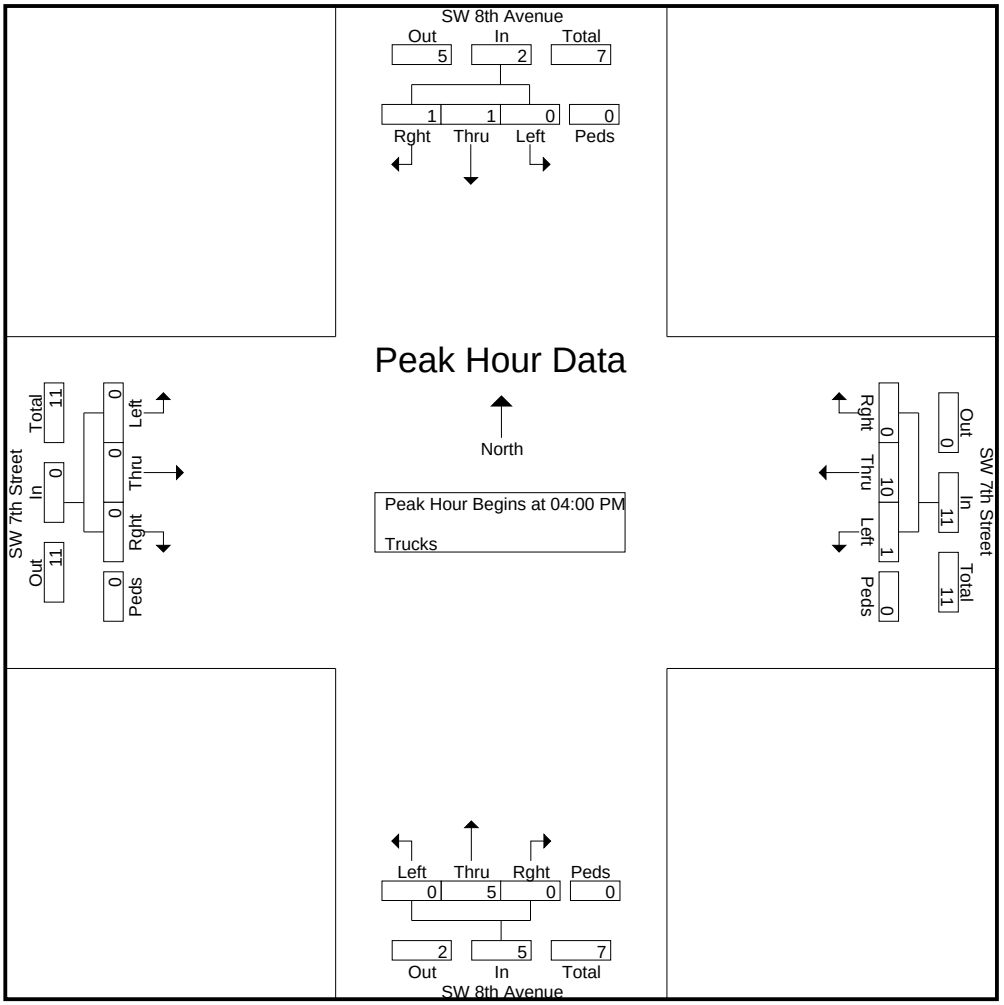
	SW 8th Avenue Southbound					SW 8th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
07:30 AM	0	2	0	0	2	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	10
07:45 AM	0	2	1	0	3	0	1	0	0	1	0	7	1	0	8	0	0	0	0	0	12
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	5
Total Volume	0	4	2	0	6	1	3	0	0	4	0	24	1	0	25	0	0	0	0	0	35
% App. Total	0	66.7	33.3	0		25	75	0	0		0	96	4	0		0	0	0	0		
PHF	.000	.500	.500	.000	.500	.250	.375	.000	.000	.500	.000	.857	.250	.000	.781	.000	.000	.000	.000	.000	.729



NW 8th Avenue & SW 7th Street
Wednesday

File Name : TMC-18 Wednesday
Site Code : 00000000
Start Date : 10/16/2013
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	SW 8th Avenue Southbound					SW 8th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	8
04:15 PM	0	0	1	0	1	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	4
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	1	1	0	2	0	5	0	0	5	1	10	0	0	11	0	0	0	0	0	18
% App. Total	0	50	50	0		0	100	0	0		9.1	90.9	0	0		0	0	0	0		
PHF	.000	.250	.250	.000	.500	.000	.313	.000	.000	.313	.250	.625	.000	.000	.688	.000	.000	.000	.000	.000	.563



SW 7th Street & Rail Station

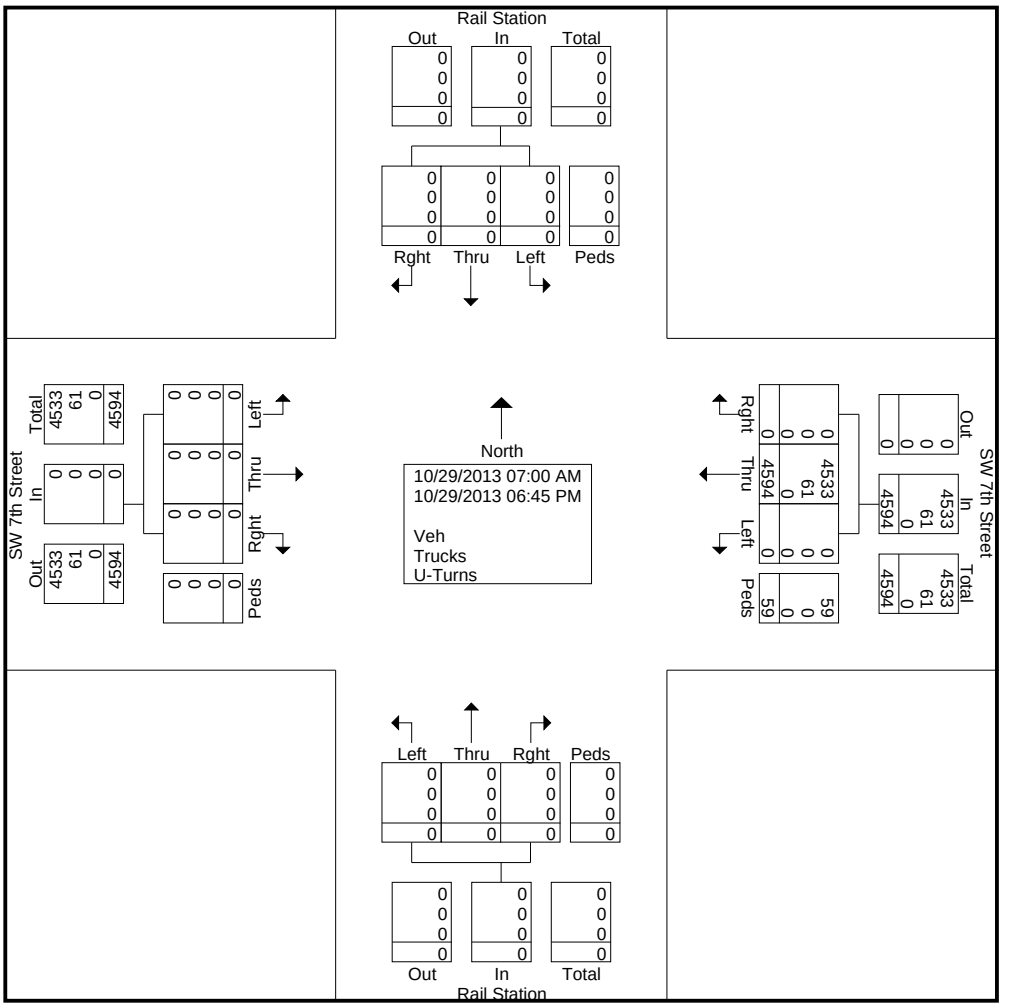
File Name : TMC-2 (SW 7th Street & Rail Station)
Site Code : 00000000
Start Date : 10/29/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	Rail Station Southbound					Rail Station Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	121	0	11	132	0	0	0	0	0	132
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	106	0	5	111	0	0	0	0	0	111
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	118	0	1	119	0	0	0	0	0	119
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	142	0	1	143	0	0	0	0	0	143
Total	0	0	0	0	0	0	0	0	0	0	0	487	0	18	505	0	0	0	0	0	505
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	155	0	0	155	0	0	0	0	0	155
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	186	0	2	188	0	0	0	0	0	188
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	180	0	4	184	0	0	0	0	0	184
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	88	0	3	91	0	0	0	0	0	91
Total	0	0	0	0	0	0	0	0	0	0	0	609	0	9	618	0	0	0	0	0	618
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	186	0	2	188	0	0	0	0	0	188
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	152	0	4	156	0	0	0	0	0	156
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	161	0	1	162	0	0	0	0	0	162
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	160	0	5	165	0	0	0	0	0	165
Total	0	0	0	0	0	0	0	0	0	0	0	659	0	12	671	0	0	0	0	0	671
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	273	0	2	275	0	0	0	0	0	275
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	169	0	0	169	0	0	0	0	0	169
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	218	0	0	218	0	0	0	0	0	218
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	202	0	2	204	0	0	0	0	0	204
Total	0	0	0	0	0	0	0	0	0	0	0	862	0	4	866	0	0	0	0	0	866
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	288	0	2	290	0	0	0	0	0	290
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	241	0	2	243	0	0	0	0	0	243
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	224	0	0	224	0	0	0	0	0	224
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	252	0	1	253	0	0	0	0	0	253
Total	0	0	0	0	0	0	0	0	0	0	0	1005	0	5	1010	0	0	0	0	0	1010
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	228	0	4	232	0	0	0	0	0	232
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	258	0	2	260	0	0	0	0	0	260
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	240	0	3	243	0	0	0	0	0	243
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	246	0	2	248	0	0	0	0	0	248
Total	0	0	0	0	0	0	0	0	0	0	0	972	0	11	983	0	0	0	0	0	983
Grand Total	0	0	0	0	0	0	0	0	0	0	0	4594	0	59	4653	0	0	0	0	0	4653
Apprch %	0	0	0	0		0	0	0	0		0	98.7	0	1.3		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	98.7	0	1.3	100	0	0	0	0	0	
Veh	0	0	0	0	0	0	0	0	0	0	0	4533	0	59	4592	0	0	0	0	0	4592
% Veh	0	0	0	0	0	0	0	0	0	0	0	98.7	0	100	98.7	0	0	0	0	0	98.7
Trucks	0	0	0	0	0	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	61
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.3	0	0	1.3	0	0	0	0	0	1.3
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & Rail Station

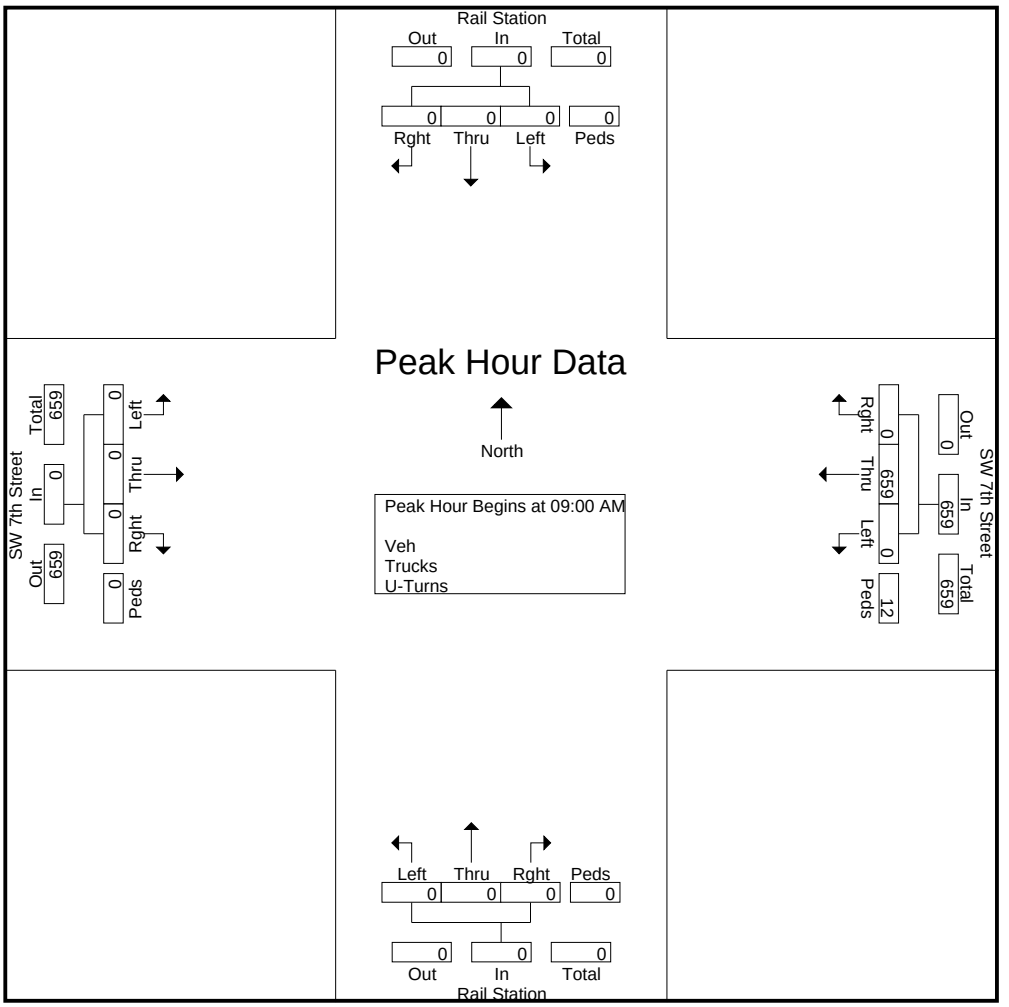
File Name : TMC-2 (SW 7th Street & Rail Station)
Site Code : 00000000
Start Date : 10/29/2013
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SW 7th Street & Rail Station

File Name : TMC-2 (SW 7th Street & Rail Station)
Site Code : 00000000
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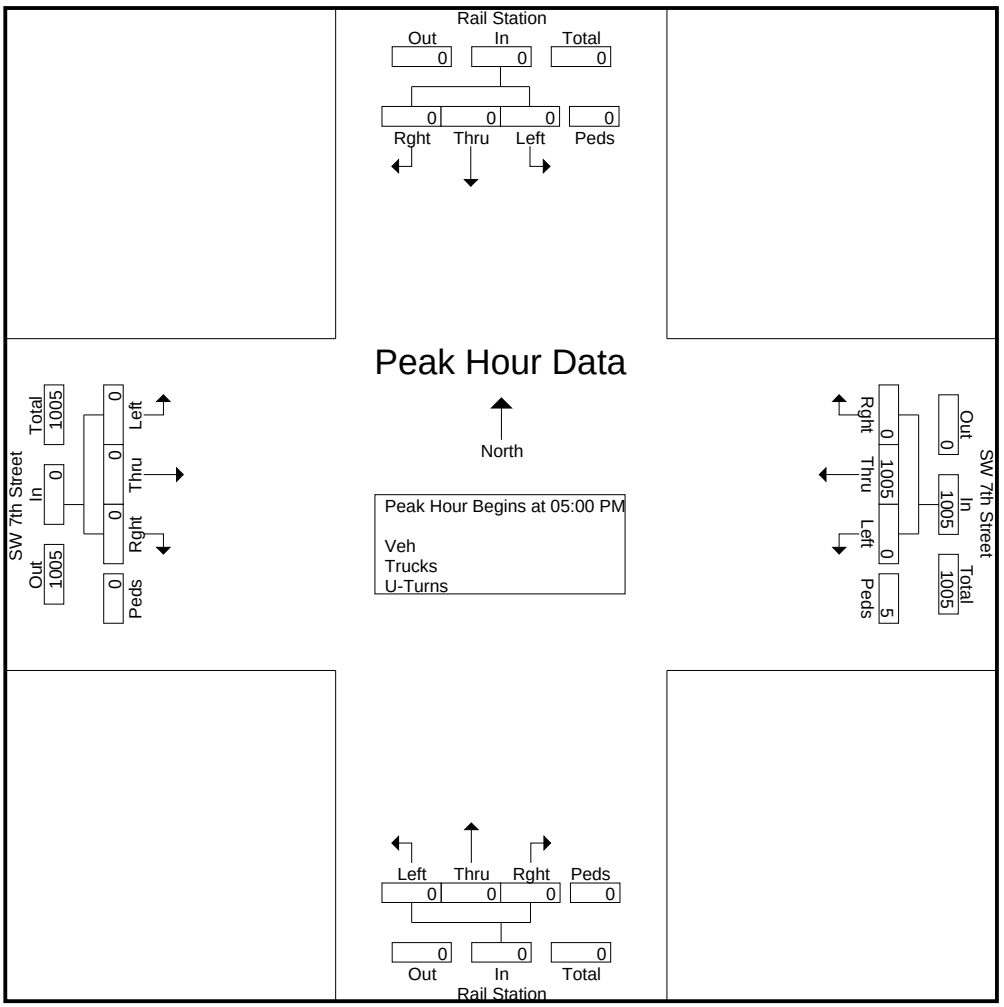
	Rail Station Southbound					Rail Station Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	186	0	2	188	0	0	0	0	0	188
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	152	0	4	156	0	0	0	0	0	156
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	161	0	1	162	0	0	0	0	0	162
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	160	0	5	165	0	0	0	0	0	165
Total Volume	0	0	0	0	0	0	0	0	0	0	0	659	0	12	671	0	0	0	0	0	671
% App. Total	0	0	0	0		0	0	0	0		0	98.2	0	1.8		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.886	.000	.600	.892	.000	.000	.000	.000	.000	.892



SW 7th Street & Rail Station

File Name : TMC-2 (SW 7th Street & Rail Station)
Site Code : 00000000
Start Date : 10/29/2013
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	Rail Station Southbound					Rail Station Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	288	0	2	290	0	0	0	0	0	290
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	241	0	2	243	0	0	0	0	0	243
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	224	0	0	224	0	0	0	0	0	224
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	252	0	1	253	0	0	0	0	0	253
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1005	0	5	1010	0	0	0	0	0	1010
% App. Total	0	0	0	0		0	0	0	0		0	99.5	0	0.5		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.872	.000	.625	.871	.000	.000	.000	.000	.000	.871



SW 7th Street & Rail Station

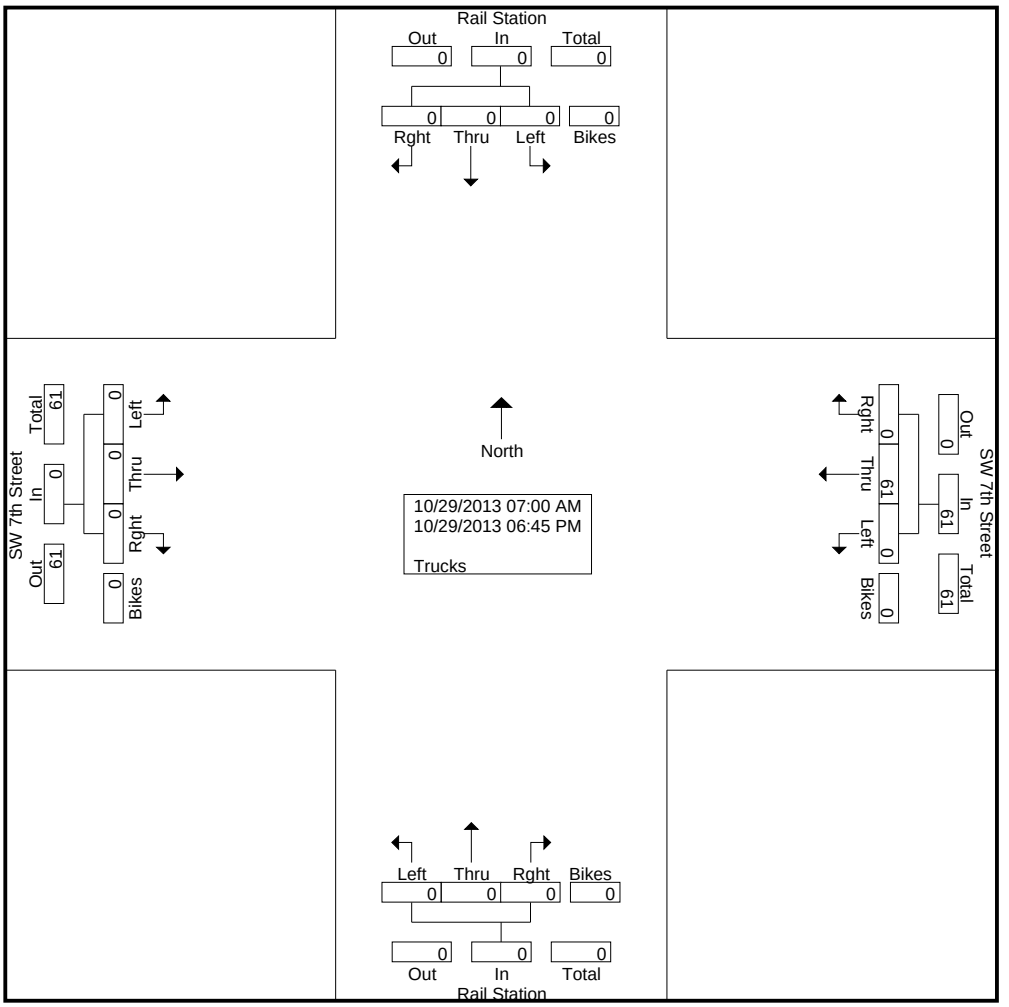
File Name : TMC-2 (SW 7th Street & Rail Station)
Site Code : 00000000
Start Date : 10/29/2013
Page No : 1

Groups Printed- Trucks

	Rail Station Southbound					Rail Station Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	15
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	19
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	61
Apprch %	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	

SW 7th Street & Rail Station

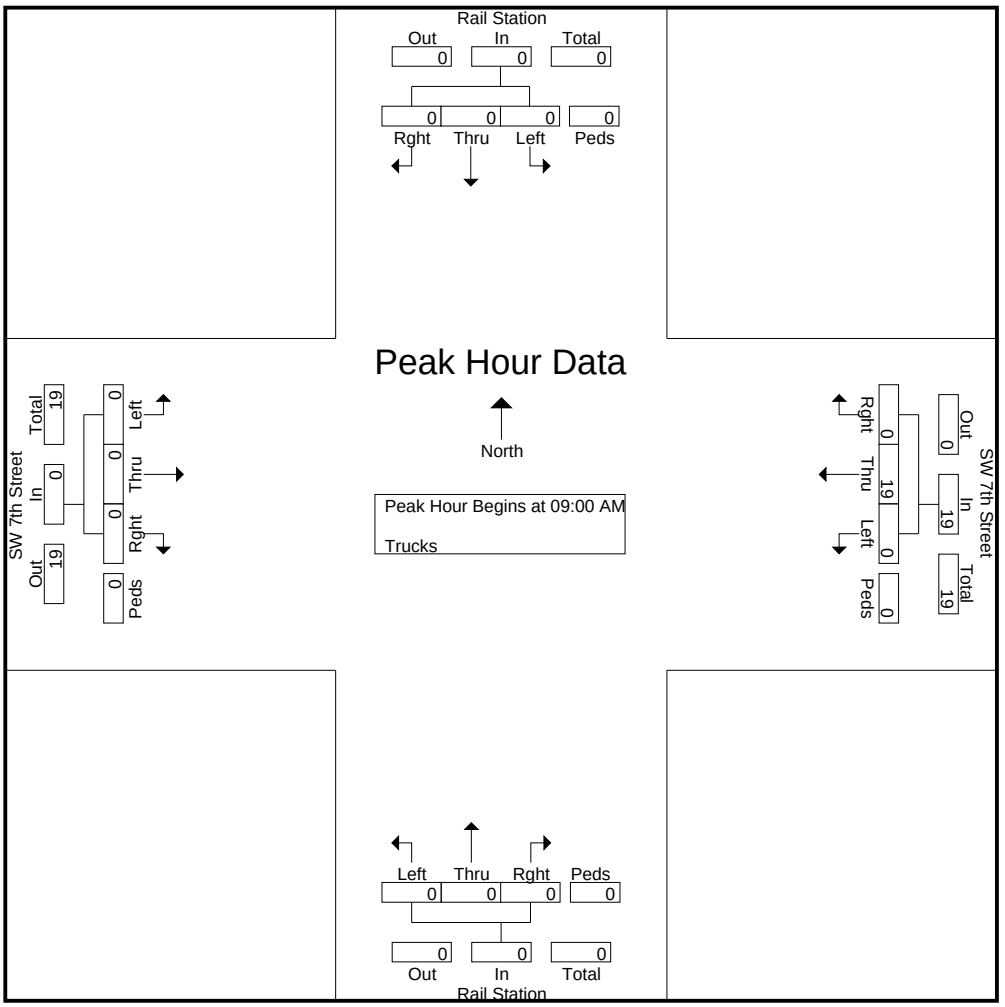
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Site Code : 00000000
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SW 7th Street & Rail Station

File Name : TMC-2 (SW 7th Street & Rail Station)
Site Code : 00000000
Start Date : 10/29/2013
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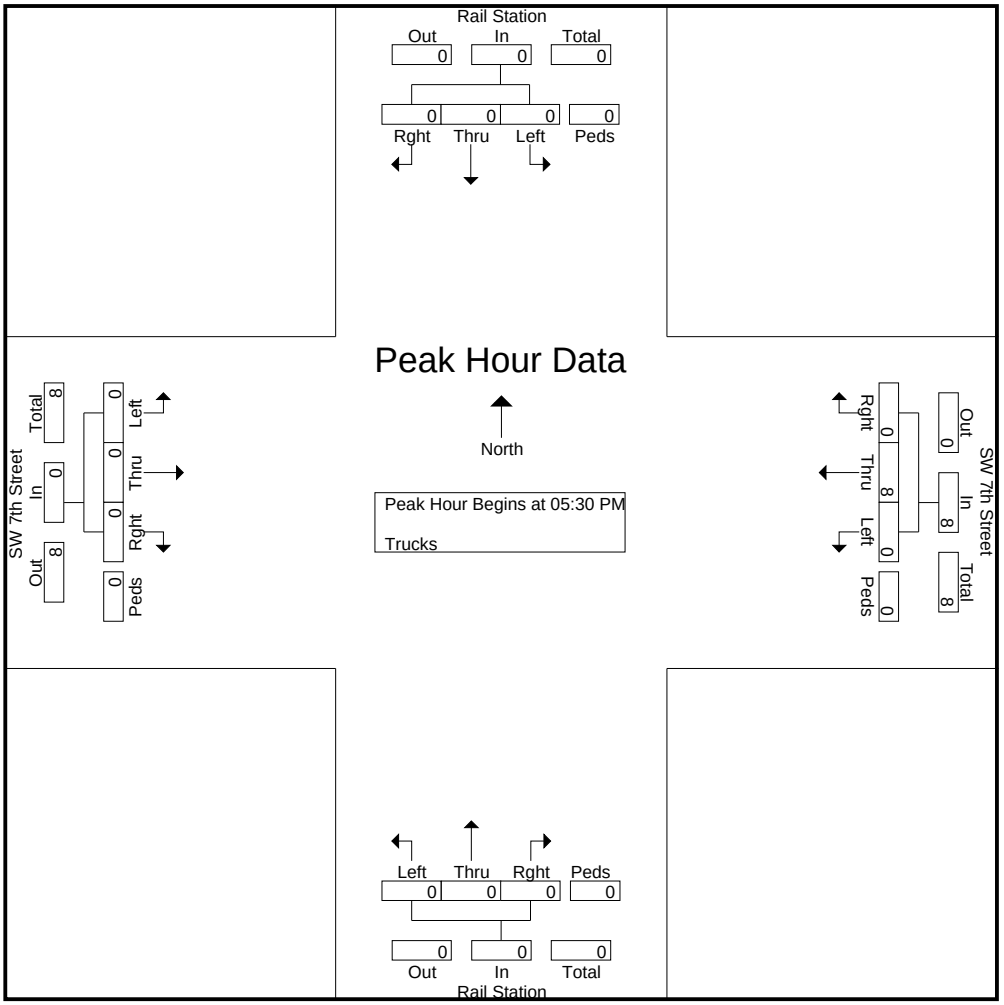
	Rail Station Southbound					Rail Station Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	19
% App. Total	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.594	.000	.000	.594	.000	.000	.000	.000	.000	.594



SW 7th Street & Rail Station

File Name : TMC-2 (SW 7th Street & Rail Station)
Site Code : 00000000
Start Date : 10/29/2013
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	Rail Station Southbound					Rail Station Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
% App. Total	0	0	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.500



SW 7th Street & South Miami Avenue

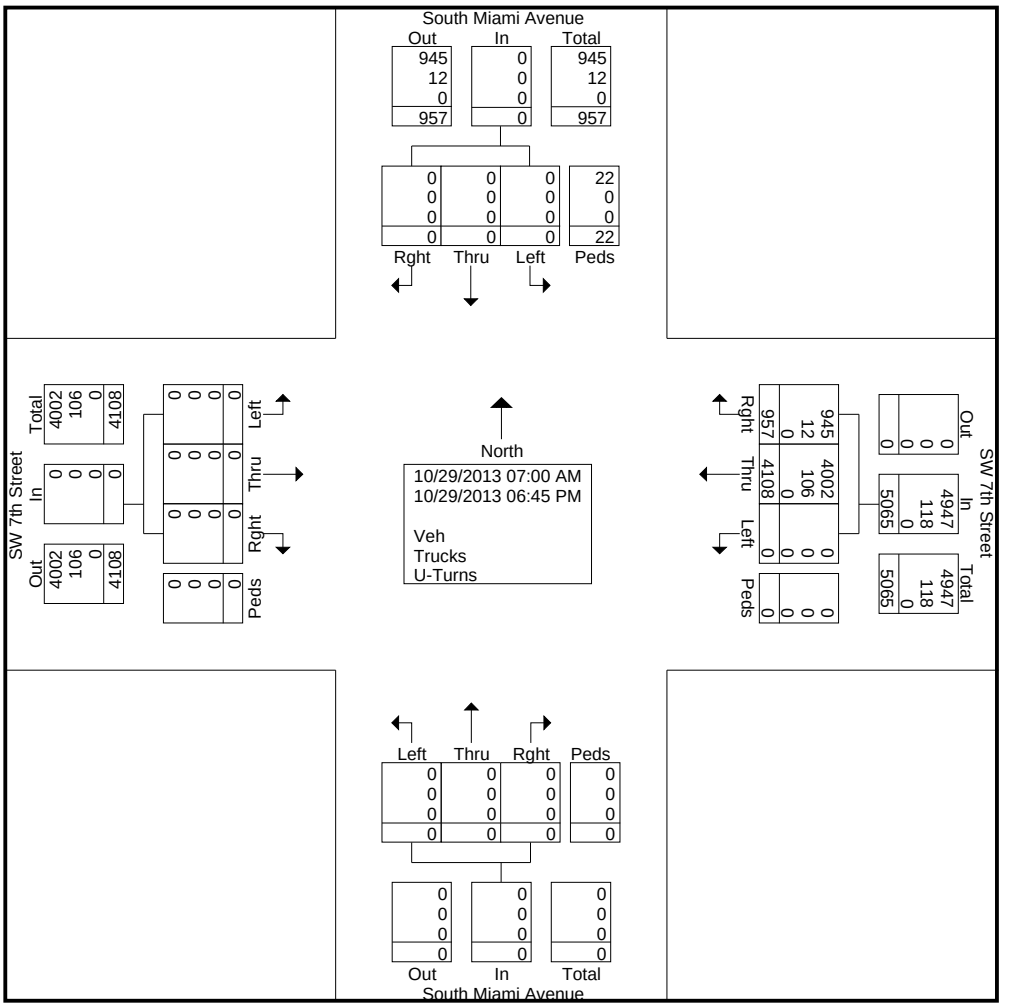
File Name : TMC-3 (SW 7th Street & South Miami Avenue)
Site Code : 00000000
Start Date : 10/29/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	South Miami Avenue Southbound					South Miami Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	101	19	0	120	0	0	0	0	0	120
07:15 AM	0	0	0	2	2	0	0	0	0	0	0	124	25	0	149	0	0	0	0	0	151
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	131	25	0	156	0	0	0	0	0	156
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	126	33	0	159	0	0	0	0	0	160
Total	0	0	0	3	3	0	0	0	0	0	0	482	102	0	584	0	0	0	0	0	587
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	145	34	0	179	0	0	0	0	0	179
08:15 AM	0	0	0	3	3	0	0	0	0	0	0	151	55	0	206	0	0	0	0	0	209
08:30 AM	0	0	0	2	2	0	0	0	0	0	0	174	40	0	214	0	0	0	0	0	216
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	107	43	0	150	0	0	0	0	0	150
Total	0	0	0	5	5	0	0	0	0	0	0	577	172	0	749	0	0	0	0	0	754
09:00 AM	0	0	0	1	1	0	0	0	0	0	0	161	34	0	195	0	0	0	0	0	196
09:15 AM	0	0	0	2	2	0	0	0	0	0	0	151	29	0	180	0	0	0	0	0	182
09:30 AM	0	0	0	1	1	0	0	0	0	0	0	145	28	0	173	0	0	0	0	0	174
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	132	35	0	167	0	0	0	0	0	167
Total	0	0	0	4	4	0	0	0	0	0	0	589	126	0	715	0	0	0	0	0	719
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	224	31	0	255	0	0	0	0	0	255
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	220	35	0	255	0	0	0	0	0	256
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	206	52	0	258	0	0	0	0	0	258
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	221	33	0	254	0	0	0	0	0	254
Total	0	0	0	1	1	0	0	0	0	0	0	871	151	0	1022	0	0	0	0	0	1023
05:00 PM	0	0	0	3	3	0	0	0	0	0	0	255	68	0	323	0	0	0	0	0	326
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	223	56	0	279	0	0	0	0	0	279
05:30 PM	0	0	0	2	2	0	0	0	0	0	0	190	39	0	229	0	0	0	0	0	231
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	171	38	0	209	0	0	0	0	0	210
Total	0	0	0	6	6	0	0	0	0	0	0	839	201	0	1040	0	0	0	0	0	1046
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	196	56	0	252	0	0	0	0	0	252
06:15 PM	0	0	0	1	1	0	0	0	0	0	0	220	47	0	267	0	0	0	0	0	268
06:30 PM	0	0	0	2	2	0	0	0	0	0	0	141	35	0	176	0	0	0	0	0	178
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	193	67	0	260	0	0	0	0	0	260
Total	0	0	0	3	3	0	0	0	0	0	0	750	205	0	955	0	0	0	0	0	958
Grand Total	0	0	0	22	22	0	0	0	0	0	0	4108	957	0	5065	0	0	0	0	0	5087
Apprch %	0	0	0	100		0	0	0	0		0	81.1	18.9	0		0	0	0	0		
Total %	0	0	0	0.4	0.4	0	0	0	0	0	0	80.8	18.8	0	99.6	0	0	0	0	0	
Veh	0	0	0	22	22	0	0	0	0	0	0	4002	945	0	4947	0	0	0	0	0	4969
% Veh	0	0	0	100	100	0	0	0	0	0	0	97.4	98.7	0	97.7	0	0	0	0	0	97.7
Trucks	0	0	0	0	0	0	0	0	0	0	0	106	12	0	118	0	0	0	0	0	118
% Trucks	0	0	0	0	0	0	0	0	0	0	0	2.6	1.3	0	2.3	0	0	0	0	0	2.3
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & South Miami Avenue

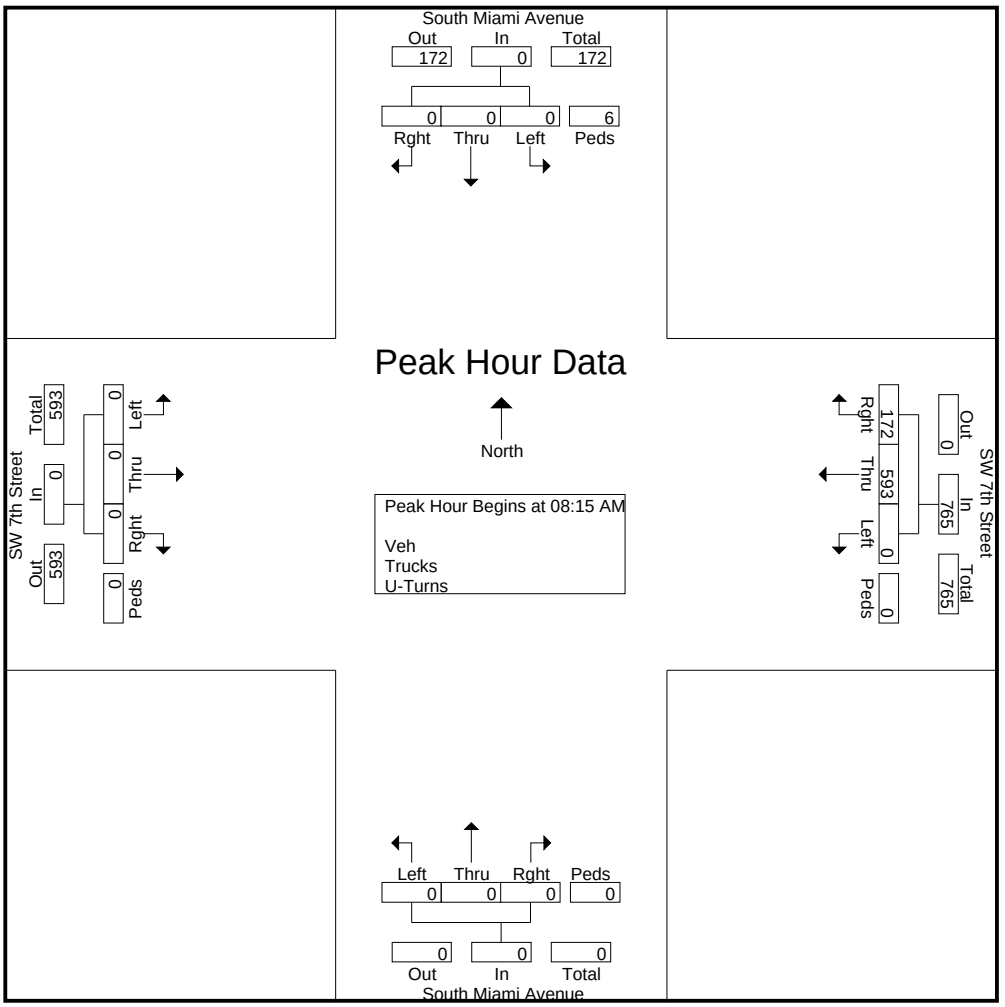
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Site Code : 00000000
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SW 7th Street & South Miami Avenue

File Name : TMC-3 (SW 7th Street & South Miami Avenue)
Site Code : 00000000
Start Date : 10/29/2013
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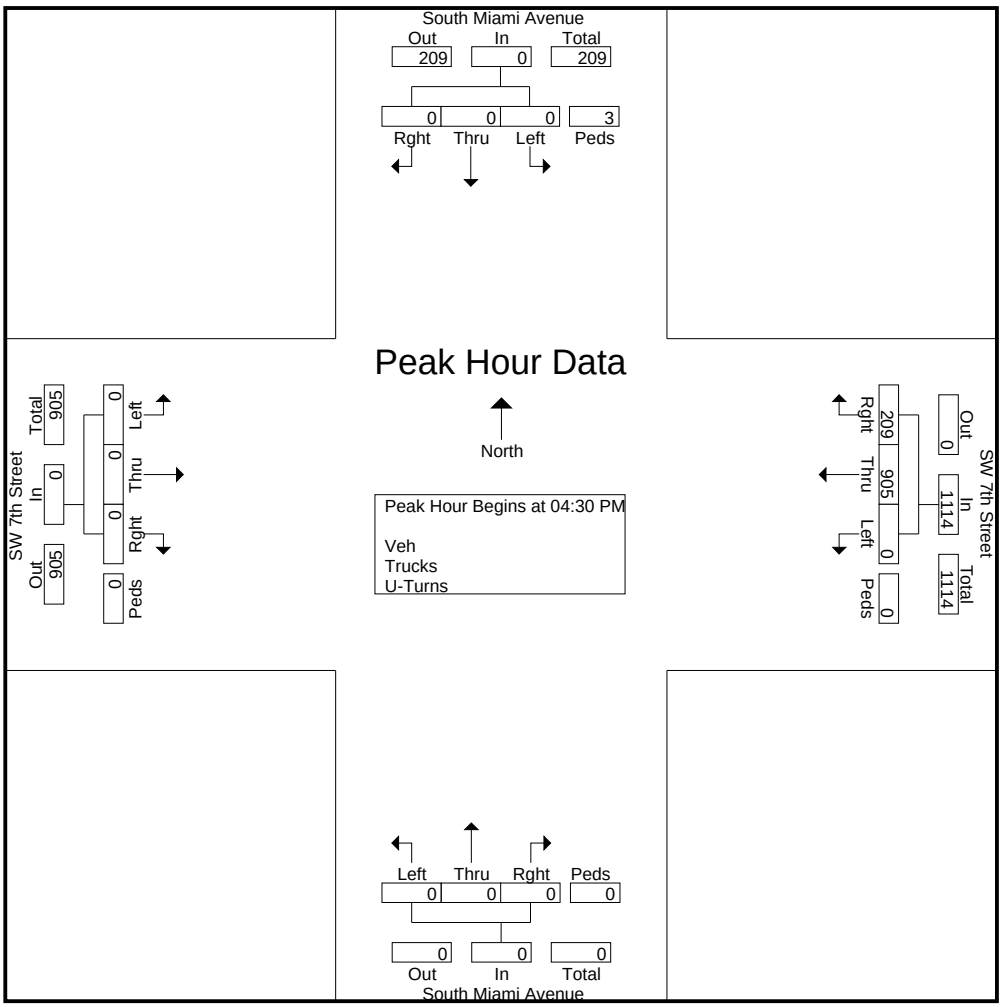
	South Miami Avenue Southbound					South Miami Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	0	3	3	0	0	0	0	0	0	151	55	0	206	0	0	0	0	0	209
08:30 AM	0	0	0	2	2	0	0	0	0	0	0	174	40	0	214	0	0	0	0	0	216
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	107	43	0	150	0	0	0	0	0	150
09:00 AM	0	0	0	1	1	0	0	0	0	0	0	161	34	0	195	0	0	0	0	0	196
Total Volume	0	0	0	6	6	0	0	0	0	0	0	593	172	0	765	0	0	0	0	0	771
% App. Total	0	0	0	100		0	0	0	0		0	77.5	22.5	0		0	0	0	0		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.852	.782	.000	.894	.000	.000	.000	.000	.000	.892



SW 7th Street & South Miami Avenue

File Name : TMC-3 (SW 7th Street & South Miami Avenue)
Site Code : 00000000
Start Date : 10/29/2013
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	South Miami Avenue Southbound					South Miami Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	206	52	0	258	0	0	0	0	0	258
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	221	33	0	254	0	0	0	0	0	254
05:00 PM	0	0	0	3	3	0	0	0	0	0	0	255	68	0	323	0	0	0	0	0	326
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	223	56	0	279	0	0	0	0	0	279
Total Volume	0	0	0	3	3	0	0	0	0	0	0	905	209	0	1114	0	0	0	0	0	1117
% App. Total	0	0	0	100		0	0	0	0		0	81.2	18.8	0		0	0	0	0		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.887	.768	.000	.862	.000	.000	.000	.000	.000	.857



SW 7th Street & South Miami Avenue

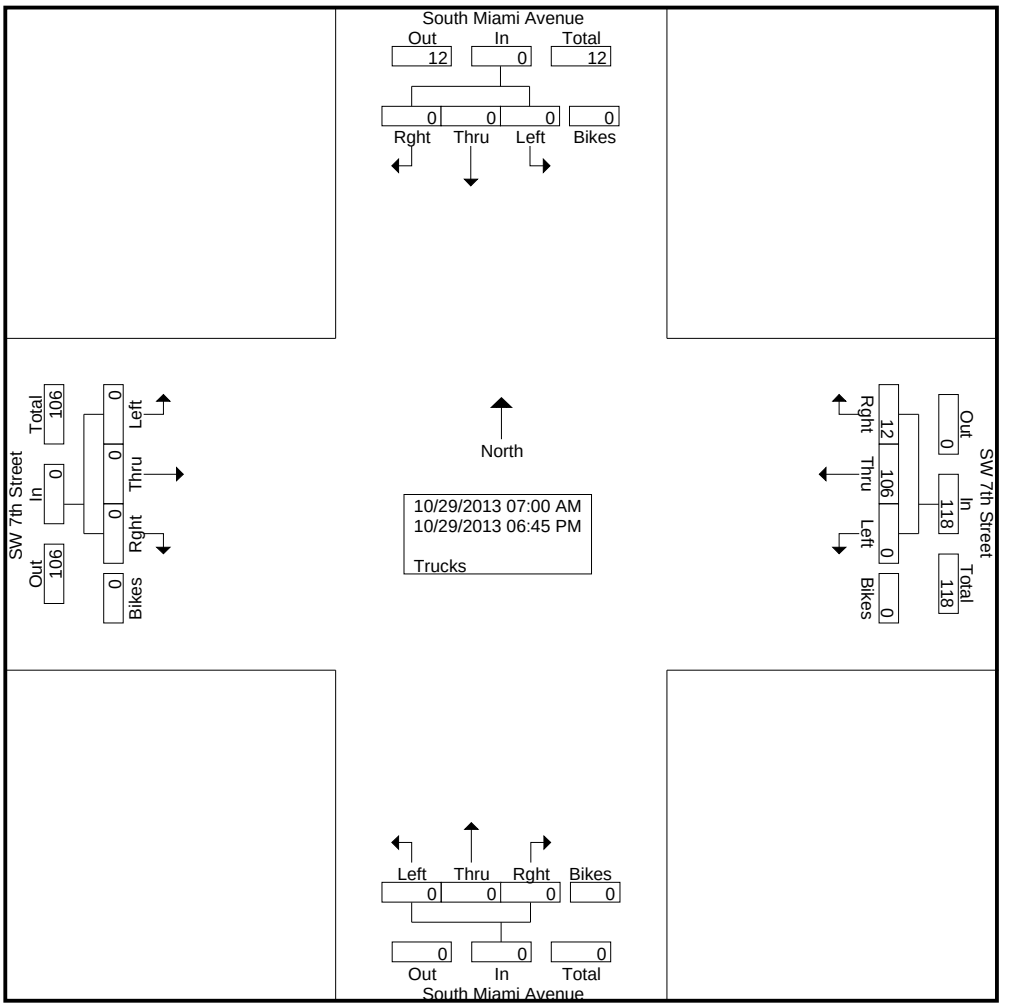
File Name : TMC-3 (SW 7th Street & South Miami Avenue)
Site Code : 00000000
Start Date : 10/29/2013
Page No : 1

Groups Printed- Trucks

	South Miami Avenue Southbound					South Miami Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	12
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	3	0	10	0	0	0	0	0	10
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	9
Total	0	0	0	0	0	0	0	0	0	0	0	31	4	0	35	0	0	0	0	0	35
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	9
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	12
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	32	2	0	34	0	0	0	0	0	34
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	11
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	9	2	0	11	0	0	0	0	0	11
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	9	3	0	12	0	0	0	0	0	12
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
Total	0	0	0	0	0	0	0	0	0	0	0	35	5	0	40	0	0	0	0	0	40
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	106	12	0	118	0	0	0	0	0	118
Apprch %	0	0	0	0		0	0	0	0		0	89.8	10.2	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	89.8	10.2	0	100	0	0	0	0	0	

SW 7th Street & South Miami Avenue

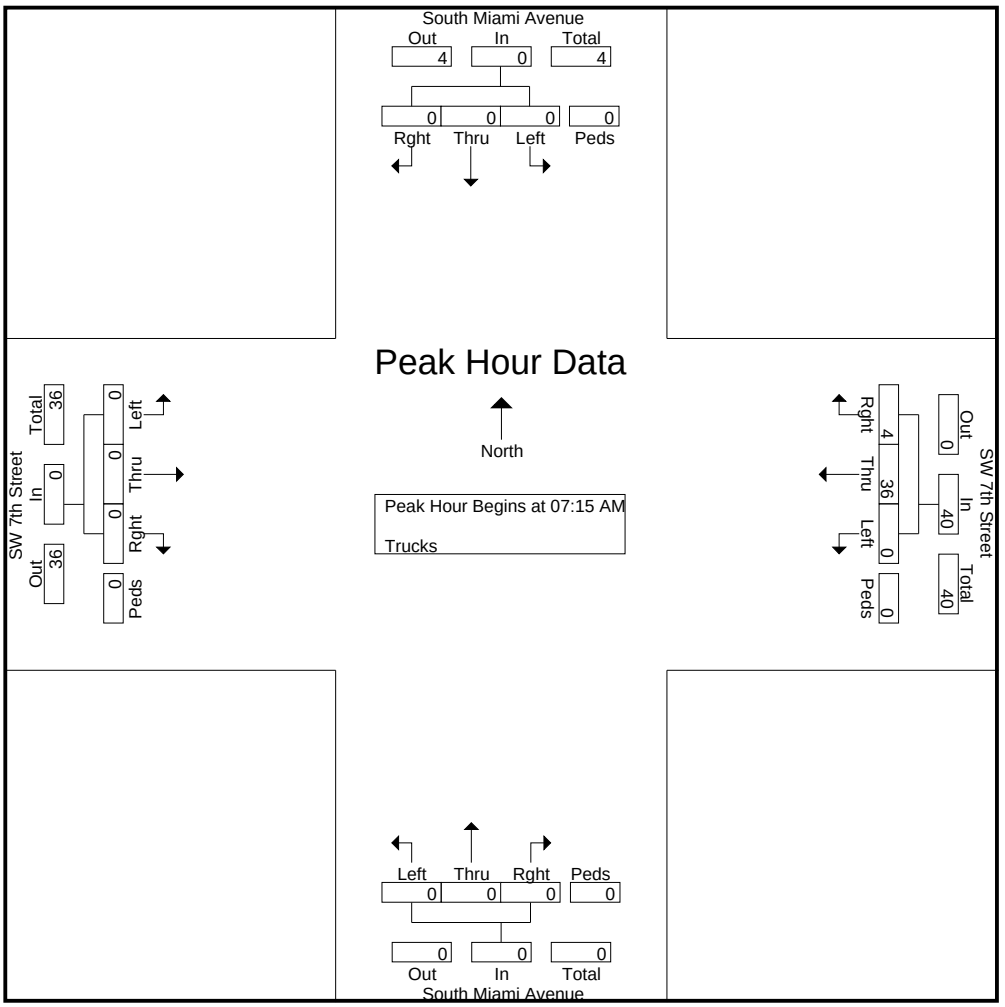
File Name : TMC-3 (SW 7th Street & South Miami Avenue)
Site Code : 00000000
Start Date : 10/29/2013
Page No : 2



SW 7th Street & South Miami Avenue

File Name : TMC-3 (SW 7th Street & South Miami Avenue)
Site Code : 00000000
Start Date : 10/29/2013
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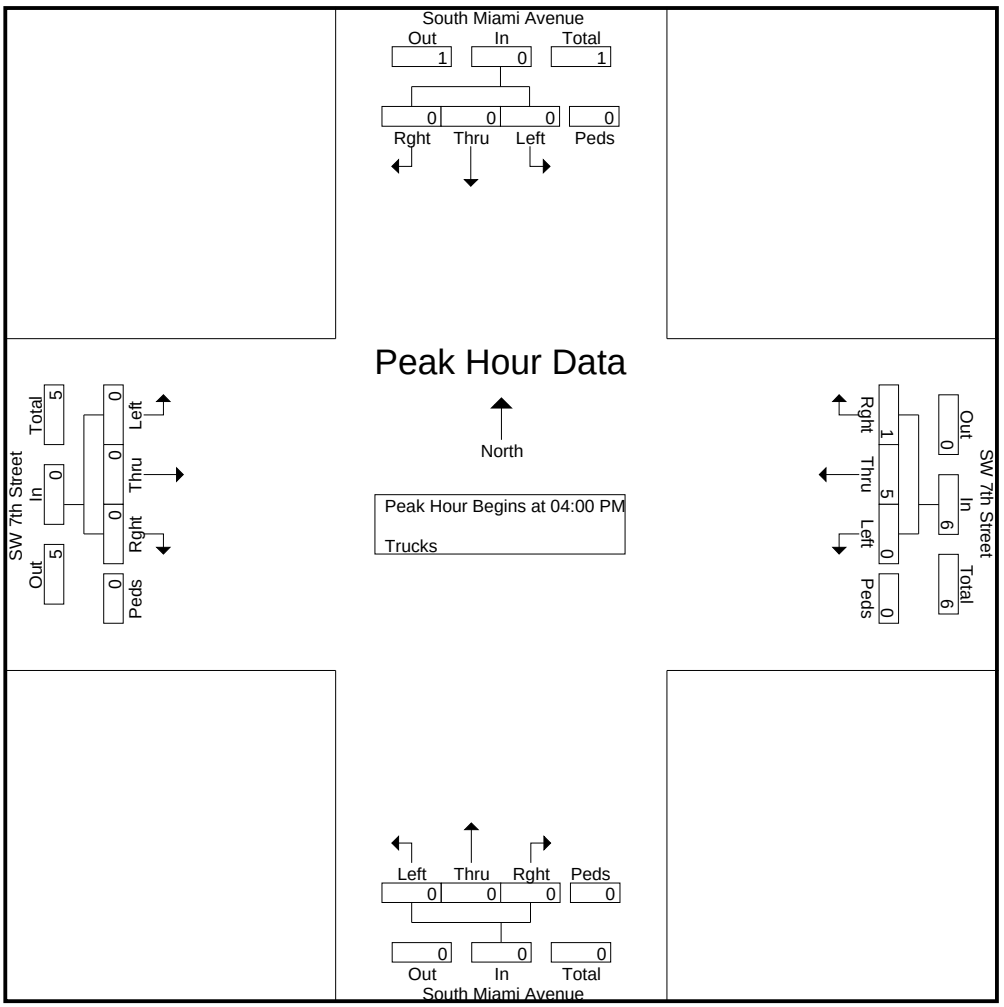
	South Miami Avenue Southbound					South Miami Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	12
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	3	0	10	0	0	0	0	0	10
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	9
Total Volume	0	0	0	0	0	0	0	0	0	0	0	36	4	0	40	0	0	0	0	0	40
% App. Total	0	0	0	0		0	0	0	0		0	90	10	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.818	.333	.000	.833	.000	.000	.000	.000	.000	.833



SW 7th Street & South Miami Avenue

File Name : TMC-3 (SW 7th Street & South Miami Avenue)
Site Code : 00000000
Start Date : 10/29/2013
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	South Miami Avenue Southbound					South Miami Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	6
% App. Total	0	0	0	0		0	0	0	0		0	83.3	16.7	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.250	.000	.500	.000	.000	.000	.000	.000	.500



SW 7th Street & SW 1st Avenue

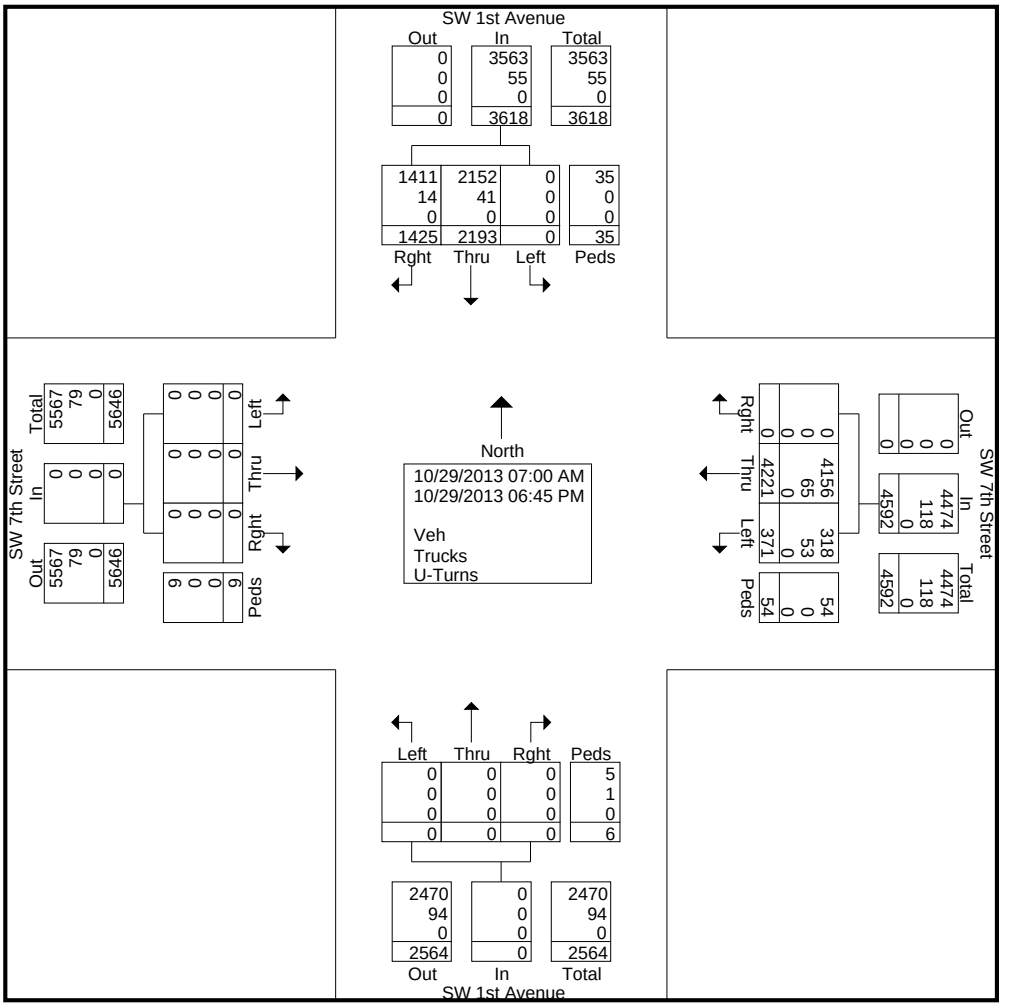
File Name : TMC-4 (SW 7th Street & SW 1st Avenue)
Site Code : 00000000
Start Date : 10/29/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 1st Avenue Southbound					SW 1st Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	47	30	0	77	0	0	0	3	3	8	85	0	2	95	0	0	0	0	0	175
07:15 AM	0	38	23	0	61	0	0	0	0	0	20	106	0	1	127	0	0	0	0	0	188
07:30 AM	0	50	25	0	75	0	0	0	3	3	9	117	0	1	127	0	0	0	0	0	205
07:45 AM	0	53	34	0	87	0	0	0	0	0	19	116	0	0	135	0	0	0	1	1	223
Total	0	188	112	0	300	0	0	0	6	6	56	424	0	4	484	0	0	0	1	1	791
08:00 AM	0	86	57	0	143	0	0	0	0	0	17	118	0	0	135	0	0	0	0	0	278
08:15 AM	0	101	58	0	159	0	0	0	0	0	16	127	0	0	143	0	0	0	0	0	302
08:30 AM	0	108	35	0	143	0	0	0	0	0	8	114	0	0	122	0	0	0	0	0	265
08:45 AM	0	98	57	1	156	0	0	0	0	0	6	80	0	0	86	0	0	0	0	0	242
Total	0	393	207	1	601	0	0	0	0	0	47	439	0	0	486	0	0	0	0	0	1087
09:00 AM	0	104	77	1	182	0	0	0	0	0	7	116	0	0	123	0	0	0	0	0	305
09:15 AM	0	74	60	2	136	0	0	0	0	0	7	114	0	0	121	0	0	0	0	0	257
09:30 AM	0	68	49	0	117	0	0	0	0	0	23	106	0	0	129	0	0	0	0	0	246
09:45 AM	0	96	53	1	150	0	0	0	0	0	20	78	0	0	98	0	0	0	0	0	248
Total	0	342	239	4	585	0	0	0	0	0	57	414	0	0	471	0	0	0	0	0	1056
*** BREAK ***																					
04:00 PM	0	77	85	0	162	0	0	0	0	0	15	205	0	0	220	0	0	0	0	0	382
04:15 PM	0	64	65	0	129	0	0	0	0	0	16	226	0	0	242	0	0	0	0	0	371
04:30 PM	0	89	79	0	168	0	0	0	0	0	12	221	0	0	233	0	0	0	0	0	401
04:45 PM	0	113	87	20	220	0	0	0	0	0	15	272	0	9	296	0	0	0	0	0	516
Total	0	343	316	20	679	0	0	0	0	0	58	924	0	9	991	0	0	0	0	0	1670
05:00 PM	0	120	68	0	188	0	0	0	0	0	9	298	0	18	325	0	0	0	0	0	513
05:15 PM	0	114	72	1	187	0	0	0	0	0	19	300	0	5	324	0	0	0	0	0	511
05:30 PM	0	88	81	0	169	0	0	0	0	0	28	255	0	3	286	0	0	0	0	0	455
05:45 PM	0	147	66	5	218	0	0	0	0	0	25	245	0	0	270	0	0	0	0	0	488
Total	0	469	287	6	762	0	0	0	0	0	81	1098	0	26	1205	0	0	0	0	0	1967
06:00 PM	0	118	92	0	210	0	0	0	0	0	22	222	0	11	255	0	0	0	0	0	465
06:15 PM	0	134	58	0	192	0	0	0	0	0	15	238	0	4	257	0	0	0	0	0	449
06:30 PM	0	115	61	4	180	0	0	0	0	0	10	195	0	0	205	0	0	0	0	0	385
06:45 PM	0	91	53	0	144	0	0	0	0	0	25	267	0	0	292	0	0	0	8	8	444
Total	0	458	264	4	726	0	0	0	0	0	72	922	0	15	1009	0	0	0	8	8	1743
Grand Total	0	2193	1425	35	3653	0	0	0	6	6	371	4221	0	54	4646	0	0	0	9	9	8314
Apprch %	0	60	39	1		0	0	0	100		8	90.9	0	1.2		0	0	0	100		
Total %	0	26.4	17.1	0.4	43.9	0	0	0	0.1	0.1	4.5	50.8	0	0.6	55.9	0	0	0	0.1	0.1	
Veh	0	2152	1411	35	3598	0	0	0	5	5	318	4156	0	54	4528	0	0	0	9	9	8140
% Veh	0	98.1	99	100	98.5	0	0	0	83.3	83.3	85.7	98.5	0	100	97.5	0	0	0	100	100	97.9
Trucks	0	41	14	0	55	0	0	0	1	1	53	65	0	0	118	0	0	0	0	0	174
% Trucks	0	1.9	1	0	1.5	0	0	0	16.7	16.7	14.3	1.5	0	0	2.5	0	0	0	0	0	2.1
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & SW 1st Avenue

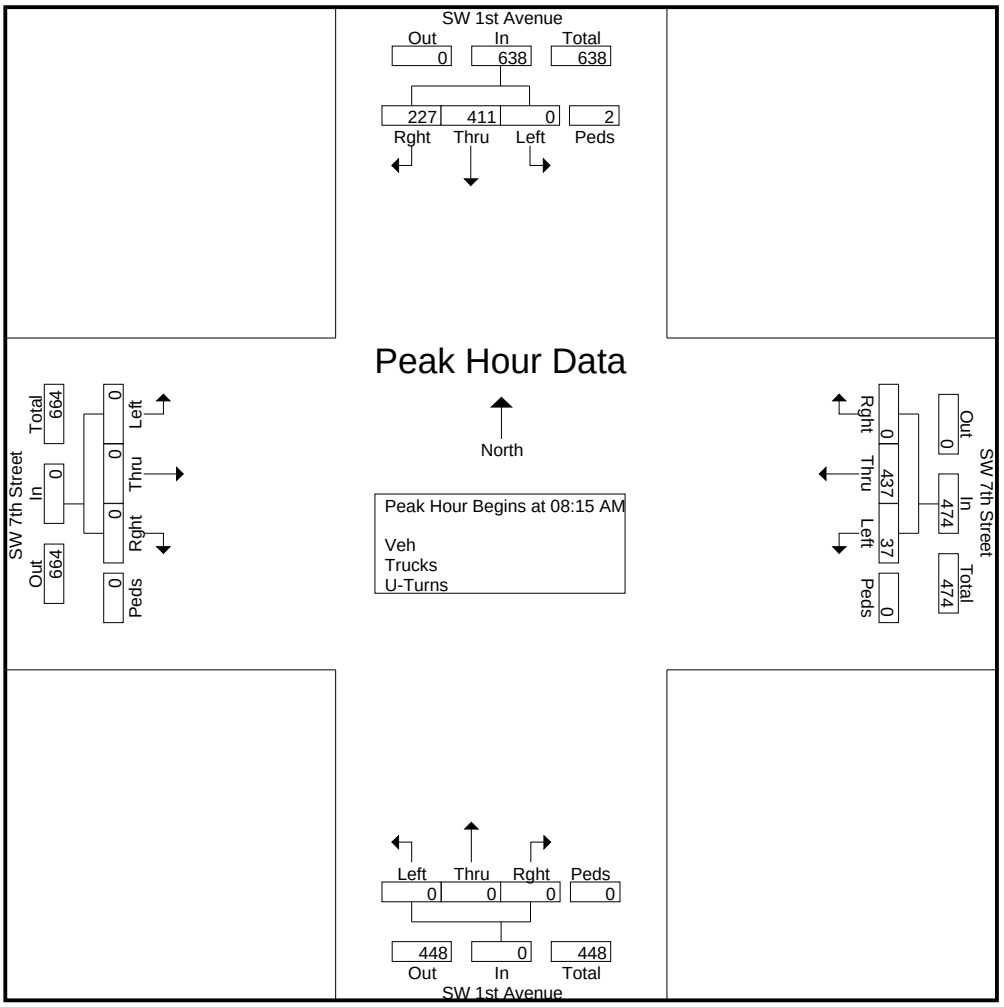
File Name : TMC-4 (SW 7th Street & SW 1st Avenue)
Site Code : 00000000
Start Date : 10/29/2013
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SW 7th Street & SW 1st Avenue

File Name : TMC-4 (SW 7th Street & SW 1st Avenue)
Site Code : 00000000
Start Date : 10/29/2013
Page No : 3

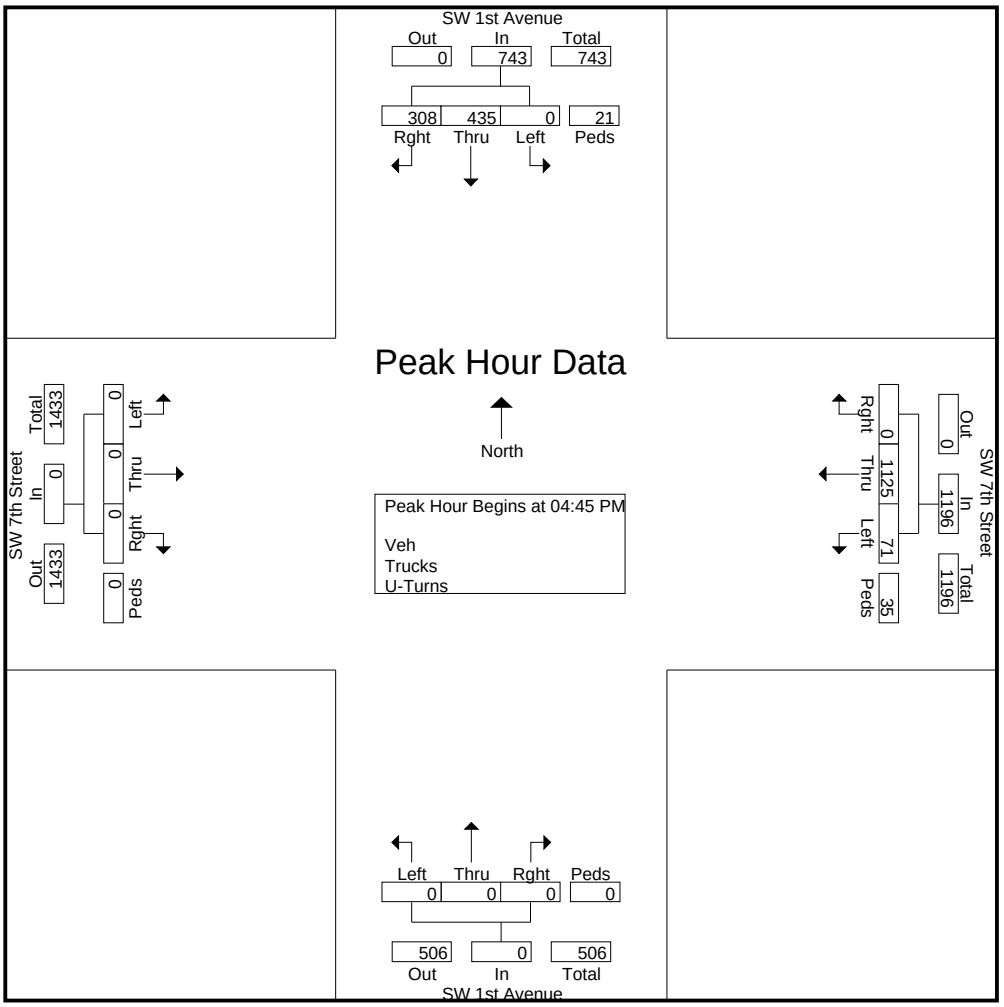
	SW 1st Avenue Southbound					SW 1st Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	101	58	0	159	0	0	0	0	0	16	127	0	0	143	0	0	0	0	0	302
08:30 AM	0	108	35	0	143	0	0	0	0	0	8	114	0	0	122	0	0	0	0	0	265
08:45 AM	0	98	57	1	156	0	0	0	0	0	6	80	0	0	86	0	0	0	0	0	242
09:00 AM	0	104	77	1	182	0	0	0	0	0	7	116	0	0	123	0	0	0	0	0	305
Total Volume	0	411	227	2	640	0	0	0	0	0	37	437	0	0	474	0	0	0	0	0	1114
% App. Total	0	64.2	35.5	0.3		0	0	0	0		7.8	92.2	0	0		0	0	0	0		
PHF	.000	.951	.737	.500	.879	.000	.000	.000	.000	.000	.578	.860	.000	.000	.829	.000	.000	.000	.000	.000	.913



SW 7th Street & SW 1st Avenue

File Name : TMC-4 (SW 7th Street & SW 1st Avenue)
Site Code : 00000000
Start Date : 10/29/2013
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	SW 1st Avenue Southbound					SW 1st Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	113	87	20	220	0	0	0	0	0	15	272	0	9	296	0	0	0	0	0	516
05:00 PM	0	120	68	0	188	0	0	0	0	0	9	298	0	18	325	0	0	0	0	0	513
05:15 PM	0	114	72	1	187	0	0	0	0	0	19	300	0	5	324	0	0	0	0	0	511
05:30 PM	0	88	81	0	169	0	0	0	0	0	28	255	0	3	286	0	0	0	0	0	455
Total Volume	0	435	308	21	764	0	0	0	0	0	71	1125	0	35	1231	0	0	0	0	0	1995
% App. Total	0	56.9	40.3	2.7		0	0	0	0		5.8	91.4	0	2.8		0	0	0	0		
PHF	.000	.906	.885	.263	.868	.000	.000	.000	.000	.000	.634	.938	.000	.486	.947	.000	.000	.000	.000	.000	.967



SW 7th Street & SW 1st Avenue

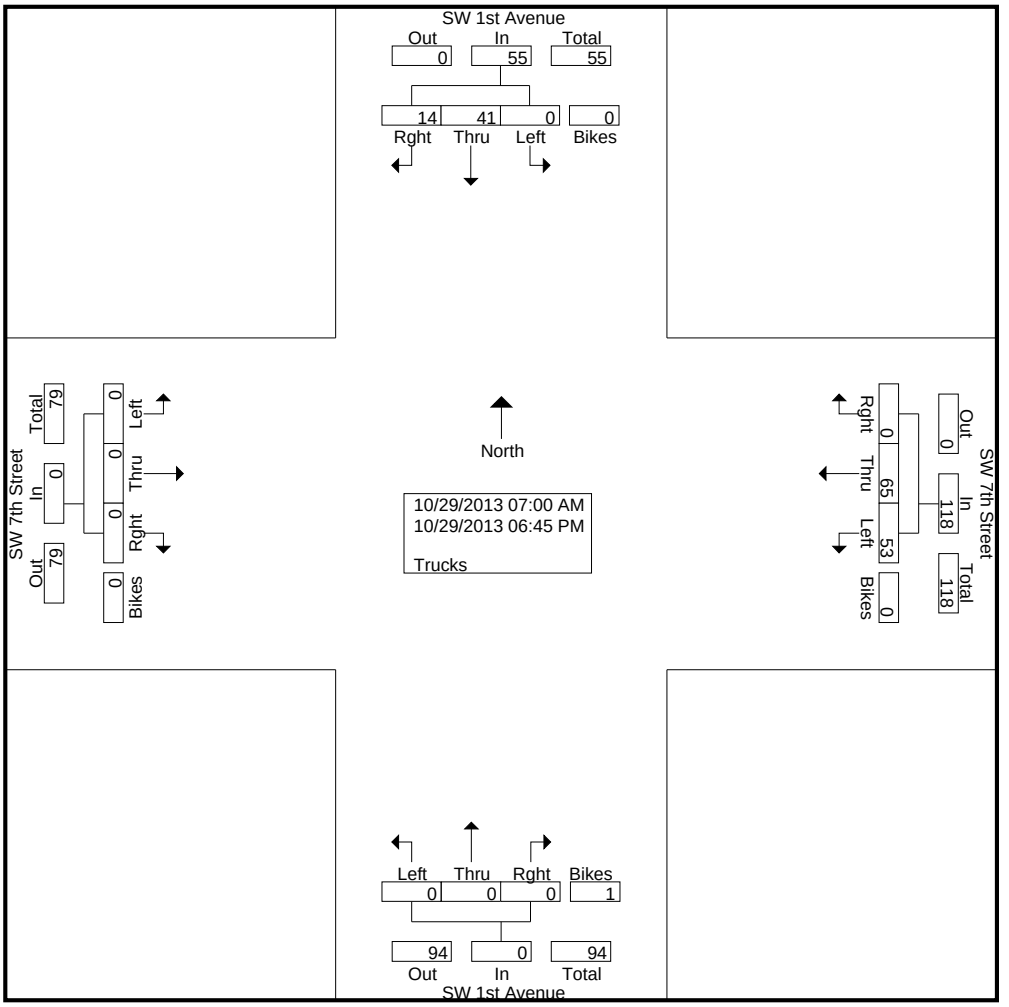
File Name : TMC-4 (SW 7th Street & SW 1st Avenue)
Site Code : 00000000
Start Date : 10/29/2013
Page No : 1

Groups Printed- Trucks

	SW 1st Avenue Southbound					SW 1st Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
07:00 AM	0	3	1	0	4	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	7
07:15 AM	0	1	0	0	1	0	0	0	0	0	6	4	0	0	10	0	0	0	0	0	11
07:30 AM	0	3	0	0	3	0	0	0	1	1	4	3	0	0	7	0	0	0	0	0	11
07:45 AM	0	0	4	0	4	0	0	0	0	0	4	5	0	0	9	0	0	0	0	0	13
Total	0	7	5	0	12	0	0	0	1	1	16	13	0	0	29	0	0	0	0	0	42
08:00 AM	0	1	0	0	1	0	0	0	0	0	6	7	0	0	13	0	0	0	0	0	14
08:15 AM	0	1	0	0	1	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	8
08:30 AM	0	1	0	0	1	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	8
08:45 AM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	7
Total	0	5	0	0	5	0	0	0	0	0	13	19	0	0	32	0	0	0	0	0	37
09:00 AM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	7
09:15 AM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
09:30 AM	0	0	2	0	2	0	0	0	0	0	4	4	0	0	8	0	0	0	0	0	10
09:45 AM	0	2	4	0	6	0	0	0	0	0	4	4	0	0	8	0	0	0	0	0	14
Total	0	5	7	0	12	0	0	0	0	0	10	13	0	0	23	0	0	0	0	0	35
*** BREAK ***																					
04:00 PM	0	1	1	0	2	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	5
04:15 PM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
04:30 PM	0	2	0	0	2	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	10
04:45 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
Total	0	7	1	0	8	0	0	0	0	0	6	10	0	0	16	0	0	0	0	0	24
05:00 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
05:15 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
05:45 PM	0	3	0	0	3	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	6
Total	0	9	1	0	10	0	0	0	0	0	4	5	0	0	9	0	0	0	0	0	19
06:00 PM	0	3	0	0	3	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	9
06:15 PM	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
06:30 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	8	0	0	8	0	0	0	0	0	4	5	0	0	9	0	0	0	0	0	17
Grand Total	0	41	14	0	55	0	0	0	1	1	53	65	0	0	118	0	0	0	0	0	174
Apprch %	0	74.5	25.5	0		0	0	0	100		44.9	55.1	0	0		0	0	0	0		
Total %	0	23.6	8	0	31.6	0	0	0	0.6	0.6	30.5	37.4	0	0	67.8	0	0	0	0	0	

SW 7th Street & SW 1st Avenue

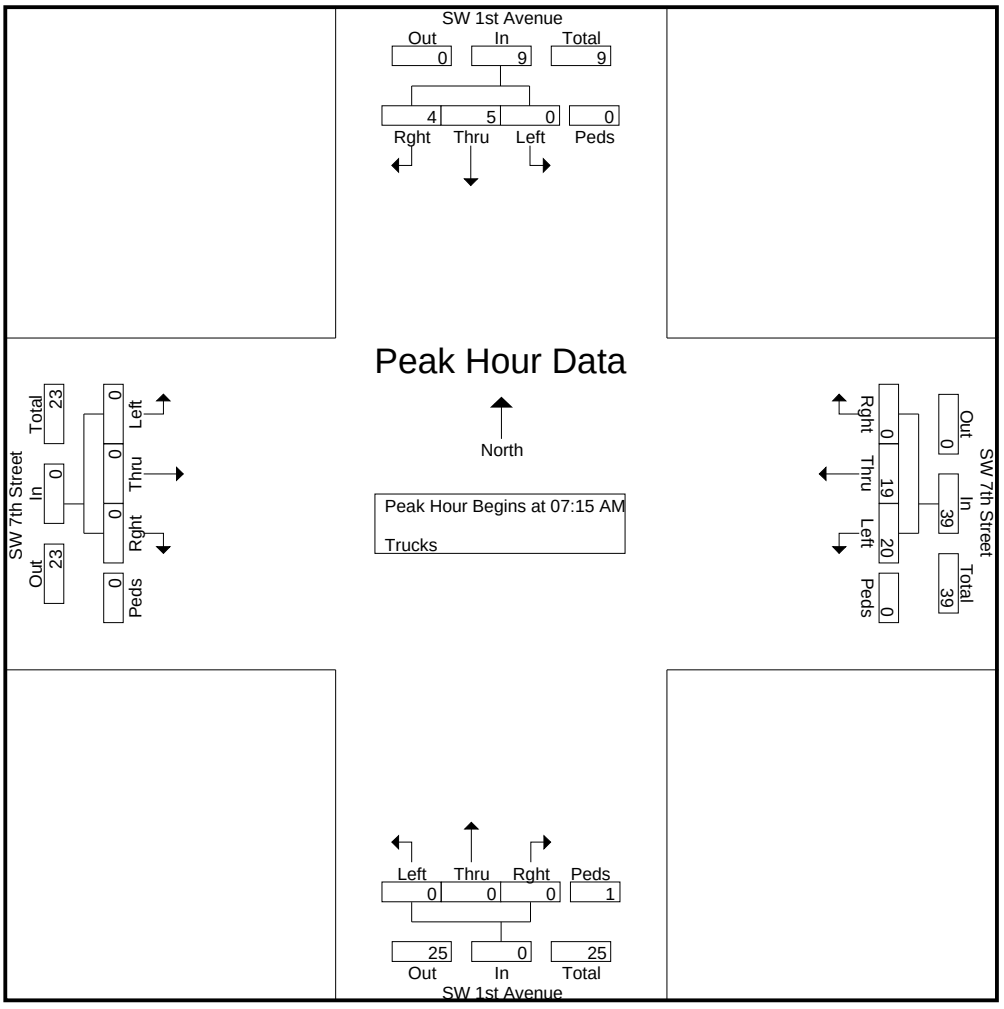
File Name : TMC-4 (SW 7th Street & SW 1st Avenue)
Site Code : 00000000
Start Date : 10/29/2013
Page No : 2



SW 7th Street & SW 1st Avenue

File Name : TMC-4 (SW 7th Street & SW 1st Avenue)
Site Code : 00000000
Start Date : 10/29/2013
Page No : 3

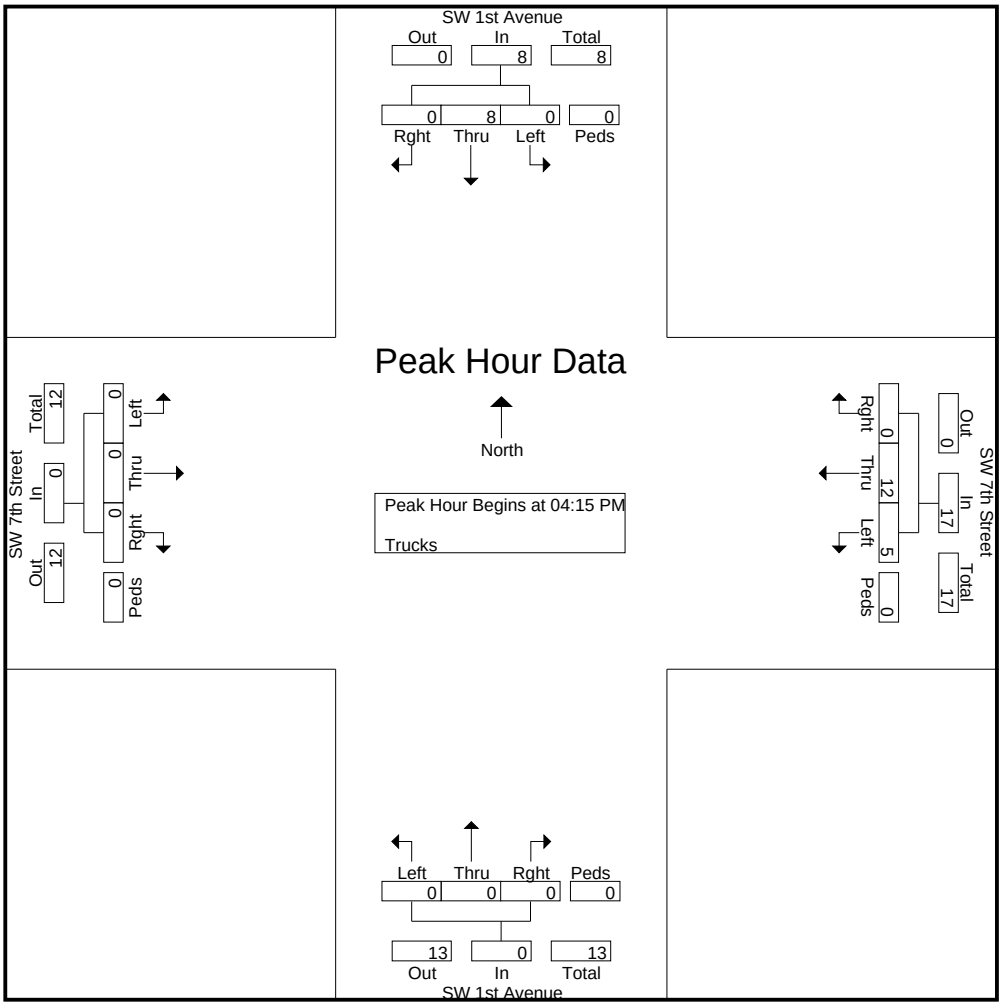
	SW 1st Avenue Southbound					SW 1st Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	1	0	0	1	0	0	0	0	0	6	4	0	0	10	0	0	0	0	0	11
07:30 AM	0	3	0	0	3	0	0	0	1	1	4	3	0	0	7	0	0	0	0	0	11
07:45 AM	0	0	4	0	4	0	0	0	0	0	4	5	0	0	9	0	0	0	0	0	13
08:00 AM	0	1	0	0	1	0	0	0	0	0	6	7	0	0	13	0	0	0	0	0	14
Total Volume	0	5	4	0	9	0	0	0	1	1	20	19	0	0	39	0	0	0	0	0	49
% App. Total	0	55.6	44.4	0		0	0	0	100		51.3	48.7	0	0		0	0	0	0		
PHF	.000	.417	.250	.000	.563	.000	.000	.000	.250	.250	.833	.679	.000	.000	.750	.000	.000	.000	.000	.000	.875



SW 7th Street & SW 1st Avenue

File Name : TMC-4 (SW 7th Street & SW 1st Avenue)
Site Code : 00000000
Start Date : 10/29/2013
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	SW 1st Avenue Southbound					SW 1st Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
04:30 PM	0	2	0	0	2	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	10
04:45 PM	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
05:00 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
Total Volume	0	8	0	0	8	0	0	0	0	0	5	12	0	0	17	0	0	0	0	0	25
% App. Total	0	100	0	0		0	0	0	0		29.4	70.6	0	0		0	0	0	0		
PHF	.000	1.000																			



SW 7th Street & SW 2nd Avenue

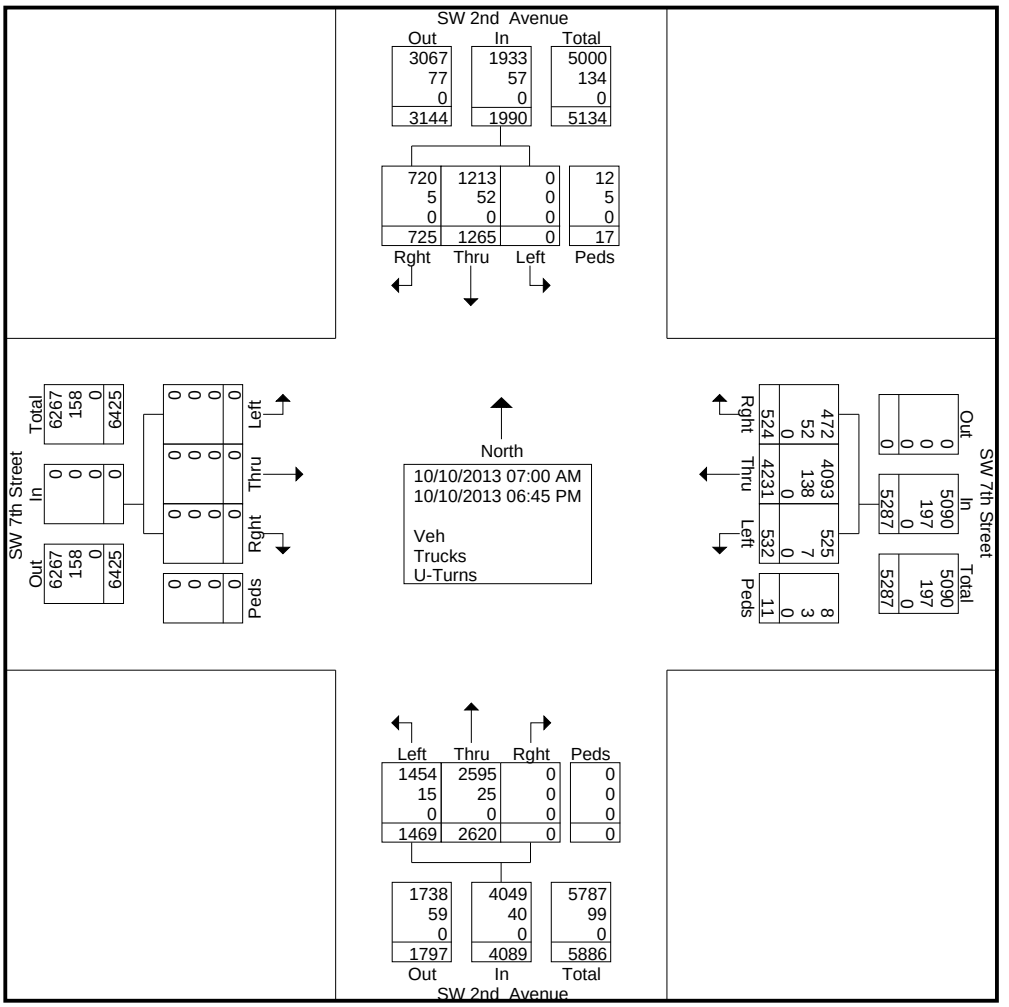
File Name : TMC-5 (SW 7th Street & SW 2nd Avenue)
Site Code : 00000000
Start Date : 10/10/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 2nd Avenue Southbound					SW 2nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	26	12	0	38	76	95	0	0	171	12	130	13	0	155	0	0	0	0	0	364
07:15 AM	0	27	11	0	38	56	100	0	0	156	17	153	20	1	191	0	0	0	0	0	385
07:30 AM	0	39	15	2	56	57	137	0	0	194	20	133	18	1	172	0	0	0	0	0	422
07:45 AM	0	60	11	2	73	58	126	0	0	184	11	165	22	0	198	0	0	0	0	0	455
Total	0	152	49	4	205	247	458	0	0	705	60	581	73	2	716	0	0	0	0	0	1626
08:00 AM	0	51	18	6	75	53	137	0	0	190	19	137	16	0	172	0	0	0	0	0	437
08:15 AM	0	56	23	2	81	69	149	0	0	218	22	203	39	0	264	0	0	0	0	0	563
08:30 AM	0	44	19	0	63	76	180	0	0	256	18	159	36	1	214	0	0	0	0	0	533
08:45 AM	0	59	23	0	82	49	154	0	0	203	35	143	13	0	191	0	0	0	0	0	476
Total	0	210	83	8	301	247	620	0	0	867	94	642	104	1	841	0	0	0	0	0	2009
09:00 AM	0	43	16	0	59	64	97	0	0	161	23	136	27	0	186	0	0	0	0	0	406
09:15 AM	0	55	26	0	81	42	86	0	0	128	26	141	19	0	186	0	0	0	0	0	395
09:30 AM	0	28	23	0	51	60	87	0	0	147	23	127	25	0	175	0	0	0	0	0	373
09:45 AM	0	53	17	0	70	43	103	0	0	146	21	136	15	0	172	0	0	0	0	0	388
Total	0	179	82	0	261	209	373	0	0	582	93	540	86	0	719	0	0	0	0	0	1562
*** BREAK ***																					
04:00 PM	0	59	47	0	106	74	99	0	0	173	28	226	19	0	273	0	0	0	0	0	552
04:15 PM	0	39	41	2	82	70	74	0	0	144	21	186	15	1	223	0	0	0	0	0	449
04:30 PM	0	55	53	0	108	64	100	0	0	164	29	240	27	0	296	0	0	0	0	0	568
04:45 PM	0	71	41	1	113	54	83	0	0	137	19	214	26	1	260	0	0	0	0	0	510
Total	0	224	182	3	409	262	356	0	0	618	97	866	87	2	1052	0	0	0	0	0	2079
05:00 PM	0	88	50	1	139	56	87	0	0	143	14	159	11	0	184	0	0	0	0	0	466
05:15 PM	0	71	46	0	117	67	113	0	0	180	20	189	26	2	237	0	0	0	0	0	534
05:30 PM	0	79	49	0	128	53	123	0	0	176	21	226	19	0	266	0	0	0	0	0	570
05:45 PM	0	50	45	0	95	66	108	0	0	174	21	174	19	1	215	0	0	0	0	0	484
Total	0	288	190	1	479	242	431	0	0	673	76	748	75	3	902	0	0	0	0	0	2054
06:00 PM	0	59	35	1	95	62	105	0	0	167	22	223	18	2	265	0	0	0	0	0	527
06:15 PM	0	64	36	0	100	53	97	0	0	150	31	222	39	1	293	0	0	0	0	0	543
06:30 PM	0	47	30	0	77	79	99	0	0	178	34	222	24	0	280	0	0	0	0	0	535
06:45 PM	0	42	38	0	80	68	81	0	0	149	25	187	18	0	230	0	0	0	0	0	459
Total	0	212	139	1	352	262	382	0	0	644	112	854	99	3	1068	0	0	0	0	0	2064
Grand Total	0	1265	725	17	2007	1469	2620	0	0	4089	532	4231	524	11	5298	0	0	0	0	0	11394
Apprch %	0	63	36.1	0.8		35.9	64.1	0	0		10	79.9	9.9	0.2		0	0	0	0		
Total %	0	11.1	6.4	0.1	17.6	12.9	23	0	0	35.9	4.7	37.1	4.6	0.1	46.5	0	0	0	0	0	
Veh	0	1213	720	12	1945	1454	2595	0	0	4049	525	4093	472	8	5098	0	0	0	0	0	11092
% Veh	0	95.9	99.3	70.6	96.9	99	99	0	0	99	98.7	96.7	90.1	72.7	96.2	0	0	0	0	0	97.3
Trucks	0	52	5	5	62	15	25	0	0	40	7	138	52	3	200	0	0	0	0	0	302
% Trucks	0	4.1	0.7	29.4	3.1	1	1	0	0	1	1.3	3.3	9.9	27.3	3.8	0	0	0	0	0	2.7
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & SW 2nd Avenue

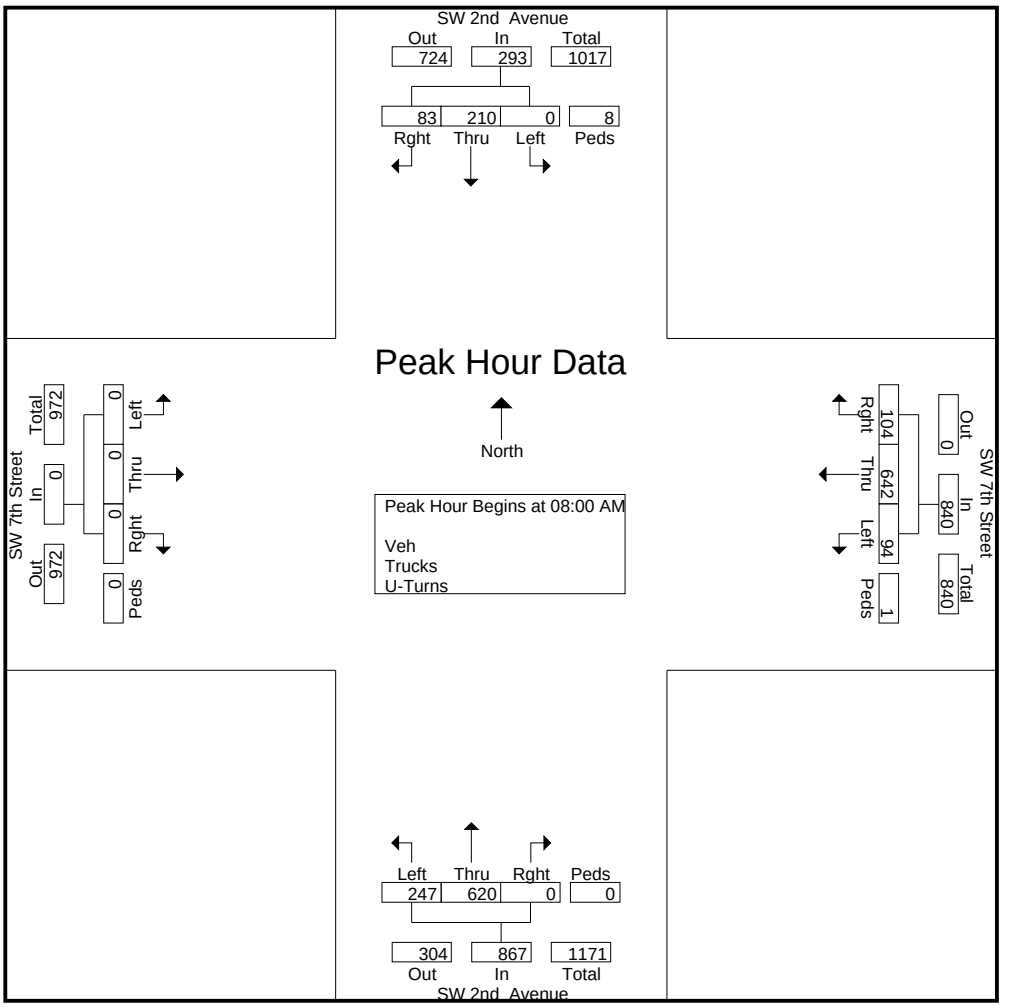
File Name : TMC-5 (SW 7th Street & SW 2nd Avenue)
Site Code : 00000000
Start Date : 10/10/2013
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SW 7th Street & SW 2nd Avenue

File Name : TMC-5 (SW 7th Street & SW 2nd Avenue)
Site Code : 00000000
Start Date : 10/10/2013
Page No : 3

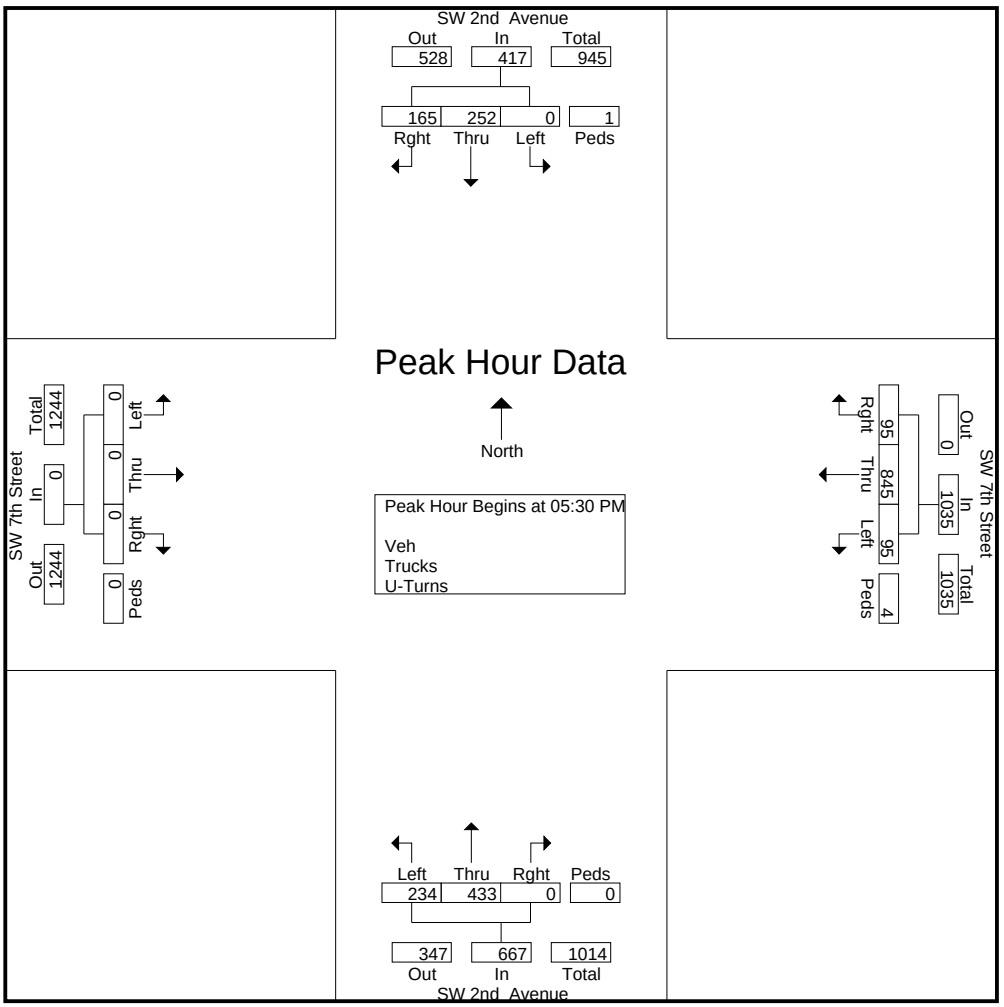
	SW 2nd Avenue Southbound					SW 2nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	51	18	6	75	53	137	0	0	190	19	137	16	0	172	0	0	0	0	0	437
08:15 AM	0	56	23	2	81	69	149	0	0	218	22	203	39	0	264	0	0	0	0	0	563
08:30 AM	0	44	19	0	63	76	180	0	0	256	18	159	36	1	214	0	0	0	0	0	533
08:45 AM	0	59	23	0	82	49	154	0	0	203	35	143	13	0	191	0	0	0	0	0	476
Total Volume	0	210	83	8	301	247	620	0	0	867	94	642	104	1	841	0	0	0	0	0	2009
% App. Total	0	69.8	27.6	2.7		28.5	71.5	0	0		11.2	76.3	12.4	0.1		0	0	0	0		
PHF	.000	.890	.902	.333	.918	.813	.861	.000	.000	.847	.671	.791	.667	.250	.796	.000	.000	.000	.000	.000	.892



SW 7th Street & SW 2nd Avenue

File Name : TMC-5 (SW 7th Street & SW 2nd Avenue)
Site Code : 00000000
Start Date : 10/10/2013
Page No : 4

	SW 2nd Avenue Southbound					SW 2nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	0	79	49	0	128	53	123	0	0	176	21	226	19	0	266	0	0	0	0	0	570
05:45 PM	0	50	45	0	95	66	108	0	0	174	21	174	19	1	215	0	0	0	0	0	484
06:00 PM	0	59	35	1	95	62	105	0	0	167	22	223	18	2	265	0	0	0	0	0	527
06:15 PM	0	64	36	0	100	53	97	0	0	150	31	222	39	1	293	0	0	0	0	0	543
Total Volume	0	252	165	1	418	234	433	0	0	667	95	845	95	4	1039	0	0	0	0	0	2124
% App. Total	0	60.3	39.5	0.2		35.1	64.9	0	0		9.1	81.3	9.1	0.4		0	0	0	0		
PHF	.000	.797	.842	.250	.816	.886	.880	.000	.000	.947	.766	.935	.609	.500	.887	.000	.000	.000	.000	.000	.932



SW 7th Street & SW 2nd Avenue

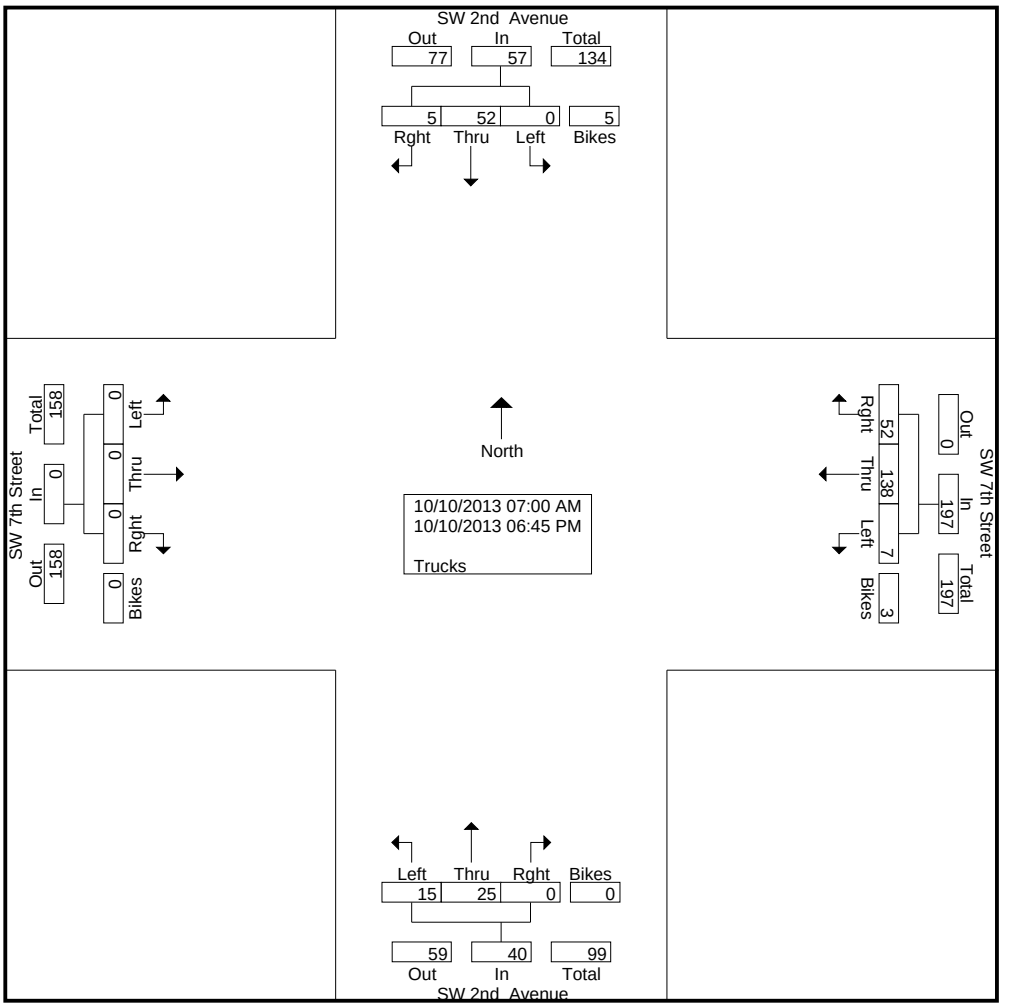
File Name : TMC-5 (SW 7th Street & SW 2nd Avenue)
Site Code : 00000000
Start Date : 10/10/2013
Page No : 1

Groups Printed- Trucks

	SW 2nd Avenue Southbound					SW 2nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
07:00 AM	0	2	0	0	2	2	1	0	0	3	0	7	3	0	10	0	0	0	0	0	15
07:15 AM	0	2	0	0	2	0	2	0	0	2	1	10	2	0	13	0	0	0	0	0	17
07:30 AM	0	4	1	1	6	1	0	0	0	1	0	6	1	0	7	0	0	0	0	0	14
07:45 AM	0	4	1	2	7	1	4	0	0	5	0	8	5	0	13	0	0	0	0	0	25
Total	0	12	2	3	17	4	7	0	0	11	1	31	11	0	43	0	0	0	0	0	71
08:00 AM	0	5	1	2	8	2	2	0	0	4	1	9	0	0	10	0	0	0	0	0	22
08:15 AM	0	4	1	0	5	1	1	0	0	2	0	12	5	0	17	0	0	0	0	0	24
08:30 AM	0	4	1	0	5	1	2	0	0	3	0	9	2	0	11	0	0	0	0	0	19
08:45 AM	0	4	0	0	4	2	1	0	0	3	1	7	2	0	10	0	0	0	0	0	17
Total	0	17	3	2	22	6	6	0	0	12	2	37	9	0	48	0	0	0	0	0	82
09:00 AM	0	2	0	0	2	1	3	0	0	4	0	8	1	0	9	0	0	0	0	0	15
09:15 AM	0	4	0	0	4	1	1	0	0	2	0	3	3	0	6	0	0	0	0	0	12
09:30 AM	0	1	0	0	1	2	3	0	0	5	0	6	4	0	10	0	0	0	0	0	16
09:45 AM	0	4	0	0	4	1	5	0	0	6	2	8	1	0	11	0	0	0	0	0	21
Total	0	11	0	0	11	5	12	0	0	17	2	25	9	0	36	0	0	0	0	0	64
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	11
04:15 PM	0	1	0	0	1	0	0	0	0	0	1	9	2	1	13	0	0	0	0	0	14
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	7	3	0	11	0	0	0	0	0	11
Total	0	2	0	0	2	0	0	0	0	0	2	27	10	1	40	0	0	0	0	0	42
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	5	1	10	0	0	0	0	0	12
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	0	8	7	1	16	0	0	0	0	0	20
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	1	1	7	0	0	0	0	0	8
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	6
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6
Total	0	6	0	0	6	0	0	0	0	0	0	10	6	1	17	0	0	0	0	0	23
Grand Total	0	52	5	5	62	15	25	0	0	40	7	138	52	3	200	0	0	0	0	0	302
Apprch %	0	83.9	8.1	8.1		37.5	62.5	0	0		3.5	69	26	1.5		0	0	0	0		
Total %	0	17.2	1.7	1.7	20.5	5	8.3	0	0	13.2	2.3	45.7	17.2	1	66.2	0	0	0	0	0	

SW 7th Street & SW 2nd Avenue

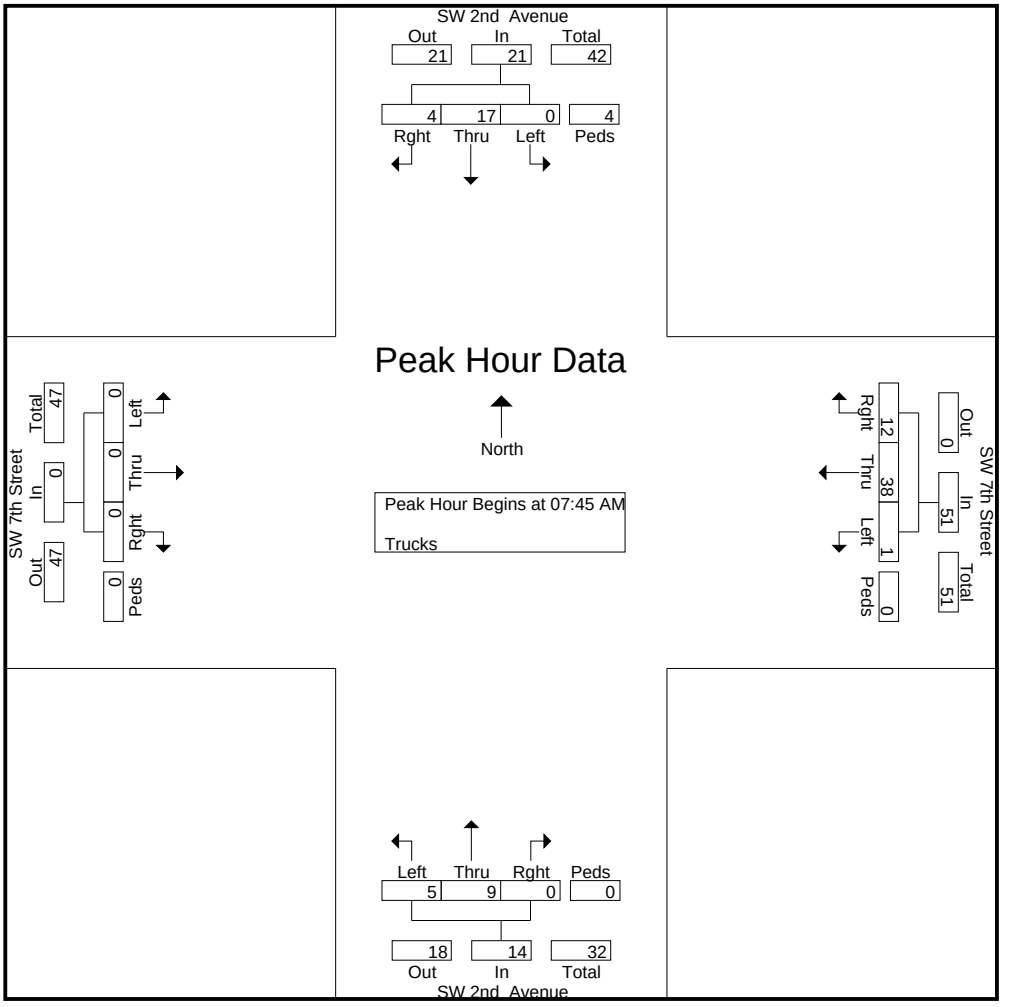
File Name : TMC-5 (SW 7th Street & SW 2nd Avenue)
Site Code : 00000000
Start Date : 10/10/2013
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SW 7th Street & SW 2nd Avenue

File Name : TMC-5 (SW 7th Street & SW 2nd Avenue)
Site Code : 00000000
Start Date : 10/10/2013
Page No : 3

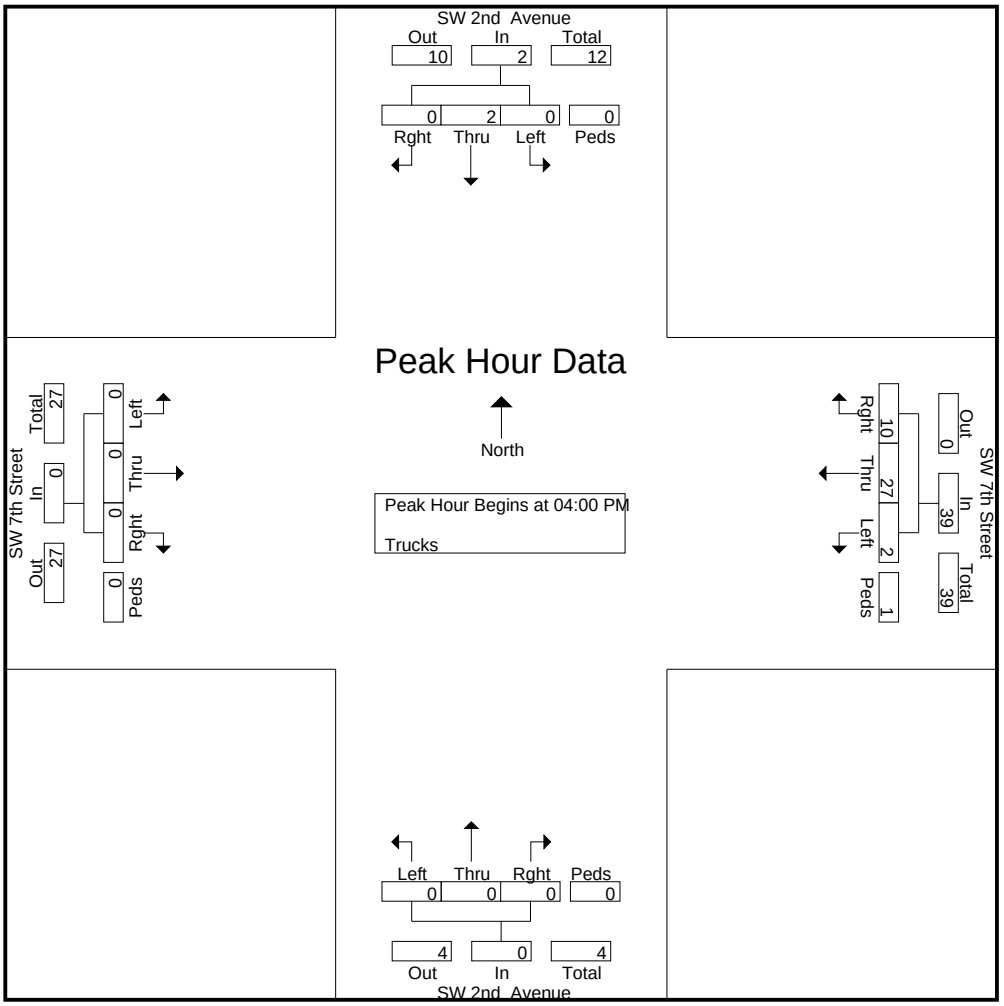
	SW 2nd Avenue Southbound					SW 2nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	4	1	2	7	1	4	0	0	5	0	8	5	0	13	0	0	0	0	0	25
08:00 AM	0	5	1	2	8	2	2	0	0	4	1	9	0	0	10	0	0	0	0	0	22
08:15 AM	0	4	1	0	5	1	1	0	0	2	0	12	5	0	17	0	0	0	0	0	24
08:30 AM	0	4	1	0	5	1	2	0	0	3	0	9	2	0	11	0	0	0	0	0	19
Total Volume	0	17	4	4	25	5	9	0	0	14	1	38	12	0	51	0	0	0	0	0	90
% App. Total	0	68	16	16		35.7	64.3	0	0		2	74.5	23.5	0		0	0	0	0		
PHF	.000	.850	1.000																		



SW 7th Street & SW 2nd Avenue

File Name : TMC-5 (SW 7th Street & SW 2nd Avenue)
Site Code : 00000000
Start Date : 10/10/2013
Page No : 4

	SW 2nd Avenue Southbound					SW 2nd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	11
04:15 PM	0	1	0	0	1	0	0	0	0	0	1	9	2	1	13	0	0	0	0	0	14
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	6
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	7	3	0	11	0	0	0	0	0	11
Total Volume	0	2	0	0	2	0	0	0	0	0	2	27	10	1	40	0	0	0	0	0	42
% App. Total	0	100	0	0		0	0	0	0		5	67.5	25	2.5		0	0	0	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.500	.750	.833	.250	.769	.000	.000	.000	.000	.000	.750



SW 7th Street & SW 3rd Avenue

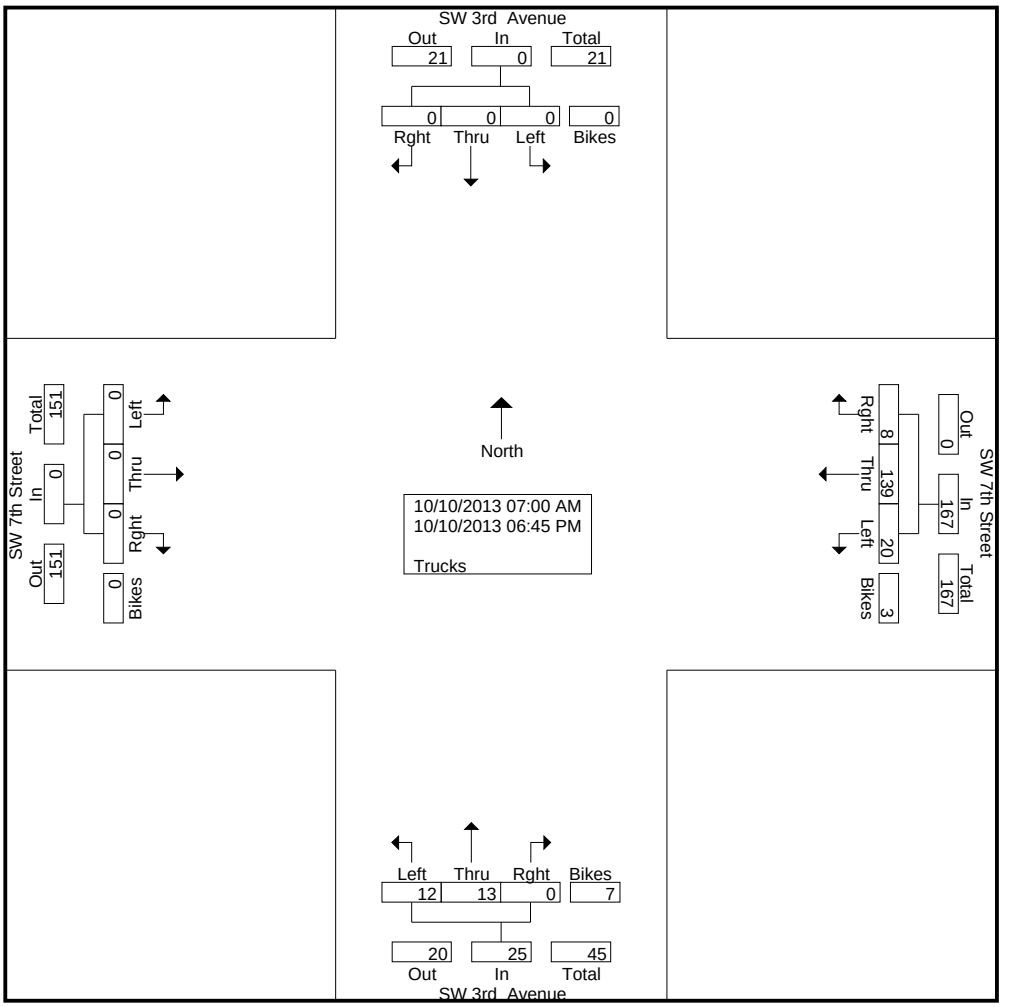
File Name : TMC-6
Site Code : 00000000
Start Date : 10/10/2013
Page No : 1

Groups Printed- Trucks

	SW 3rd Avenue Southbound					SW 3rd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	12	1	2	15	0	0	0	0	0	18
07:15 AM	0	0	0	0	0	1	1	0	0	2	3	9	0	0	12	0	0	0	0	0	14
07:30 AM	0	0	0	0	0	0	1	0	0	1	2	7	0	0	9	0	0	0	0	0	10
07:45 AM	0	0	0	0	0	0	2	0	0	2	1	7	0	0	8	0	0	0	0	0	10
Total	0	0	0	0	0	1	7	0	0	8	6	35	1	2	44	0	0	0	0	0	52
08:00 AM	0	0	0	0	0	1	0	0	0	1	1	9	2	0	12	0	0	0	0	0	13
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	13	1	0	14	0	0	0	0	0	15
08:30 AM	0	0	0	0	0	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	6
Total	0	0	0	0	0	5	0	0	0	5	2	31	3	0	36	0	0	0	0	0	41
09:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	16
09:45 AM	0	0	0	0	0	1	1	0	0	2	2	10	0	0	12	0	0	0	0	0	14
Total	0	0	0	0	0	3	1	0	0	4	2	24	2	0	28	0	0	0	0	0	32
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	2	0	1	3	1	5	1	1	8	0	0	0	0	0	11
04:15 PM	0	0	0	0	0	1	0	0	2	3	1	5	0	0	6	0	0	0	0	0	9
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	1	1	0	0	2	1	6	0	0	7	0	0	0	0	0	9
Total	0	0	0	0	0	3	3	0	3	9	3	18	1	1	23	0	0	0	0	0	32
05:00 PM	0	0	0	0	0	0	0	0	0	0	3	6	0	0	9	0	0	0	0	0	9
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	3	3	0	3	0	0	3	0	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	5
Total	0	0	0	0	0	0	1	0	3	4	3	18	0	0	21	0	0	0	0	0	25
06:00 PM	0	0	0	0	0	0	0	0	0	0	1	4	1	0	6	0	0	0	0	0	6
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	1	0	1	2	2	4	0	0	6	0	0	0	0	0	8
Total	0	0	0	0	0	0	1	0	1	2	4	13	1	0	18	0	0	0	0	0	20
Grand Total	0	0	0	0	0	12	13	0	7	32	20	139	8	3	170	0	0	0	0	0	202
Apprch %	0	0	0	0		37.5	40.6	0	21.9		11.8	81.8	4.7	1.8		0	0	0	0		
Total %	0	0	0	0	0	5.9	6.4	0	3.5	15.8	9.9	68.8	4	1.5	84.2	0	0	0	0	0	

SW 7th Street & SW 3rd Avenue

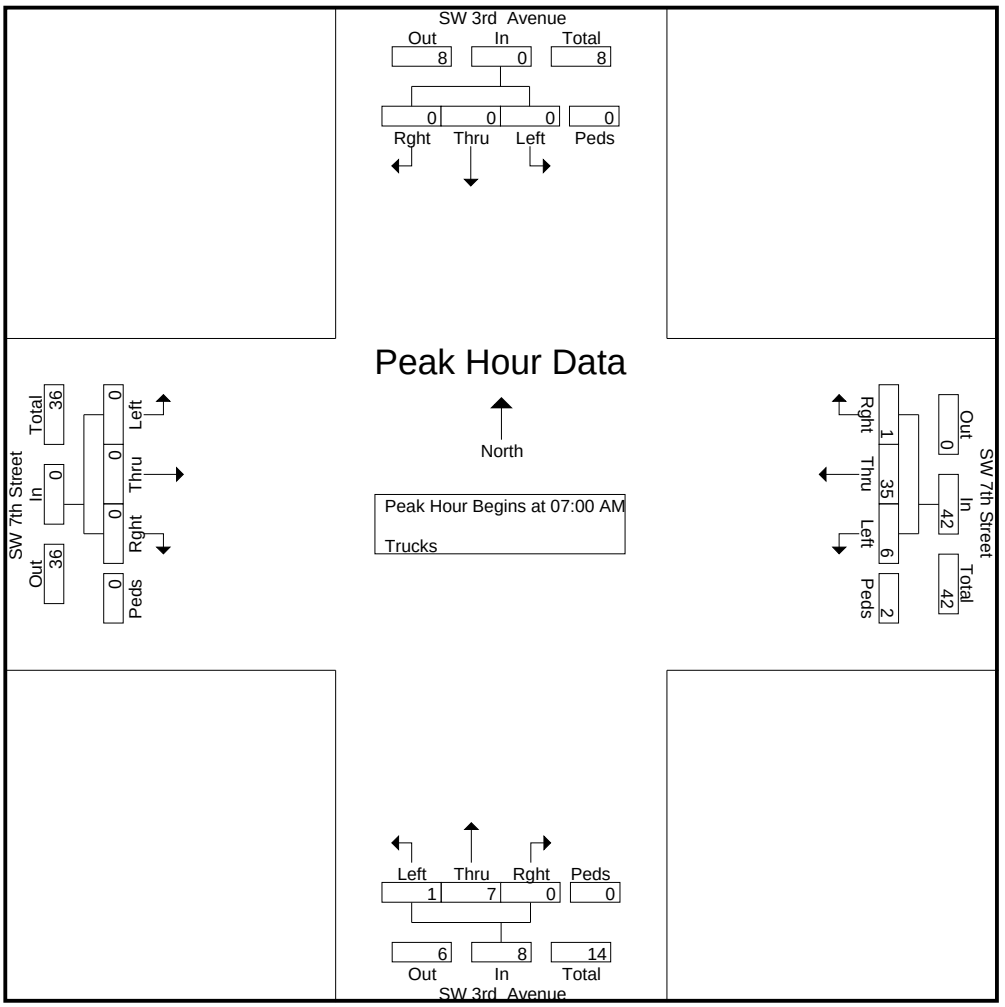
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Site Code : 00000000
Start Date : 10/10/2013
Page No : 2



SW 7th Street & SW 3rd Avenue

File Name : TMC-6
Site Code : 00000000
Start Date : 10/10/2013
Page No : 3

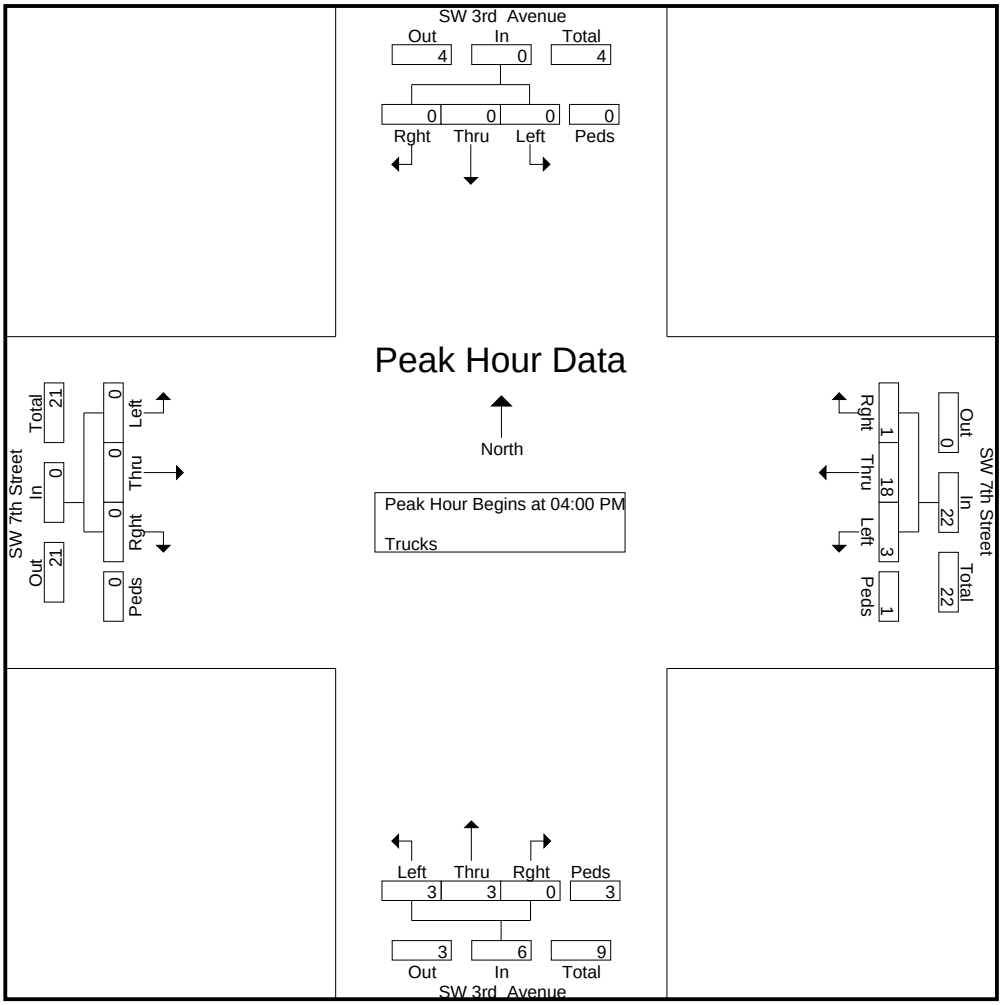
	SW 3rd Avenue Southbound					SW 3rd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	12	1	2	15	0	0	0	0	0	18
07:15 AM	0	0	0	0	0	1	1	0	0	2	3	9	0	0	12	0	0	0	0	0	14
07:30 AM	0	0	0	0	0	0	1	0	0	1	2	7	0	0	9	0	0	0	0	0	10
07:45 AM	0	0	0	0	0	0	2	0	0	2	1	7	0	0	8	0	0	0	0	0	10
Total Volume	0	0	0	0	0	1	7	0	0	8	6	35	1	2	44	0	0	0	0	0	52
% App. Total	0	0	0	0		12.5	87.5	0	0		13.6	79.5	2.3	4.5		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.583	.000	.000	.667	.500	.729	.250	.250	.733	.000	.000	.000	.000	.000	.722



SW 7th Street & SW 3rd Avenue

File Name : TMC-6
Site Code : 00000000
Start Date : 10/10/2013
Page No : 4

	SW 3rd Avenue Southbound					SW 3rd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	2	0	1	3	1	5	1	1	8	0	0	0	0	0	11
04:15 PM	0	0	0	0	0	1	0	0	2	3	1	5	0	0	6	0	0	0	0	0	9
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	1	1	0	0	2	1	6	0	0	7	0	0	0	0	0	9
Total Volume	0	0	0	0	0	3	3	0	3	9	3	18	1	1	23	0	0	0	0	0	32
% App. Total	0	0	0	0		33.3	33.3	0	33.3		13	78.3	4.3	4.3		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.750	.375	.000	.375	.750	.750	.750	.250	.250	.719	.000	.000	.000	.000	.000	.727



SW 7th Street & SW 3rd Avenue

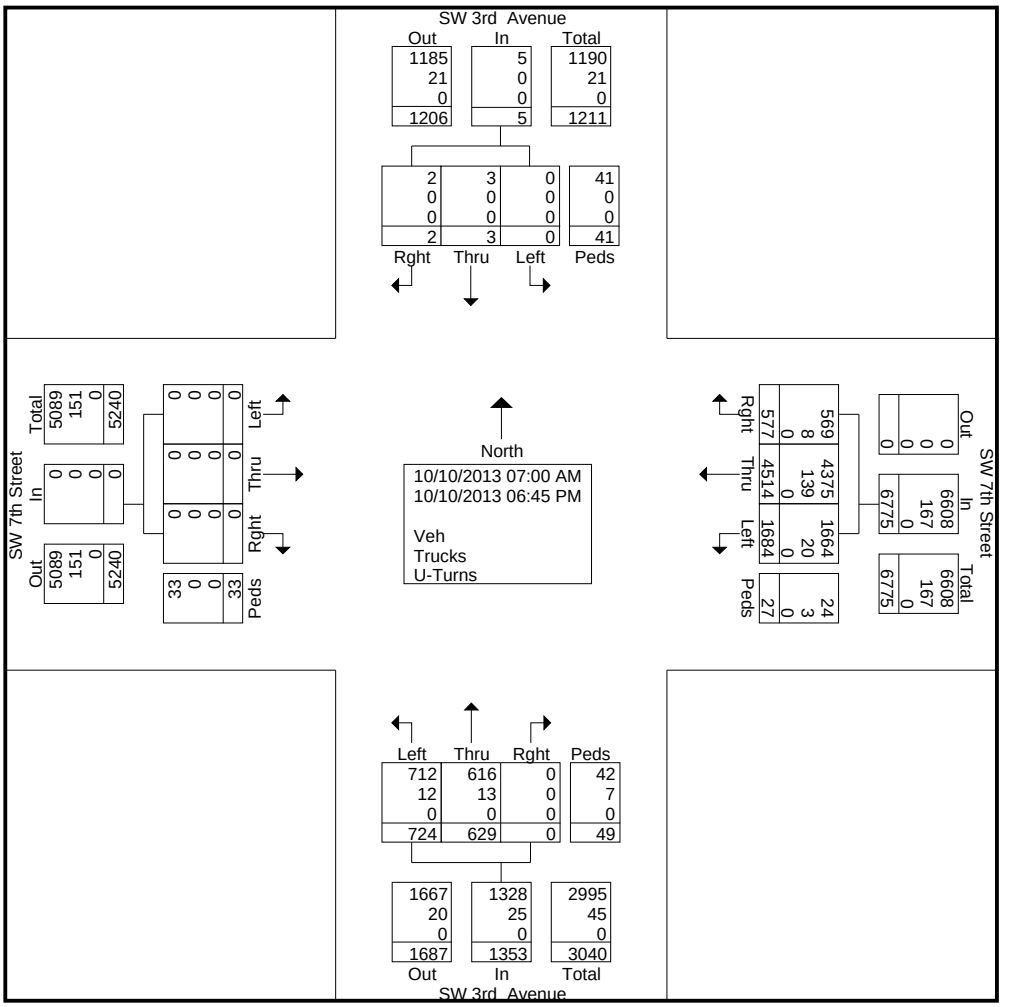
File Name : TMC-6
Site Code : 00000000
Start Date : 10/10/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 3rd Avenue Southbound					SW 3rd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	0	0	1	1	21	16	0	3	40	60	139	12	3	214	0	0	0	1	1	256
07:15 AM	0	1	0	0	1	25	22	0	0	47	65	145	9	3	222	0	0	0	6	6	276
07:30 AM	0	0	0	4	4	21	13	0	1	35	63	153	11	2	229	0	0	0	0	0	268
07:45 AM	0	0	0	0	0	28	23	0	3	54	55	187	12	0	254	0	0	0	1	1	309
Total	0	1	0	5	6	95	74	0	7	176	243	624	44	8	919	0	0	0	8	8	1109
08:00 AM	0	0	0	0	0	29	35	0	0	64	58	164	24	0	246	0	0	0	0	0	310
08:15 AM	0	1	1	2	4	23	15	0	0	38	52	202	20	0	274	0	0	0	0	0	316
08:30 AM	0	0	0	0	0	18	14	0	3	35	53	210	15	0	278	0	0	0	0	0	313
08:45 AM	0	0	1	0	1	22	7	0	0	29	57	171	20	1	249	0	0	0	0	0	279
Total	0	1	2	2	5	92	71	0	3	166	220	747	79	1	1047	0	0	0	0	0	1218
09:00 AM	0	0	0	0	0	16	16	0	2	34	55	166	13	0	234	0	0	0	0	0	268
09:15 AM	0	0	0	2	2	18	14	0	0	32	59	137	11	2	209	0	0	0	0	0	243
09:30 AM	0	0	0	2	2	36	16	0	0	52	59	168	8	1	236	0	0	0	0	0	290
09:45 AM	0	0	0	0	0	24	13	0	3	40	85	165	9	4	263	0	0	0	0	0	303
Total	0	0	0	4	4	94	59	0	5	158	258	636	41	7	942	0	0	0	0	0	1104
*** BREAK ***																					
04:00 PM	0	0	0	2	2	33	29	0	3	65	89	230	34	2	355	0	0	0	6	6	428
04:15 PM	0	0	0	1	1	54	44	0	7	105	89	220	28	0	337	0	0	0	0	0	443
04:30 PM	0	0	0	0	0	30	42	0	0	72	47	185	20	0	252	0	0	0	0	0	324
04:45 PM	0	0	0	2	2	45	37	0	2	84	85	181	32	1	299	0	0	0	2	2	387
Total	0	0	0	5	5	162	152	0	12	326	310	816	114	3	1243	0	0	0	8	8	1582
05:00 PM	0	0	0	4	4	41	43	0	4	88	83	213	50	0	346	0	0	0	0	0	438
05:15 PM	0	0	0	1	1	34	54	0	0	88	74	231	38	0	343	0	0	0	1	1	433
05:30 PM	0	0	0	3	3	26	29	0	4	59	57	204	38	3	302	0	0	0	3	3	367
05:45 PM	0	0	0	3	3	31	39	0	0	70	36	129	29	0	194	0	0	0	0	0	267
Total	0	0	0	11	11	132	165	0	8	305	250	777	155	3	1185	0	0	0	4	4	1505
06:00 PM	0	0	0	1	1	29	31	0	3	63	94	223	56	3	376	0	0	0	2	2	442
06:15 PM	0	0	0	5	5	37	26	0	0	63	109	244	35	0	388	0	0	0	2	2	458
06:30 PM	0	0	0	0	0	47	29	0	4	80	103	219	26	0	348	0	0	0	5	5	433
06:45 PM	0	1	0	8	9	36	22	0	7	65	97	228	27	2	354	0	0	0	4	4	432
Total	0	1	0	14	15	149	108	0	14	271	403	914	144	5	1466	0	0	0	13	13	1765
Grand Total	0	3	2	41	46	724	629	0	49	1402	1684	4514	577	27	6802	0	0	0	33	33	8283
Apprch %	0	6.5	4.3	89.1		51.6	44.9	0	3.5		24.8	66.4	8.5	0.4		0	0	0	100		
Total %	0	0	0	0.5	0.6	8.7	7.6	0	0.6	16.9	20.3	54.5	7	0.3	82.1	0	0	0	0.4	0.4	
Veh	0	3	2	41	46	712	616	0	42	1370	1664	4375	569	24	6632	0	0	0	33	33	8081
% Veh	0	100	100	100	100	98.3	97.9	0	85.7	97.7	98.8	96.9	98.6	88.9	97.5	0	0	0	100	100	97.6
Trucks	0	0	0	0	0	12	13	0	7	32	20	139	8	3	170	0	0	0	0	0	202
% Trucks	0	0	0	0	0	1.7	2.1	0	14.3	2.3	1.2	3.1	1.4	11.1	2.5	0	0	0	0	0	2.4
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & SW 3rd Avenue

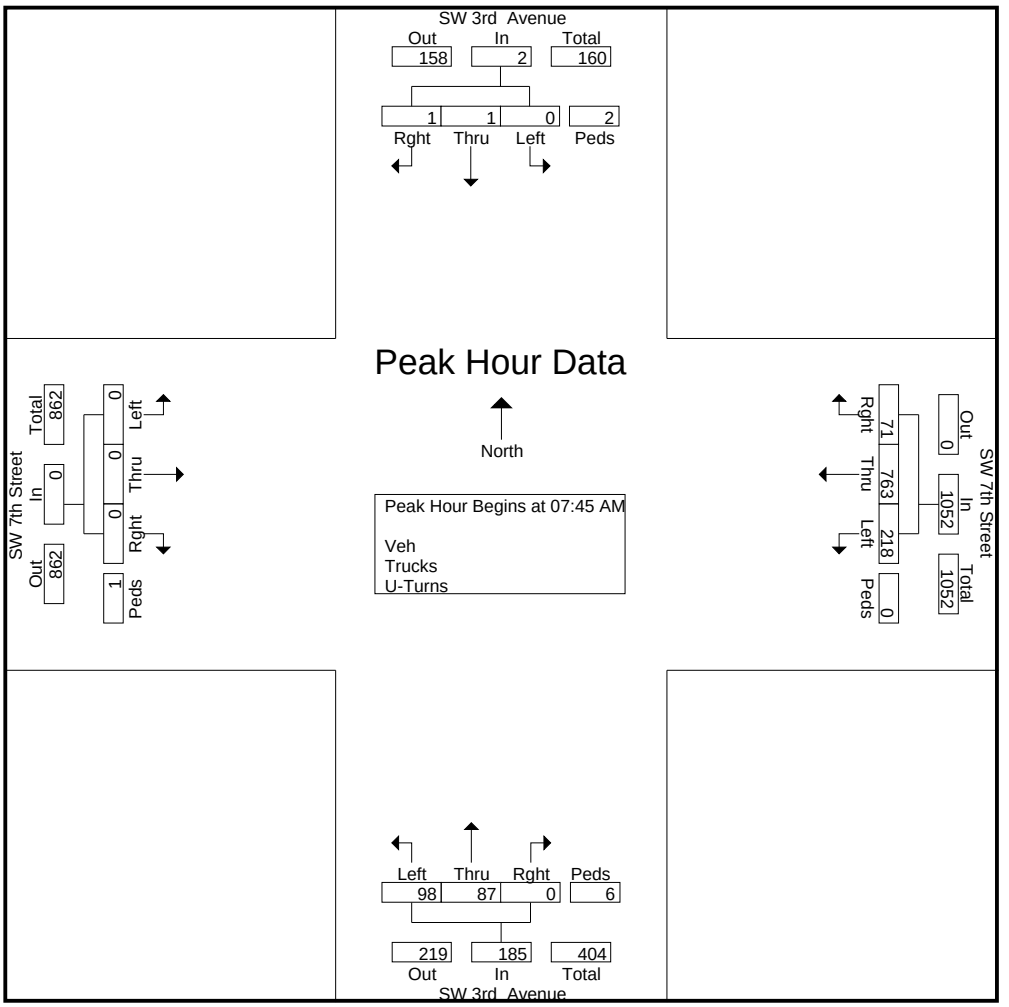
File Name : TMC-6
Site Code : 00000000
Start Date : 10/10/2013
Page No : 2



SW 7th Street & SW 3rd Avenue

File Name : TMC-6
Site Code : 00000000
Start Date : 10/10/2013
Page No : 3

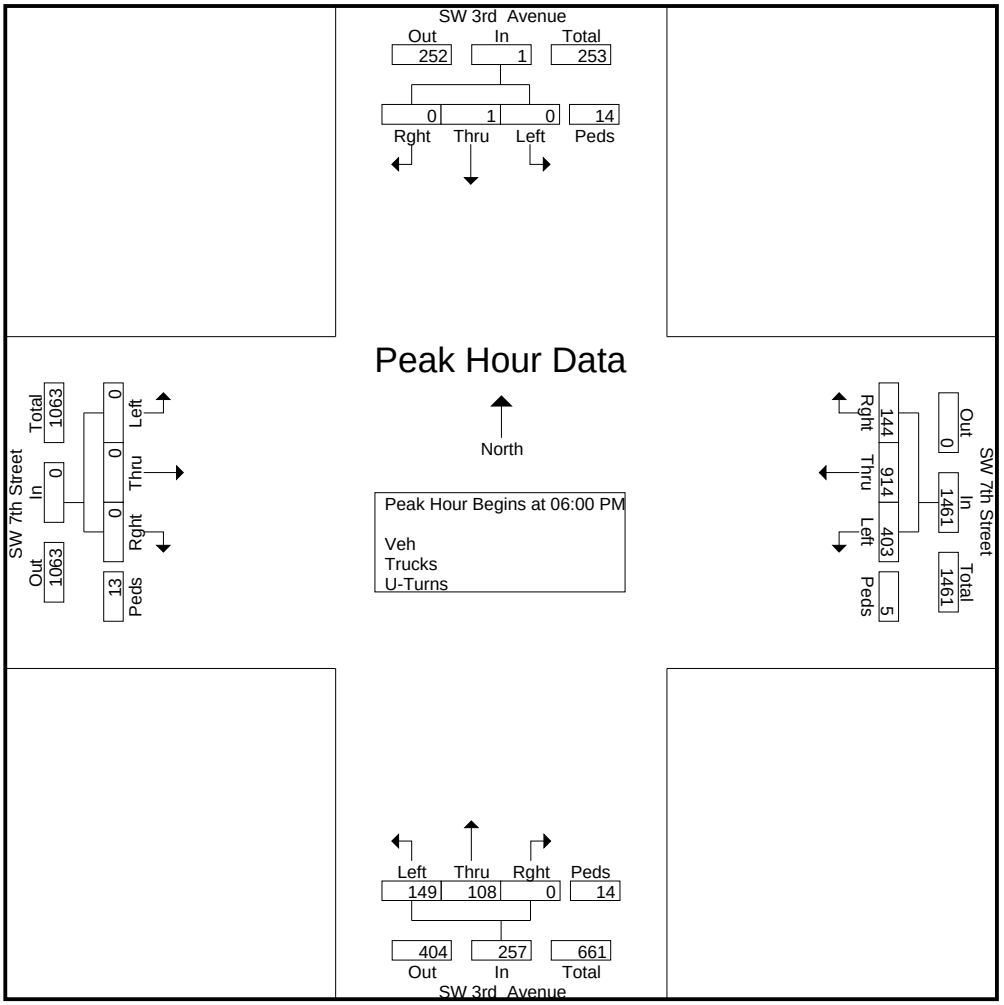
	SW 3rd Avenue Southbound					SW 3rd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	28	23	0	3	54	55	187	12	0	254	0	0	0	1	1	309
08:00 AM	0	0	0	0	0	29	35	0	0	64	58	164	24	0	246	0	0	0	0	0	310
08:15 AM	0	1	1	2	4	23	15	0	0	38	52	202	20	0	274	0	0	0	0	0	316
08:30 AM	0	0	0	0	0	18	14	0	3	35	53	210	15	0	278	0	0	0	0	0	313
Total Volume	0	1	1	2	4	98	87	0	6	191	218	763	71	0	1052	0	0	0	1	1	1248
% App. Total	0	25	25	50		51.3	45.5	0	3.1		20.7	72.5	6.7	0		0	0	0	100		
PHF	.000	.250	.250	.250	.250	.845	.621	.000	.500	.746	.940	.908	.740	.000	.946	.000	.000	.000	.250	.250	.987



SW 7th Street & SW 3rd Avenue

File Name : TMC-6
Site Code : 00000000
Start Date : 10/10/2013
Page No : 4

	SW 3rd Avenue Southbound					SW 3rd Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:00 PM																					
06:00 PM	0	0	0	1	1	29	31	0	3	63	94	223	56	3	376	0	0	0	2	2	442
06:15 PM	0	0	0	5	5	37	26	0	0	63	109	244	35	0	388	0	0	0	2	2	458
06:30 PM	0	0	0	0	0	47	29	0	4	80	103	219	26	0	348	0	0	0	5	5	433
06:45 PM	0	1	0	8	9	36	22	0	7	65	97	228	27	2	354	0	0	0	4	4	432
Total Volume	0	1	0	14	15	149	108	0	14	271	403	914	144	5	1466	0	0	0	13	13	1765
% App. Total	0	6.7	0	93.3		55	39.9	0	5.2		27.5	62.3	9.8	0.3		0	0	0	100		
PHF	.000	.250	.000	.438	.417	.793	.871	.000	.500	.847	.924	.936	.643	.417	.945	.000	.000	.000	.650	.650	.963



SW 7th Street & SW 4th Avenue

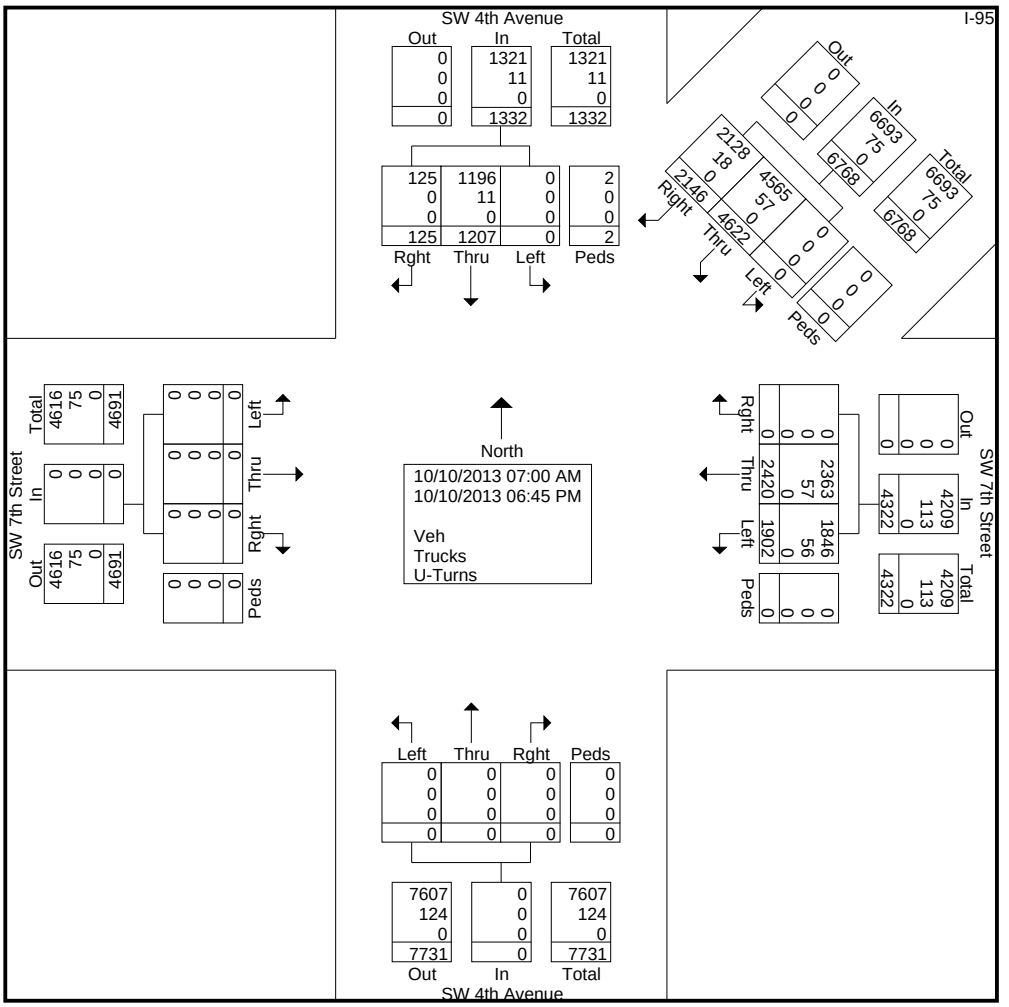
File Name : TMC-7 (SW 7th Street & SW 4th Avenue)
Site Code : 00000000
Start Date : 10/10/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 4th Avenue Southbound					SW 4th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					I-95 Southwestbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	46	1	0	47	0	0	0	0	0	78	73	0	0	151	0	0	0	0	0	0	119	44	0	163	361
07:15 AM	0	56	2	0	58	0	0	0	0	0	103	66	0	0	169	0	0	0	0	0	0	154	60	0	214	441
07:30 AM	0	87	7	0	94	0	0	0	0	0	125	47	0	0	172	0	0	0	0	0	0	173	67	0	240	506
07:45 AM	0	63	2	0	65	0	0	0	0	0	101	69	0	0	170	0	0	0	0	0	0	209	70	0	279	514
Total	0	252	12	0	264	0	0	0	0	0	407	255	0	0	662	0	0	0	0	0	0	655	241	0	896	1822
08:00 AM	0	87	6	0	93	0	0	0	0	0	105	61	0	0	166	0	0	0	0	0	0	201	78	0	279	538
08:15 AM	0	60	2	0	62	0	0	0	0	0	59	51	0	0	110	0	0	0	0	0	0	280	73	0	353	525
08:30 AM	0	64	2	0	66	0	0	0	0	0	45	35	0	0	80	0	0	0	0	0	0	243	54	0	297	443
08:45 AM	0	55	5	0	60	0	0	0	0	0	63	47	0	0	110	0	0	0	0	0	0	288	53	0	341	511
Total	0	266	15	0	281	0	0	0	0	0	272	194	0	0	466	0	0	0	0	0	0	1012	258	0	1270	2017
09:00 AM	0	60	3	0	63	0	0	0	0	0	101	92	0	0	193	0	0	0	0	0	0	248	65	0	313	569
09:15 AM	0	41	5	0	46	0	0	0	0	0	75	71	0	0	146	0	0	0	0	0	0	272	65	0	337	529
09:30 AM	0	51	3	0	54	0	0	0	0	0	91	65	0	0	156	0	0	0	0	0	0	163	37	0	200	410
09:45 AM	0	41	1	0	42	0	0	0	0	0	84	83	0	0	167	0	0	0	0	0	0	199	78	0	277	486
Total	0	193	12	0	205	0	0	0	0	0	351	311	0	0	662	0	0	0	0	0	0	882	245	0	1127	1994
*** BREAK ***																										
04:00 PM	0	48	6	0	54	0	0	0	0	0	103	167	0	0	270	0	0	0	0	0	0	169	116	0	285	609
04:15 PM	0	43	8	0	51	0	0	0	0	0	89	146	0	0	235	0	0	0	0	0	0	178	165	0	343	629
04:30 PM	0	42	2	0	44	0	0	0	0	0	58	102	0	0	160	0	0	0	0	0	0	174	148	0	322	526
04:45 PM	0	15	12	2	29	0	0	0	0	0	44	107	0	0	151	0	0	0	0	0	0	150	130	0	280	460
Total	0	148	28	2	178	0	0	0	0	0	294	522	0	0	816	0	0	0	0	0	0	671	559	0	1230	2224
05:00 PM	0	44	6	0	50	0	0	0	0	0	32	62	0	0	94	0	0	0	0	0	0	213	177	0	390	534
05:15 PM	0	35	8	0	43	0	0	0	0	0	16	83	0	0	99	0	0	0	0	0	0	154	148	0	302	444
05:30 PM	0	35	5	0	40	0	0	0	0	0	65	167	0	0	232	0	0	0	0	0	0	172	120	0	292	564
05:45 PM	0	49	11	0	60	0	0	0	0	0	94	182	0	0	276	0	0	0	0	0	0	169	111	0	280	616
Total	0	163	30	0	193	0	0	0	0	0	207	494	0	0	701	0	0	0	0	0	0	708	556	0	1264	2158
06:00 PM	0	55	11	0	66	0	0	0	0	0	79	157	0	0	236	0	0	0	0	0	0	200	90	0	290	592
06:15 PM	0	45	4	0	49	0	0	0	0	0	105	187	0	0	292	0	0	0	0	0	0	183	78	0	261	602
06:30 PM	0	41	7	0	48	0	0	0	0	0	91	144	0	0	235	0	0	0	0	0	0	150	50	0	200	483
06:45 PM	0	44	6	0	50	0	0	0	0	0	96	156	0	0	252	0	0	0	0	0	0	161	69	0	230	532
Total	0	185	28	0	213	0	0	0	0	0	371	644	0	0	1015	0	0	0	0	0	0	694	287	0	981	2209
Grand Total	0	1207	125	2	1334	0	0	0	0	0	1902	2420	0	0	4322	0	0	0	0	0	0	4622	2146	0	6768	12424
Apprch %	0	90.5	9.4	0.1		0	0	0	0		44	56	0	0		0	0	0	0		0	68.3	31.7	0		
Total %	0	9.7	1	0	10.7	0	0	0	0	0	15.3	19.5	0	0	34.8	0	0	0	0	0	0	37.2	17.3	0	54.5	
Veh	0	1196	125	2	1323	0	0	0	0	0	1846	2363	0	0	4209	0	0	0	0	0	0	4565	2128	0	6693	12225
% Veh	0	99.1	100	100	99.2	0	0	0	0	0	97.1	97.6	0	0	97.4	0	0	0	0	0	0	98.8	99.2	0	98.9	98.4
Trucks	0	11	0	0	11	0	0	0	0	0	56	57	0	0	113	0	0	0	0	0	0	57	18	0	75	199
% Trucks	0	0.9	0	0	0.8	0	0	0	0	0	2.9	2.4	0	0	2.6	0	0	0	0	0	0	1.2	0.8	0	1.1	1.6
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & SW 4th Avenue

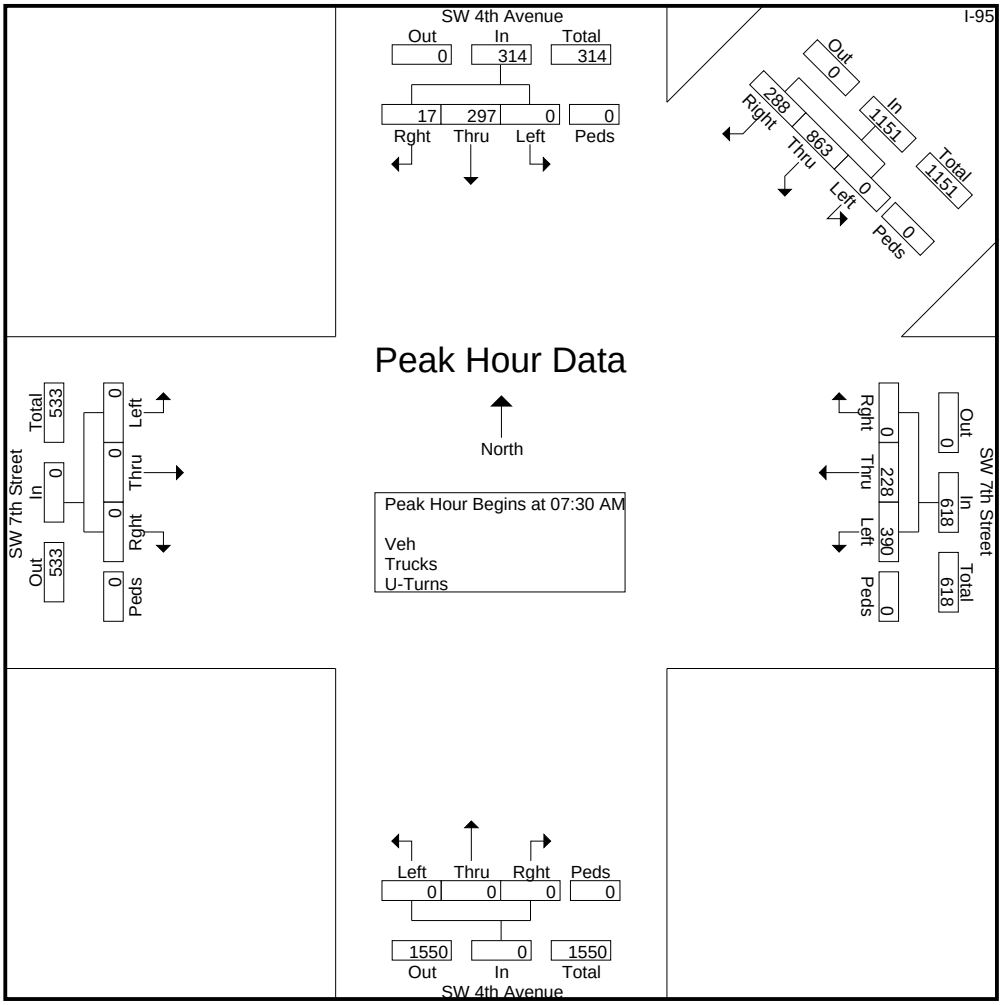
File Name : TMC-7 (SW 7th Street & SW 4th Avenue)
Site Code : 00000000
Start Date : 10/10/2013
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SW 7th Street & SW 4th Avenue

File Name : TMC-7 (SW 7th Street & SW 4th Avenue)
Site Code : 00000000
Start Date : 10/10/2013
Page No : 3

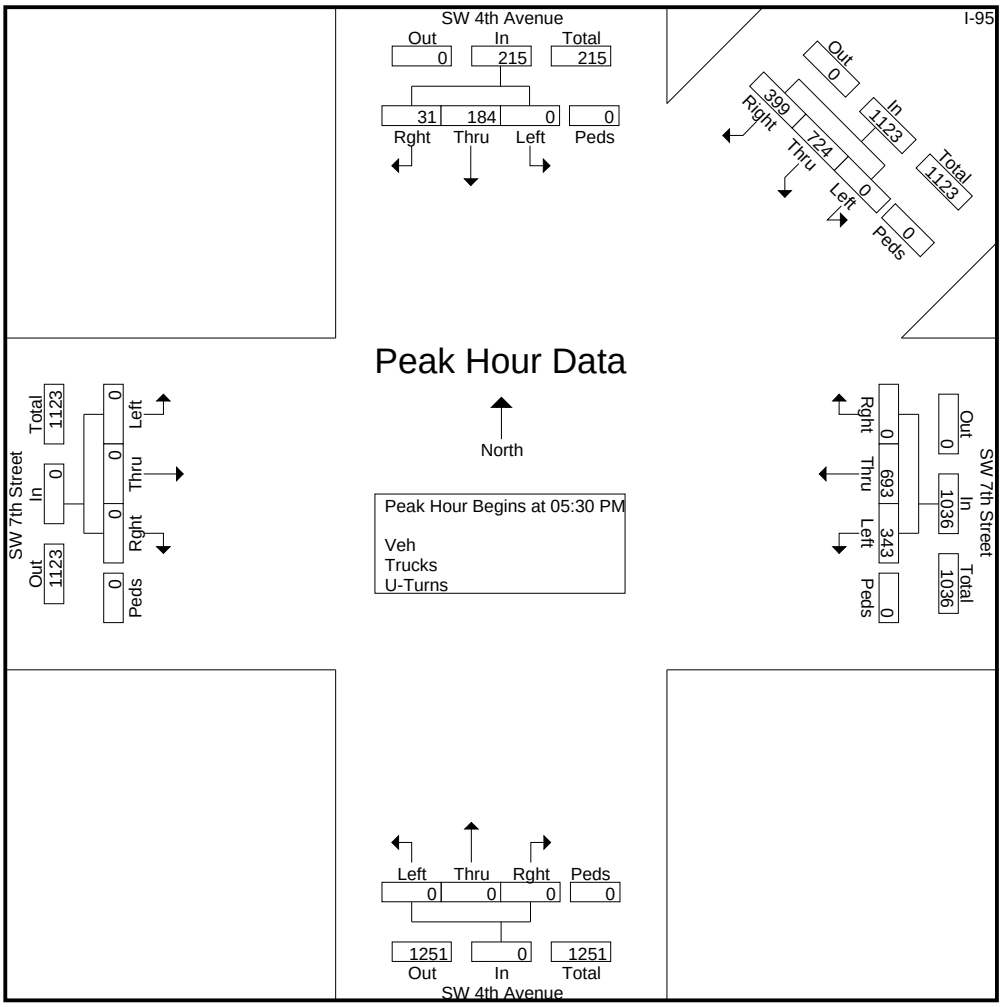
	SW 4th Avenue Southbound					SW 4th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					I-95 Southwestbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	87	7	0	94	0	0	0	0	0	125	47	0	0	172	0	0	0	0	0	0	173	67	0	240	506
07:45 AM	0	63	2	0	65	0	0	0	0	0	101	69	0	0	170	0	0	0	0	0	0	209	70	0	279	514
08:00 AM	0	87	6	0	93	0	0	0	0	0	105	61	0	0	166	0	0	0	0	0	0	201	78	0	279	538
08:15 AM	0	60	2	0	62	0	0	0	0	0	59	51	0	0	110	0	0	0	0	0	0	280	73	0	353	525
Total Volume	0	297	17	0	314	0	0	0	0	0	390	228	0	0	618	0	0	0	0	0	0	863	288	0	1151	2083
% App. Total	0	94.6	5.4	0		0	0	0	0		63.1	36.9	0	0		0	0	0	0		0	75	25	0		
PHF	.000	.853	.607	.000	.835	.000	.000	.000	.000	.000	.780	.826	.000	.000	.898	.000	.000	.000	.000	.000	.000	.771	.923	.000	.815	.968



SW 7th Street & SW 4th Avenue

File Name : TMC-7 (SW 7th Street & SW 4th Avenue)
Site Code : 00000000
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	SW 4th Avenue Southbound					SW 4th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					I-95 Southwestbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:30 PM																										
05:30 PM	0	35	5	0	40	0	0	0	0	0	65	167	0	0	232	0	0	0	0	0	0	172	120	0	292	564
05:45 PM	0	49	11	0	60	0	0	0	0	0	94	182	0	0	276	0	0	0	0	0	0	169	111	0	280	616
06:00 PM	0	55	11	0	66	0	0	0	0	0	79	157	0	0	236	0	0	0	0	0	0	200	90	0	290	592
06:15 PM	0	45	4	0	49	0	0	0	0	0	105	187	0	0	292	0	0	0	0	0	0	183	78	0	261	602
Total Volume	0	184	31	0	215	0	0	0	0	0	343	693	0	0	1036	0	0	0	0	0	0	724	399	0	1123	2374
% App. Total	0	85.6	14.4	0		0	0	0	0		33.1	66.9	0	0		0	0	0	0		0	64.5	35.5	0		
PHF	.000	.836	.705	.000	.814	.000	.000	.000	.000	.000	.817	.926	.000	.000	.887	.000	.000	.000	.000	.000	.000	.905	.831	.000	.961	.963



SW 7th Street & SW 4th Avenue

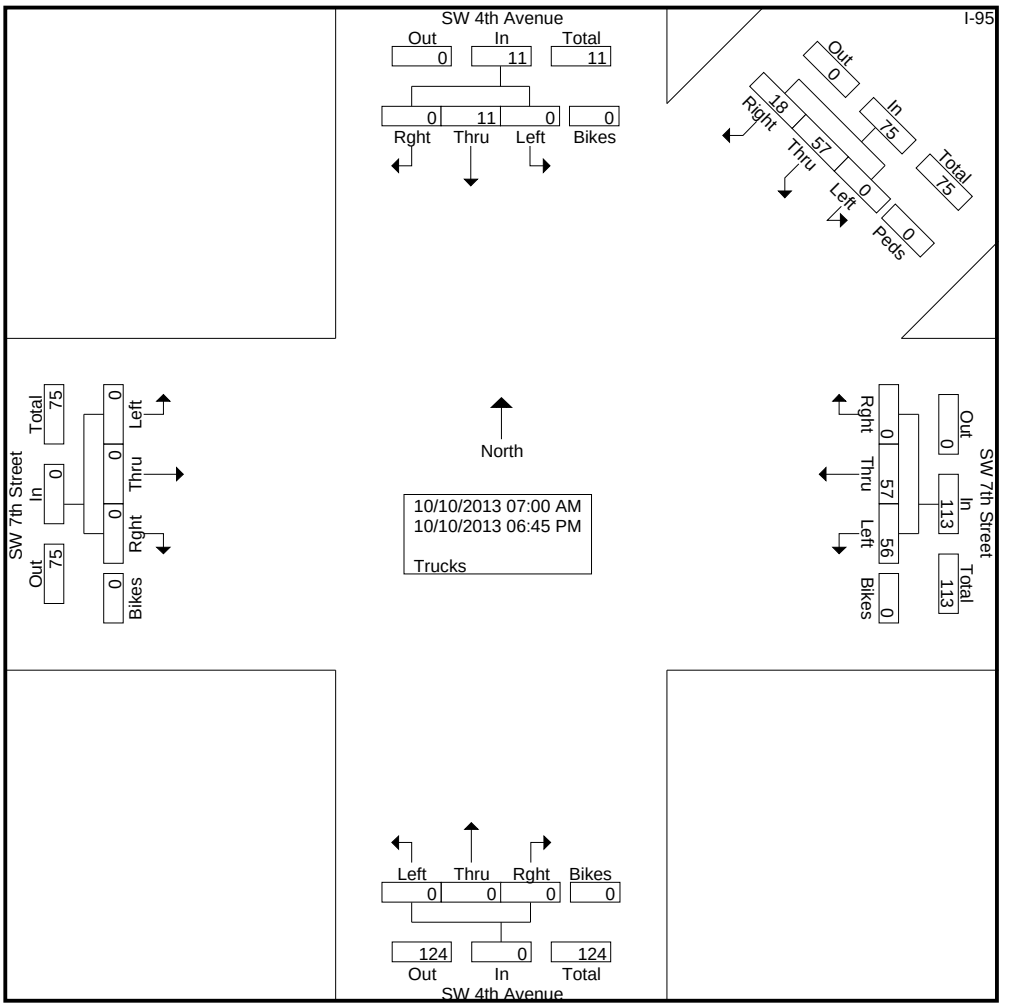
File Name : TMC-7 (SW 7th Street & SW 4th Avenue)
Site Code : 00000000
Start Date : 10/10/2013
Page No : 1

Groups Printed- Trucks

	SW 4th Avenue Southbound					SW 4th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					I-95 Southwestbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	8	3	0	0	11	0	0	0	0	0	0	4	0	0	4	15
07:15 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	3	1	0	4	9
07:30 AM	0	1	0	0	1	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0	4	0	0	4	11
07:45 AM	0	2	0	0	2	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	0	1	0	0	1	9
Total	0	3	0	0	3	0	0	0	0	0	19	9	0	0	28	0	0	0	0	0	0	12	1	0	13	44
08:00 AM	0	0	0	0	0	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	0	2	0	0	2	10
08:15 AM	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	2	1	0	3	8
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	3	2	0	5	10
Total	0	1	0	0	1	0	0	0	0	0	9	10	0	0	19	0	0	0	0	0	0	7	5	0	12	32
09:00 AM	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0	5	3	0	8	14
09:15 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	9	1	0	10	15
09:30 AM	0	2	0	0	2	0	0	0	0	0	5	3	0	0	8	0	0	0	0	0	0	1	0	0	1	11
09:45 AM	0	0	0	0	0	0	0	0	0	0	6	3	0	0	9	0	0	0	0	0	0	3	0	0	3	12
Total	0	2	0	0	2	0	0	0	0	0	19	9	0	0	28	0	0	0	0	0	0	18	4	0	22	52
*** BREAK ***																										
04:00 PM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	7
04:15 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	6	1	0	7	11
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	2	0	3	6
Total	0	2	0	0	2	0	0	0	0	0	2	11	0	0	13	0	0	0	0	0	0	11	3	0	14	29
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	6
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
05:30 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	1	0	1	6
Total	0	1	0	0	1	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	0	4	3	0	7	19
06:00 PM	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	2	0	3	10
06:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	3	0	0	3	6
*** BREAK ***																										
06:45 PM	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	1	0	0	1	7
Total	0	2	0	0	2	0	0	0	0	0	5	9	0	0	14	0	0	0	0	0	0	5	2	0	7	23
Grand Total	0	11	0	0	11	0	0	0	0	0	56	57	0	0	113	0	0	0	0	0	0	57	18	0	75	199
Apprch %	0	100	0	0		0	0	0	0		49.6	50.4	0	0		0	0	0	0		0	76	24	0		
Total %	0	5.5	0	0	5.5	0	0	0	0	0	28.1	28.6	0	0	56.8	0	0	0	0	0	0	28.6	9	0	37.7	

SW 7th Street & SW 4th Avenue

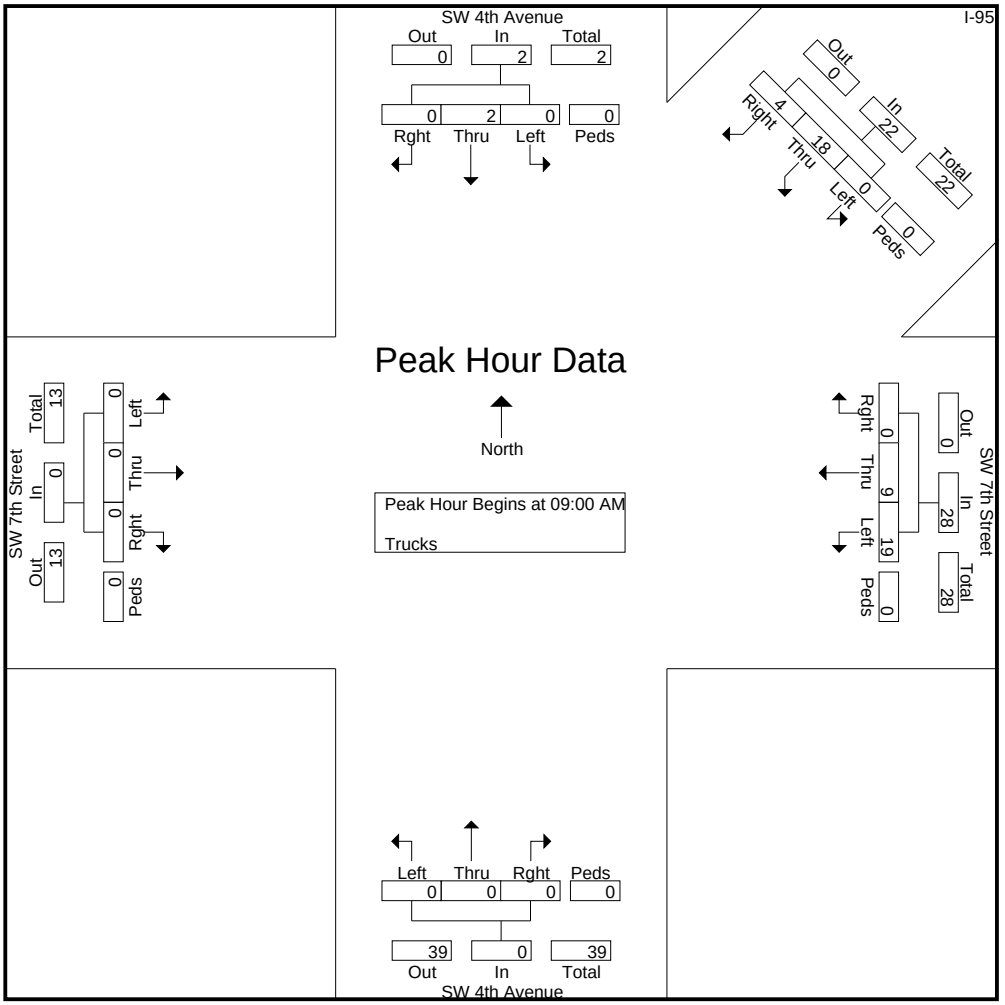
File Name : TMC-7 (SW 7th Street & SW 4th Avenue)
Site Code : 00000000
Start Date : 10/10/2013
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SW 7th Street & SW 4th Avenue

File Name : TMC-7 (SW 7th Street & SW 4th Avenue)
Site Code : 00000000
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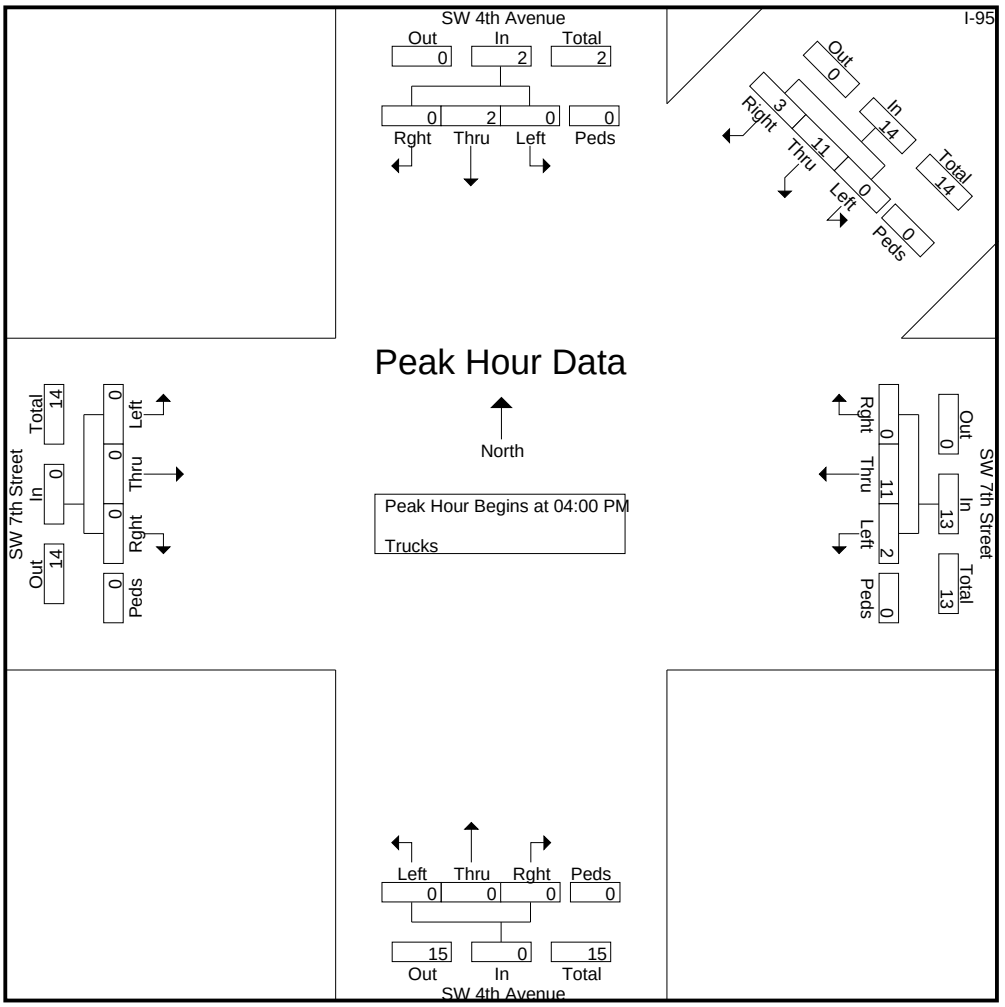
	SW 4th Avenue Southbound					SW 4th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					I-95 Southwestbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 09:00 AM																										
09:00 AM	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	0	5	3	0	8	14
09:15 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	9	1	0	10	15
09:30 AM	0	2	0	0	2	0	0	0	0	0	5	3	0	0	8	0	0	0	0	0	0	1	0	0	1	11
09:45 AM	0	0	0	0	0	0	0	0	0	0	6	3	0	0	9	0	0	0	0	0	0	3	0	0	3	12
Total Volume	0	2	0	0	2	0	0	0	0	0	19	9	0	0	28	0	0	0	0	0	0	18	4	0	22	52
% App. Total	0	100	0	0		0	0	0	0		67.9	32.1	0	0		0	0	0	0		0	81.8	18.2	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.792	.750	.000	.000	.778	.000	.000	.000	.000	.000	.000	.500	.333	.000	.550	.867



SW 7th Street & SW 4th Avenue

File Name : TMC-7 (SW 7th Street & SW 4th Avenue)
Site Code : 00000000
Start Date : 10/10/2013
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	SW 4th Avenue Southbound					SW 4th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					I-95 Southwestbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:00 PM																										
04:00 PM	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	7
04:15 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	6	1	0	7	11
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	2	0	3	6
Total Volume	0	2	0	0	2	0	0	0	0	0	2	11	0	0	13	0	0	0	0	0	0	11	3	0	14	29
% App. Total	0	100	0	0		0	0	0	0		15.4	84.6	0	0		0	0	0	0		0	78.6	21.4	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.500	.688	.000	.000	.650	.000	.000	.000	.000	.000	.000	.458	.375	.000	.500	.659



SW 7th Street & SW 12th Avenue

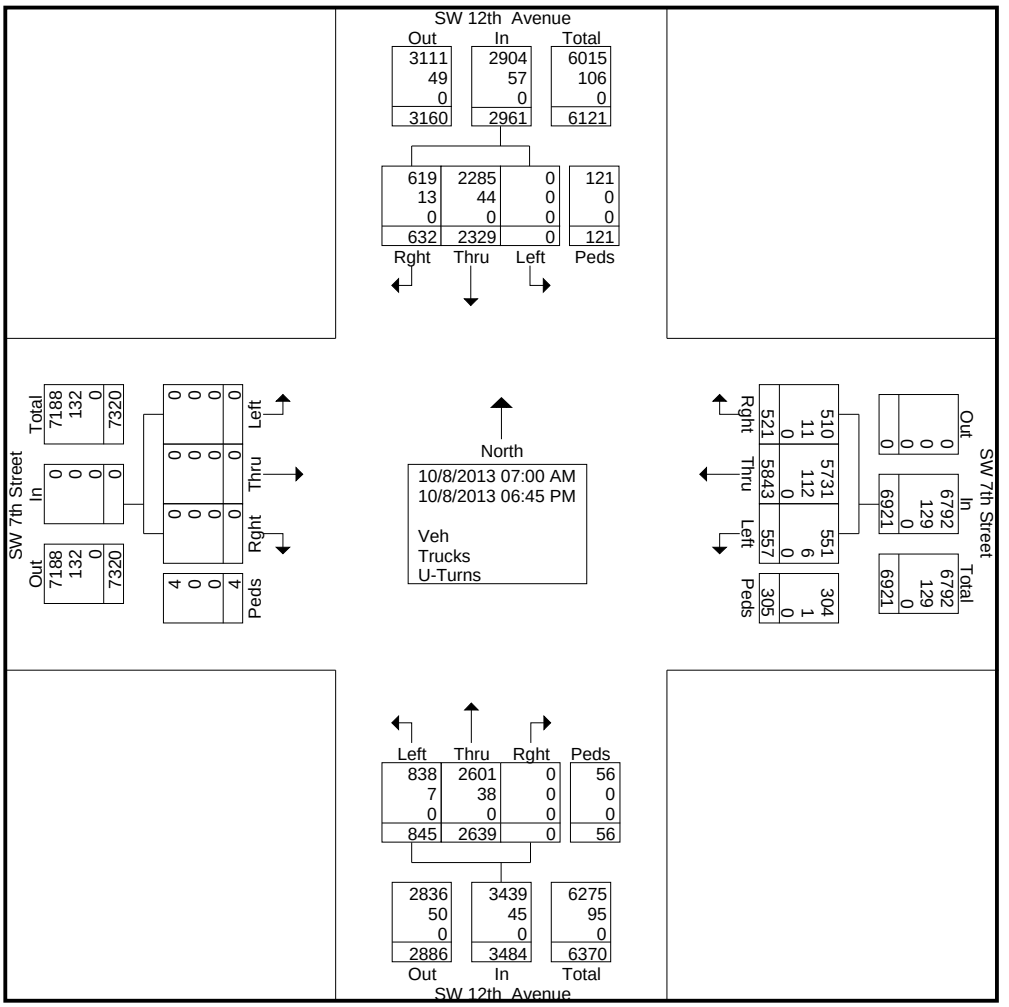
File Name : TMC-8 (SW 7th Street & SW 12th Avenue)
Site Code : 00000000
Start Date : 10/8/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 12th Avenue Southbound					SW 12th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	86	24	10	120	28	91	0	2	121	18	132	17	15	182	0	0	0	0	0	423
07:15 AM	0	72	19	8	99	35	95	0	0	130	12	151	13	17	193	0	0	0	0	0	422
07:30 AM	0	77	16	5	98	23	108	0	2	133	13	129	17	13	172	0	0	0	4	4	407
07:45 AM	0	61	20	3	84	29	106	0	3	138	20	156	19	10	205	0	0	0	0	0	427
Total	0	296	79	26	401	115	400	0	7	522	63	568	66	55	752	0	0	0	4	4	1679
08:00 AM	0	125	37	5	167	42	143	0	1	186	24	180	30	13	247	0	0	0	0	0	600
08:15 AM	0	110	30	0	140	38	126	0	1	165	15	205	10	10	240	0	0	0	0	0	545
08:30 AM	0	77	25	4	106	35	135	0	0	170	15	196	11	11	233	0	0	0	0	0	509
08:45 AM	0	82	25	5	112	35	112	0	0	147	23	186	18	3	230	0	0	0	0	0	489
Total	0	394	117	14	525	150	516	0	2	668	77	767	69	37	950	0	0	0	0	0	2143
09:00 AM	0	49	29	2	80	22	85	0	2	109	12	182	12	12	218	0	0	0	0	0	407
09:15 AM	0	68	24	3	95	27	98	0	0	125	14	150	8	16	188	0	0	0	0	0	408
09:30 AM	0	79	22	5	106	31	78	0	5	114	18	177	25	17	237	0	0	0	0	0	457
09:45 AM	0	82	22	3	107	31	97	0	0	128	31	186	16	11	244	0	0	0	0	0	479
Total	0	278	97	13	388	111	358	0	7	476	75	695	61	56	887	0	0	0	0	0	1751
*** BREAK ***																					
04:00 PM	0	116	29	5	150	44	132	0	3	179	25	263	26	13	327	0	0	0	0	0	656
04:15 PM	0	96	32	10	138	31	102	0	4	137	43	409	36	20	508	0	0	0	0	0	783
04:30 PM	0	120	27	6	153	46	123	0	0	169	17	354	35	7	413	0	0	0	0	0	735
04:45 PM	0	124	33	7	164	32	108	0	0	140	25	326	37	10	398	0	0	0	0	0	702
Total	0	456	121	28	605	153	465	0	7	625	110	1352	134	50	1646	0	0	0	0	0	2876
05:00 PM	0	119	29	3	151	44	112	0	2	158	28	311	26	17	382	0	0	0	0	0	691
05:15 PM	0	152	31	4	187	42	122	0	3	167	21	374	26	9	430	0	0	0	0	0	784
05:30 PM	0	133	26	2	161	52	125	0	8	185	37	322	24	15	398	0	0	0	0	0	744
05:45 PM	0	129	25	4	158	36	136	0	4	176	35	344	21	2	402	0	0	0	0	0	736
Total	0	533	111	13	657	174	495	0	17	686	121	1351	97	43	1612	0	0	0	0	0	2955
06:00 PM	0	110	24	6	140	40	104	0	1	145	25	322	22	11	380	0	0	0	0	0	665
06:15 PM	0	92	27	3	122	37	107	0	2	146	34	276	37	14	361	0	0	0	0	0	629
06:30 PM	0	97	23	13	133	30	99	0	5	134	24	272	12	25	333	0	0	0	0	0	600
06:45 PM	0	73	33	5	111	35	95	0	8	138	28	240	23	14	305	0	0	0	0	0	554
Total	0	372	107	27	506	142	405	0	16	563	111	1110	94	64	1379	0	0	0	0	0	2448
Grand Total	0	2329	632	121	3082	845	2639	0	56	3540	557	5843	521	305	7226	0	0	0	4	4	13852
Apprch %	0	75.6	20.5	3.9		23.9	74.5	0	1.6		7.7	80.9	7.2	4.2		0	0	0	100		
Total %	0	16.8	4.6	0.9	22.2	6.1	19.1	0	0.4	25.6	4	42.2	3.8	2.2	52.2	0	0	0	0	0	
Veh	0	2285	619	121	3025	838	2601	0	56	3495	551	5731	510	304	7096	0	0	0	4	4	13620
% Veh	0	98.1	97.9	100	98.2	99.2	98.6	0	100	98.7	98.9	98.1	97.9	99.7	98.2	0	0	0	100	100	98.3
Trucks	0	44	13	0	57	7	38	0	0	45	6	112	11	1	130	0	0	0	0	0	232
% Trucks	0	1.9	2.1	0	1.8	0.8	1.4	0	0	1.3	1.1	1.9	2.1	0.3	1.8	0	0	0	0	0	1.7
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & SW 12th Avenue

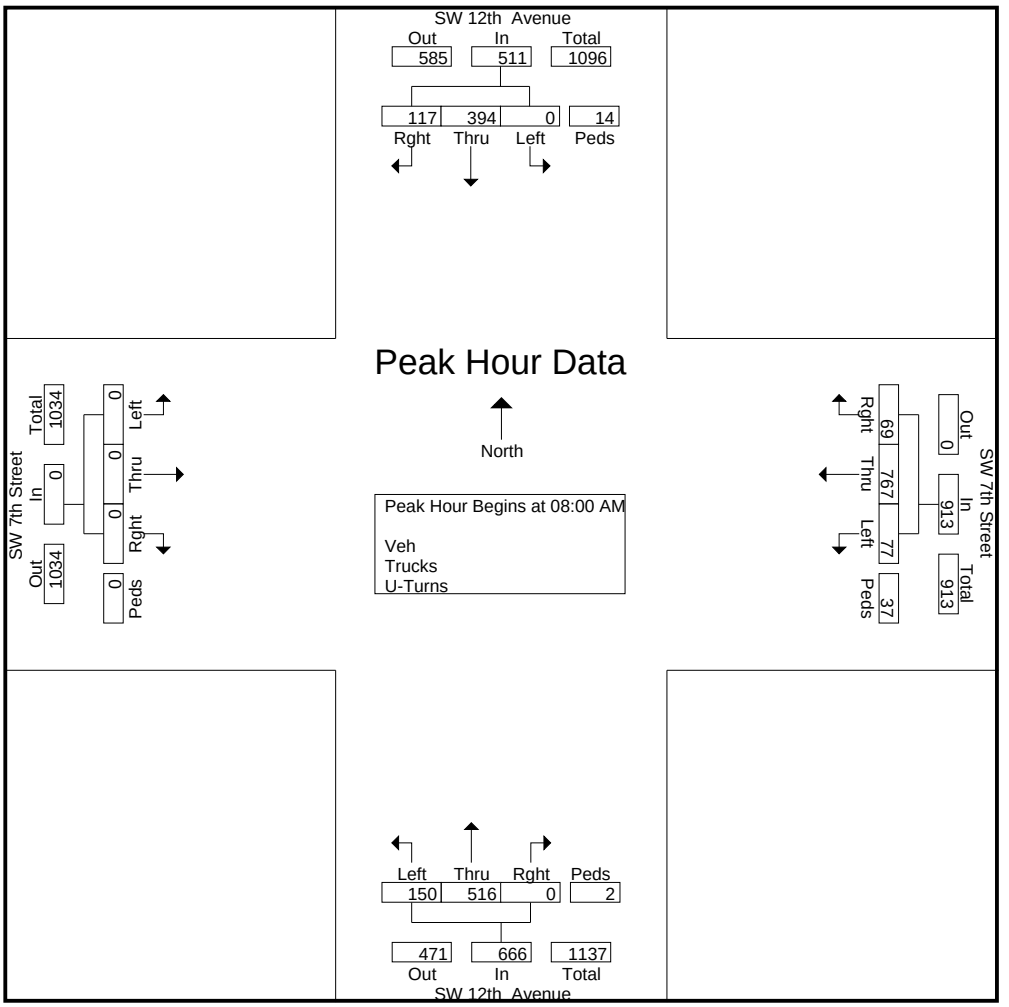
File Name : TMC-8 (SW 7th Street & SW 12th Avenue)
Site Code : 00000000
Start Date : 10/8/2013
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SW 7th Street & SW 12th Avenue

File Name : TMC-8 (SW 7th Street & SW 12th Avenue)
Site Code : 00000000
Start Date : 10/8/2013
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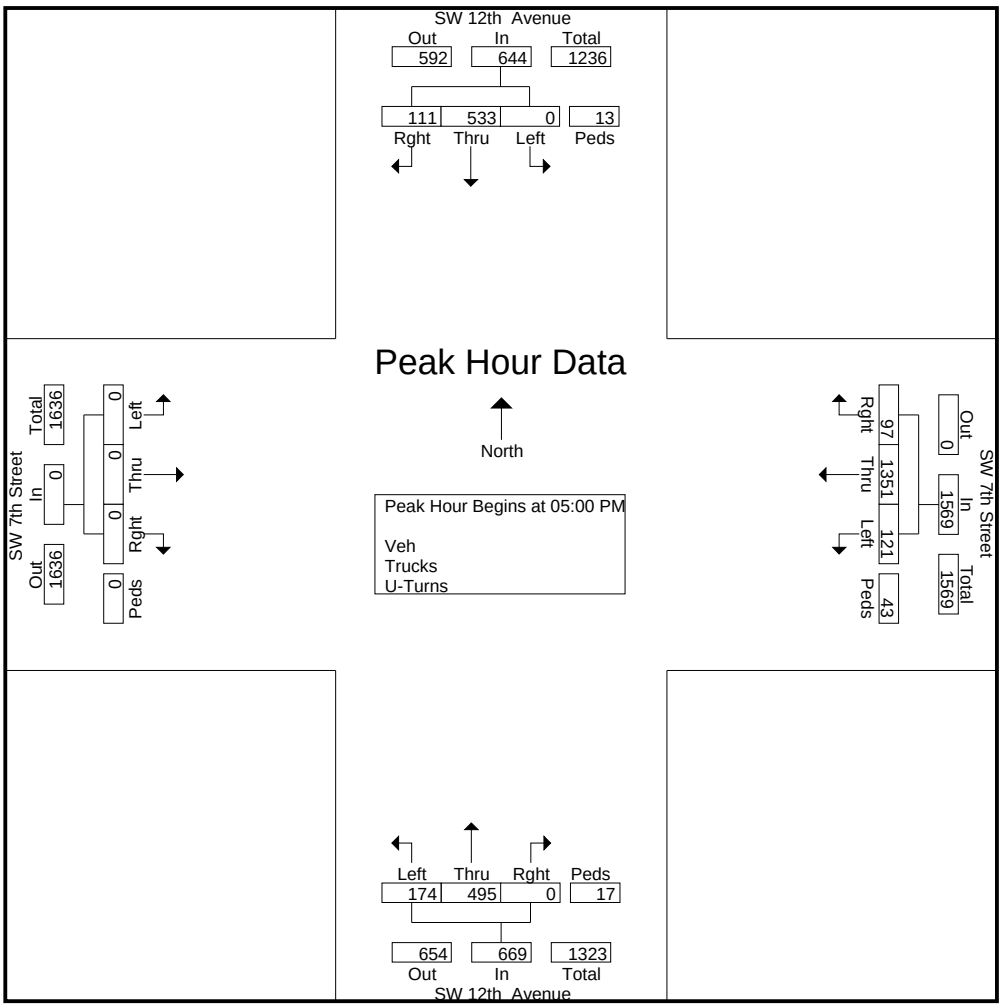
	SW 12th Avenue Southbound					SW 12th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	125	37	5	167	42	143	0	1	186	24	180	30	13	247	0	0	0	0	0	600
08:15 AM	0	110	30	0	140	38	126	0	1	165	15	205	10	10	240	0	0	0	0	0	545
08:30 AM	0	77	25	4	106	35	135	0	0	170	15	196	11	11	233	0	0	0	0	0	509
08:45 AM	0	82	25	5	112	35	112	0	0	147	23	186	18	3	230	0	0	0	0	0	489
Total Volume	0	394	117	14	525	150	516	0	2	668	77	767	69	37	950	0	0	0	0	0	2143
% App. Total	0	75	22.3	2.7		22.5	77.2	0	0.3		8.1	80.7	7.3	3.9		0	0	0	0		
PHF	.000	.788	.791	.700	.786	.893	.902	.000	.500	.898	.802	.935	.575	.712	.962	.000	.000	.000	.000	.000	.893



SW 7th Street & SW 12th Avenue

File Name : TMC-8 (SW 7th Street & SW 12th Avenue)
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	SW 12th Avenue Southbound					SW 12th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	119	29	3	151	44	112	0	2	158	28	311	26	17	382	0	0	0	0	0	691
05:15 PM	0	152	31	4	187	42	122	0	3	167	21	374	26	9	430	0	0	0	0	0	784
05:30 PM	0	133	26	2	161	52	125	0	8	185	37	322	24	15	398	0	0	0	0	0	744
05:45 PM	0	129	25	4	158	36	136	0	4	176	35	344	21	2	402	0	0	0	0	0	736
Total Volume	0	533	111	13	657	174	495	0	17	686	121	1351	97	43	1612	0	0	0	0	0	2955
% App. Total	0	81.1	16.9	2		25.4	72.2	0	2.5		7.5	83.8	6	2.7		0	0	0	0		
PHF	.000	.877	.895	.813	.878	.837	.910	.000	.531	.927	.818	.903	.933	.632	.937	.000	.000	.000	.000	.000	.942



SW 7th Street & SW 12th Avenue

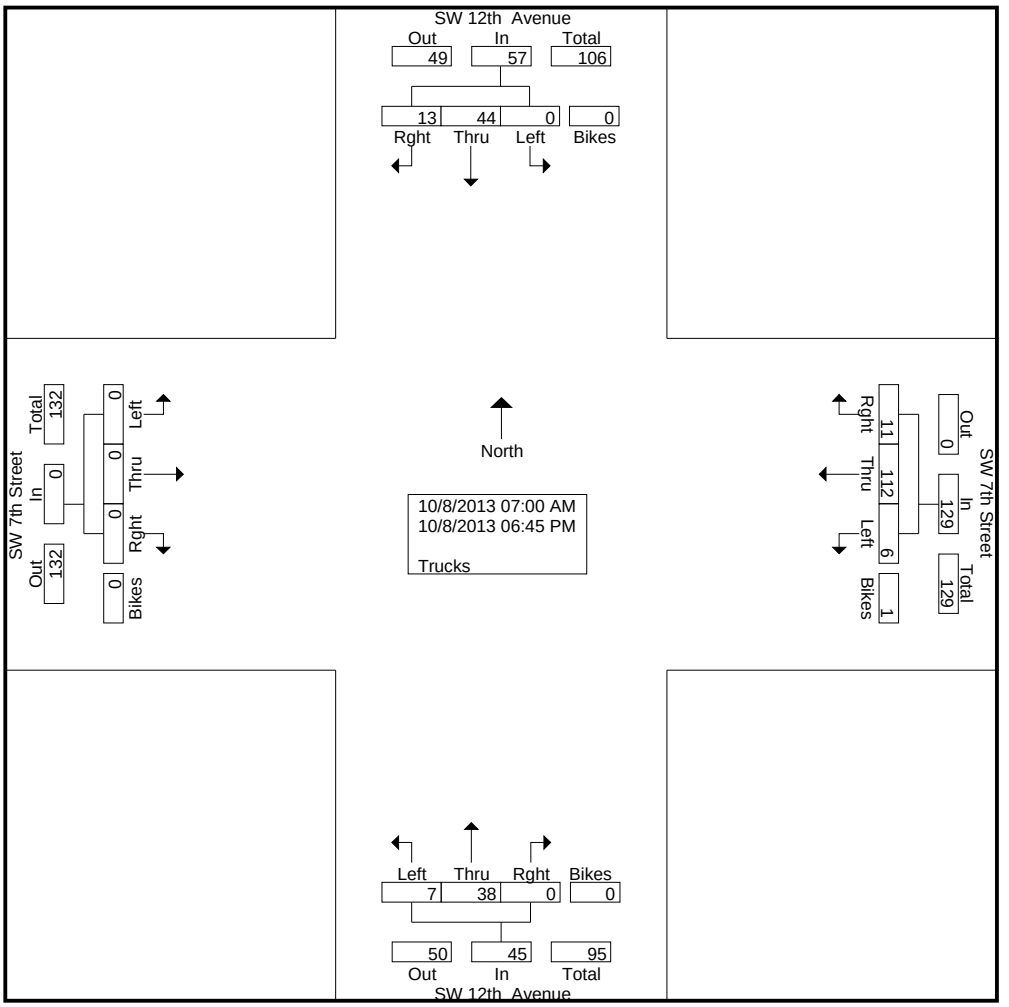
File Name : TMC-8 (SW 7th Street & SW 12th Avenue)
Site Code : 00000000
Start Date : 10/8/2013
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Groups Printed- Trucks

	SW 12th Avenue Southbound					SW 12th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
07:00 AM	0	3	1	0	4	0	1	0	0	1	0	6	1	0	7	0	0	0	0	0	12
07:15 AM	0	3	0	0	3	1	0	0	0	1	0	4	2	0	6	0	0	0	0	0	10
07:30 AM	0	1	1	0	2	0	3	0	0	3	3	3	1	0	7	0	0	0	0	0	12
07:45 AM	0	1	1	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8
Total	0	8	3	0	11	1	4	0	0	5	3	19	4	0	26	0	0	0	0	0	42
08:00 AM	0	6	1	0	7	1	2	0	0	3	0	6	0	0	6	0	0	0	0	0	16
08:15 AM	0	1	1	0	2	0	1	0	0	1	0	5	1	0	6	0	0	0	0	0	9
08:30 AM	0	3	1	0	4	1	1	0	0	2	1	8	0	0	9	0	0	0	0	0	15
08:45 AM	0	1	0	0	1	0	4	0	0	4	0	6	1	0	7	0	0	0	0	0	12
Total	0	11	3	0	14	2	8	0	0	10	1	25	2	0	28	0	0	0	0	0	52
09:00 AM	0	4	0	0	4	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	13
09:15 AM	0	3	0	0	3	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	11
09:30 AM	0	4	1	0	5	0	3	0	0	3	0	3	3	0	6	0	0	0	0	0	14
09:45 AM	0	2	1	0	3	0	0	0	0	0	1	6	1	0	8	0	0	0	0	0	11
Total	0	13	2	0	15	0	9	0	0	9	1	20	4	0	25	0	0	0	0	0	49
*** BREAK ***																					
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
04:15 PM	0	1	1	0	2	1	4	0	0	5	0	5	1	0	6	0	0	0	0	0	13
04:30 PM	0	2	0	0	2	1	2	0	0	3	1	8	0	0	9	0	0	0	0	0	14
04:45 PM	0	1	2	0	3	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	8
Total	0	4	4	0	8	2	7	0	0	9	1	20	1	0	22	0	0	0	0	0	39
05:00 PM	0	0	1	0	1	1	3	0	0	4	0	3	0	1	4	0	0	0	0	0	9
05:15 PM	0	2	0	0	2	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	7
05:30 PM	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	6
05:45 PM	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	6
Total	0	4	1	0	5	2	6	0	0	8	0	14	0	1	15	0	0	0	0	0	28
06:00 PM	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	7
06:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	3
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
06:45 PM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Total	0	4	0	0	4	0	4	0	0	4	0	14	0	0	14	0	0	0	0	0	22
Grand Total	0	44	13	0	57	7	38	0	0	45	6	112	11	1	130	0	0	0	0	0	232
Apprch %	0	77.2	22.8	0		15.6	84.4	0	0		4.6	86.2	8.5	0.8		0	0	0	0		
Total %	0	19	5.6	0	24.6	3	16.4	0	0	19.4	2.6	48.3	4.7	0.4	56	0	0	0	0	0	

SW 7th Street & SW 12th Avenue

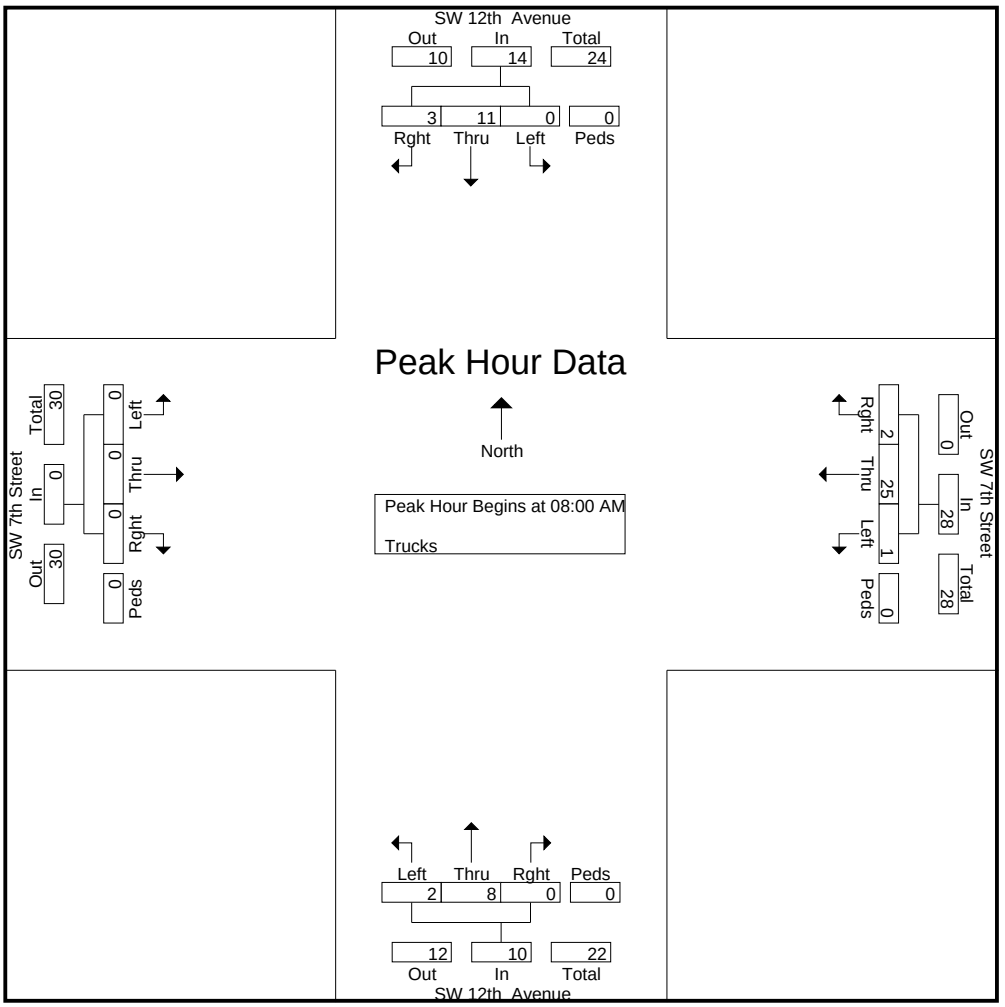
File Name : TMC-8 (SW 7th Street & SW 12th Avenue)
Site Code : 00000000
Start Date : 10/8/2013
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SW 7th Street & SW 12th Avenue

File Name : TMC-8 (SW 7th Street & SW 12th Avenue)
Site Code : 00000000
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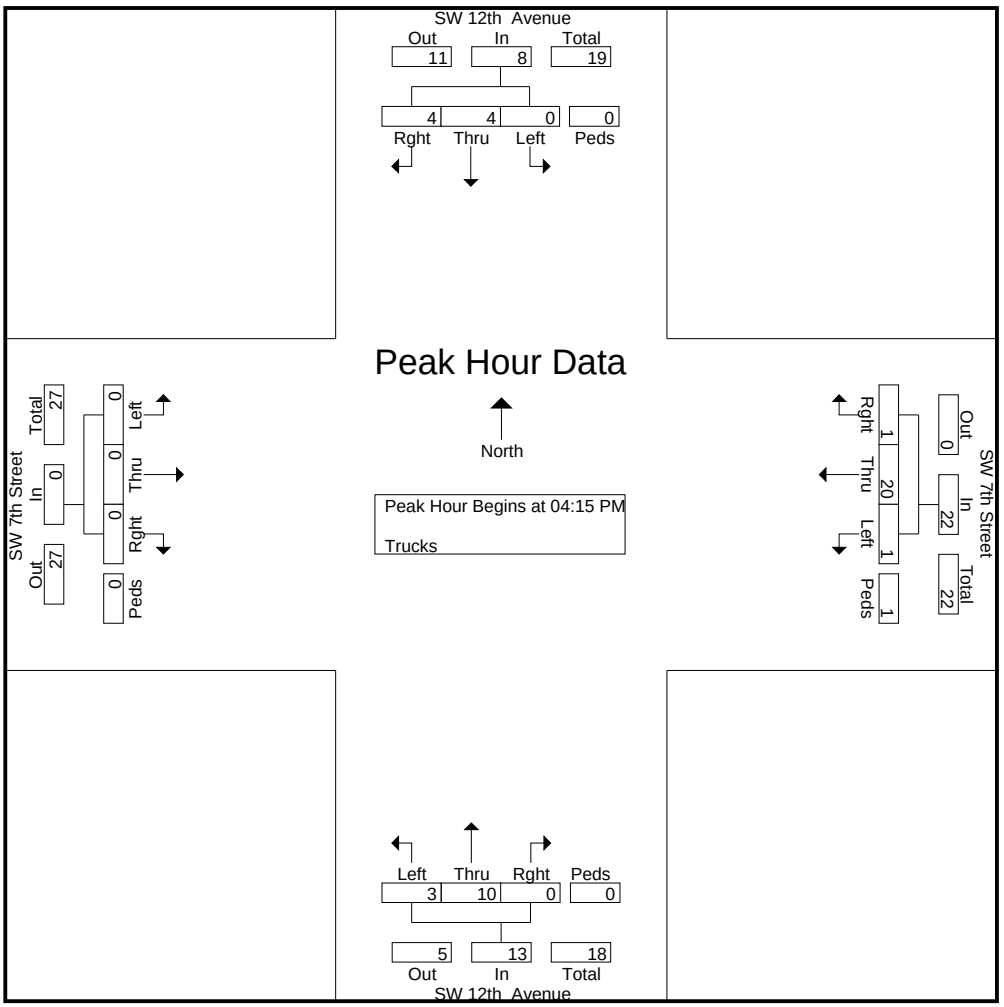
	SW 12th Avenue Southbound					SW 12th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	6	1	0	7	1	2	0	0	3	0	6	0	0	6	0	0	0	0	0	16
08:15 AM	0	1	1	0	2	0	1	0	0	1	0	5	1	0	6	0	0	0	0	0	9
08:30 AM	0	3	1	0	4	1	1	0	0	2	1	8	0	0	9	0	0	0	0	0	15
08:45 AM	0	1	0	0	1	0	4	0	0	4	0	6	1	0	7	0	0	0	0	0	12
Total Volume	0	11	3	0	14	2	8	0	0	10	1	25	2	0	28	0	0	0	0	0	52
% App. Total	0	78.6	21.4	0		20	80	0	0		3.6	89.3	7.1	0		0	0	0	0		
PHF	.000	.458	.750	.000	.500	.500	.500	.000	.000	.625	.250	.781	.500	.000	.778	.000	.000	.000	.000	.000	.813



SW 7th Street & SW 12th Avenue

File Name : TMC-8 (SW 7th Street & SW 12th Avenue)
Site Code : 00000000
Start Date : 10/8/2013
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	SW 12th Avenue Southbound					SW 12th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	1	1	0	2	1	4	0	0	5	0	5	1	0	6	0	0	0	0	0	13
04:30 PM	0	2	0	0	2	1	2	0	0	3	1	8	0	0	9	0	0	0	0	0	14
04:45 PM	0	1	2	0	3	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	8
05:00 PM	0	0	1	0	1	1	3	0	0	4	0	3	0	1	4	0	0	0	0	0	9
Total Volume	0	4	4	0	8	3	10	0	0	13	1	20	1	1	23	0	0	0	0	0	44
% App. Total	0	50	50	0		23.1	76.9	0	0		4.3	87	4.3	4.3		0	0	0	0		
PHF	.000	.500	.500	.000	.667	.750	.625	.000	.000	.650	.250	.625	.250	.250	.639	.000	.000	.000	.000	.000	.786



SW 7th Street & SW 14th Avenue

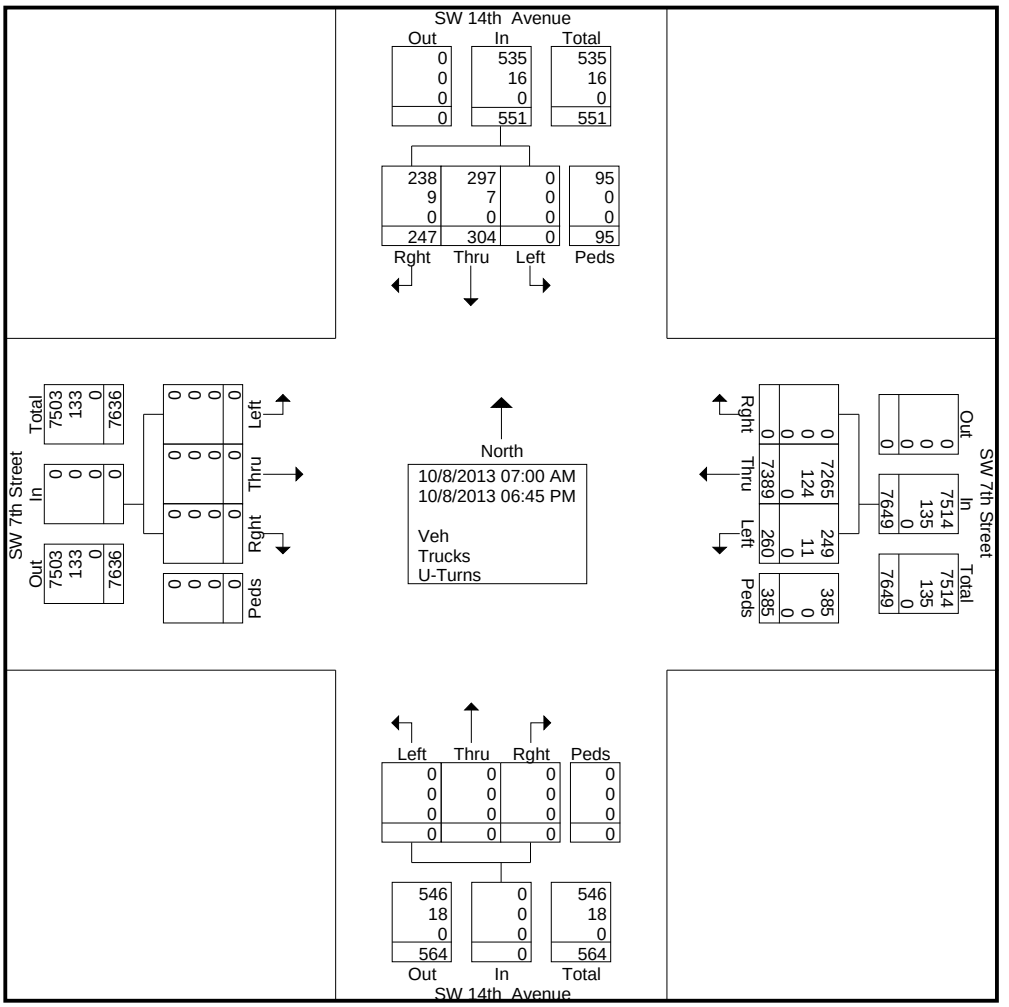
File Name : TMC-9 (SW 7th Street & SW 14th Avenue)
Site Code : 00000000
Start Date : 10/8/2013
Page No : 1

Groups Printed- Veh - Trucks - Turns

	SW 14th Avenue Southbound					SW 14th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
07:00 AM	0	14	7	6	27	0	0	0	0	0	7	225	0	9	241	0	0	0	0	0	268
07:15 AM	0	13	12	0	25	0	0	0	0	0	3	223	0	13	239	0	0	0	0	0	264
07:30 AM	0	12	13	3	28	0	0	0	0	0	7	179	0	6	192	0	0	0	0	0	220
07:45 AM	0	11	9	2	22	0	0	0	0	0	9	203	0	16	228	0	0	0	0	0	250
Total	0	50	41	11	102	0	0	0	0	0	26	830	0	44	900	0	0	0	0	0	1002
08:00 AM	0	16	11	1	28	0	0	0	0	0	4	253	0	17	274	0	0	0	0	0	302
08:15 AM	0	8	15	3	26	0	0	0	0	0	7	285	0	16	308	0	0	0	0	0	334
08:30 AM	0	6	10	2	18	0	0	0	0	0	5	252	0	11	268	0	0	0	0	0	286
08:45 AM	0	10	12	3	25	0	0	0	0	0	10	240	0	10	260	0	0	0	0	0	285
Total	0	40	48	9	97	0	0	0	0	0	26	1030	0	54	1110	0	0	0	0	0	1207
09:00 AM	0	7	13	3	23	0	0	0	0	0	9	217	0	10	236	0	0	0	0	0	259
09:15 AM	0	8	5	4	17	0	0	0	0	0	10	235	0	11	256	0	0	0	0	0	273
09:30 AM	0	13	10	2	25	0	0	0	0	0	8	200	0	11	219	0	0	0	0	0	244
09:45 AM	0	15	16	1	32	0	0	0	0	0	15	198	0	6	219	0	0	0	0	0	251
Total	0	43	44	10	97	0	0	0	0	0	42	850	0	38	930	0	0	0	0	0	1027
*** BREAK ***																					
04:00 PM	0	17	18	1	36	0	0	0	0	0	11	384	0	20	415	0	0	0	0	0	451
04:15 PM	0	14	5	5	24	0	0	0	0	0	16	421	0	14	451	0	0	0	0	0	475
04:30 PM	0	11	15	7	33	0	0	0	0	0	14	397	0	8	419	0	0	0	0	0	452
04:45 PM	0	13	7	4	24	0	0	0	0	0	14	427	0	16	457	0	0	0	0	0	481
Total	0	55	45	17	117	0	0	0	0	0	55	1629	0	58	1742	0	0	0	0	0	1859
05:00 PM	0	11	8	5	24	0	0	0	0	0	18	354	0	21	393	0	0	0	0	0	417
05:15 PM	0	12	11	6	29	0	0	0	0	0	17	443	0	23	483	0	0	0	0	0	512
05:30 PM	0	12	10	4	26	0	0	0	0	0	14	412	0	11	437	0	0	0	0	0	463
05:45 PM	0	18	11	3	32	0	0	0	0	0	11	370	0	40	421	0	0	0	0	0	453
Total	0	53	40	18	111	0	0	0	0	0	60	1579	0	95	1734	0	0	0	0	0	1845
06:00 PM	0	19	10	3	32	0	0	0	0	0	18	394	0	30	442	0	0	0	0	0	474
06:15 PM	0	16	7	6	29	0	0	0	0	0	8	382	0	28	418	0	0	0	0	0	447
06:30 PM	0	5	6	9	20	0	0	0	0	0	15	361	0	25	401	0	0	0	0	0	421
06:45 PM	0	23	6	12	41	0	0	0	0	0	10	334	0	13	357	0	0	0	0	0	398
Total	0	63	29	30	122	0	0	0	0	0	51	1471	0	96	1618	0	0	0	0	0	1740
Grand Total	0	304	247	95	646	0	0	0	0	0	260	7389	0	385	8034	0	0	0	0	0	8680
Apprch %	0	47.1	38.2	14.7		0	0	0	0		3.2	92	0	4.8		0	0	0	0		
Total %	0	3.5	2.8	1.1	7.4	0	0	0	0	0	3	85.1	0	4.4	92.6	0	0	0	0	0	
Veh	0	297	238	95	630	0	0	0	0	0	249	7265	0	385	7899	0	0	0	0	0	8529
% Veh	0	97.7	96.4	100	97.5	0	0	0	0	0	95.8	98.3	0	100	98.3	0	0	0	0	0	98.3
Trucks	0	7	9	0	16	0	0	0	0	0	11	124	0	0	135	0	0	0	0	0	151
% Trucks	0	2.3	3.6	0	2.5	0	0	0	0	0	4.2	1.7	0	0	1.7	0	0	0	0	0	1.7
U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 7th Street & SW 14th Avenue

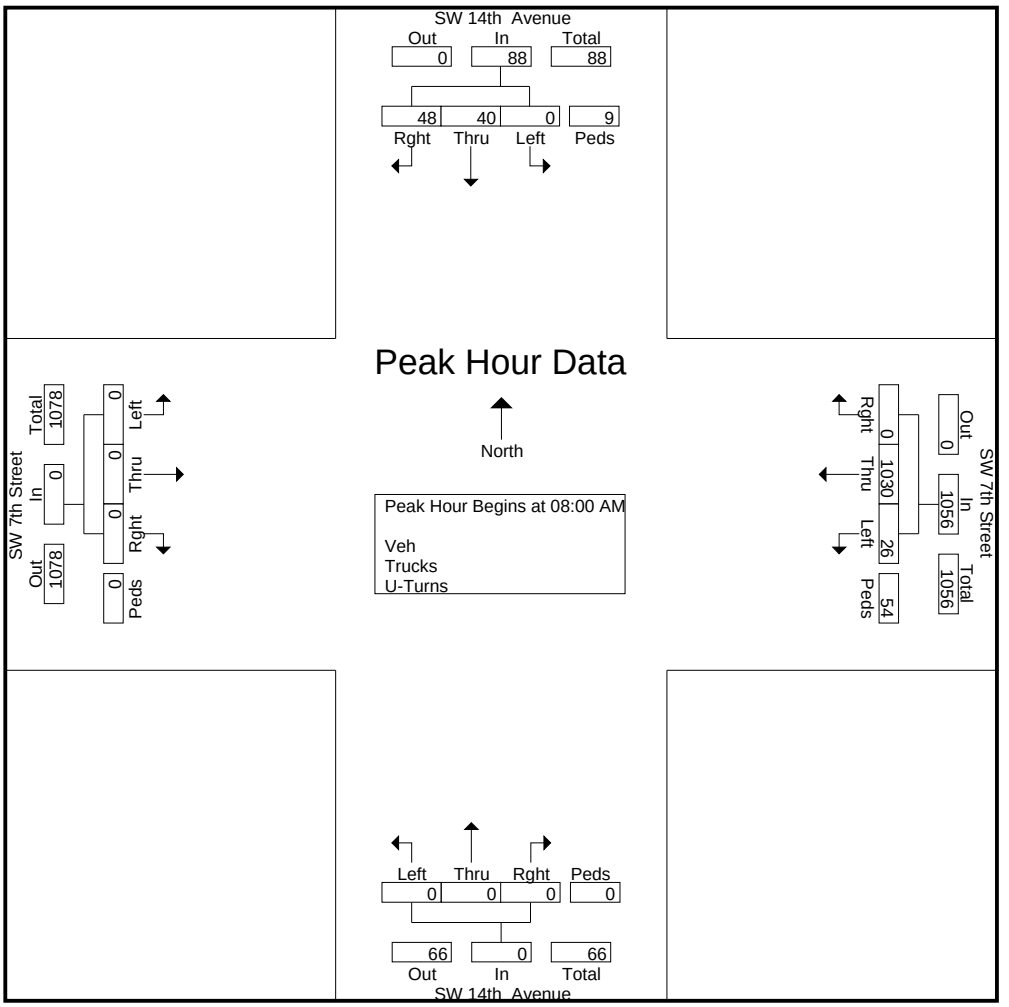
File Name : TMC-9 (SW 7th Street & SW 14th Avenue)
Site Code : 00000000
Start Date : 10/8/2013
Page No : 2



SW 7th Street & SW 14th Avenue

File Name : TMC-9 (SW 7th Street & SW 14th Avenue)
Site Code : 00000000
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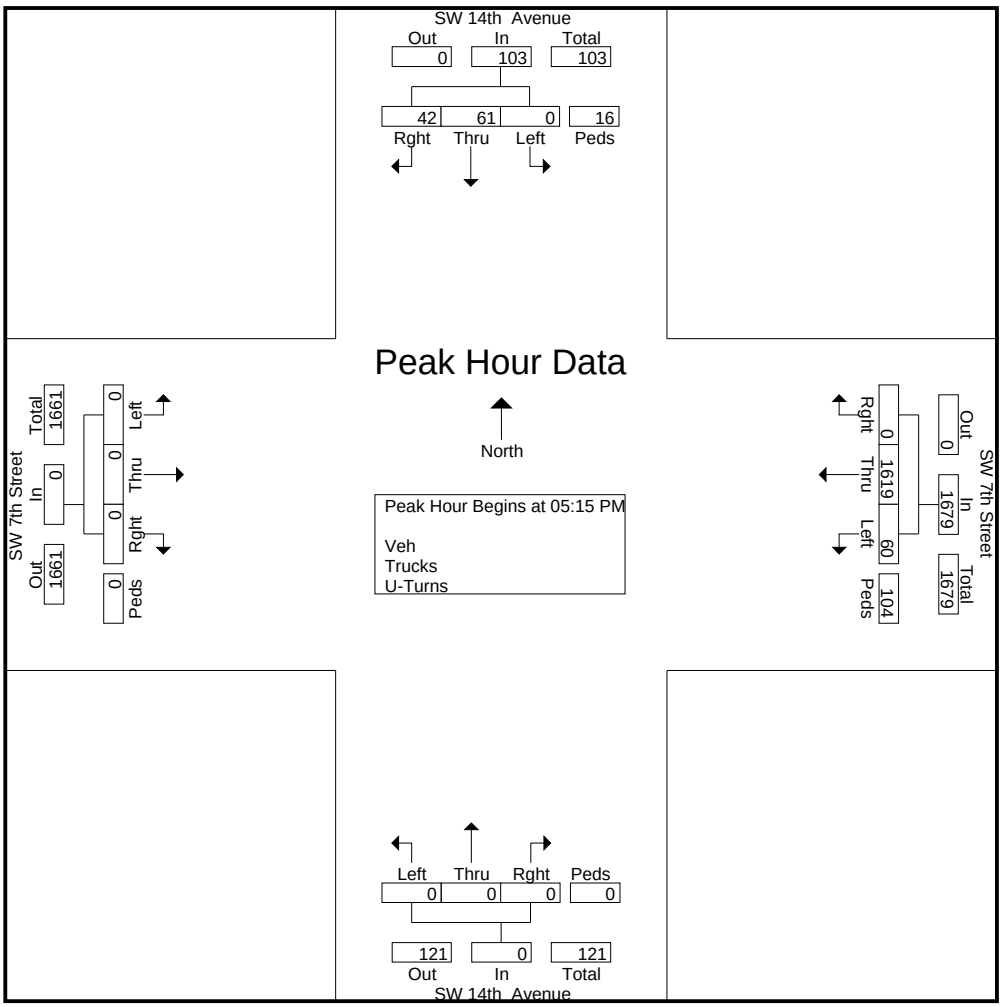
	SW 14th Avenue Southbound					SW 14th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Left	Thru	Rght	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	16	11	1	28	0	0	0	0	0	4	253	0	17	274	0	0	0	0	0	302
08:15 AM	0	8	15	3	26	0	0	0	0	0	7	285	0	16	308	0	0	0	0	0	334
08:30 AM	0	6	10	2	18	0	0	0	0	0	5	252	0	11	268	0	0	0	0	0	286
08:45 AM	0	10	12	3	25	0	0	0	0	0	10	240	0	10	260	0	0	0	0	0	285
Total Volume	0	40	48	9	97	0	0	0	0	0	26	1030	0	54	1110	0	0	0	0	0	1207
% App. Total	0	41.2	49.5	9.3		0	0	0	0		2.3	92.8	0	4.9		0	0	0	0		
PHF	.000	.625	.800	.750	.866	.000	.000	.000	.000	.000	.650	.904	.000	.794	.901	.000	.000	.000	.000	.000	.903



SW 7th Street & SW 14th Avenue

File Name : TMC-9 (SW 7th Street & SW 14th Avenue)
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	SW 14th Avenue Southbound					SW 14th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Left	Thru	Right	Peds/Bike	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	12	11	6	29	0	0	0	0	0	17	443	0	23	483	0	0	0	0	0	512
05:30 PM	0	12	10	4	26	0	0	0	0	0	14	412	0	11	437	0	0	0	0	0	463
05:45 PM	0	18	11	3	32	0	0	0	0	0	11	370	0	40	421	0	0	0	0	0	453
06:00 PM	0	19	10	3	32	0	0	0	0	0	18	394	0	30	442	0	0	0	0	0	474
Total Volume	0	61	42	16	119	0	0	0	0	0	60	1619	0	104	1783	0	0	0	0	0	1902
% App. Total	0	51.3	35.3	13.4		0	0	0	0		3.4	90.8	0	5.8		0	0	0	0		
PHF	.000	.803	.955	.667	.930	.000	.000	.000	.000	.000	.833	.914	.000	.650	.923	.000	.000	.000	.000	.000	.929



SW 7th Street & SW 14th Avenue

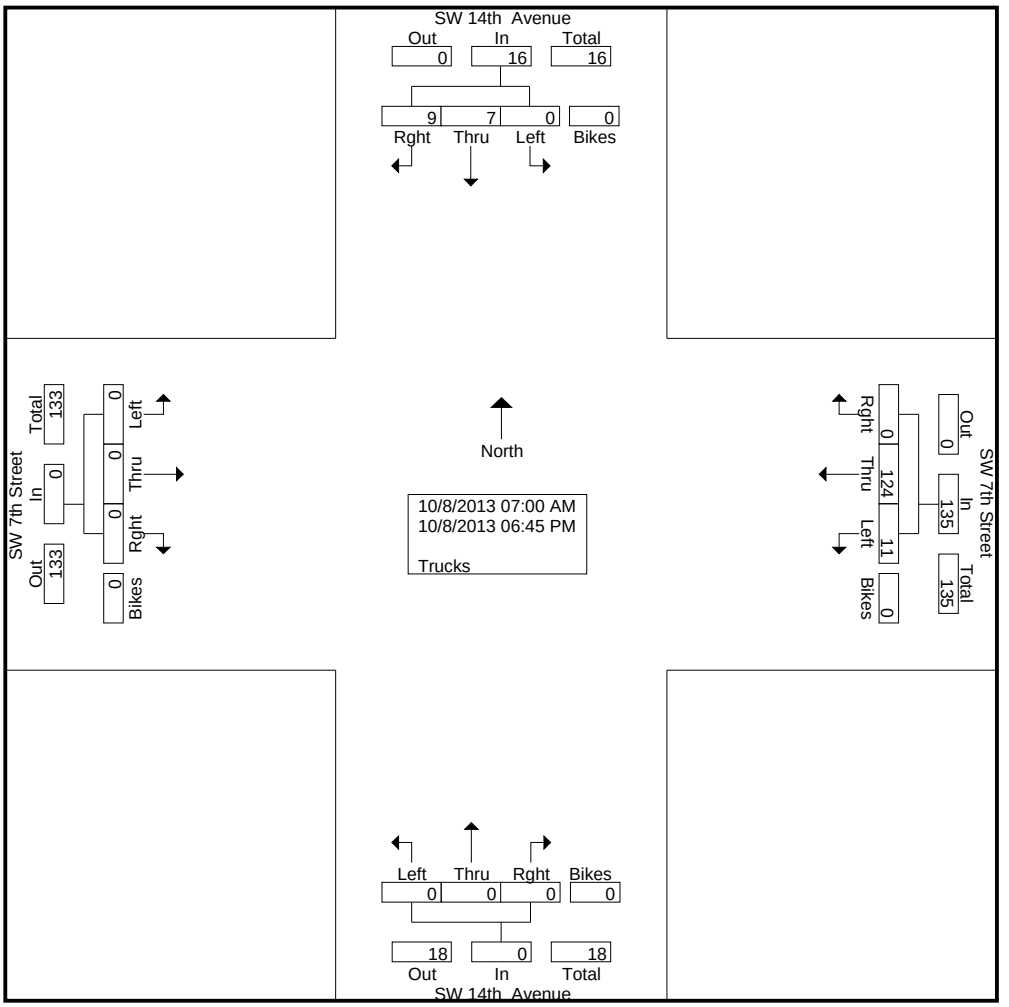
File Name : TMC-9 (SW 7th Street & SW 14th Avenue)
Site Code : 00000000
Start Date : 10/8/2013
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Groups Printed- Trucks

	SW 14th Avenue Southbound					SW 14th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
07:15 AM	0	0	2	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
07:30 AM	0	0	2	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
Total	0	3	4	0	7	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	32
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
Total	0	0	1	0	1	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	22
09:00 AM	0	1	0	0	1	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	10
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
09:30 AM	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	6
09:45 AM	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	5
Total	0	2	0	0	2	0	0	0	0	0	6	21	0	0	27	0	0	0	0	0	29
*** BREAK ***																					
04:00 PM	0	1	2	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	6
04:30 PM	0	0	1	0	1	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	8
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total	0	2	3	0	5	0	0	0	0	0	3	19	0	0	22	0	0	0	0	0	27
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	10
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Total	0	0	1	0	1	0	0	0	0	0	1	22	0	0	23	0	0	0	0	0	24
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8
Total	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	17
Grand Total	0	7	9	0	16	0	0	0	0	0	11	124	0	0	135	0	0	0	0	0	151
Apprch %	0	43.8	56.2	0		0	0	0	0		8.1	91.9	0	0		0	0	0	0		
Total %	0	4.6	6	0	10.6	0	0	0	0	0	7.3	82.1	0	0	89.4	0	0	0	0	0	

SW 7th Street & SW 14th Avenue

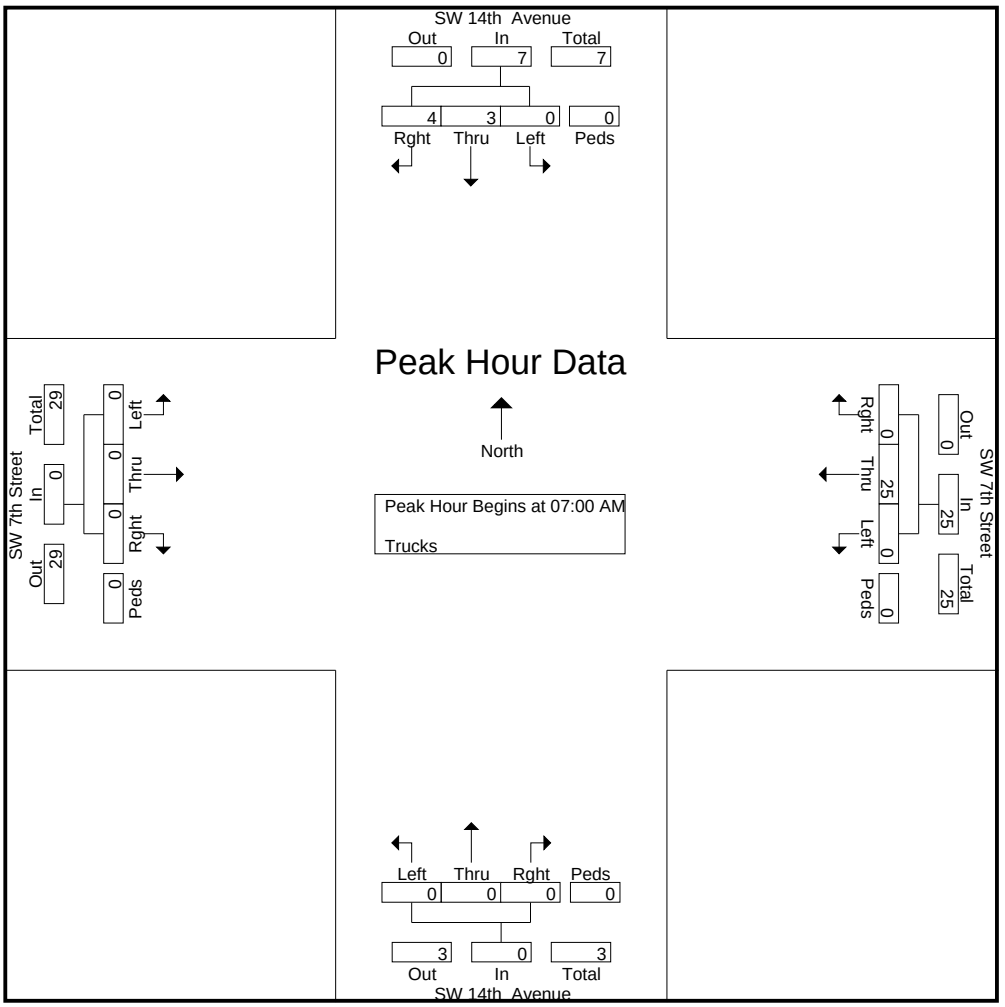
File Name : TMC-9 (SW 7th Street & SW 14th Avenue)
Site Code : 00000000
Start Date : 10/8/2013
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SW 7th Street & SW 14th Avenue

File Name : TMC-9 (SW 7th Street & SW 14th Avenue)
Site Code : 00000000
Start Date : 10/8/2013
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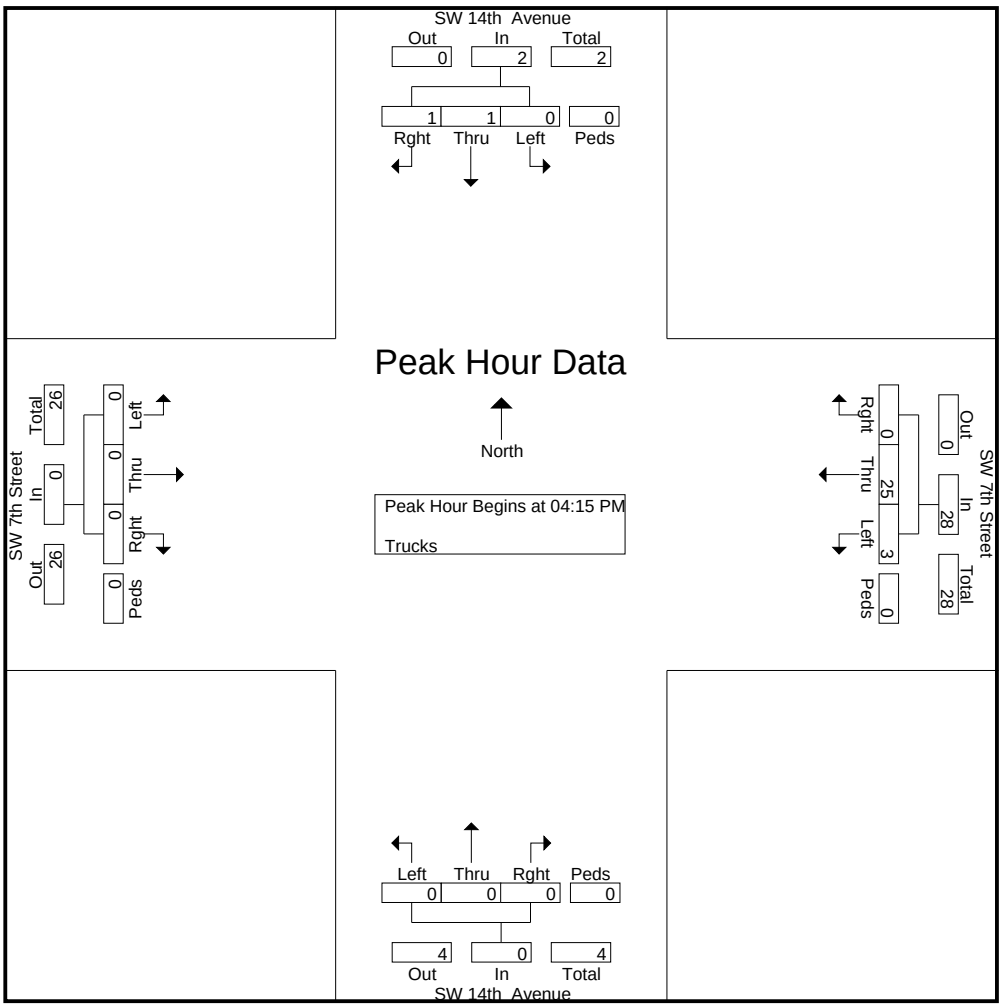
	SW 14th Avenue Southbound					SW 14th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
07:15 AM	0	0	2	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9
07:30 AM	0	0	2	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
Total Volume	0	3	4	0	7	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	32
% App. Total	0	42.9	57.1	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.250	.500	.000	.583	.000	.000	.000	.000	.000	.000	.893	.000	.000	.893	.000	.000	.000	.000	.000	.800



SW 7th Street & SW 14th Avenue

File Name : TMC-9 (SW 7th Street & SW 14th Avenue)
Site Code : 00000000
Start Date : 10/8/2013
Page No : 4

	SW 14th Avenue Southbound					SW 14th Avenue Northbound					SW 7th Street Westbound					SW 7th Street Eastbound					
Start Time	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Left	Thru	Right	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	6
04:30 PM	0	0	1	0	1	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	8
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	10
Total Volume	0	1	1	0	2	0	0	0	0	0	3	25	0	0	28	0	0	0	0	0	30
% App. Total	0	50	50	0		0	0	0	0		10.7	89.3	0	0		0	0	0	0		
PHF	.000	.250	.250	.000	.500	.000	.000	.000	.000	.000	.750	.694	.000	.000	.700	.000	.000	.000	.000	.000	.750



Appendix G

Traffic Data

Approach Counts

County: 87
Station: 0002
Description: SW 8 STREET BETWEEN SW 24 AV & SW 23 AVE
Start Date: 10/01/2013
Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	66	58	46	44	214
0100	43	36	22	26	127
0200	22	27	15	25	89
0300	9	16	13	17	55
0400	22	27	32	30	111
0500	32	48	79	97	256
0600	111	161	188	188	648
0700	206	240	272	284	1002
0800	270	272	276	279	1097
0900	248	243	253	254	998
1000	223	267	282	235	1007
1100	244	247	257	249	997
1200	266	245	250	268	1029
1300	228	258	253	274	1013
1400	243	258	264	257	1022
1500	281	246	280	254	1061
1600	269	264	261	259	1053
1700	271	280	273	270	1094
1800	295	268	291	236	1090
1900	249	244	290	264	1047
2000	233	209	234	202	878
2100	202	181	201	188	772
2200	200	182	192	150	724
2300	104	127	103	88	422
24-Hour Totals:					17806

Peak Volume Information

	Hour	Volume
A.M.	745	1102
P.M.	1745	1124
Daily	1745	1124

Generated by SPS 5.0.30P

County: 87
Station: 0002
Description: SW 8 STREET BETWEEN SW 24 AV & SW 23 AVE
Start Date: 10/02/2013
Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	80	91	61	76	308
0100	34	47	37	34	152
0200	29	28	34	24	115
0300	17	14	16	19	66
0400	22	27	26	37	112
0500	27	46	74	80	227
0600	110	154	211	194	669
0700	205	239	286	282	1012
0800	288	294	317	289	1188
0900	269	298	277	217	1061
1000	266	253	259	273	1051
1100	236	225	279	272	1012
1200	272	286	250	259	1067
1300	239	260	278	283	1060
1400	270	260	261	281	1072
1500	282	251	286	281	1100
1600	268	258	229	265	1020
1700	291	268	277	300	1136
1800	276	285	269	310	1140
1900	285	256	233	221	995
2000	225	221	199	212	857
2100	201	212	174	192	779
2200	197	184	145	153	679
2300	121	123	117	100	461
24-Hour Totals:					18339

Peak Volume Information

	Hour	Volume
A.M.	800	1188
P.M.	1800	1140
Daily	800	1188

Generated by SPS 5.0.30P

County: 87
Station: 0002
Description: SW 8 STREET BETWEEN SW 24 AV & SW 23 AVE
Start Date: 10/03/2013
Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	71	84	87	63	305
0100	63	49	41	35	188
0200	43	29	19	29	120
0300	22	29	25	34	110
0400	22	31	32	35	120
0500	40	54	81	88	263
0600	98	157	173	195	623
0700	198	252	278	287	1015
0800	255	289	292	314	1150
0900	263	240	260	253	1016
1000	241	254	251	278	1024
1100	246	254	256	275	1031
1200	241	243	266	261	1011
1300	253	244	258	277	1032
1400	260	270	264	267	1061
1500	272	272	266	261	1071
1600	280	263	272	294	1109
1700	276	268	289	275	1108
1800	282	247	257	254	1040
1900	266	238	275	226	1005
2000	226	208	212	215	861
2100	214	178	173	172	737
2200	179	162	159	154	654
2300	106	105	84	86	381
24-Hour Totals:					18035

Peak Volume Information

	Hour	Volume
A.M.	815	1158
P.M.	1645	1127
Daily	815	1158

Generated by SPS 5.0.30P

County: 87
Station: 0013
Description: SR 90/US-41/SW 8 ST/BETWEEN SW 5 AVE & SW 4 AVE
Start Date: 10/09/2013
Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	87	67	50	57	261
0100	46	47	50	43	186
0200	32	26	22	19	99
0300	21	11	19	12	63
0400	28	13	36	33	110
0500	51	63	99	163	376
0600	153	232	302	310	997
0700	330	392	446	451	1619
0800	460	466	534	414	1874
0900	343	307	317	284	1251
1000	292	297	291	300	1180
1100	288	270	308	318	1184
1200	309	291	307	303	1210
1300	369	320	285	344	1318
1400	338	333	308	305	1284
1500	369	306	350	307	1332
1600	314	318	307	339	1278
1700	344	325	342	310	1321
1800	328	314	329	320	1291
1900	319	297	266	259	1141
2000	289	246	229	267	1031
2100	189	196	185	194	764
2200	172	179	160	161	672
2300	165	103	107	97	472
24-Hour Totals:					22314

Peak Volume Information

	Hour	Volume
A.M.	745	1911
P.M.	1645	1350
Daily	745	1911

Generated by SPS 5.0.30P

County: 87
Station: 0013
Description: SR 90/US-41/SW 8 ST/SW 8 ST/BETWEEN SW 5 AVE & SW 4 AVE
Start Date: 10/09/2013
Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	87	71	76	60	294
0100	56	47	41	33	177
0200	26	31	27	26	110
0300	33	16	21	28	98
0400	25	19	36	39	119
0500	44	83	95	143	365
0600	140	230	303	337	1010
0700	318	379	426	424	1547
0800	428	424	392	380	1624
0900	342	321	313	309	1285
1000	311	322	305	280	1218
1100	269	276	256	291	1092
1200	311	340	292	299	1242
1300	295	313	331	339	1278
1400	360	389	334	345	1428
1500	300	291	334	361	1286
1600	323	305	290	329	1247
1700	331	339	350	346	1366
1800	346	351	358	308	1363
1900	287	293	268	274	1122
2000	291	232	263	227	1013
2100	213	230	228	194	865
2200	190	169	154	165	678
2300	161	147	134	122	564
24-Hour Totals:					22391

Peak Volume Information

	Hour	Volume
A.M.	730	1702
P.M.	1400	1428
Daily	730	1702

Generated by SPS 5.0.30P

County: 87
Station: 0013
Description: SR 90/US-41/SW 8 ST/BETWEEN SW 5 AVE & SW 4 AVE
Start Date: 10/10/2013
Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	103	84	79	65	331
0100	52	46	55	52	205
0200	25	35	41	26	127
0300	29	24	23	24	100
0400	27	22	33	43	125
0500	51	58	104	123	336
0600	154	255	313	321	1043
0700	306	342	419	424	1491
0800	482	451	468	353	1754
0900	361	292	305	316	1274
1000	261	286	309	277	1133
1100	296	353	294	274	1217
1200	285	303	348	361	1297
1300	394	349	314	365	1422
1400	310	299	303	318	1230
1500	314	319	324	316	1273
1600	322	315	322	324	1283
1700	360	330	350	351	1391
1800	346	361	309	295	1311
1900	291	262	274	227	1054
2000	240	252	240	204	936
2100	192	194	204	157	747
2200	191	167	152	140	650
2300	121	105	104	69	399
24-Hour Totals:					22129

Peak Volume Information

	Hour	Volume
A.M.	745	1825
P.M.	1230	1452
Daily	745	1825

Generated by SPS 5.0.30P

County: 87
Station: 0015
Description: SR 90/US-41/SW 7 ST/ONE-WAY WB, 200' E BEACON BLVD
Start Date: 11/12/2013
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	46	46	21	30	143
0100	24	17	15	15	71
0200	8	15	11	16	50
0300	6	9	10	10	35
0400	17	8	13	9	47
0500	6	19	20	23	68
0600	35	56	61	57	209
0700	71	116	109	129	425
0800	140	131	169	170	610
0900	163	147	160	123	593
1000	164	181	176	187	708
1100	195	198	176	209	778
1200	187	172	165	187	711
1300	167	161	173	204	705
1400	159	168	189	200	716
1500	177	205	209	229	820
1600	226	250	244	236	956
1700	263	273	232	216	984
1800	202	192	200	187	781
1900	164	162	154	135	615
2000	127	122	114	108	471
2100	92	90	81	67	330
2200	101	76	89	77	343
2300	66	57	37	56	216
24-Hour Totals:					11385

Peak Volume Information

	Hour	Volume
A.M.	830	649
P.M.	1630	1016
Daily	1630	1016

Generated by SPS 5.0.30P

County: 87
Station: 5105
Description: SR 90/US-41/SW 7 ST/ONE-WAY WB, 200' E BEACON BLVD
Start Date: 11/13/2013
Start Time: 0000

	Direction: W				
Time	1st	2nd	3rd	4th	Total
0000	48	31	30	23	132
0100	20	25	22	11	78
0200	15	19	14	9	57
0300	8	13	13	11	45
0400	6	10	12	8	36
0500	10	15	18	20	63
0600	27	54	54	55	190
0700	75	80	99	102	356
0800	125	102	134	143	504
0900	136	128	148	163	575
1000	166	169	190	201	726
1100	172	170	162	204	708
1200	201	184	213	242	840
1300	157	171	153	214	695
1400	149	168	179	200	696
1500	177	205	209	229	820
1600	229	250	248	236	963
1700	243	263	225	214	945
1800	200	172	200	180	752
1900	155	163	156	130	604
2000	129	120	113	118	480
2100	90	99	81	60	330
2200	111	70	89	78	348
2300	57	55	37	52	201
24-Hour Totals:					11144

Peak Volume Information

	Hour	Volume
A.M.	845	555
P.M.	1630	990
Daily	1630	990

Generated by SPS 5.0.30P

County: 87
Station: 5105
Description: SR 90/US-41/SW 7 ST/ONE-WAY WB, 200' E BEACON BLVD
Start Date: 11/14/2013
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	42	39	20	30	131
0100	19	17	18	13	67
0200	8	14	10	16	48
0300	7	10	11	11	39
0400	13	8	13	19	53
0500	16	19	20	23	78
0600	35	56	61	57	209
0700	71	116	109	129	425
0800	140	131	169	170	610
0900	163	147	160	133	603
1000	164	171	166	187	688
1100	185	192	174	209	760
1200	190	177	231	208	806
1300	198	222	190	212	822
1400	216	212	217	222	867
1500	215	263	275	260	1013
1600	249	301	281	264	1095
1700	290	326	242	251	1109
1800	221	234	200	193	848
1900	159	174	150	138	621
2000	136	143	132	140	551
2100	141	119	94	78	432
2200	90	103	102	83	378
2300	62	82	60	43	247
24-Hour Totals:					12500

Peak Volume Information

	Hour	Volume
A.M.	830	649
P.M.	1630	1161
Daily	1630	1161

Generated by SPS 5.0.30P

County: 87
Station: 5001
Description: SW 7 ST BETWEEN 3RA AND 2DA AVENU
Start Date: 10/08/2013
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	124	103	80	53	360
0100	72	41	38	44	195
0200	31	29	19	29	108
0300	19	23	24	17	83
0400	10	17	18	25	70
0500	38	26	51	67	182
0600	66	90	110	164	430
0700	209	225	231	261	926
0800	288	351	284	266	1189
0900	279	325	269	278	1151
1000	244	266	293	296	1099
1100	242	339	312	296	1189
1200	311	349	320	295	1275
1300	299	364	364	351	1378
1400	330	361	298	344	1333
1500	394	356	356	398	1504
1600	365	397	410	394	1566
1700	446	403	399	409	1657
1800	410	384	389	349	1532
1900	368	298	310	244	1220
2000	270	205	210	196	881
2100	205	188	202	190	785
2200	230	178	173	148	729
2300	188	143	127	119	577
24-Hour Totals:					21419

Peak Volume Information

	Hour	Volume
A.M.	800	1189
P.M.	1700	1657
Daily	1700	1657

Generated by SPS 5.0.30P

County: 87
Station: 5001
Description: SW 7 ST BETWEEN 3RA AND 2DA AVENU
Start Date: 10/09/2013
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	118	107	83	70	378
0100	75	37	43	49	204
0200	48	26	36	21	131
0300	29	14	21	21	85
0400	24	24	28	19	95
0500	28	29	55	59	171
0600	80	96	140	151	467
0700	224	253	242	255	974
0800	276	327	313	292	1208
0900	262	265	245	238	1010
1000	245	259	290	276	1070
1100	303	289	286	305	1183
1200	273	335	303	314	1225
1300	292	347	318	317	1274
1400	351	344	362	323	1380
1500	385	347	401	374	1507
1600	429	375	412	368	1584
1700	444	422	443	391	1700
1800	413	392	377	362	1544
1900	340	323	359	293	1315
2000	301	246	257	213	1017
2100	257	197	224	248	926
2200	250	185	207	190	832
2300	210	194	140	136	680
24-Hour Totals:					21960

Peak Volume Information

	Hour	Volume
A.M.	800	1208
P.M.	1700	1700
Daily	1700	1700

Generated by SPS 5.0.30P

County: 87
Station: 5001
Description: SW 7 ST BETWEEN 3RA AND 2DA AVENU
Start Date: 10/10/2013
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	161	139	115	89	504
0100	102	76	58	74	310
0200	57	74	49	49	229
0300	55	35	37	33	160
0400	32	41	30	29	132
0500	58	59	48	68	233
0600	75	107	157	139	478
0700	206	244	225	256	931
0800	316	296	310	305	1227
0900	296	273	279	282	1130
1000	275	263	300	272	1110
1100	279	325	298	298	1200
1200	294	296	347	302	1239
1300	317	289	282	313	1201
1400	312	348	334	334	1328
1500	376	359	352	376	1463
1600	406	397	417	382	1602
1700	438	421	397	409	1665
1800	391	397	392	375	1555
1900	364	335	325	268	1292
2000	254	234	228	208	924
2100	221	197	197	192	807
2200	205	148	152	122	627
2300	190	119	115	111	535
24-Hour Totals:					21882

Peak Volume Information

	Hour	Volume
A.M.	800	1227
P.M.	1700	1665
Daily	1700	1665

Generated by SPS 5.0.30P

County: 87
Station: 5002
Description: SW 7 ST BETWEEN 4TA AND 5TA AVENUE
Start Date: 10/08/2013
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	84	90	66	55	295
0100	57	42	43	46	188
0200	88	62	44	56	250
0300	36	25	32	28	121
0400	33	36	14	37	120
0500	35	21	38	51	145
0600	43	65	104	109	321
0700	124	140	171	192	627
0800	192	220	248	213	873
0900	223	231	198	199	851
1000	186	243	169	210	808
1100	206	229	171	227	833
1200	237	243	243	243	966
1300	178	208	275	248	909
1400	206	257	255	234	952
1500	262	216	240	263	981
1600	261	269	272	289	1091
1700	312	322	290	294	1218
1800	319	282	303	294	1198
1900	277	261	228	250	1016
2000	214	161	202	171	748
2100	186	150	185	238	759
2200	258	222	248	219	947
2300	239	188	170	182	779
24-Hour Totals:					16996

Peak Volume Information

	Hour	Volume
A.M.	830	915
P.M.	1715	1225
Daily	1715	1225

Generated by SPS 5.0.30P

County: 87
Station: 5002
Description: SW 7 ST BETWEEN 4TA AND 5TA AVENUE
Start Date: 10/09/2013
Start Time: 0000

	Direction: W				
Time	1st	2nd	3rd	4th	Total
0000	147	119	132	101	499
0100	85	87	70	92	334
0200	76	51	48	42	217
0300	44	24	27	22	117
0400	27	19	17	18	81
0500	20	18	25	45	108
0600	45	57	97	123	322
0700	125	122	161	169	577
0800	190	250	261	211	912
0900	234	194	198	226	852
1000	154	162	239	224	779
1100	212	205	234	196	847
1200	220	241	255	215	931
1300	212	221	223	144	800
1400	235	279	220	286	1020
1500	307	271	281	228	1087
1600	251	238	265	290	1044
1700	329	323	312	296	1260
1800	335	312	282	281	1210
1900	262	231	245	236	974
2000	227	209	216	193	845
2100	185	185	184	186	740
2200	216	174	190	198	778
2300	177	123	117	121	538
24-Hour Totals:					16872

Peak Volume Information

	Hour	Volume
A.M.	815	956
P.M.	1715	1266
Daily	1715	1266

Generated by SPS 5.0.30P

County: 87
Station: 5002
Description: SW 7 ST BETWEEN 4TA AND 5TA AVENUE
Start Date: 10/10/2013
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	110	86	80	70	346
0100	70	73	97	78	318
0200	65	43	52	39	199
0300	33	39	38	28	138
0400	43	29	26	34	132
0500	34	27	36	44	141
0600	48	61	89	102	300
0700	150	138	182	175	645
0800	217	203	227	224	871
0900	223	209	210	220	862
1000	207	158	284	217	866
1100	212	225	180	218	835
1200	265	259	243	243	1010
1300	230	219	223	232	904
1400	228	252	255	236	971
1500	237	241	230	208	916
1600	250	238	285	270	1043
1700	316	310	310	309	1245
1800	293	280	299	280	1152
1900	261	233	238	203	935
2000	215	180	155	151	701
2100	148	129	147	140	564
2200	200	136	148	147	631
2300	166	121	93	67	447
24-Hour Totals:					16172

Peak Volume Information

	Hour	Volume
A.M.	830	883
P.M.	1700	1245
Daily	1700	1245

Generated by SPS 5.0.30P

County: 87
Station: 5005
Description: SW 8ST EAST SW 10 AVENU
Start Date: 10/08/2013
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	76	78	53	52	259
0100	51	41	41	30	163
0200	35	34	19	29	117
0300	20	21	23	21	85
0400	23	41	45	38	147
0500	44	90	125	113	372
0600	189	250	324	356	1119
0700	336	430	444	411	1621
0800	427	399	405	369	1600
0900	306	279	364	312	1261
1000	308	308	315	321	1252
1100	261	322	322	283	1188
1200	274	329	309	300	1212
1300	333	325	359	337	1354
1400	427	307	378	385	1497
1500	341	316	344	383	1384
1600	352	352	344	309	1357
1700	325	347	389	372	1433
1800	337	345	385	357	1424
1900	311	287	264	287	1149
2000	217	212	248	210	887
2100	196	201	185	203	785
2200	177	154	157	118	606
2300	96	97	98	97	388
24-Hour Totals:					22660

Peak Volume Information

	Hour	Volume
A.M.	715	1712
P.M.	1400	1497
Daily	715	1712

Generated by SPS 5.0.30P

County: 87
Station: 5005
Description: SW 8ST EAST SW 10 AVENU
Start Date: 10/09/2013
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	74	61	49	55	239
0100	35	41	40	31	147
0200	26	27	25	10	88
0300	22	23	18	11	74
0400	13	11	31	20	75
0500	33	30	56	58	177
0600	97	150	138	350	735
0700	331	421	435	411	1598
0800	420	389	415	389	1613
0900	336	299	354	342	1331
1000	328	318	310	311	1267
1100	258	287	264	313	1122
1200	347	339	324	346	1356
1300	328	337	337	347	1349
1400	359	368	327	350	1404
1500	354	374	342	367	1437
1600	343	341	337	378	1399
1700	374	361	372	403	1510
1800	364	321	335	367	1387
1900	314	324	314	277	1229
2000	275	295	258	231	1059
2100	203	200	173	183	759
2200	145	178	172	103	598
2300	99	115	105	72	391
24-Hour Totals:					22344

Peak Volume Information

	Hour	Volume
A.M.	715	1687
P.M.	1700	1510
Daily	715	1687

Generated by SPS 5.0.30P

County: 87
Station: 5005
Description: SW 8ST EAST SW 10 AVENU
Start Date: 10/10/2013
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	76	78	53	52	259
0100	51	41	41	30	163
0200	35	34	19	29	117
0300	20	21	23	21	85
0400	23	41	45	38	147
0500	44	90	125	113	372
0600	189	250	324	356	1119
0700	336	430	444	411	1621
0800	427	399	405	369	1600
0900	306	279	364	302	1251
1000	308	308	315	321	1252
1100	261	322	322	280	1185
1200	277	329	309	289	1204
1300	333	325	351	337	1346
1400	417	307	378	375	1477
1500	341	310	344	383	1378
1600	352	342	345	300	1339
1700	325	347	389	372	1433
1800	347	345	355	347	1394
1900	311	257	264	287	1119
2000	215	212	238	200	865
2100	196	199	175	203	773
2200	170	154	140	110	574
2300	96	94	95	80	365
24-Hour Totals:					22438

Peak Volume Information

	Hour	Volume
A.M.	715	1712
P.M.	1400	1477
Daily	715	1712

Generated by SPS 5.0.30P

County: 87
Station: 5006
Description: SW 7 ST WEST OF SW 9 AVENU
Start Date: 10/08/2013
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	87	58	43	29	217
0100	38	33	22	20	113
0200	19	18	10	18	65
0300	20	17	14	18	69
0400	9	16	16	12	53
0500	27	17	47	44	135
0600	49	52	91	108	300
0700	150	172	164	182	668
0800	198	194	206	176	774
0900	190	175	178	190	733
1000	176	250	192	197	815
1100	186	220	198	187	791
1200	207	233	250	207	897
1300	236	223	234	203	896
1400	256	270	240	258	1024
1500	278	274	269	317	1138
1600	312	355	360	359	1386
1700	387	364	393	376	1520
1800	334	341	266	233	1174
1900	247	211	214	192	864
2000	151	159	139	139	588
2100	125	137	134	130	526
2200	152	115	111	83	461
2300	90	77	83	80	330
24-Hour Totals:					15537

Peak Volume Information

	Hour	Volume
A.M.	745	780
P.M.	1700	1520
Daily	1700	1520

Generated by SPS 5.0.30P

County: 87
Station: 5006
Description: SW 7 ST WEST OF SW 9 AVENU
Start Date: 10/09/2013
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	75	57	49	46	227
0100	30	25	23	23	101
0200	20	27	26	12	85
0300	15	9	21	15	60
0400	14	7	15	11	47
0500	21	20	29	39	109
0600	46	73	73	104	296
0700	144	181	170	169	664
0800	199	194	226	203	822
0900	172	179	166	191	708
1000	179	176	182	185	722
1100	182	199	212	185	778
1200	0	0	0	0	0
1300	0	0	0	0	0
1400	0	0	0	0	0
1500	0	96	308	324	728
1600	292	357	334	354	1337
1700	346	373	391	342	1452
1800	359	330	293	276	1258
1900	234	206	192	206	838
2000	189	154	140	133	616
2100	146	139	125	144	554
2200	140	115	114	82	451
2300	86	82	78	91	337
24-Hour Totals:					12190

Peak Volume Information

	Hour	Volume
A.M.	800	822
P.M.	1715	1465
Daily	1715	1465

Generated by SPS 5.0.30P

County: 87
Station: 5006
Description: SW 7 ST WEST OF SW 9 AVENU
Start Date: 10/10/2013
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	78	65	55	53	251
0100	43	32	28	33	136
0200	26	13	26	18	83
0300	21	16	23	8	68
0400	18	18	18	17	71
0500	23	19	30	38	110
0600	43	66	84	94	287
0700	143	162	163	174	642
0800	172	167	181	167	687
0900	168	185	201	207	761
1000	179	215	206	208	808
1100	186	188	206	209	789
1200	236	207	250	249	942
1300	251	230	231	245	957
1400	230	262	252	243	987
1500	259	280	345	299	1183
1600	319	370	354	333	1376
1700	361	374	347	347	1429
1800	339	354	288	256	1237
1900	229	233	190	187	839
2000	168	162	141	131	602
2100	141	137	119	122	519
2200	123	93	86	75	377
2300	83	78	68	66	295
24-Hour Totals:					15436

Peak Volume Information

	Hour	Volume
A.M.	845	721
P.M.	1700	1429
Daily	1700	1429

Generated by SPS 5.0.30P

County: 87
Station: 5007
Description: SW 8 STREET BETWEEN SW 3 AVENUE & SW 2 AVENUE
Start Date: 10/08/2013
Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	117	117	85	67	386
0100	87	71	79	54	291
0200	54	54	34	42	184
0300	35	20	32	21	108
0400	18	25	17	19	79
0500	23	30	47	52	152
0600	61	86	159	203	509
0700	173	137	193	253	756
0800	294	337	294	311	1236
0900	330	289	302	321	1242
1000	251	260	229	293	1033
1100	211	240	207	278	936
1200	304	299	302	292	1197
1300	257	292	311	296	1156
1400	258	269	231	301	1059
1500	251	251	238	216	956
1600	235	238	253	225	951
1700	238	241	265	289	1033
1800	273	255	297	270	1095
1900	250	243	235	228	956
2000	244	229	218	205	896
2100	213	189	207	207	816
2200	222	214	208	185	829
2300	184	151	109	148	592
24-Hour Totals:					18448

Peak Volume Information

	Hour	Volume
A.M.	815	1272
P.M.	1200	1197
Daily	815	1272

Generated by SPS 5.0.26

County: 87
Station: 5007
Description: SW 8 STREET BETWEEN SW 3 AVENUE & SW 2 AVENUE
Start Date: 10/09/2013
Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	130	110	93	89	422
0100	89	86	60	68	303
0200	51	44	45	37	177
0300	35	39	37	44	155
0400	38	28	26	22	114
0500	31	28	41	67	167
0600	56	70	148	168	442
0700	128	143	199	248	718
0800	301	305	277	311	1194
0900	342	307	312	288	1249
1000	256	267	239	249	1011
1100	258	237	240	262	997
1200	255	291	243	273	1062
1300	265	308	256	305	1134
1400	218	276	291	325	1110
1500	296	268	252	251	1067
1600	216	256	245	229	946
1700	257	203	260	270	990
1800	278	268	262	291	1099
1900	261	256	248	289	1054
2000	258	231	274	230	993
2100	224	194	237	223	878
2200	225	185	244	213	867
2300	194	206	182	168	750
24-Hour Totals:					18899

Peak Volume Information

	Hour	Volume
A.M.	845	1272
P.M.	1415	1188
Daily	845	1272

Generated by SPS 5.0.26

County: 87
Station: 5007
Description: SW 8 STREET BETWEEN SW 3 AVENUE & SW 2 AVENUE
Start Date: 10/10/2013
Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	166	141	122	113	542
0100	112	90	112	113	427
0200	103	88	75	85	351
0300	76	68	50	36	230
0400	50	50	36	41	177
0500	32	43	50	60	185
0600	55	86	141	175	457
0700	140	141	210	226	717
0800	281	317	315	303	1216
0900	371	293	308	249	1221
1000	220	221	301	286	1028
1100	283	219	238	246	986
1200	272	289	288	292	1141
1300	313	267	269	298	1147
1400	256	311	295	268	1130
1500	267	273	258	241	1039
1600	216	259	263	245	983
1700	268	240	271	278	1057
1800	261	241	267	266	1035
1900	260	261	284	257	1062
2000	235	226	207	202	870
2100	255	190	197	191	833
2200	207	210	167	179	763
2300	170	155	147	147	619
24-Hour Totals:					19216

Peak Volume Information

	Hour	Volume
A.M.	815	1306
P.M.	1215	1182
Daily	815	1306

Generated by SPS 5.0.26

Appendix G

Traffic Data

AADT Volumes

2013 AADT VOLUMES

Description	Direction	Count Date	Raw Count	Raw Count	Raw Count	72-hour Total Vol	ADT	Week_ID	SF	Axle Factor	Adjusted Directional AADT	Adjusted AADT	Directional AADT
EB SR 90 b/w SW 24 ave. and SW 23 Ave.	EB	10/1/13-10/3/13	17,806	18,339	18,035	54,180	18,060	40	1	0.95	17,157	17,157	17,200
EB SR 90, East of SW 10 Ave.	EB	10/8/13-10/10/13	22660	22,344	22,438	67,442	22,481	39	1	0.95	21,357	21,357	21,400
EB SR 90 b/w SW 5 Ave. and SW 4 Ave.	EB	10/8/13-10/10/13	22,314	22,391	22,129	66,834	22,278	42	1	0.95	21,164	21,164	21,200
EB SR 90 b/w SW 3 Ave. and SW 2 Ave.	EB	10/8/13-10/10/13	18448	18,899	19,216	56,563	18,854	39	1	0.95	17,911	17,911	17,900
WB SR 90 b/w SW 3 Ave. and SW 2 Ave.	WB	10/8/13-10/10/13	21,419	21,960	21,882	65,261	21,754	42	1	0.95	20,666	20,666	20,700
WB SR 90 b/w SW 4 Ave. and SW 5 Ave.	WB	10/8/13-10/10/13	16996	16,872	16,172	50,040	16,680	39	1	0.95	15,846	15,846	15,800
WB SR 90, West of SW 9 Ave.	WB	10/8/13-10/10/13	15537	12,190	15,436	43,163	14,388	39	1	0.95	13,669	13,669	13,700
WB SR 90, 200 ' E. of Beacom Blvd.	WB	11/12/13-11/14/13	11,144	11,385	12,500	35,029	11,676	42	1	0.95	11,092	11,092	11,100

12/31/2013

Appendix G

Traffic Data

Travel Time Reports

SR 90 Travel Time & Delay

SW 27th Avenue to Brickell Avenue

Eastbound AM

PC-Travel Reports for study: SR90 Eastbound Travel Time AM

Report Name	***Page***
Study Summary	2
Detailed Statistics By Run - Travel Times	3
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Detailed Statistics By Run - Time <= 0 MPH	7
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Speed/Distance Profiles of All Runs	10
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Speed Profile (Distance vs Spd) for EBRun1AM-R001	12
Speed Profile (Distance vs Spd) for EBRun2AM-R001	14
Speed Profile (Distance vs Spd) for EBRun3AM-R001	16
Speed Profile (Distance vs Spd) for EBRun4AM-R001	18
Speed Profile (Distance vs Spd) for EBRun5AM-R001	21
Speed Profile (Distance vs Spd) for EBRun6AM-R001	24
Speed Profile (Time vs Spd) for EBRun1AM-R001	27
Speed Profile (Time vs Spd) for EBRun2AM-R001	28
Speed Profile (Time vs Spd) for EBRun3AM-R001	29
Speed Profile (Time vs Spd) for EBRun4AM-R001	30
Speed Profile (Time vs Spd) for EBRun5AM-R001	31
Speed Profile (Time vs Spd) for EBRun6AM-R001	32

SR 90 Travel
Time & Delay

SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
EBRun1AM-R001	12/04/13	07:23	15946	Before	Primary
EBRun2AM-R001	12/04/13	08:09	15840	Before	Secondary
EBRun3AM-R001	12/04/13	08:51	15977	Before	Secondary
EBRun4AM-R001	12/05/13	07:56	16120	Before	Secondary
EBRun5AM-R001	12/05/13	08:33	16143	Before	Secondary
EBRun6AM-R001	12/06/13	08:17	16107	Before	Secondary

Notes:

Node Info

#	Len	Name
1	0	
2	99	SW 27th Avenue
3	1324	SW 24th Avenue
4	1309	SW 22nd Avenue
5	596	SW 21st Avenue
6	786	SW 19th Avenue
7	1365	SW 17th Avenue
8	2626	SW 12th Avenue
9	559	SW 11th Avenue
10	3948	SW 4th Avenue
11	516	SW 3rd Avenue
12	567	SW 2nd Avenue
13	687	SB SW 1st Avenue
14	646	South Miami Avenue
15	422	Rail Station
16	471	Brickell Avenue
17	25	

Length of Study Route = 15,946 feet

SR 90 Travel Time & Delay

SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1 (EBRun1AM-R001)	Run #2 (EBRun2AM-R001)	Run #3 (EBRun3AM-R001)	Run #4 (EBRun4AM-R001)	Run #5 (EBRun5AM-R001)	Run #6 (EBRun6AM-R001)
1	0							
2	99	SW 27th Avenue	4	15	14	3	4	5
3	1324	SW 24th Avenue	39	41	33	43	37	50
4	1309	SW 22nd Avenue	28	58	37	50	30	43
5	596	SW 21st Avenue	13	20	18	19	14	25
6	786	SW 19th Avenue	38	31	36	31	20	30
7	1365	SW 17th Avenue	122	43	52	40	116	123
8	2626	SW 12th Avenue	82	136	138	83	91	85
9	559	SW 11th Avenue	16	13	14	74	15	15
10	3948	SW 4th Avenue	332	235	360	205	802	273
11	516	SW 3rd Avenue	13	45	207	91	46	27
12	567	SW 2nd Avenue	63	18	103	19	80	77
13	687	SB SW 1st Avenue	19	20	30	68	115	20
14	646	South Miami Avenue	16	146	40	21	21	24
15	422	Rail Station	11	16	75	15	292	121
16	471	Brickell Avenue	33	239	301	170	353	226
17	25		1	0	1	1	1	2
Totals	**15946**		**830**	**1,076**	**1,459**	**933**	**2,037**	**1,146**

SR 90 Travel Time & Delay

SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 4**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
			EBRun1AM-R001	EBRun2AM-R001	EBRun3AM-R001	EBRun4AM-R001	EBRun5AM-R001	EBRun6AM-R001
1	0							
2	99	SW 27th Avenue	0	0	0	0	0	0
3	1324	SW 24th Avenue	0	1	0	0	0	1
4	1309	SW 22nd Avenue	0	2	0	1	0	1
5	596	SW 21st Avenue	0	0	0	0	0	0
6	786	SW 19th Avenue	1	1	1	1	0	0
7	1365	SW 17th Avenue	2	0	1	0	2	2
8	2626	SW 12th Avenue	1	2	1	0	1	1
9	559	SW 11th Avenue	0	0	0	1	0	0
10	3948	SW 4th Avenue	5	6	5	4	15	3
11	516	SW 3rd Avenue	0	1	6	1	3	1
12	567	SW 2nd Avenue	1	0	2	1	2	1
13	687	SB SW 1st Avenue	0	0	0	0	3	0
14	646	South Miami Avenue	0	3	0	0	0	0
15	422	Rail Station	0	0	1	0	1	1
16	471	Brickell Avenue	1	1	1	1	2	2
17	25		0	0	0	0	0	0
Totals	**15946**		**11**	**17**	**18**	**10**	**29**	**13**

Stops based on a Stop Speed of 5 MPH.

SR 90 Travel Time & Delay

SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 5**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1 (EBRun1AM-R001)	Run #2 (EBRun2AM-R001)	Run #3 (EBRun3AM-R001)	Run #4 (EBRun4AM-R001)	Run #5 (EBRun5AM-R001)	Run #6 (EBRun6AM-R001)
1	0							
2	99	SW 27th Avenue	16.8	4.9	6.1	23.0	17.8	15.6
3	1324	SW 24th Avenue	23.2	22.1	27.1	21.3	25.1	18.0
4	1309	SW 22nd Avenue	32.0	15.5	24.1	17.6	29.6	20.8
5	596	SW 21st Avenue	31.0	20.4	23.7	21.4	28.0	16.0
6	786	SW 19th Avenue	14.1	17.4	14.4	17.6	26.7	18.4
7	1365	SW 17th Avenue	7.7	21.8	18.3	23.1	8.1	7.5
8	2626	SW 12th Avenue	21.8	13.1	12.9	21.7	19.7	21.2
9	559	SW 11th Avenue	23.8	28.6	28.2	5.1	25.1	25.7
10	3948	SW 4th Avenue	8.1	11.5	7.5	13.1	3.4	9.8
11	516	SW 3rd Avenue	27.1	8.1	1.7	4.1	7.7	13.1
12	567	SW 2nd Avenue	6.1	21.1	3.7	19.3	4.9	5.2
13	687	SB SW 1st Avenue	24.6	23.3	15.8	7.0	4.2	23.7
14	646	South Miami Avenue	27.6	3.1	10.9	20.5	20.8	18.0
15	422	Rail Station	26.5	18.4	3.9	19.7	1.1	2.3
16	471	Brickell Avenue	9.7	1.1	1.1	1.9	0.9	1.5
17	25		17.0	0.0	14.0	18.0	12.0	11.0
Totals	**15946**		**13.1**	**10.1**	**7.5**	**11.7**	**5.4**	**9.5**

SR 90 Travel Time & Delay

SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**

Detailed Statistics By Run

Total Delay (sec) by Section

EBRun1AM-R001 EBRun2AM-R001 EBRun3AM-R001 EBRun4AM-R001 EBRun5AM-R001 EBRun6AM-R001

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	99	SW 27th Avenue	2	13	12	1	2	3
3	1324	SW 24th Avenue	13	15	7	17	10	24
4	1309	SW 22nd Avenue	2	32	11	24	4	17
5	596	SW 21st Avenue	1	8	6	7	2	13
6	786	SW 19th Avenue	23	15	21	15	4	14
7	1365	SW 17th Avenue	95	16	25	13	89	96
8	2626	SW 12th Avenue	31	85	87	32	39	33
9	559	SW 11th Avenue	5	2	3	63	4	3
10	3948	SW 4th Avenue	255	158	283	128	725	196
11	516	SW 3rd Avenue	3	35	197	80	36	17
12	567	SW 2nd Avenue	52	7	92	8	69	66
13	687	SB SW 1st Avenue	6	7	16	54	101	6
14	646	South Miami Avenue	3	133	27	8	8	11
15	422	Rail Station	3	7	67	6	284	113
16	471	Brickell Avenue	24	231	292	161	344	217
17	25		1	0	0	0	1	1
Totals	**15946**		**519**	**764**	**1,146**	**617**	**1,722**	**830**

Total Delay based on a Normal Speed of 35 MPH.

SR 90 Travel Time & Delay

SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 7**

Detailed Statistics By Run

Time <= 0 MPH by Section

Node #	Length	Node Name	Run #1 (EBRun1AM-R001)	Run #2 (EBRun2AM-R001)	Run #3 (EBRun3AM-R001)	Run #4 (EBRun4AM-R001)	Run #5 (EBRun5AM-R001)	Run #6 (EBRun6AM-R001)
1	0							
2	99	SW 27th Avenue	0	7	4	0	0	0
3	1324	SW 24th Avenue	0	0	0	0	0	1
4	1309	SW 22nd Avenue	0	2	0	2	0	0
5	596	SW 21st Avenue	0	0	0	0	0	0
6	786	SW 19th Avenue	5	0	5	0	0	0
7	1365	SW 17th Avenue	60	0	3	0	55	66
8	2626	SW 12th Avenue	0	50	35	0	12	5
9	559	SW 11th Avenue	0	0	0	51	0	0
10	3948	SW 4th Avenue	153	59	146	50	362	118
11	516	SW 3rd Avenue	0	21	98	70	0	0
12	567	SW 2nd Avenue	42	0	51	0	36	33
13	687	SB SW 1st Avenue	0	0	0	39	41	0
14	646	South Miami Avenue	0	86	0	0	0	0
15	422	Rail Station	0	0	43	0	149	76
16	471	Brickell Avenue	5	200	259	89	298	107
17	25		0	0	0	0	0	0
Totals	**15946**		**265**	**425**	**644**	**301**	**953**	**406**

SR 90 Travel Time & Delay

SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**

Detailed Statistics By Run

Time <= 35 MPH by Section

Node #	Length	Node Name	Run #1 (EBRun1AM-R001)	Run #2 (EBRun2AM-R001)	Run #3 (EBRun3AM-R001)	Run #4 (EBRun4AM-R001)	Run #5 (EBRun5AM-R001)	Run #6 (EBRun6AM-R001)
1	0							
2	99	SW 27th Avenue	4	15	14	3	4	5
3	1324	SW 24th Avenue	39	41	33	43	37	50
4	1309	SW 22nd Avenue	28	58	37	50	30	43
5	596	SW 21st Avenue	13	20	18	19	14	25
6	786	SW 19th Avenue	38	31	36	31	20	30
7	1365	SW 17th Avenue	122	43	52	40	116	123
8	2626	SW 12th Avenue	82	136	138	83	91	85
9	559	SW 11th Avenue	16	13	14	74	15	15
10	3948	SW 4th Avenue	332	235	360	205	802	273
11	516	SW 3rd Avenue	13	45	207	91	46	27
12	567	SW 2nd Avenue	63	18	103	19	80	77
13	687	SB SW 1st Avenue	19	20	30	68	115	20
14	646	South Miami Avenue	16	146	40	21	21	24
15	422	Rail Station	11	16	75	15	292	121
16	471	Brickell Avenue	33	238	301	170	353	226
17	25		1	0	1	1	1	2
Totals	**15946**		**830**	**1,075**	**1,459**	**933**	**2,037**	**1,146**

SR 90 Travel Time & Delay

SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**

Detailed Statistics By Run

Time <= 55 MPH by Section

Node #	Length	Node Name	Run #1 (EBRun1AM-R001)	Run #2 (EBRun2AM-R001)	Run #3 (EBRun3AM-R001)	Run #4 (EBRun4AM-R001)	Run #5 (EBRun5AM-R001)	Run #6 (EBRun6AM-R001)
1	0							
2	99	SW 27th Avenue	4	15	14	3	4	5
3	1324	SW 24th Avenue	39	41	33	43	37	50
4	1309	SW 22nd Avenue	28	58	37	50	30	43
5	596	SW 21st Avenue	13	20	18	19	14	25
6	786	SW 19th Avenue	38	31	36	31	20	30
7	1365	SW 17th Avenue	122	43	52	40	116	123
8	2626	SW 12th Avenue	82	136	138	83	91	85
9	559	SW 11th Avenue	16	13	14	74	15	15
10	3948	SW 4th Avenue	332	235	360	205	802	273
11	516	SW 3rd Avenue	13	45	207	91	46	27
12	567	SW 2nd Avenue	63	18	103	19	80	77
13	687	SB SW 1st Avenue	19	20	30	68	115	20
14	646	South Miami Avenue	16	146	40	21	21	24
15	422	Rail Station	11	16	75	15	292	121
16	471	Brickell Avenue	33	238	301	170	353	226
17	25		1	0	1	1	1	2
Totals	**15946**		**830**	**1,075**	**1,459**	**933**	**2,037**	**1,146**

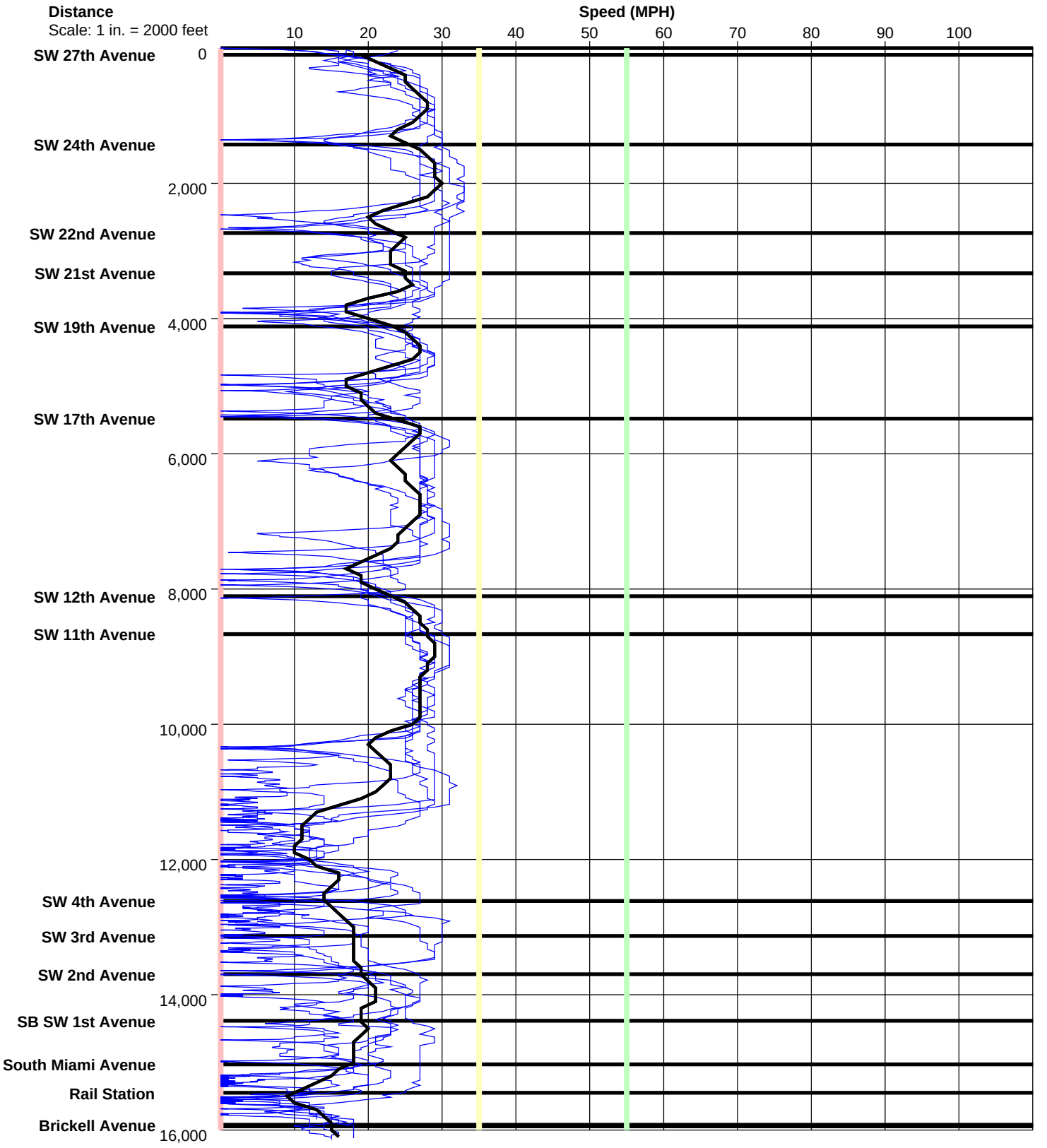
SR 90 Travel Time & Delay

SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 10**

Speed/Distance Profiles of All Runs



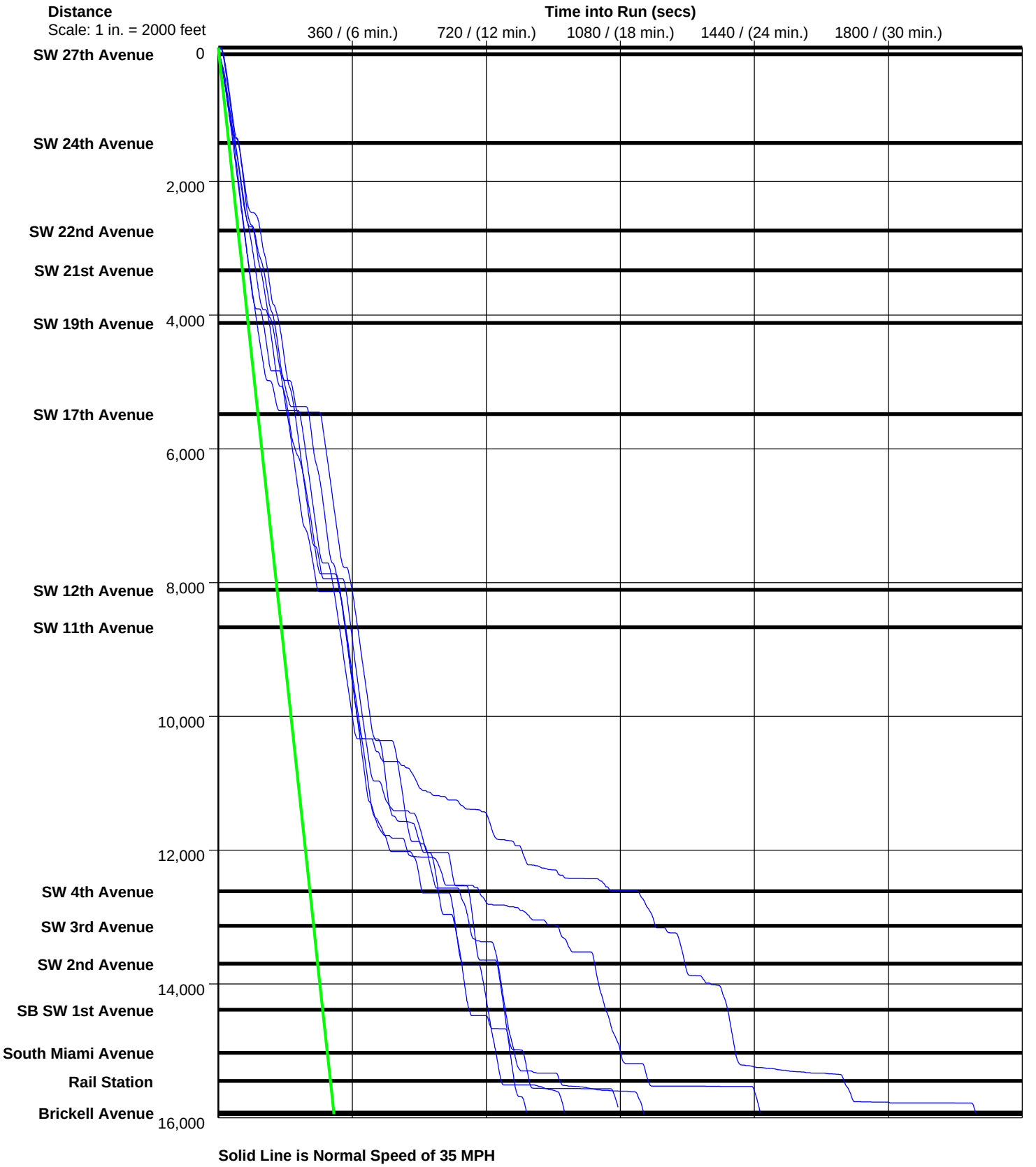
SR 90 Travel Time & Delay

SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 11**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 35 MPH

SR 90 Travel Time & Delay

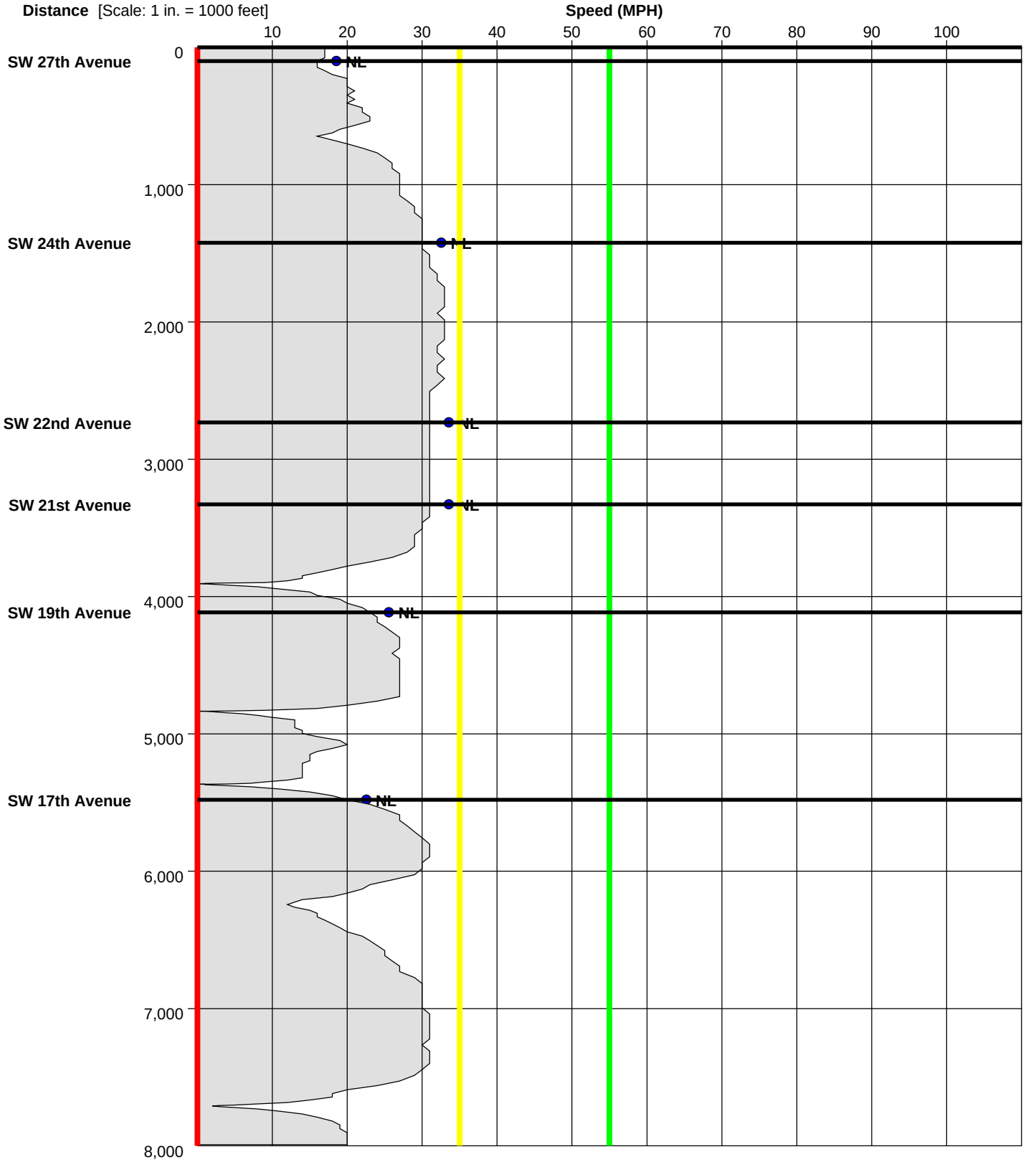
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 12**

Speed Profile

Run : EBRun1AM-R001 Start Time: 07:23 (This is a Before Run)



SR 90 Travel Time & Delay

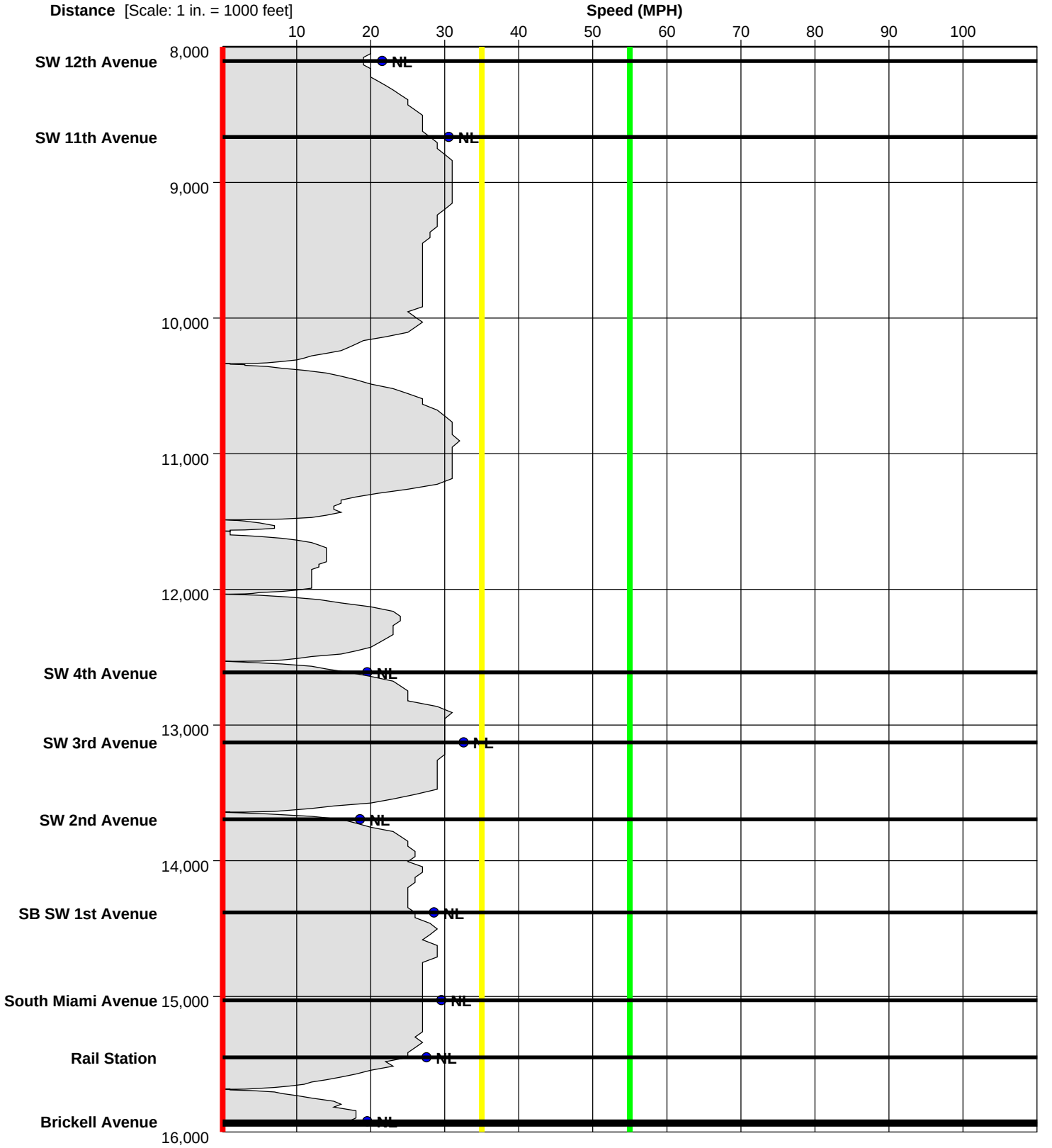
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 13**

Speed Profile

Run : EBRun1AM-R001 Start Time: 07:23 (This is a Before Run)



SR 90 Travel Time & Delay

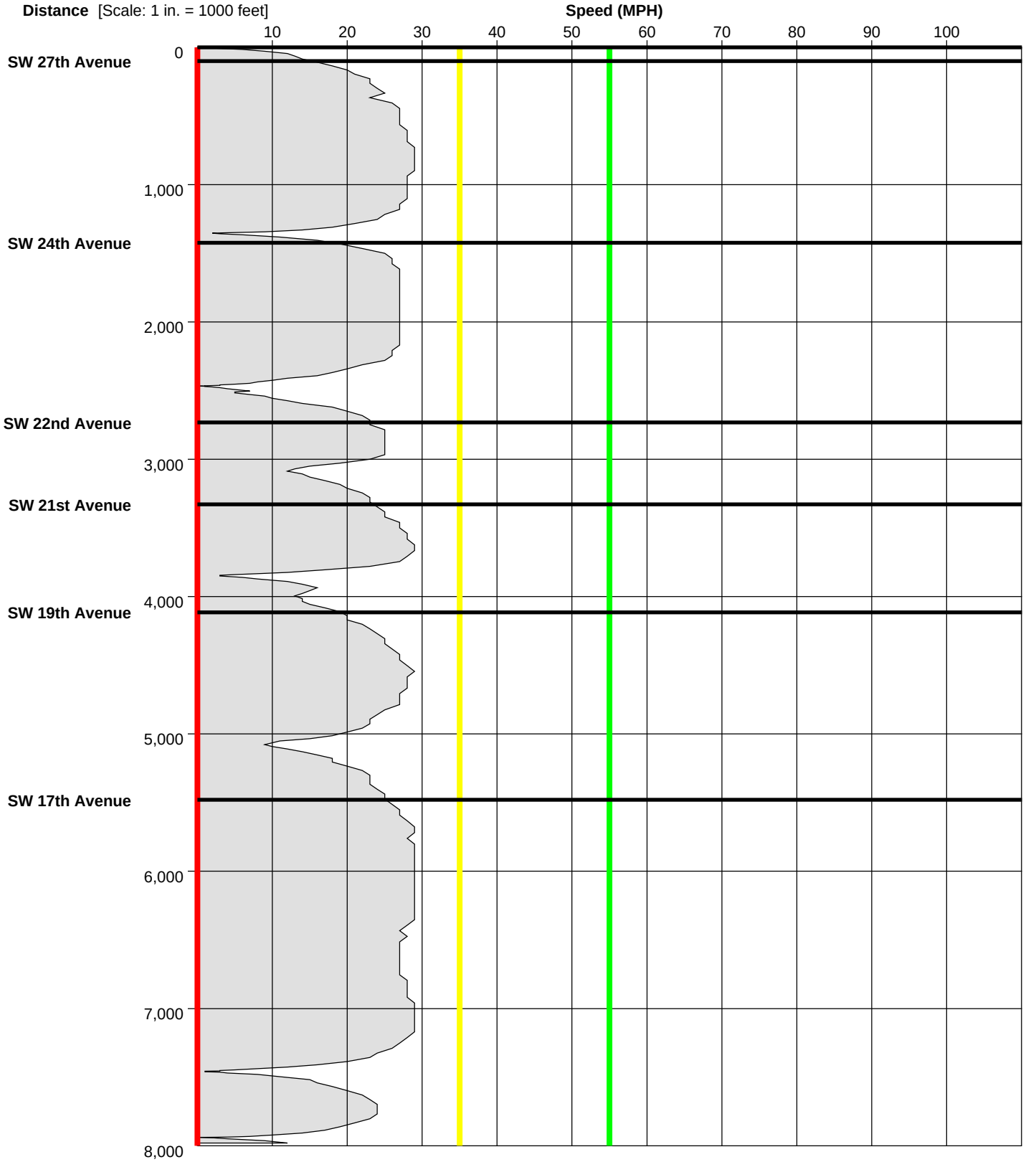
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 14**

Speed Profile

Run : EBRun2AM-R001 Start Time: 08:09 (This is a Before Run)



SR 90 Travel Time & Delay

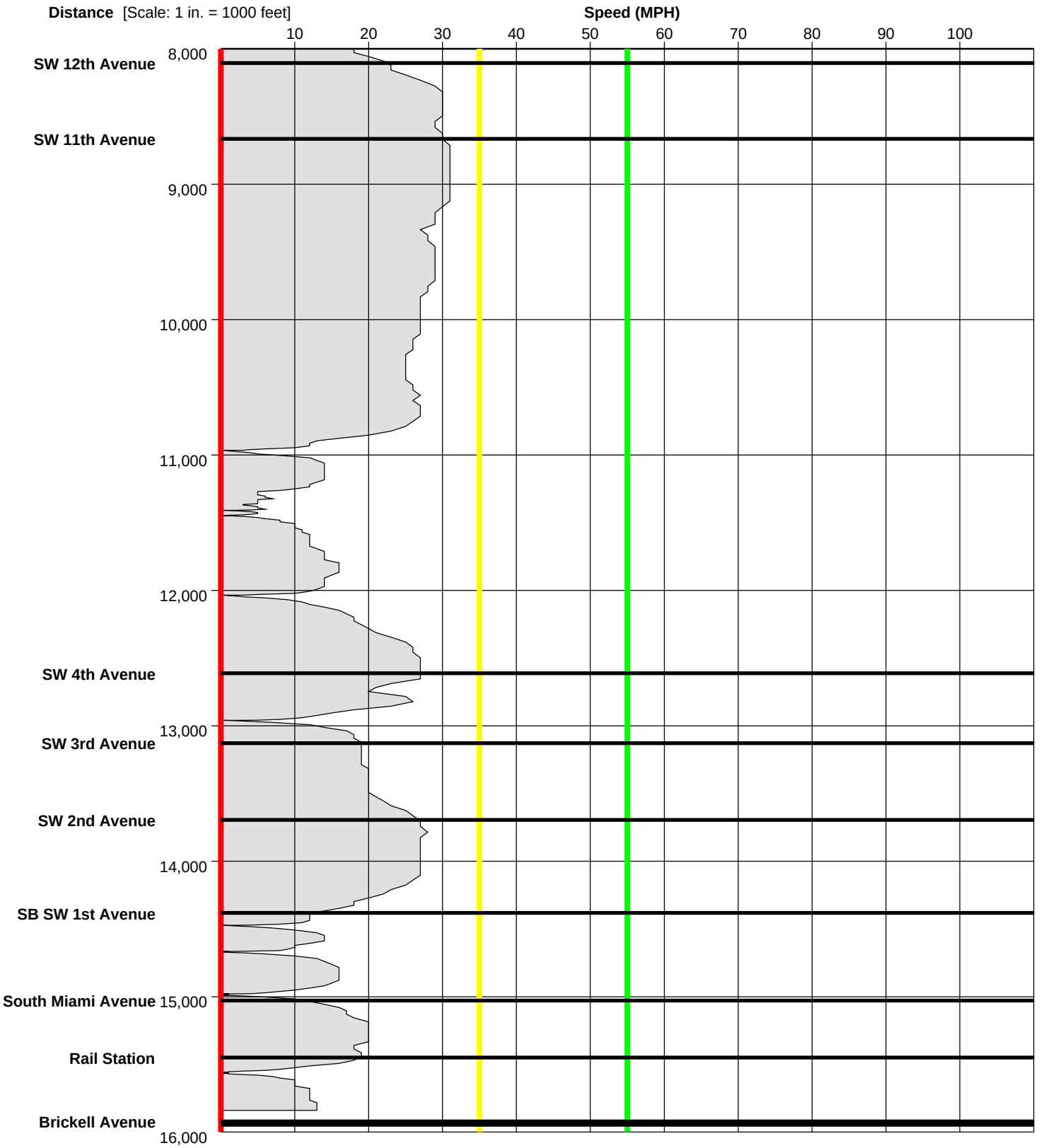
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 15**

Speed Profile

Run : EBRun2AM-R001 Start Time: 08:09 (This is a Before Run)



SR 90 Travel Time & Delay

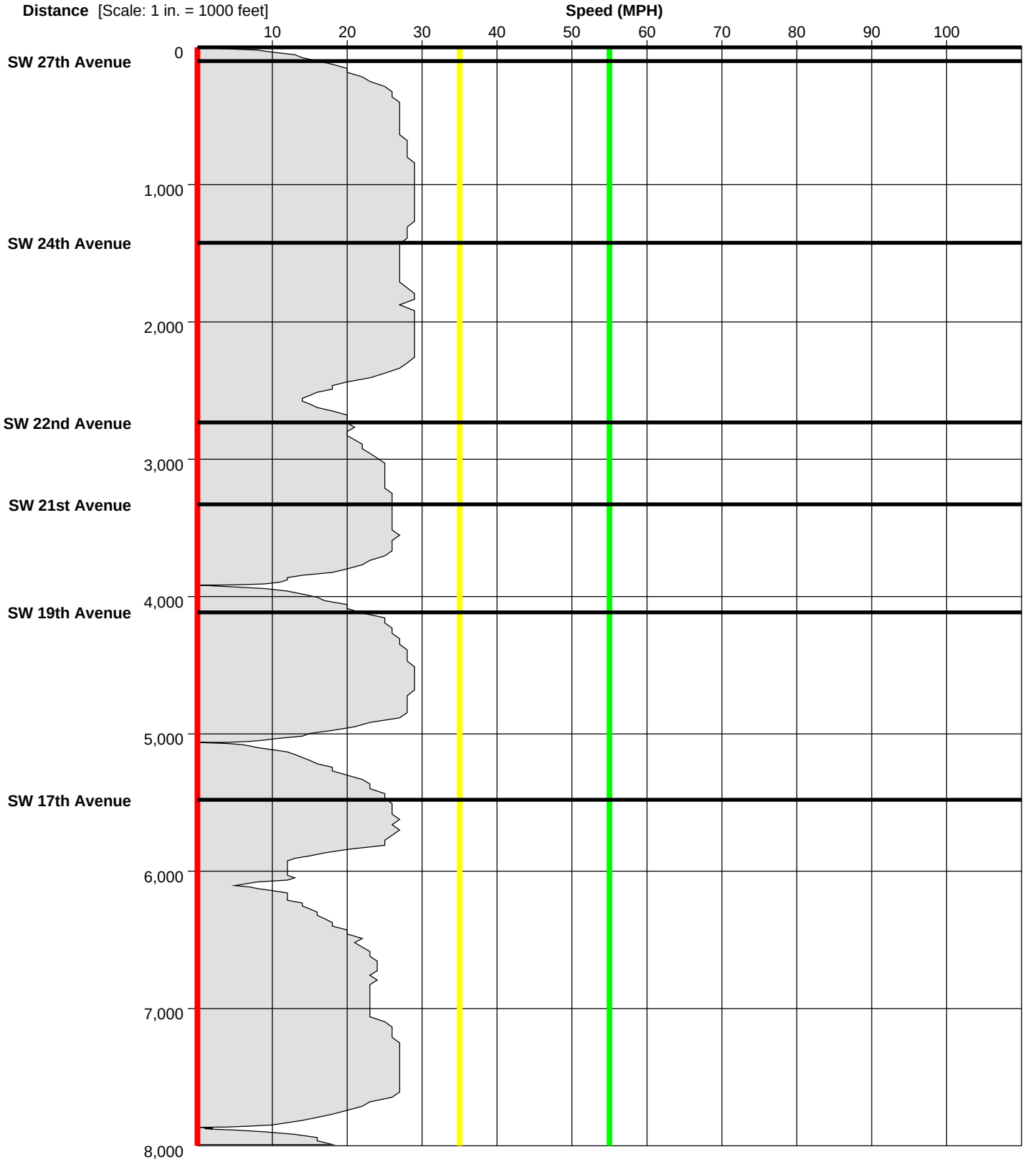
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 16**

Speed Profile

Run : EBRun3AM-R001 Start Time: 08:51 (This is a Before Run)



SR 90 Travel Time & Delay

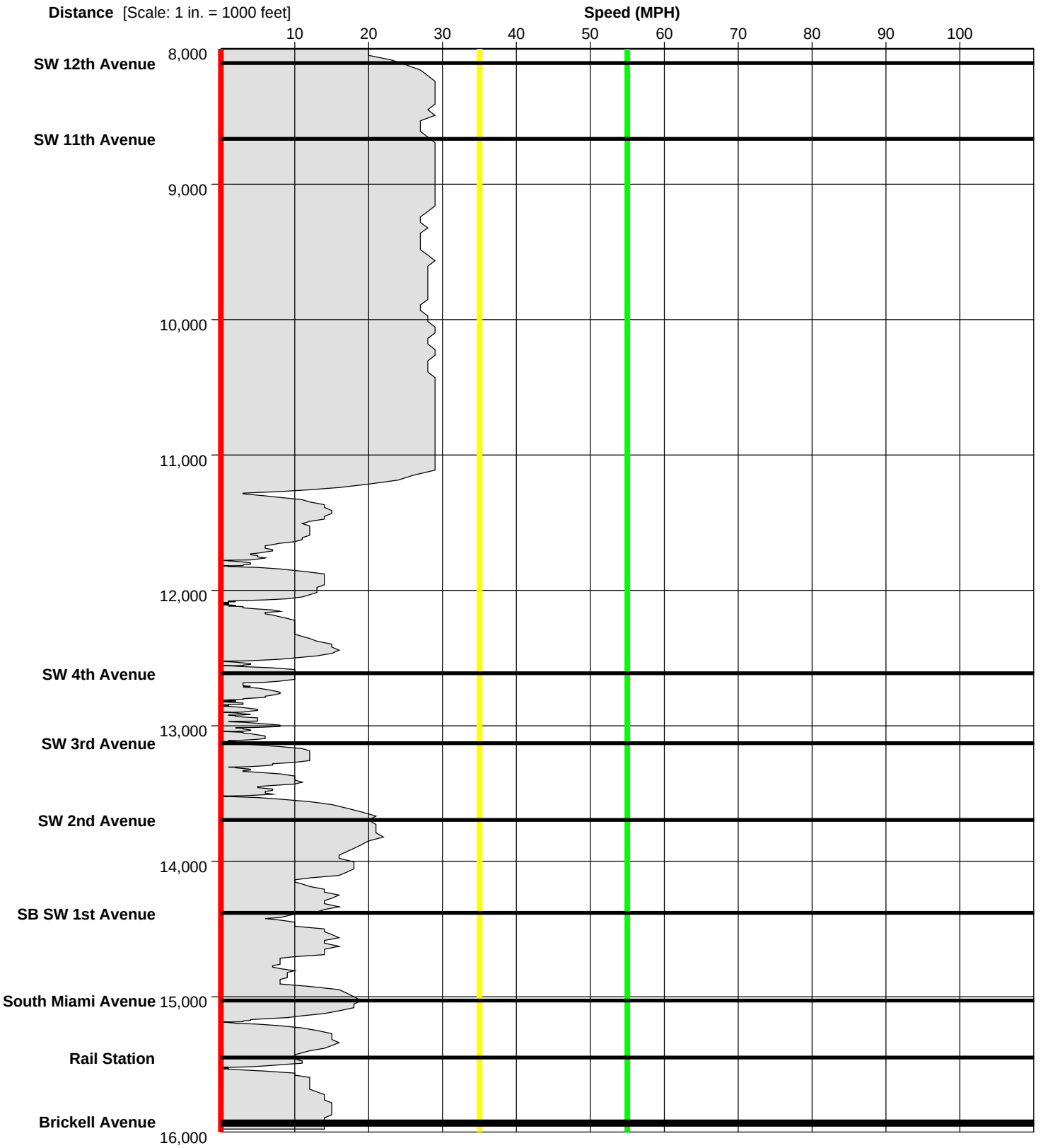
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 17**

Speed Profile

Run : EBRun3AM-R001 Start Time: 08:51 (This is a Before Run)



SR 90 Travel Time & Delay

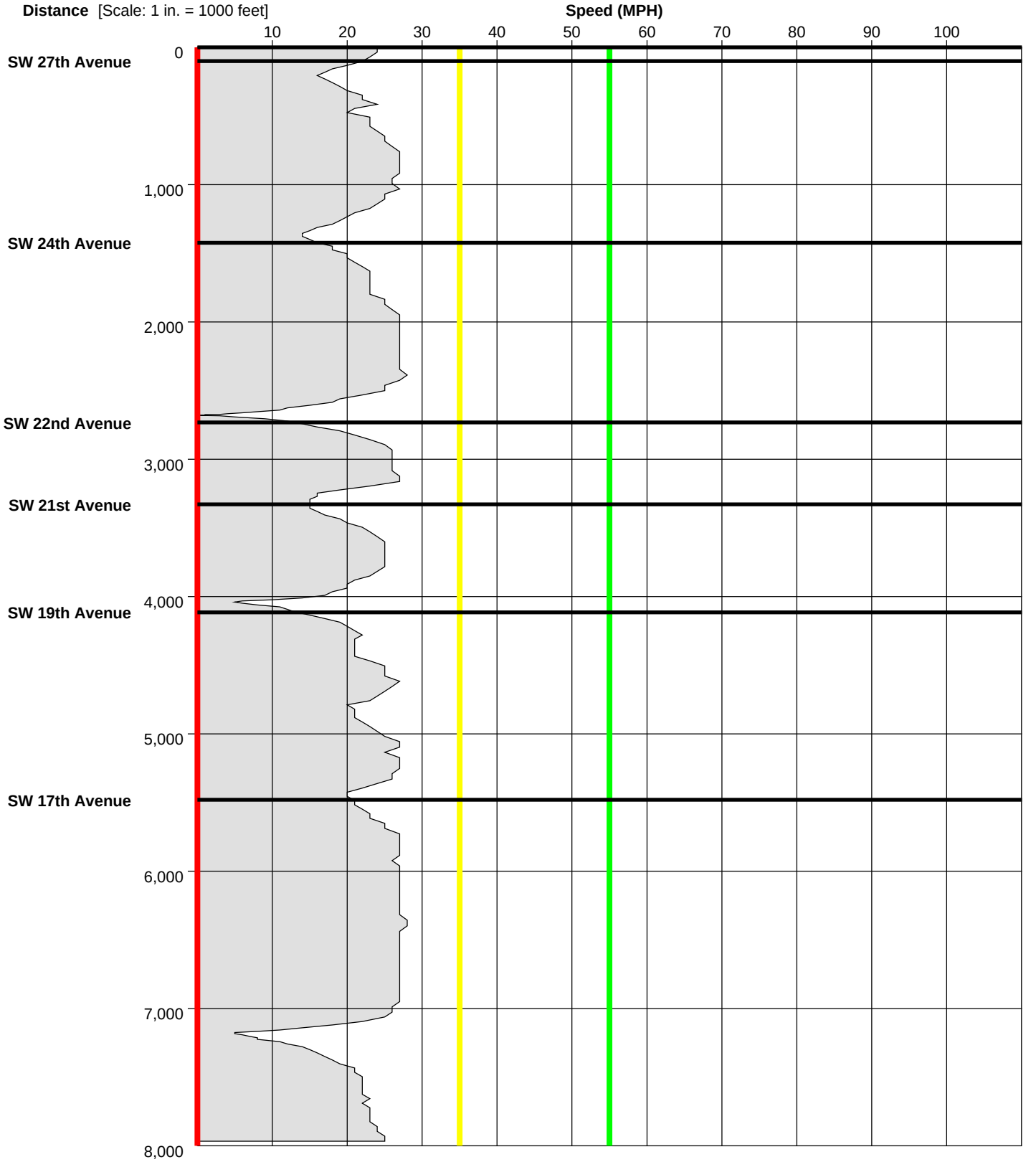
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 18**

Speed Profile

Run : EBRun4AM-R001 Start Time: 07:56 (This is a Before Run)



SR 90 Travel Time & Delay

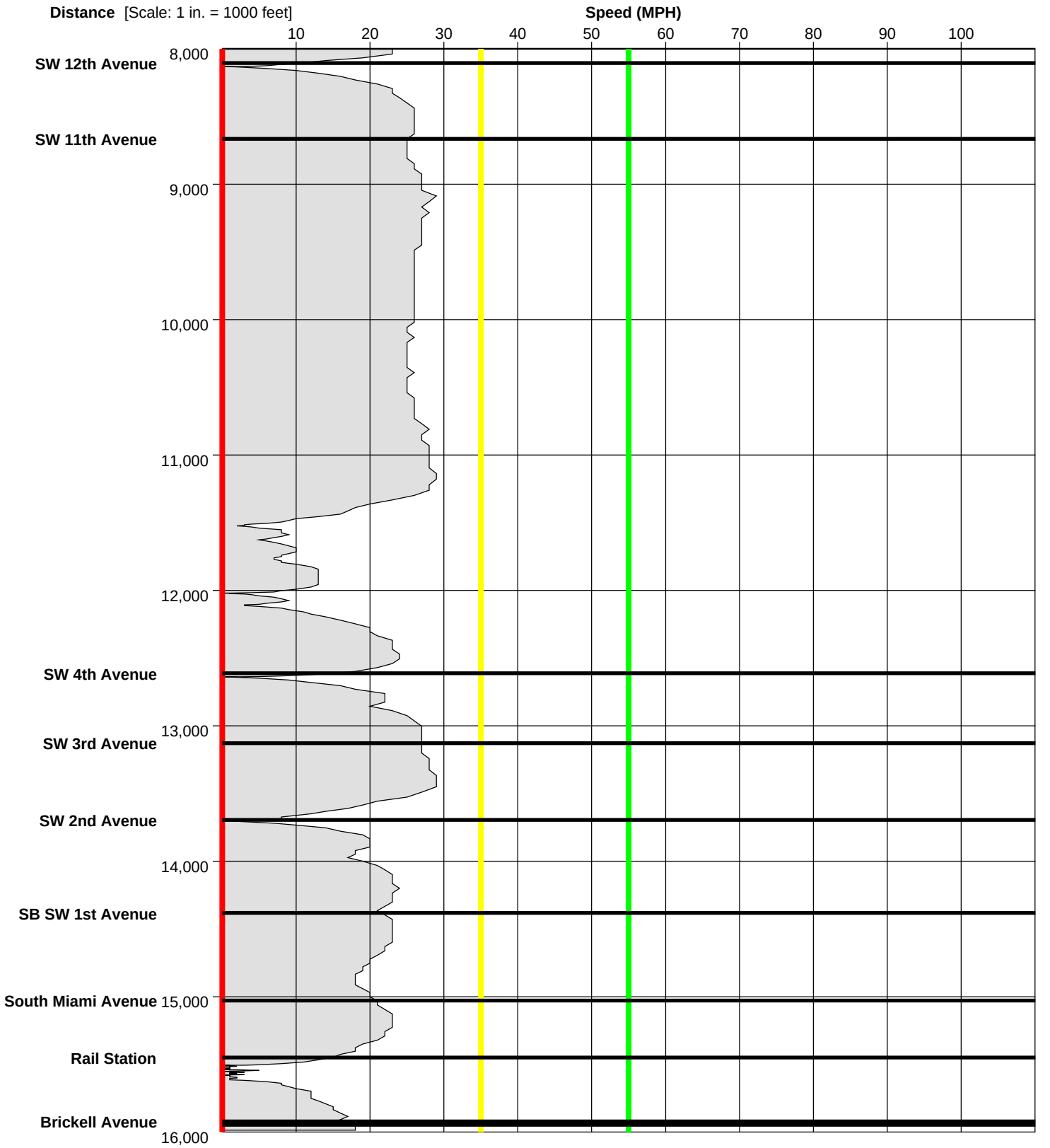
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 19**

Speed Profile

Run : EBRun4AM-R001 Start Time: 07:56 (This is a Before Run)



SR 90 Travel Time & Delay

SW 27th Avenue to Brickell Avenue

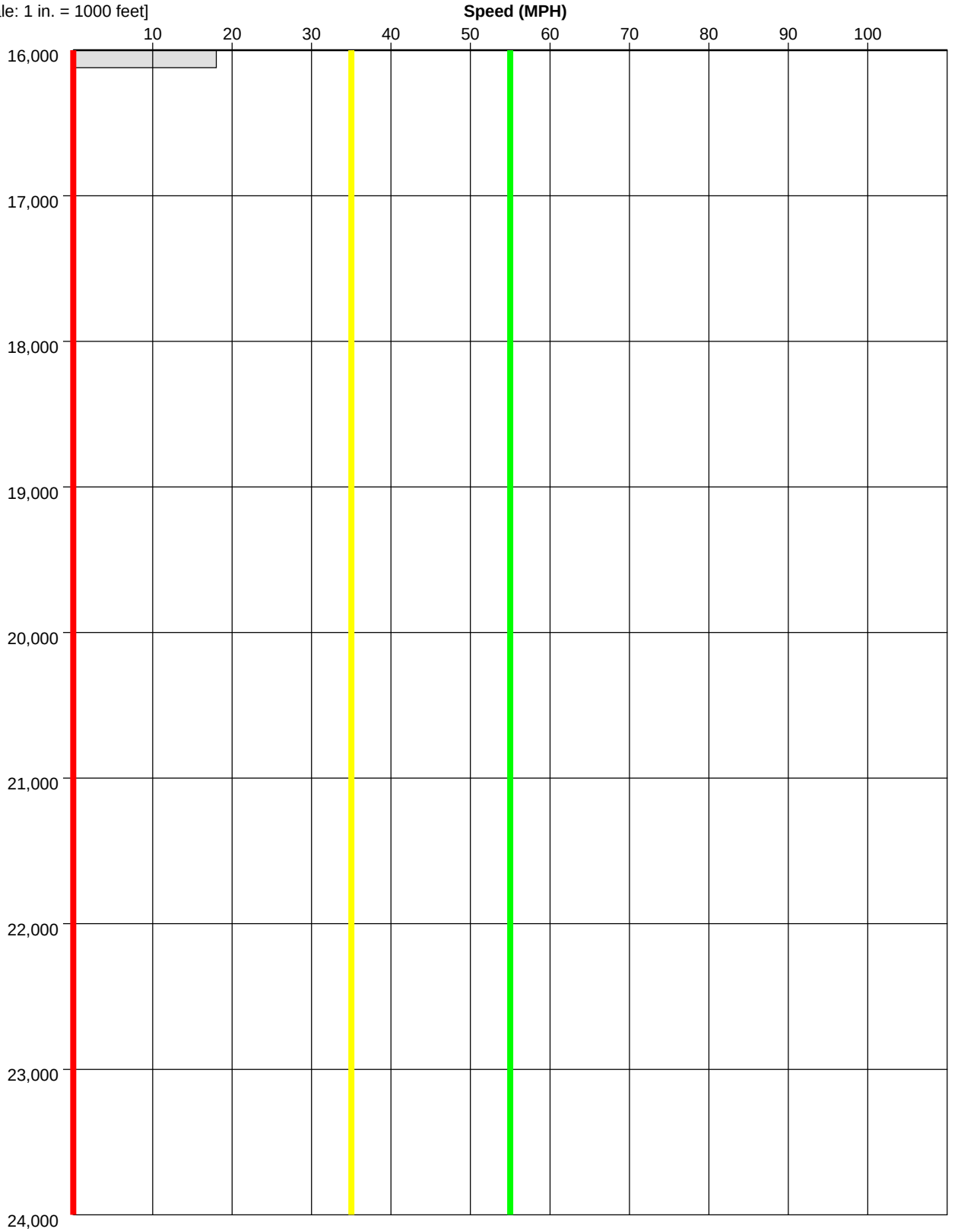
Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 20**

Speed Profile

Run : EBRun4AM-R001 Start Time: 07:56 (This is a Before Run)

Distance [Scale: 1 in. = 1000 feet]



SR 90 Travel Time & Delay

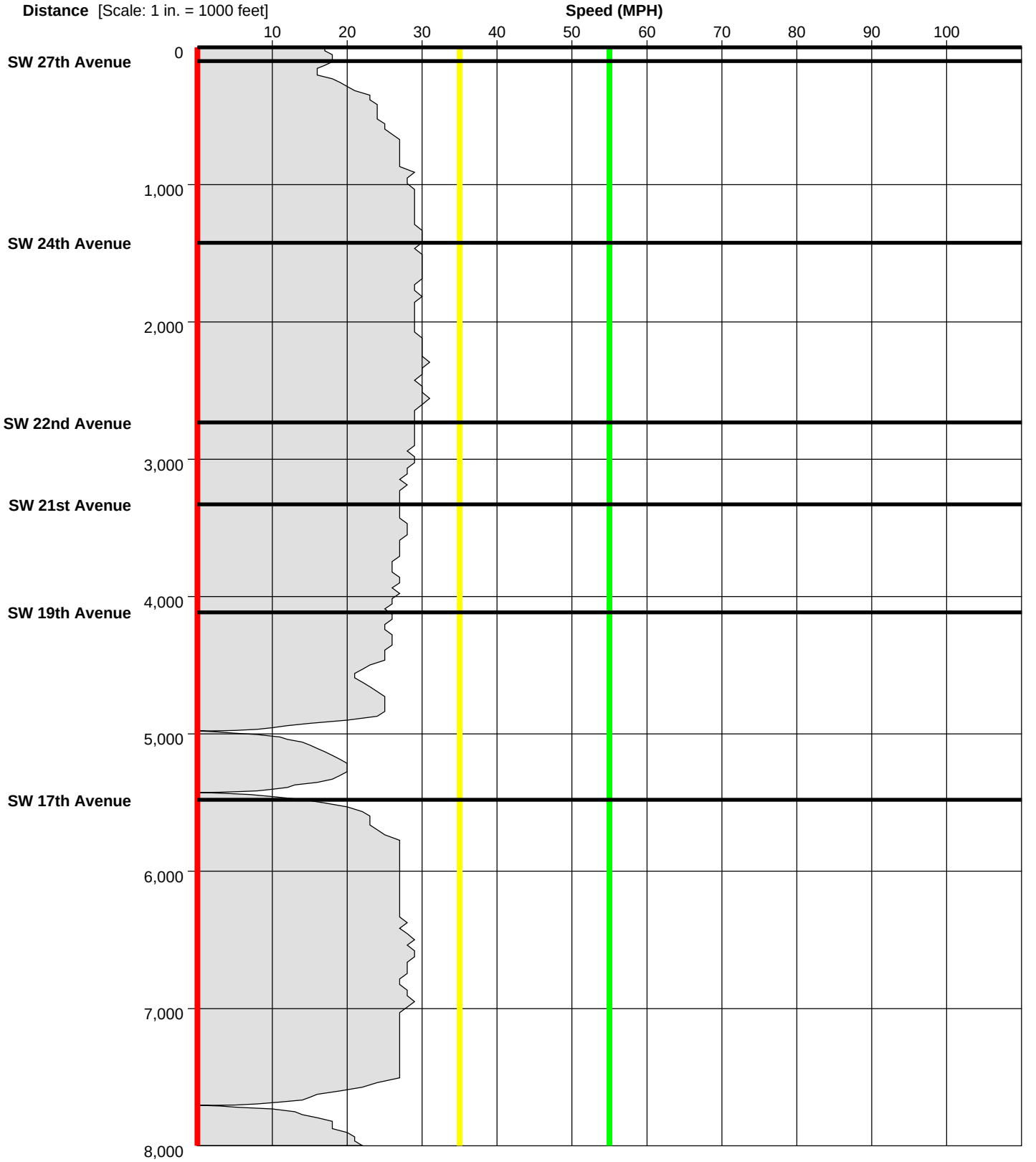
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 21**

Speed Profile

Run : EBRun5AM-R001 Start Time: 08:33 (This is a Before Run)



SR 90 Travel Time & Delay

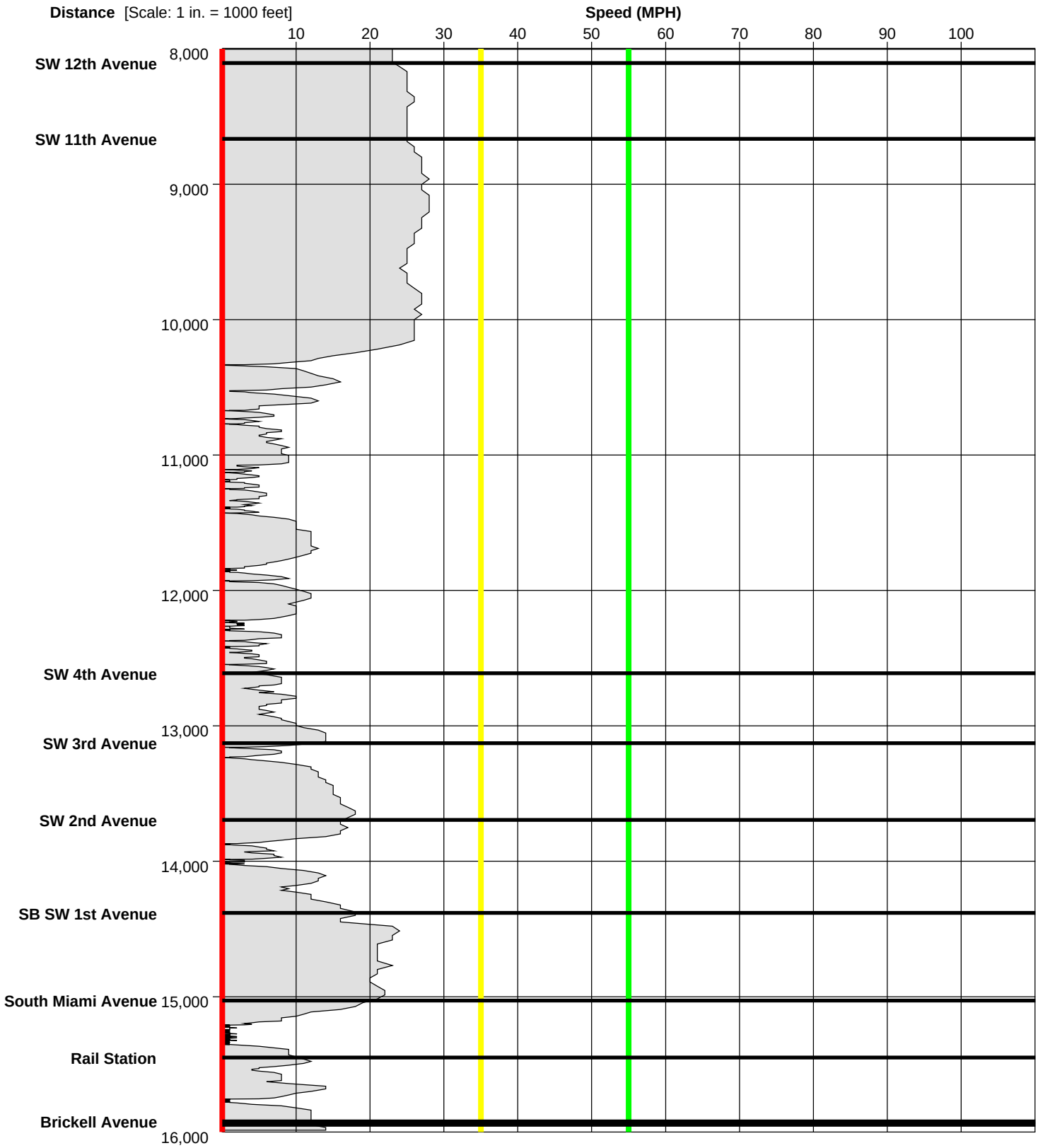
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 22**

Speed Profile

Run : EBRun5AM-R001 Start Time: 08:33 (This is a Before Run)



SR 90 Travel Time & Delay

SW 27th Avenue to Brickell Avenue

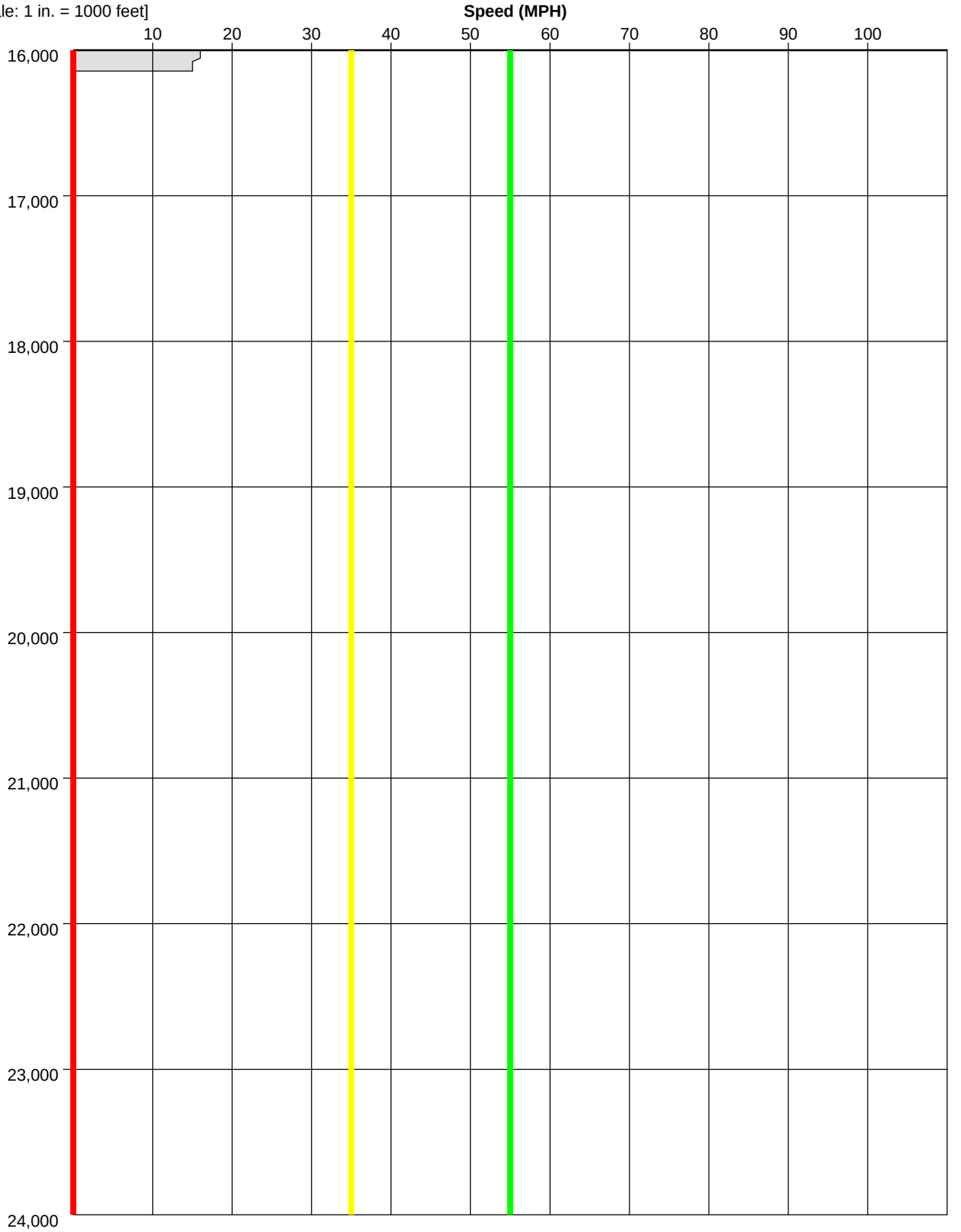
Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 23**

Speed Profile

Run : EBRun5AM-R001 Start Time: 08:33 (This is a Before Run)

Distance [Scale: 1 in. = 1000 feet]



SR 90 Travel Time & Delay

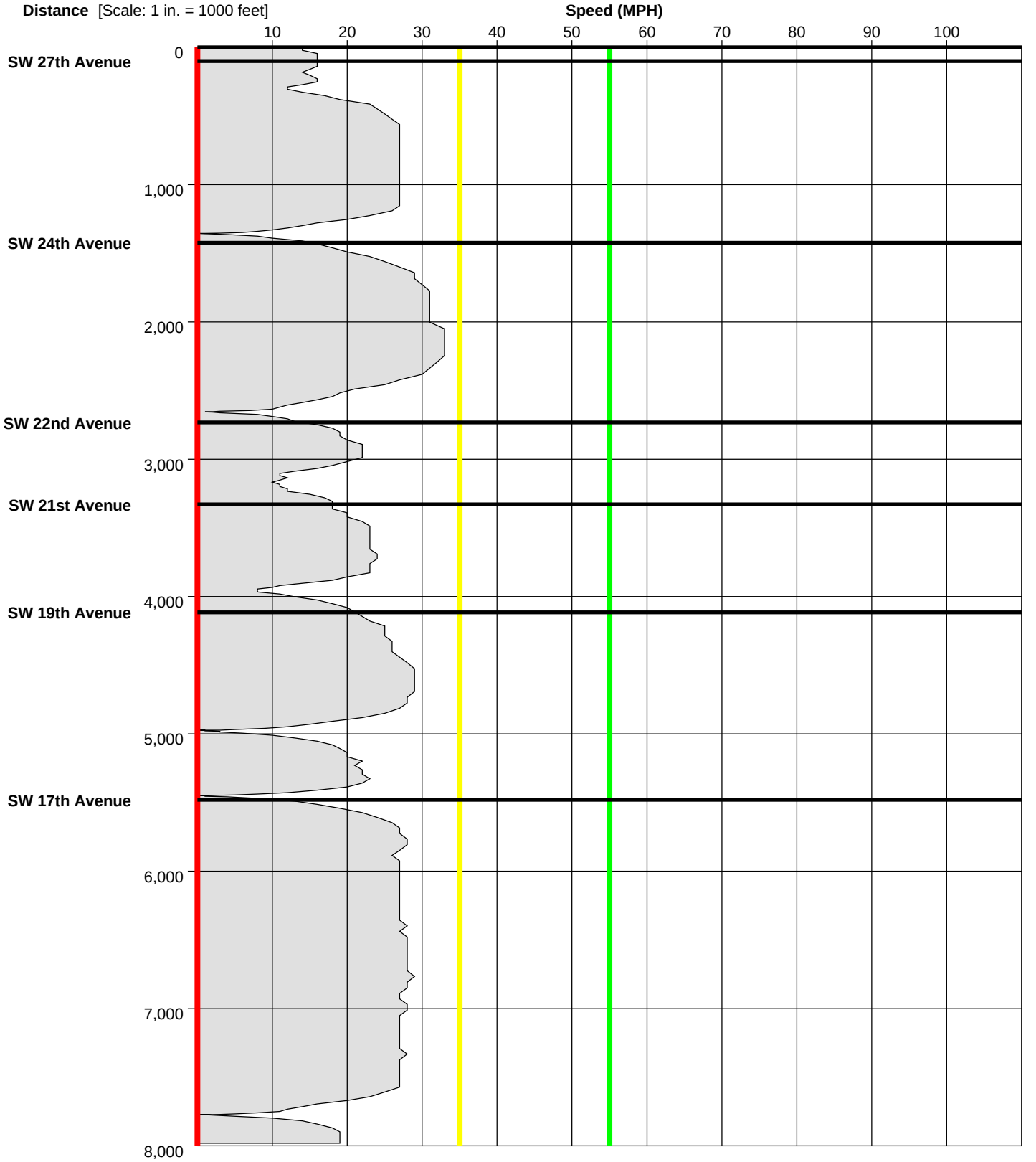
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 24**

Speed Profile

Run : EBRun6AM-R001 Start Time: 08:17 (This is a Before Run)



SR 90 Travel Time & Delay

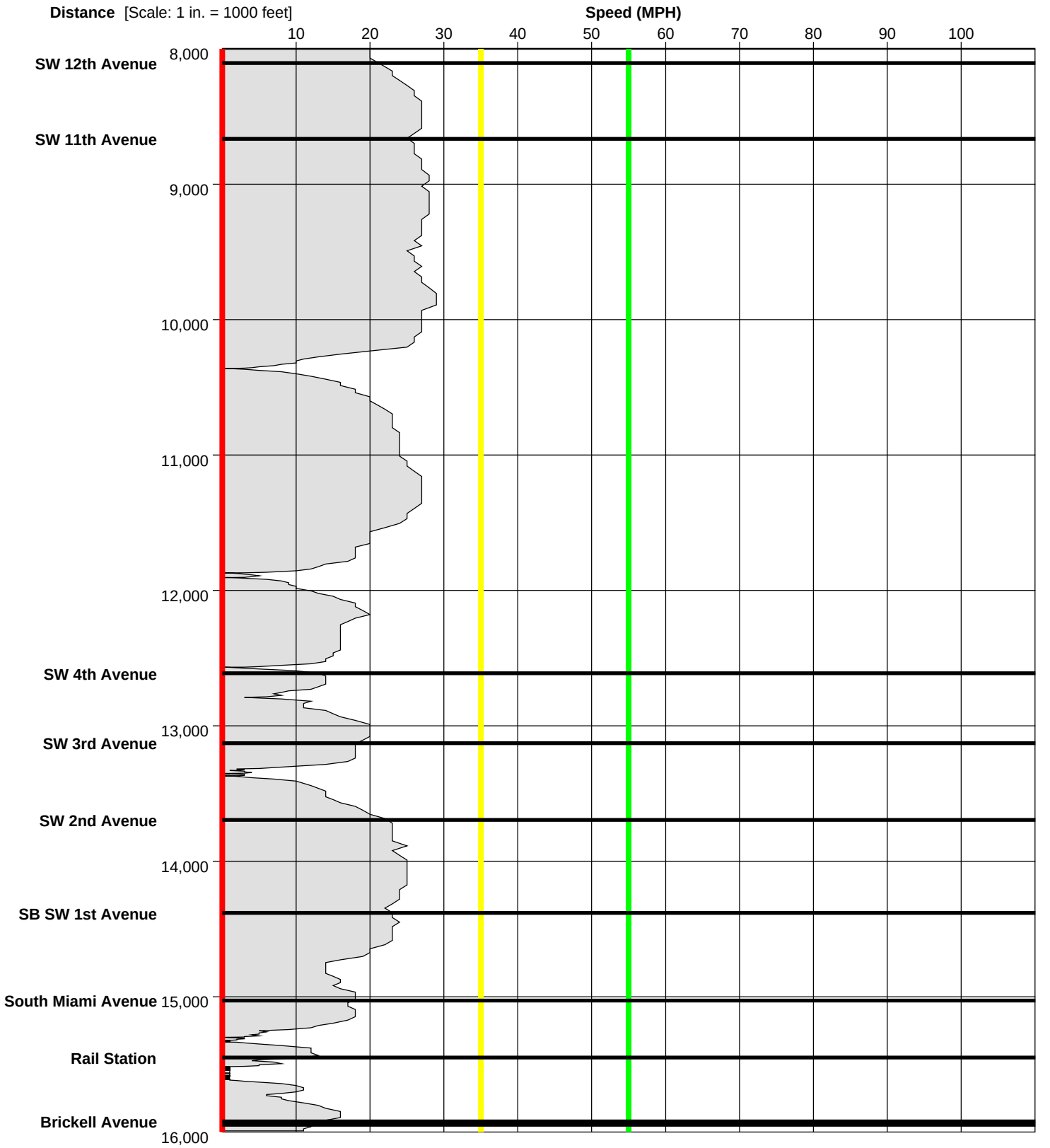
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 25**

Speed Profile

Run : EBRun6AM-R001 Start Time: 08:17 (This is a Before Run)



SR 90 Travel Time & Delay

SW 27th Avenue to Brickell Avenue

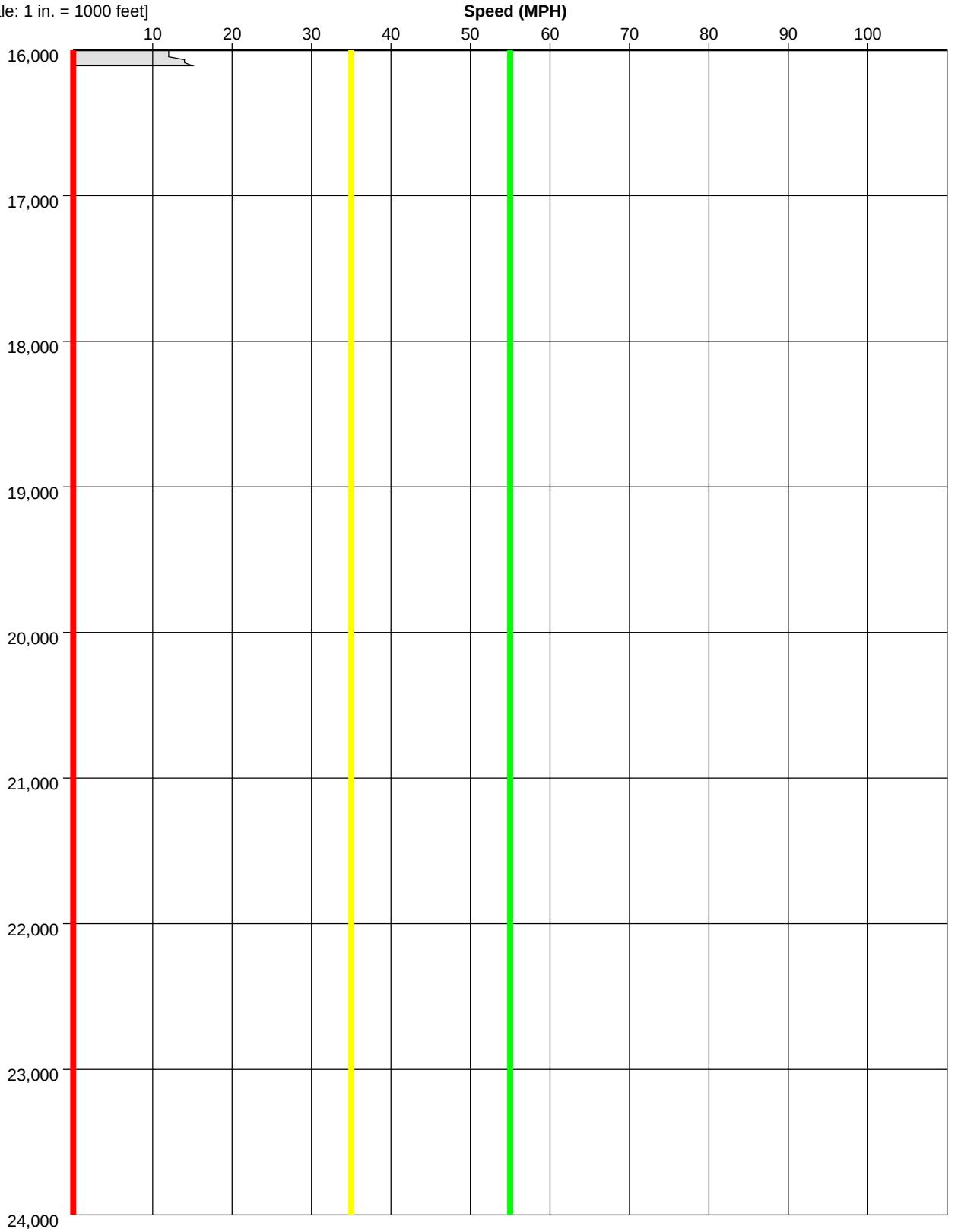
Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 26**

Speed Profile

Run : EBRun6AM-R001 Start Time: 08:17 (This is a Before Run)

Distance [Scale: 1 in. = 1000 feet]



SR 90 Travel Time & Delay

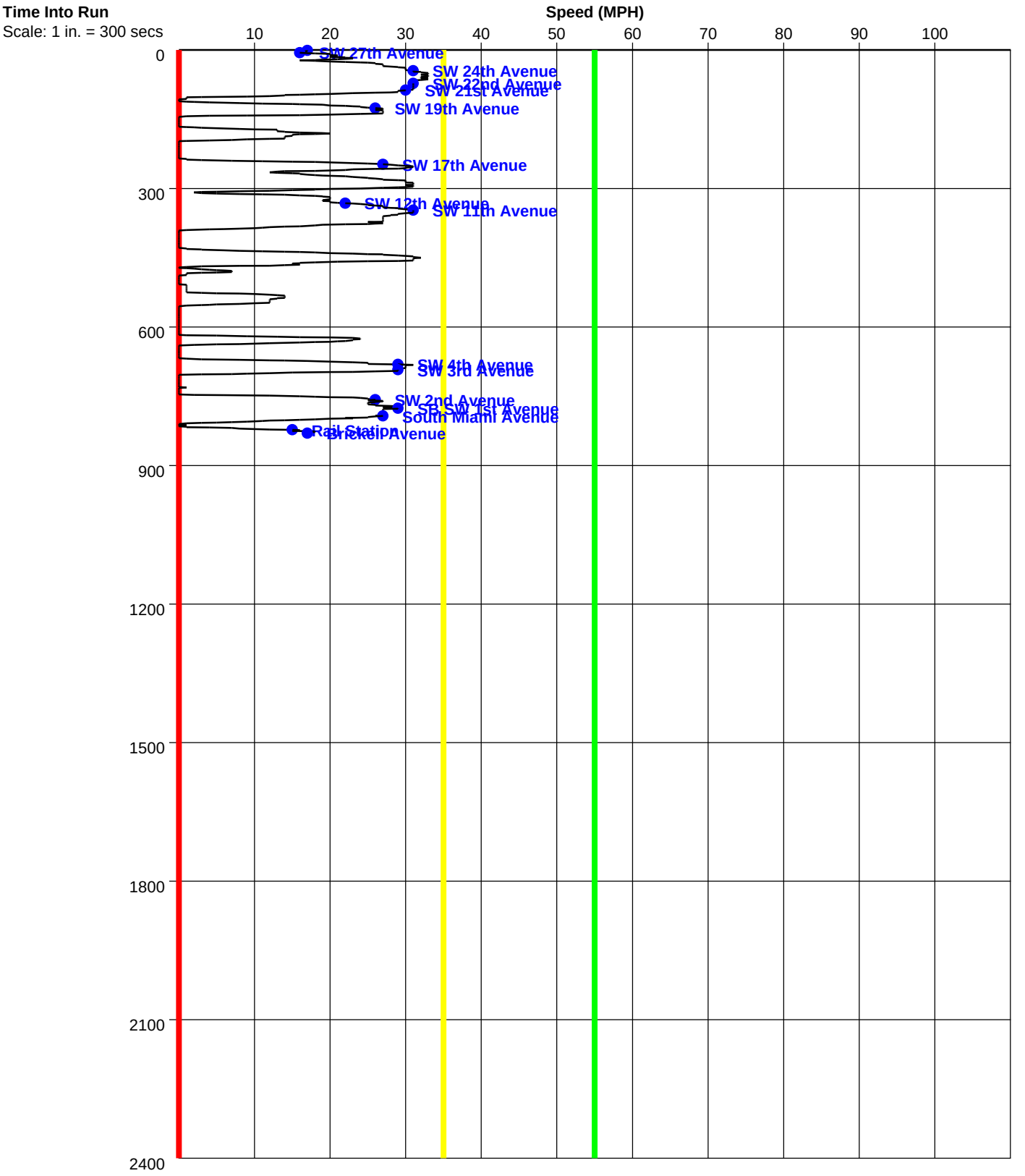
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name : **SR90 Eastbound Travel Time AM**
Study Date : **12/4/2013**
Page No. : **27**

Time-Based Speed Profile

Run : EBRun1AM-R001 Start Time:07:23 (This is a Before Run)



SR 90 Travel Time & Delay

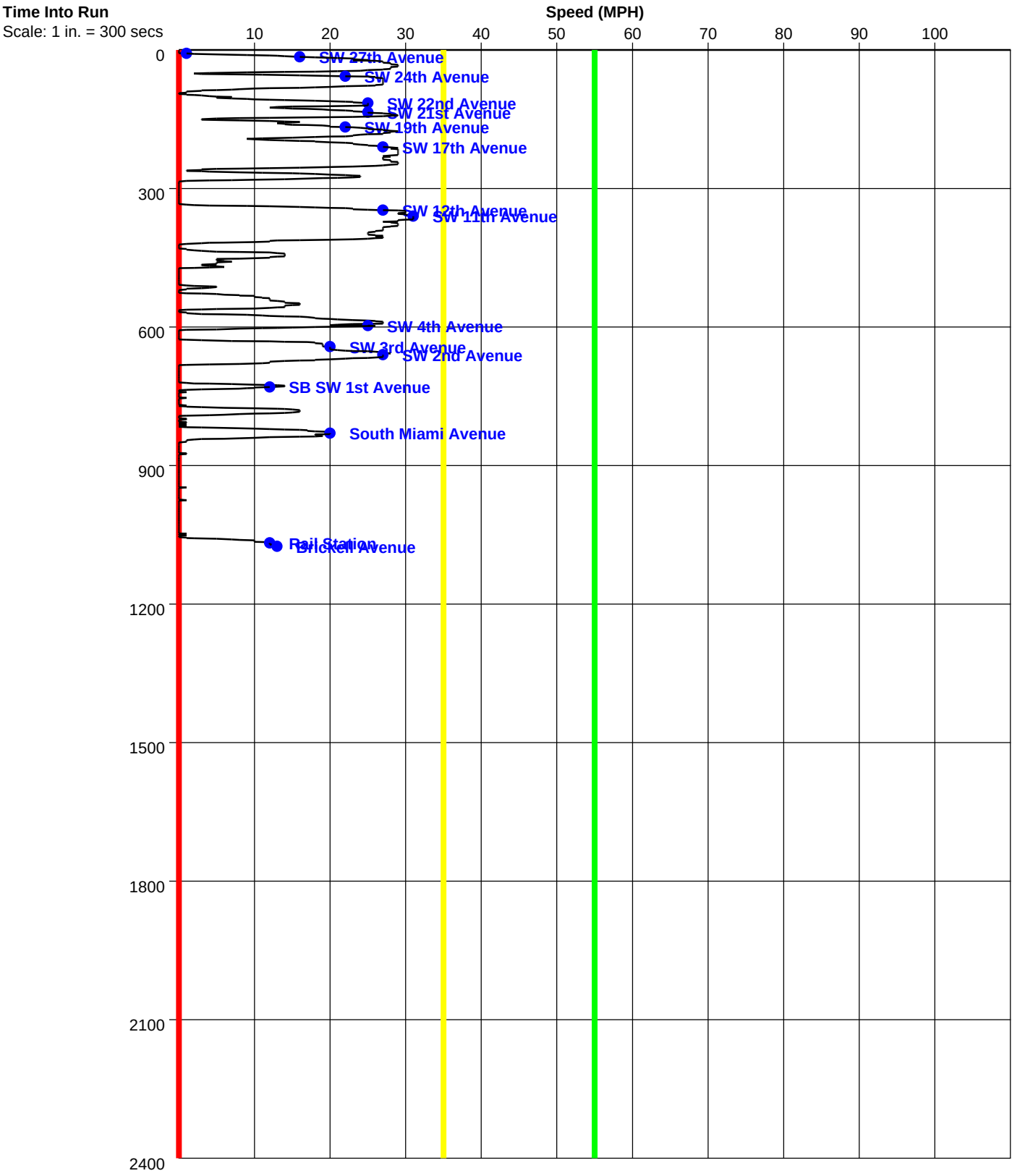
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name : **SR90 Eastbound Travel Time AM**
Study Date : **12/4/2013**
Page No. : **28**

Time-Based Speed Profile

Run : EBRun2AM-R001 Start Time:08:09 (This is a Before Run)



SR 90 Travel Time & Delay

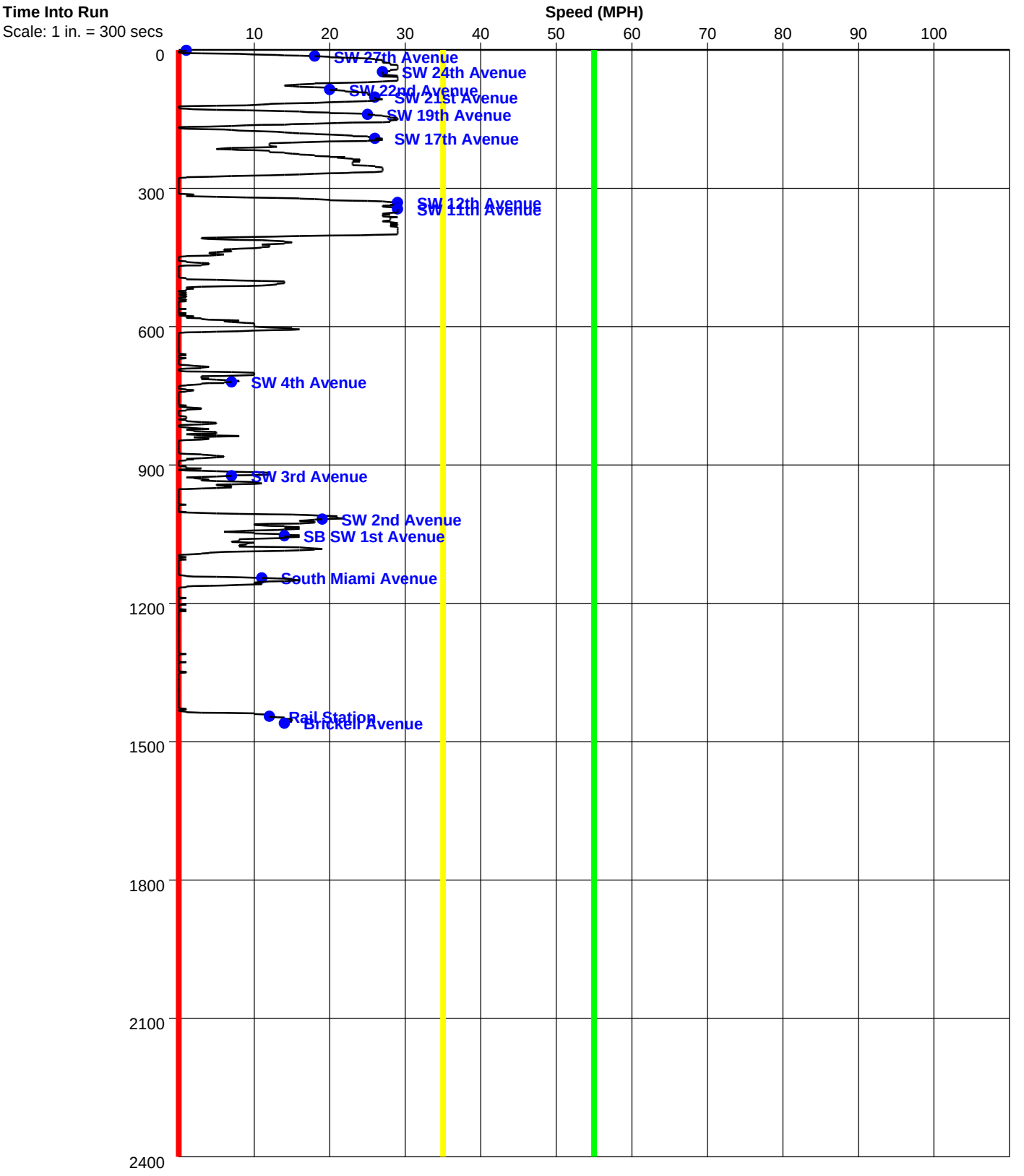
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name : **SR90 Eastbound Travel Time AM**
Study Date : **12/4/2013**
Page No. : **29**

Time-Based Speed Profile

Run : EBRun3AM-R001 Start Time:08:51 (This is a Before Run)



SR 90 Travel Time & Delay

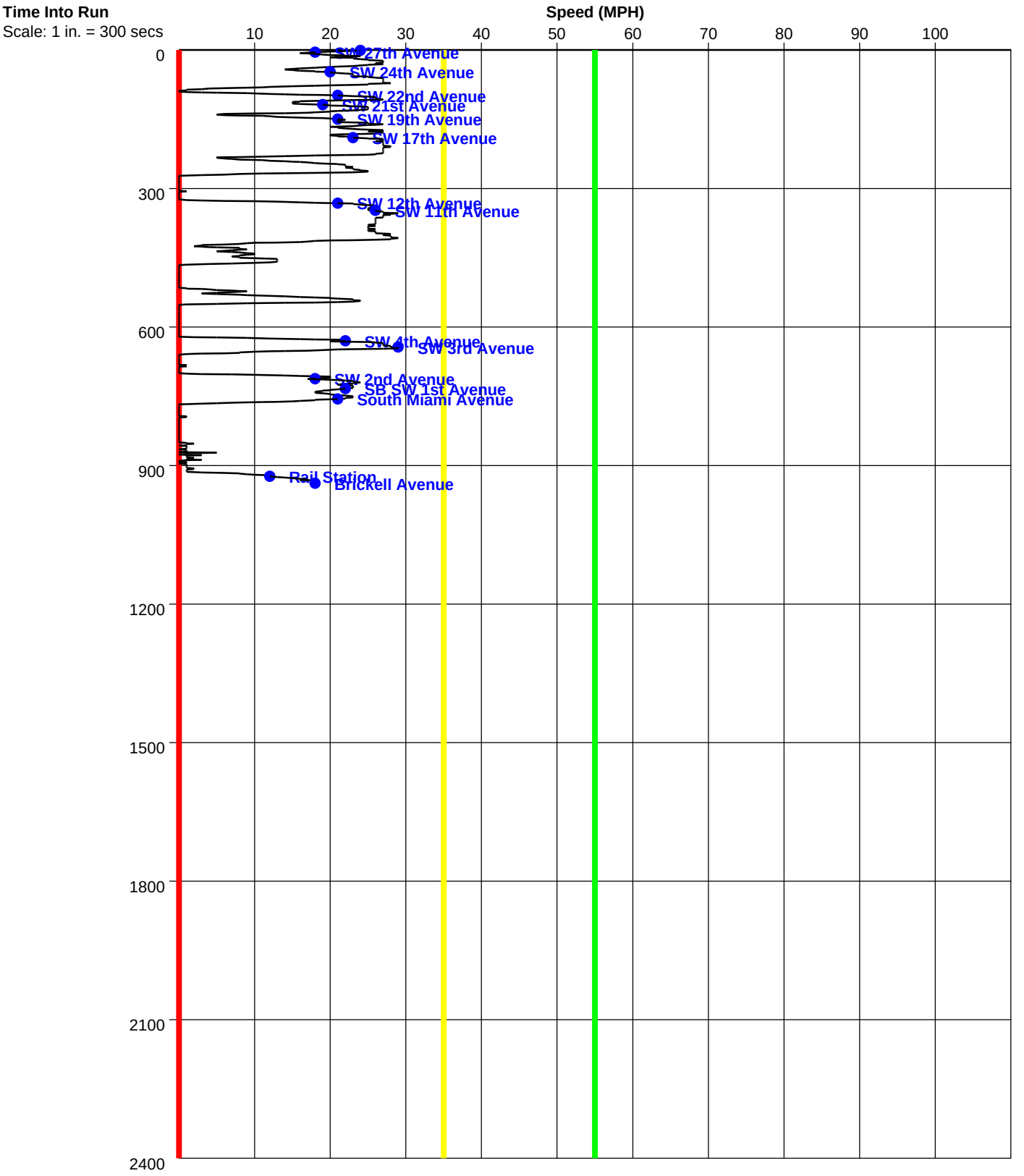
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 30**

Time-Based Speed Profile

Run : EBRun4AM-R001 Start Time:07:56 (This is a Before Run)



SR 90 Travel Time & Delay

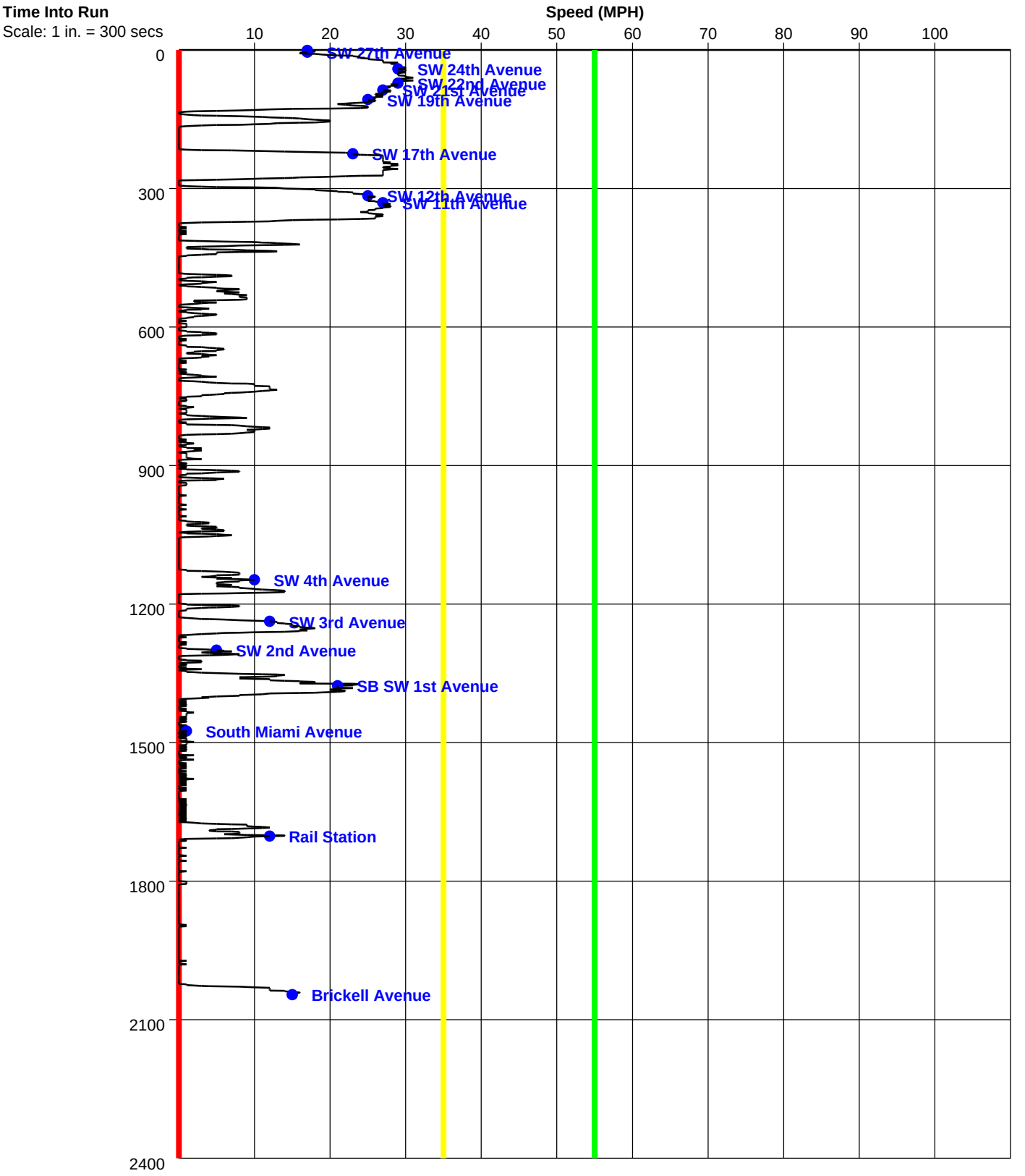
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name **: SR90 Eastbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 31**

Time-Based Speed Profile

Run : EBRun5AM-R001 Start Time:08:33 (This is a Before Run)



SR 90 Travel Time & Delay

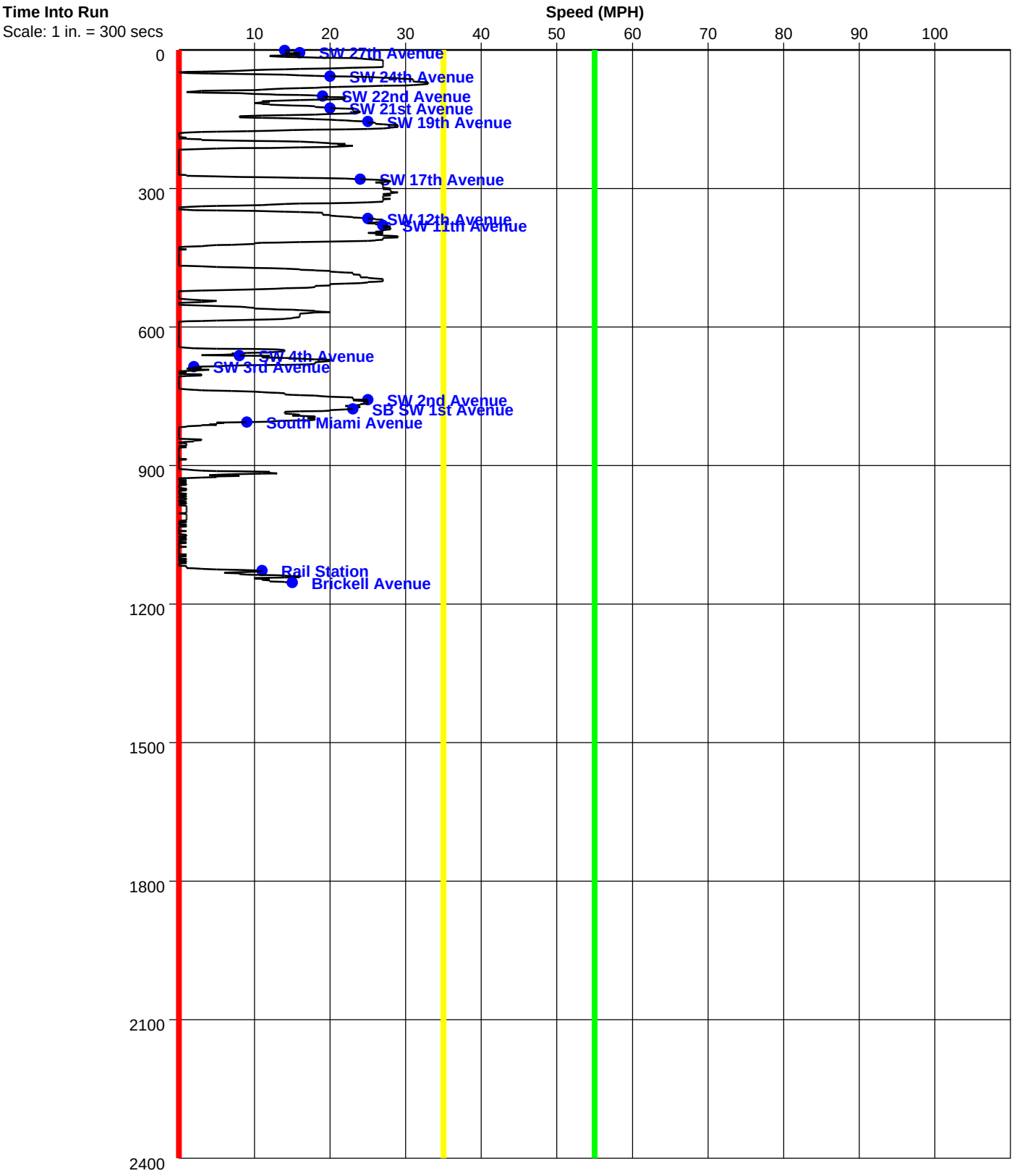
SW 27th Avenue to Brickell Avenue

Eastbound AM

Study Name : **SR90 Eastbound Travel Time AM**
Study Date : **12/4/2013**
Page No. : **32**

Time-Based Speed Profile

Run : EBRun6AM-R001 Start Time:08:17 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Eastbound PM

PC-Travel Reports for study: SR90 Eastbound Travel Time PM

Report Name	***Page***
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Detailed Statistics By Run - Stops	4
Detailed Statistics By Run - Average Speed	5
Detailed Statistics By Run - Total Delay	6
Detailed Statistics By Run - Time <= 0 MPH	7
Detailed Statistics By Run - Time <= 35 MPH	8
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Speed Profile (Distance vs Spd) for EBRun2PM-R001	14
Speed Profile (Distance vs Spd) for EBRun3PM-R001	17
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Speed Profile (Distance vs Spd) for EBRun6PM-R001	23
Speed Profile (Distance vs Spd) for EBRun7PM-R001	25
Speed Profile (Time vs Spd) for EBRun1PM-R001	27
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Speed Profile (Time vs Spd) for EBRun3PM-R001	29
Speed Profile (Time vs Spd) for EBRun5PM-R001	30
Speed Profile (Time vs Spd) for EBRun6PM-R001	31
Speed Profile (Time vs Spd) for EBRun7PM-R001	32

SR 90 Travel
Time & Delay

Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
EBRun1PM-R001	12/03/13	16:16	15982	Before	Secondary
EBRun2PM-R001	12/03/13	16:53	16054	Before	Secondary
EBRun3PM-R001	12/03/13	17:48	16153	Before	Secondary
EBRun5PM-R001	12/04/13	16:32	16015	Before	Secondary
EBRun6PM-R001	12/04/13	17:20	15967	Before	Secondary
EBRun7PM-R001	12/19/13	17:30	15799	Before	Secondary

Notes:

Node Info

#	Len	Name
1	0	
2	99	SW 27th Avenue
3	1324	SW 24th Avenue
4	1309	SW 22nd Avenue
5	596	SW 21st Avenue
6	786	SW 19th Avenue
7	1365	SW 17th Avenue
8	2626	SW 12th Avenue
9	559	SW 11th Avenue
10	3948	SW 4th Avenue
11	516	SW 3rd Avenue
12	567	SW 2nd Avenue
13	687	SB SW 1st Avenue
14	646	South Miami Avenue
15	422	Rail Station
16	471	Brickell Avenue
17	25	

Length of Study Route = 15,946 feet

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 3**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1 (EBRun1PM-R001)	Run #2 (EBRun2PM-R001)	Run #3 (EBRun3PM-R001)	Run #4 (EBRun5PM-R001)	Run #5 (EBRun6PM-R001)	Run #6 (EBRun7PM-R001)
1	0							
2	99	SW 27th Avenue	5	4	7	13	5	5
3	1324	SW 24th Avenue	44	34	40	47	36	36
4	1309	SW 22nd Avenue	68	55	30	44	42	32
5	596	SW 21st Avenue	17	21	16	17	16	15
6	786	SW 19th Avenue	28	23	30	28	31	27
7	1365	SW 17th Avenue	35	47	41	42	49	38
8	2626	SW 12th Avenue	72	148	155	163	167	157
9	559	SW 11th Avenue	14	18	14	16	15	16
10	3948	SW 4th Avenue	96	156	155	154	144	197
11	516	SW 3rd Avenue	36	46	43	39	38	37
12	567	SW 2nd Avenue	17	22	16	18	15	16
13	687	SB SW 1st Avenue	18	72	16	20	16	18
14	646	South Miami Avenue	18	29	15	23	17	17
15	422	Rail Station	15	70	15	52	11	15
16	471	Brickell Avenue	59	271	44	24	49	85
17	25		1	2	1	1	2	0
Totals	**15946**		**543**	**1,018**	**638**	**701**	**653**	**711**

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 4**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1 (EBRun1PM-R001)	Run #2 (EBRun2PM-R001)	Run #3 (EBRun3PM-R001)	Run #4 (EBRun5PM-R001)	Run #5 (EBRun6PM-R001)	Run #6 (EBRun7PM-R001)
1	0							
2	99	SW 27th Avenue	0	0	0	0	0	0
3	1324	SW 24th Avenue	0	0	0	0	0	0
4	1309	SW 22nd Avenue	1	1	0	1	0	0
5	596	SW 21st Avenue	0	0	0	0	0	0
6	786	SW 19th Avenue	1	0	0	0	1	0
7	1365	SW 17th Avenue	0	0	0	0	1	0
8	2626	SW 12th Avenue	0	1	2	4	3	2
9	559	SW 11th Avenue	0	0	0	0	0	0
10	3948	SW 4th Avenue	0	1	2	1	1	2
11	516	SW 3rd Avenue	1	1	1	1	1	1
12	567	SW 2nd Avenue	0	0	0	0	0	0
13	687	SB SW 1st Avenue	0	1	0	0	0	0
14	646	South Miami Avenue	0	0	0	0	0	0
15	422	Rail Station	0	3	0	2	0	0
16	471	Brickell Avenue	2	2	1	0	1	1
17	25		0	0	0	0	0	0
Totals	**15946**		**5**	**10**	**6**	**9**	**8**	**6**

Stops based on a Stop Speed of 5 MPH.

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 5**

Detailed Statistics By Run

Average Speed (MPH) by Section

EBRun1PM-R001 EBRun2PM-R001 EBRun3PM-R001 EBRun5PM-R001 EBRun6PM-R001 EBRun7PM-R001

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	99	SW 27th Avenue	14.6	19.3	12.0	5.3	14.6	15.6
3	1324	SW 24th Avenue	20.8	26.6	22.9	19.6	25.1	25.3
4	1309	SW 22nd Avenue	12.9	16.1	28.9	20.1	21.6	28.1
5	596	SW 21st Avenue	25.8	19.0	25.7	23.4	25.1	26.9
6	786	SW 19th Avenue	18.4	24.1	18.0	19.2	17.5	19.6
7	1365	SW 17th Avenue	26.4	19.4	22.4	22.5	19.0	24.5
8	2626	SW 12th Avenue	24.9	12.1	11.6	11.0	10.6	11.4
9	559	SW 11th Avenue	28.4	22.5	26.9	24.4	26.7	24.2
10	3948	SW 4th Avenue	27.9	17.1	17.4	17.5	18.6	13.7
11	516	SW 3rd Avenue	9.6	7.5	8.2	9.0	9.6	9.5
12	567	SW 2nd Avenue	23.8	18.3	25.4	21.3	25.3	25.1
13	687	SB SW 1st Avenue	26.3	6.5	29.6	23.1	29.1	25.1
14	646	South Miami Avenue	24.3	15.1	27.8	19.6	27.0	26.2
15	422	Rail Station	18.7	4.0	18.8	5.5	24.2	19.4
16	471	Brickell Avenue	5.4	1.2	7.6	13.1	6.6	2.8
17	25		16.0	14.0	17.0	15.0	15.5	0.0
Totals	**15946**		**20.1**	**10.7**	**17.1**	**15.5**	**16.7**	**15.2**

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 6**

Detailed Statistics By Run

Total Delay (sec) by Section

EBRun1PM-R001 EBRun2PM-R001 EBRun3PM-R001 EBRun5PM-R001 EBRun6PM-R001 EBRun7PM-R001

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	99	SW 27th Avenue	3	1	4	11	3	2
3	1324	SW 24th Avenue	13	4	9	16	6	5
4	1309	SW 22nd Avenue	38	25	0	14	12	2
5	596	SW 21st Avenue	2	7	2	3	2	1
6	786	SW 19th Avenue	10	4	12	10	13	9
7	1365	SW 17th Avenue	4	16	10	10	17	7
8	2626	SW 12th Avenue	12	88	95	103	107	97
9	559	SW 11th Avenue	1	4	1	3	2	3
10	3948	SW 4th Avenue	6	66	65	64	54	107
11	516	SW 3rd Avenue	24	34	31	27	26	25
12	567	SW 2nd Avenue	4	9	2	5	2	2
13	687	SB SW 1st Avenue	2	56	0	4	0	2
14	646	South Miami Avenue	3	14	0	8	2	2
15	422	Rail Station	5	60	5	42	1	5
16	471	Brickell Avenue	48	260	33	13	38	77
17	25		0	1	0	0	1	0
Totals	**15946**		**175**	**649**	**269**	**333**	**286**	**346**

Total Delay based on a Normal Speed of 30 MPH.

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 7**

Detailed Statistics By Run

Time <= 0 MPH by Section

Node #	Length	Node Name	Run #1 (EBRun1PM-R001)	Run #2 (EBRun2PM-R001)	Run #3 (EBRun3PM-R001)	Run #4 (EBRun5PM-R001)	Run #5 (EBRun6PM-R001)	Run #6 (EBRun7PM-R001)
1	0							
2	99	SW 27th Avenue	0	0	0	2	0	0
3	1324	SW 24th Avenue	0	0	0	0	0	0
4	1309	SW 22nd Avenue	10	4	0	0	0	0
5	596	SW 21st Avenue	0	0	0	0	0	0
6	786	SW 19th Avenue	0	0	0	0	0	0
7	1365	SW 17th Avenue	0	0	0	0	0	0
8	2626	SW 12th Avenue	0	55	62	44	66	64
9	559	SW 11th Avenue	0	0	0	0	0	0
10	3948	SW 4th Avenue	0	22	27	17	28	61
11	516	SW 3rd Avenue	4	0	15	8	1	8
12	567	SW 2nd Avenue	0	0	0	0	0	0
13	687	SB SW 1st Avenue	0	13	0	0	0	0
14	646	South Miami Avenue	0	0	0	0	0	0
15	422	Rail Station	0	32	0	12	0	0
16	471	Brickell Avenue	12	196	5	0	12	30
17	25		0	0	0	0	0	0
Totals	**15946**		**26**	**322**	**109**	**83**	**107**	**163**

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**

Detailed Statistics By Run

Time <= 35 MPH by Section

Node #	Length	Node Name	Run #1 (EBRun1PM-R001)	Run #2 (EBRun2PM-R001)	Run #3 (EBRun3PM-R001)	Run #4 (EBRun5PM-R001)	Run #5 (EBRun6PM-R001)	Run #6 (EBRun7PM-R001)
1	0							
2	99	SW 27th Avenue	5	4	7	13	5	5
3	1324	SW 24th Avenue	44	34	40	47	36	36
4	1309	SW 22nd Avenue	68	55	30	44	42	32
5	596	SW 21st Avenue	17	21	16	17	16	15
6	786	SW 19th Avenue	28	23	30	28	31	27
7	1365	SW 17th Avenue	35	47	41	42	49	38
8	2626	SW 12th Avenue	72	148	155	163	167	157
9	559	SW 11th Avenue	14	18	14	16	15	16
10	3948	SW 4th Avenue	96	156	155	154	144	197
11	516	SW 3rd Avenue	36	46	43	39	38	37
12	567	SW 2nd Avenue	17	22	16	18	15	16
13	687	SB SW 1st Avenue	18	72	16	20	16	18
14	646	South Miami Avenue	18	29	15	23	17	17
15	422	Rail Station	15	70	15	52	11	15
16	471	Brickell Avenue	59	271	44	24	49	84
17	25		1	2	1	1	2	0
Totals	**15946**		**543**	**1,018**	**638**	**701**	**653**	**710**

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 9**

Detailed Statistics By Run

Time <= 55 MPH by Section

Node #	Length	Node Name	Run #1 (EBRun1PM-R001)	Run #2 (EBRun2PM-R001)	Run #3 (EBRun3PM-R001)	Run #4 (EBRun5PM-R001)	Run #5 (EBRun6PM-R001)	Run #6 (EBRun7PM-R001)
1	0							
2	99	SW 27th Avenue	5	4	7	13	5	5
3	1324	SW 24th Avenue	44	34	40	47	36	36
4	1309	SW 22nd Avenue	68	55	30	44	42	32
5	596	SW 21st Avenue	17	21	16	17	16	15
6	786	SW 19th Avenue	28	23	30	28	31	27
7	1365	SW 17th Avenue	35	47	41	42	49	38
8	2626	SW 12th Avenue	72	148	155	163	167	157
9	559	SW 11th Avenue	14	18	14	16	15	16
10	3948	SW 4th Avenue	96	156	155	154	144	197
11	516	SW 3rd Avenue	36	46	43	39	38	37
12	567	SW 2nd Avenue	17	22	16	18	15	16
13	687	SB SW 1st Avenue	18	72	16	20	16	18
14	646	South Miami Avenue	18	29	15	23	17	17
15	422	Rail Station	15	70	15	52	11	15
16	471	Brickell Avenue	59	271	44	24	49	84
17	25		1	2	1	1	2	0
Totals	**15946**		**543**	**1,018**	**638**	**701**	**653**	**710**

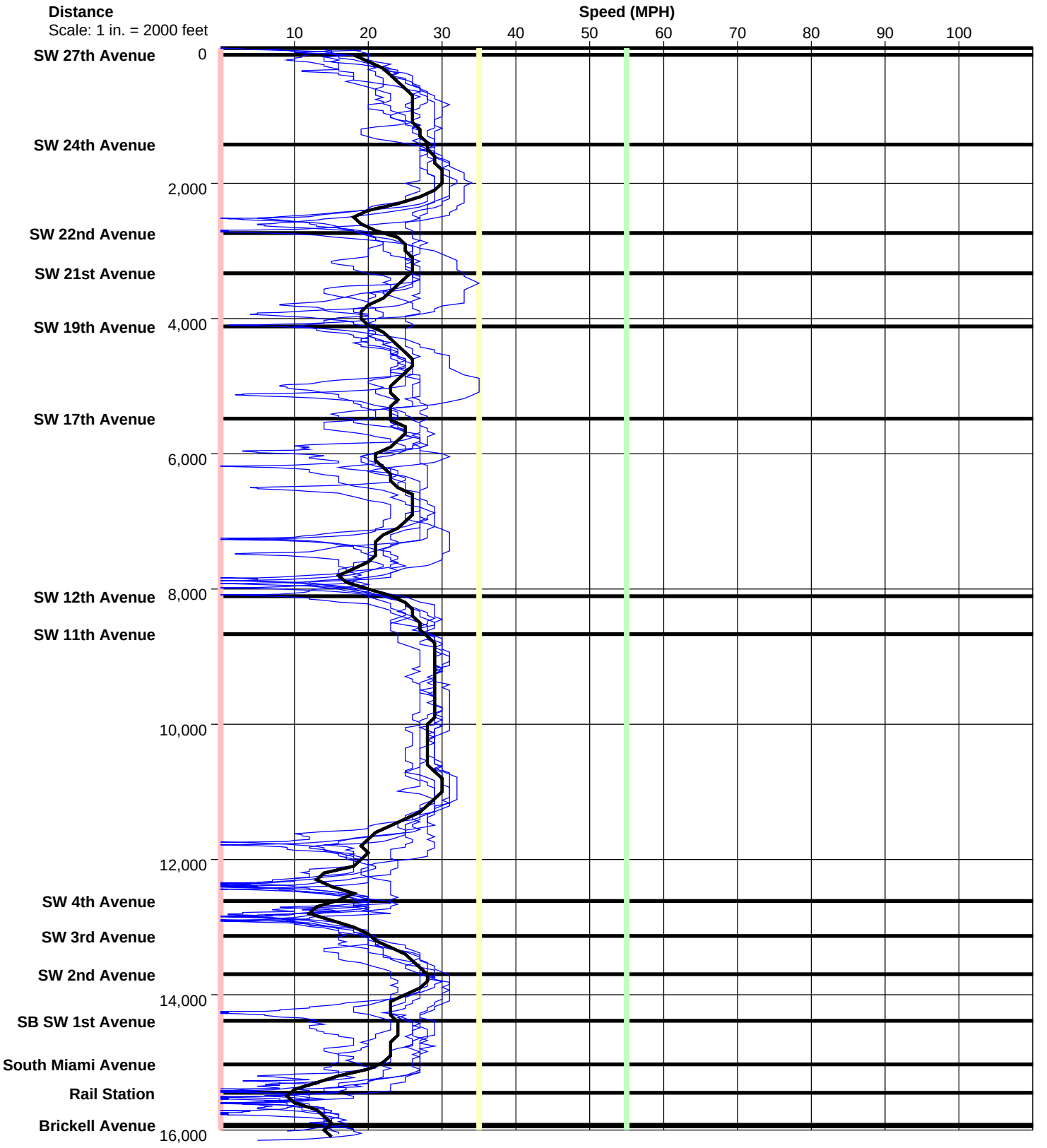
SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 10**

Speed/Distance Profiles of All Runs



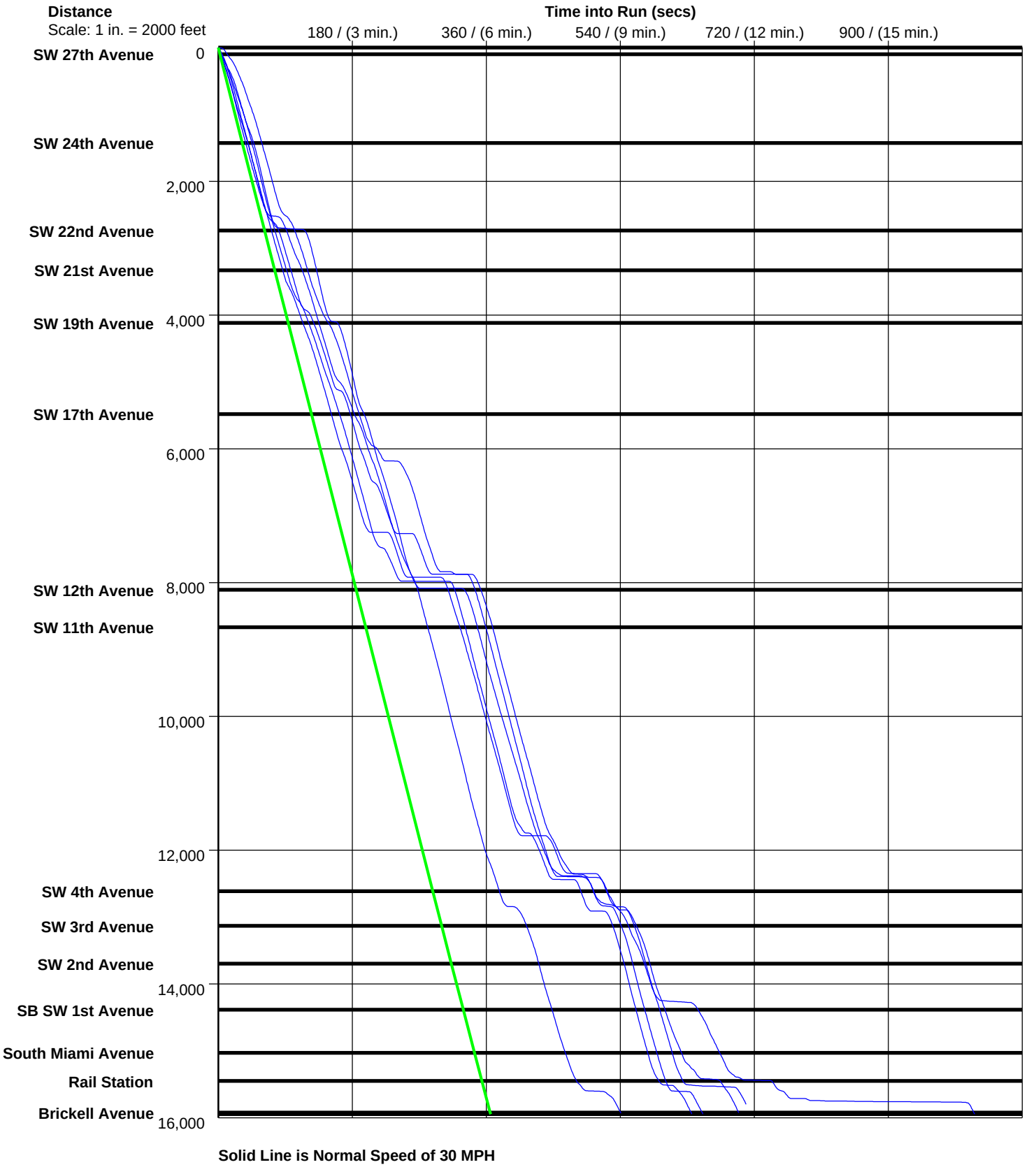
SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 11**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 30 MPH

SR 90 Travel Time & Delay

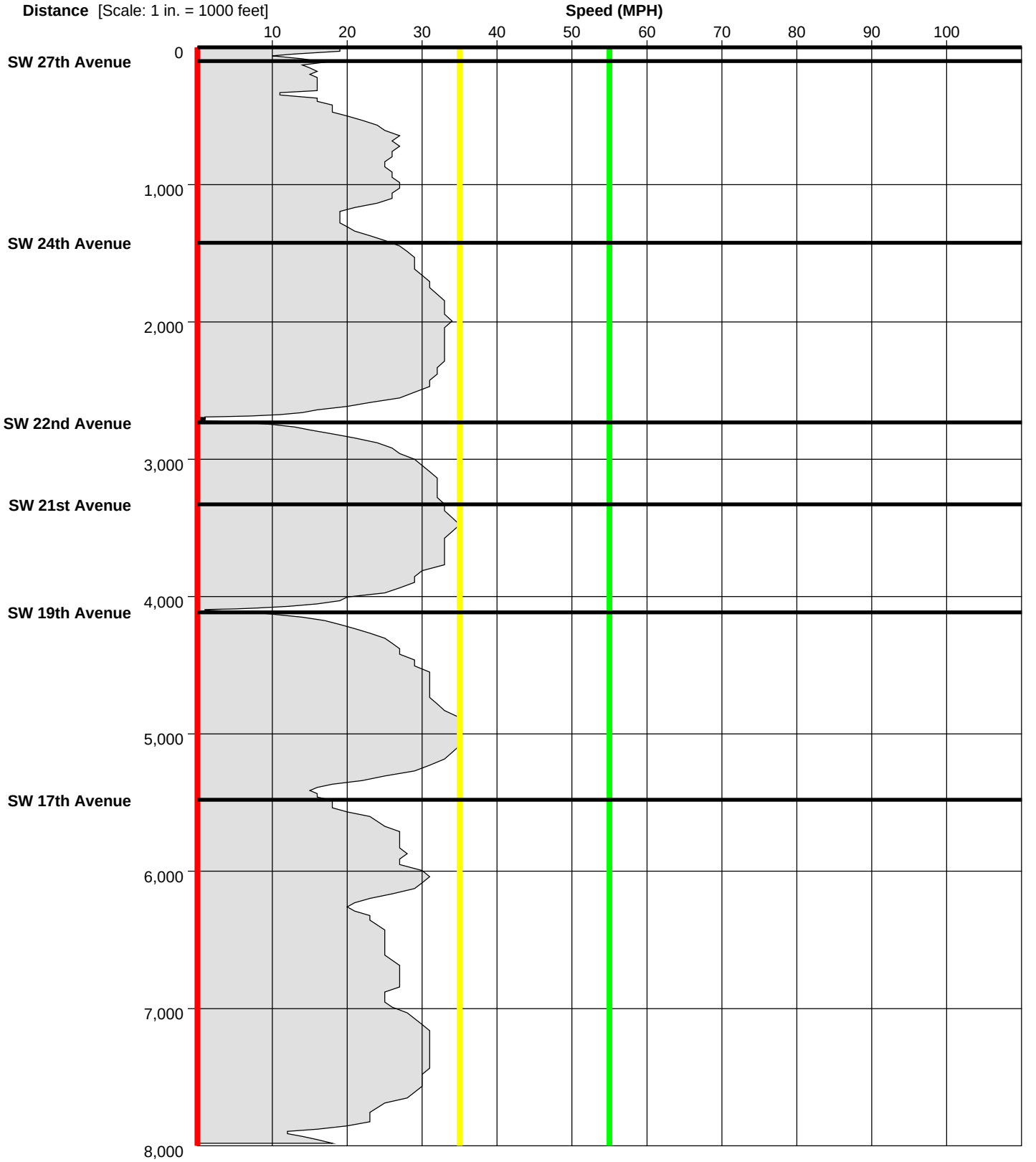
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 12**

Speed Profile

Run : EBRun1PM-R001 Start Time: 16:16 (This is a Before Run)



SR 90 Travel Time & Delay

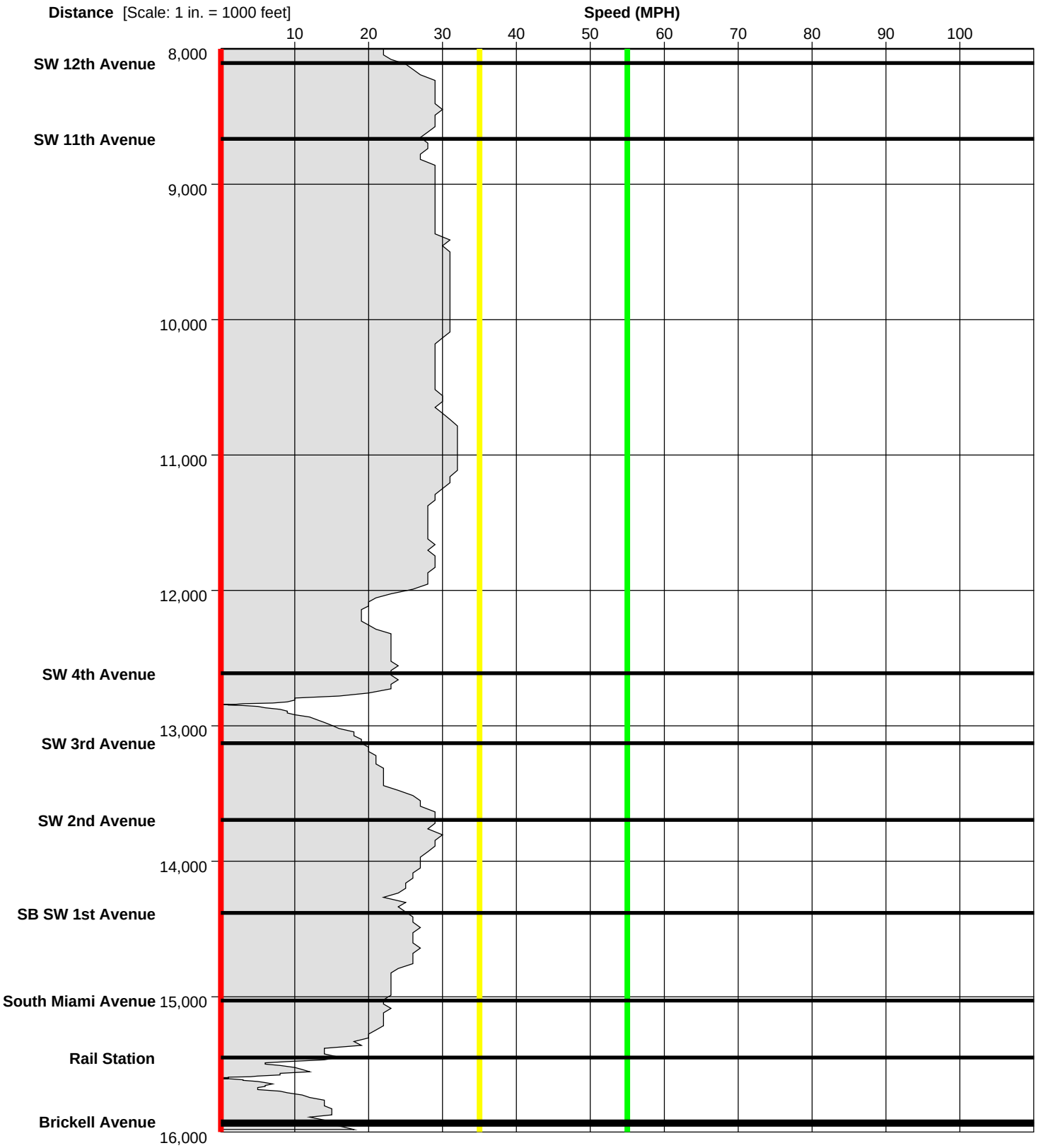
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 13**

Speed Profile

Run : EBRun1PM-R001 Start Time: 16:16 (This is a Before Run)



SR 90 Travel Time & Delay

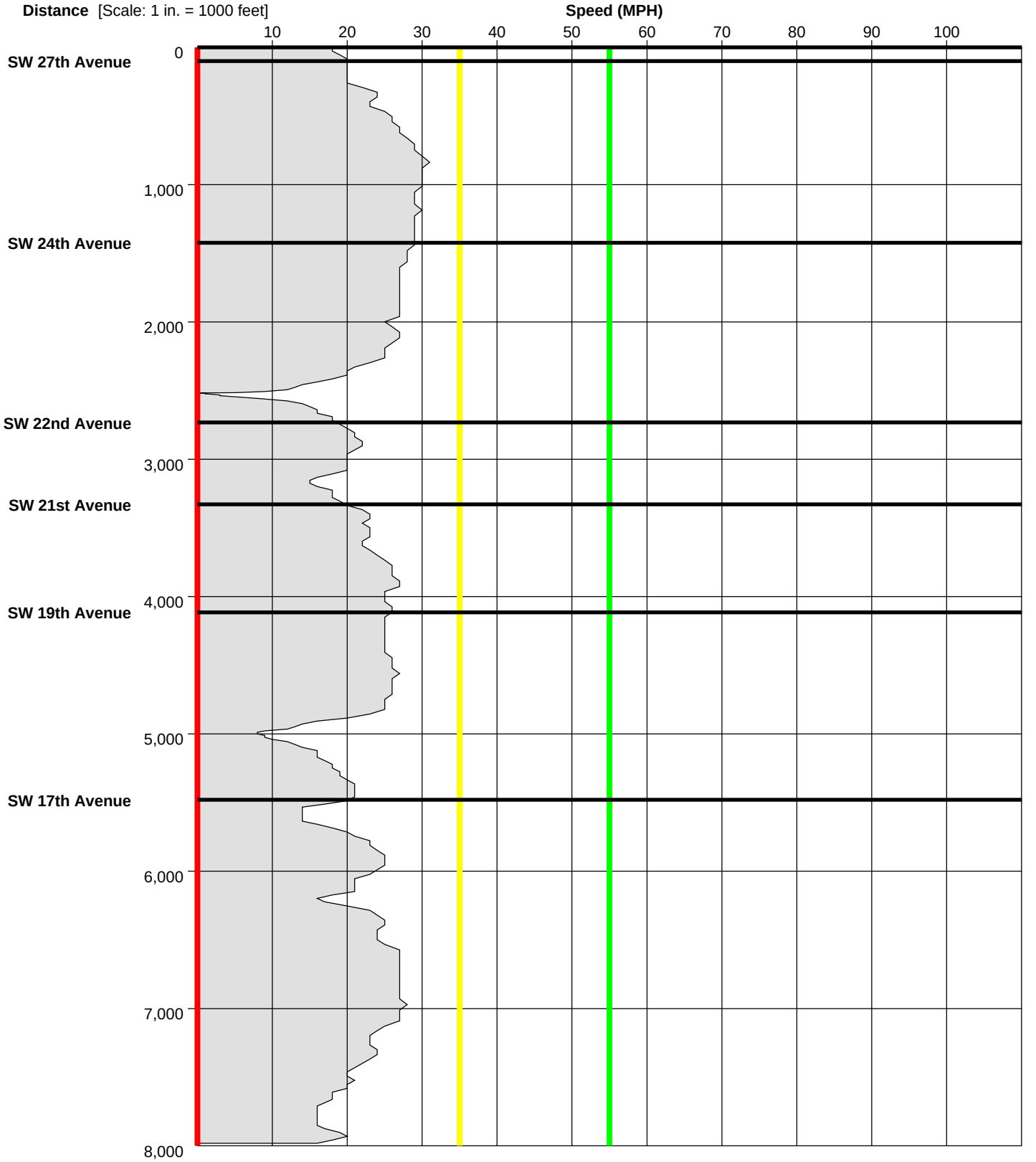
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 14**

Speed Profile

Run : EBRun2PM-R001 Start Time: 16:53 (This is a Before Run)



SR 90 Travel Time & Delay

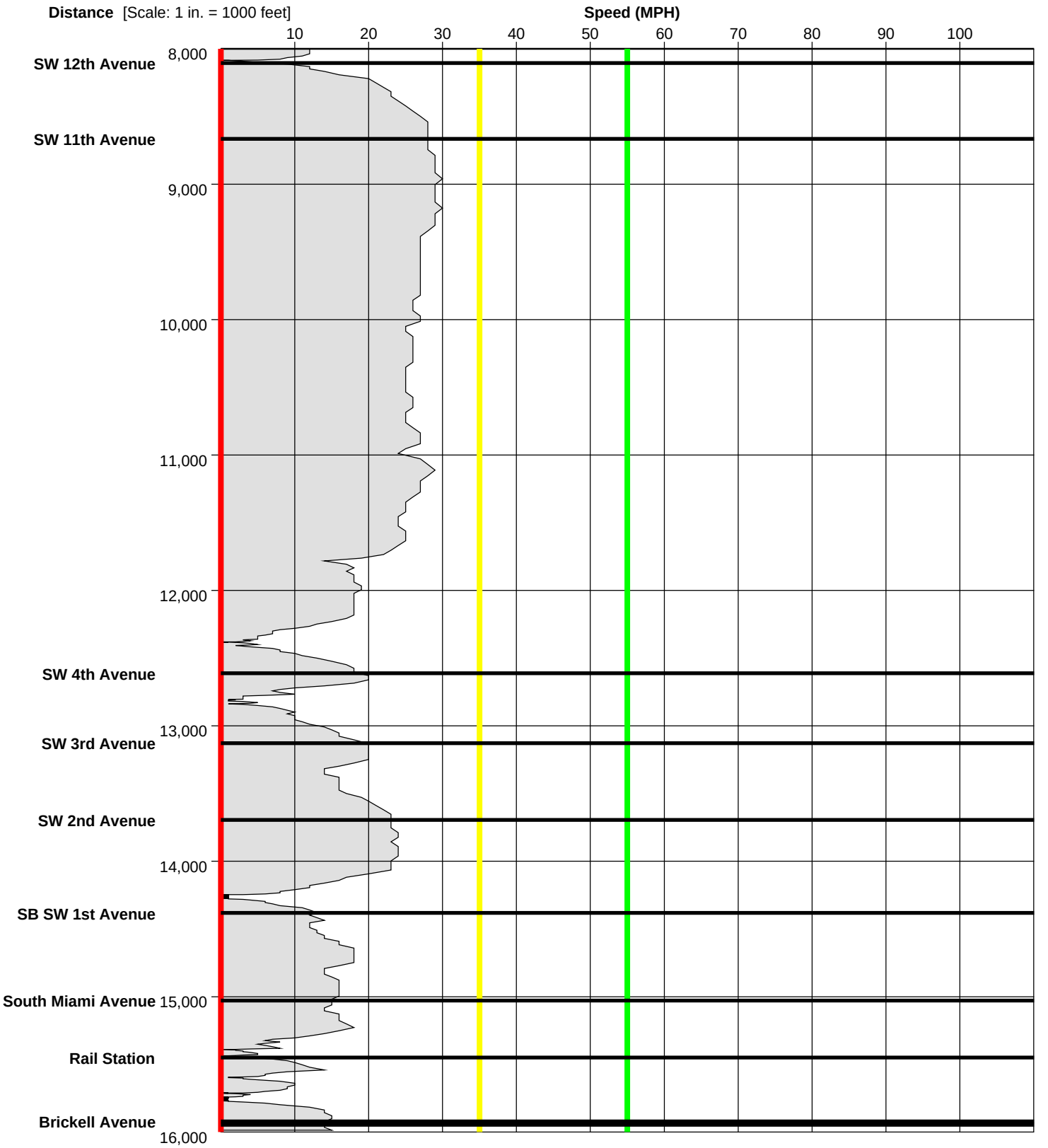
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 15**

Speed Profile

Run : EBRun2PM-R001 Start Time: 16:53 (This is a Before Run)



SR 90 Travel Time & Delay

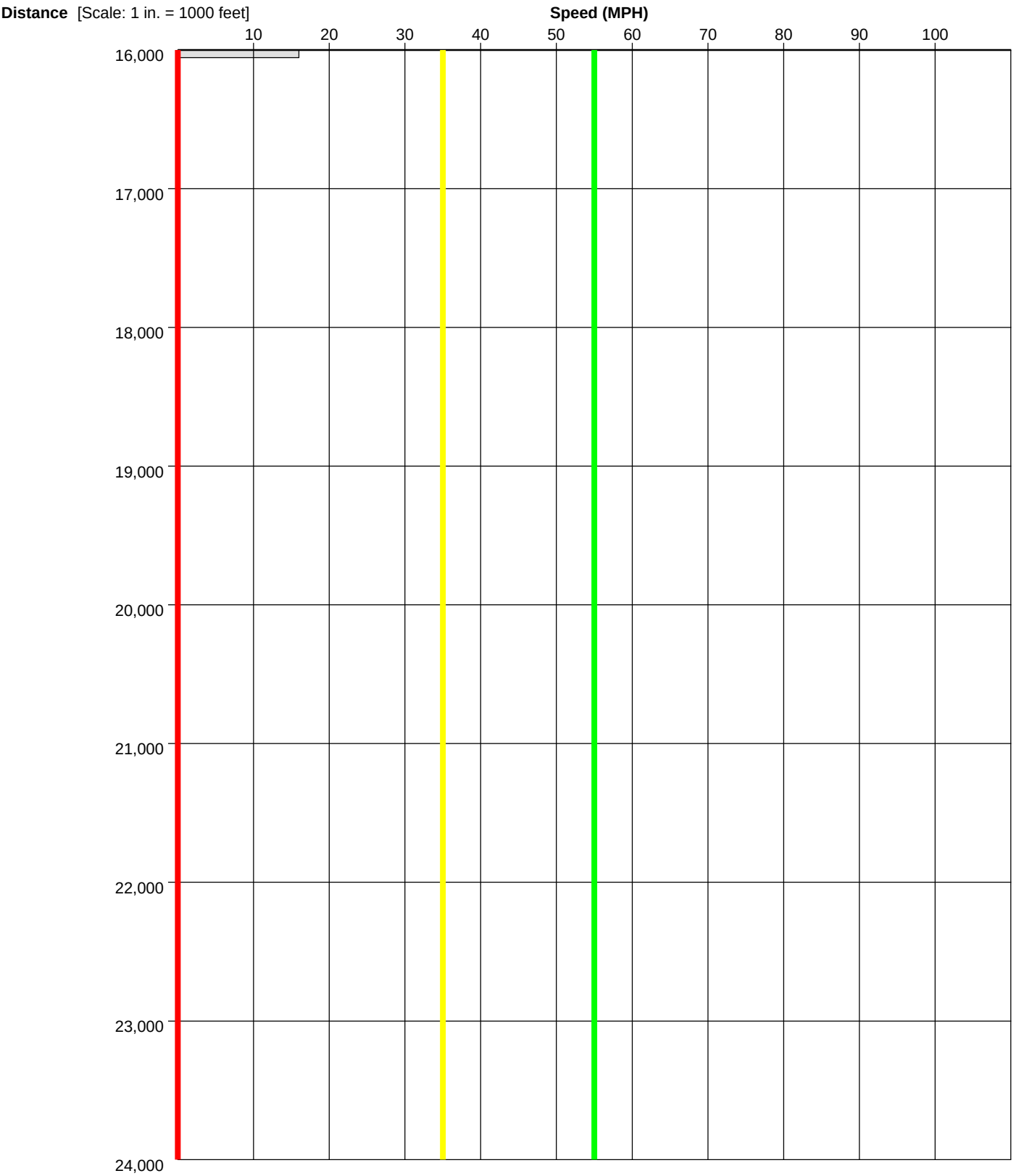
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 16**

Speed Profile

Run : EBRun2PM-R001 Start Time: 16:53 (This is a Before Run)



SR 90 Travel Time & Delay

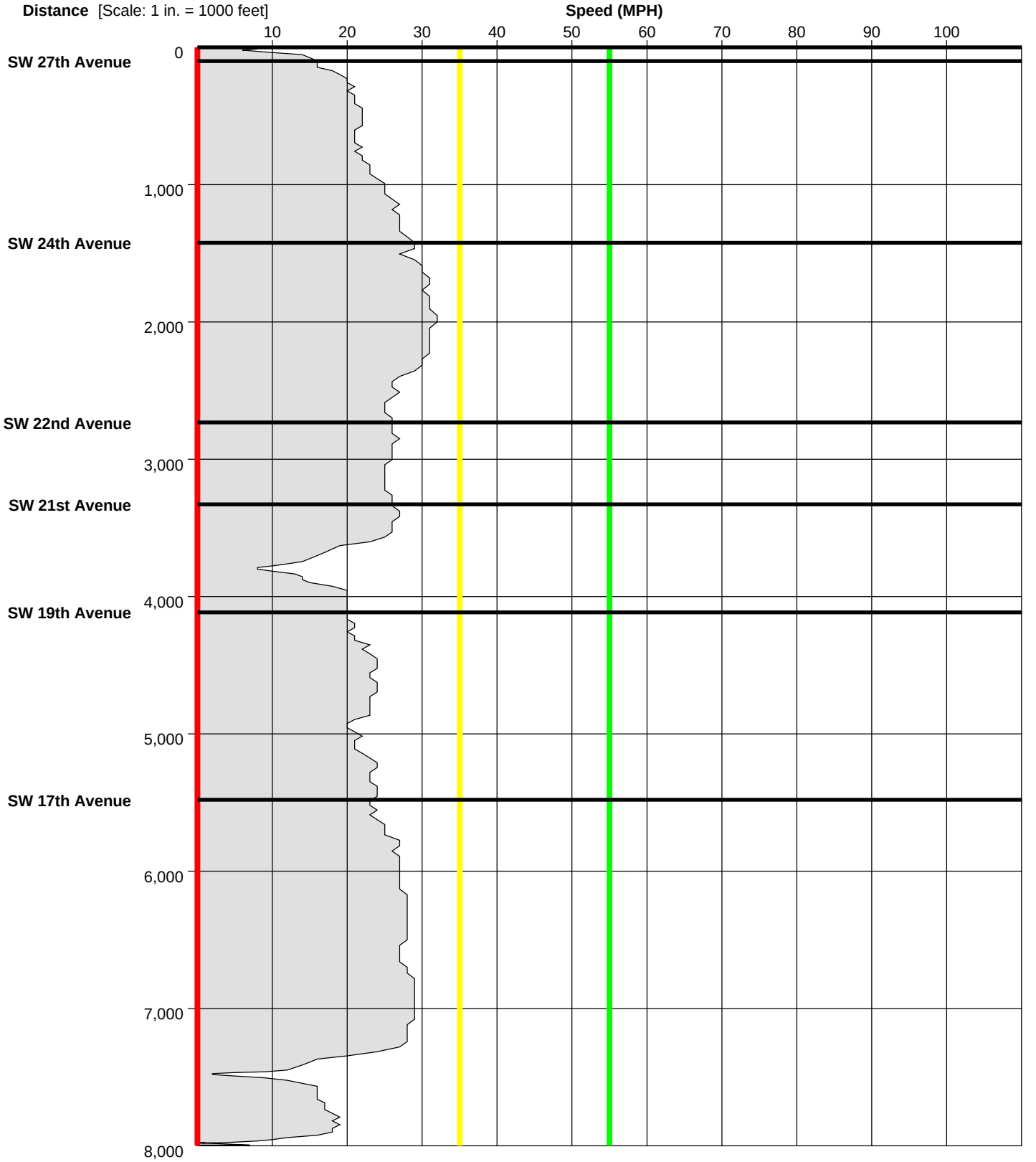
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 17**

Speed Profile

Run : EBRun3PM-R001 Start Time: 17:48 (This is a Before Run)



SR 90 Travel Time & Delay

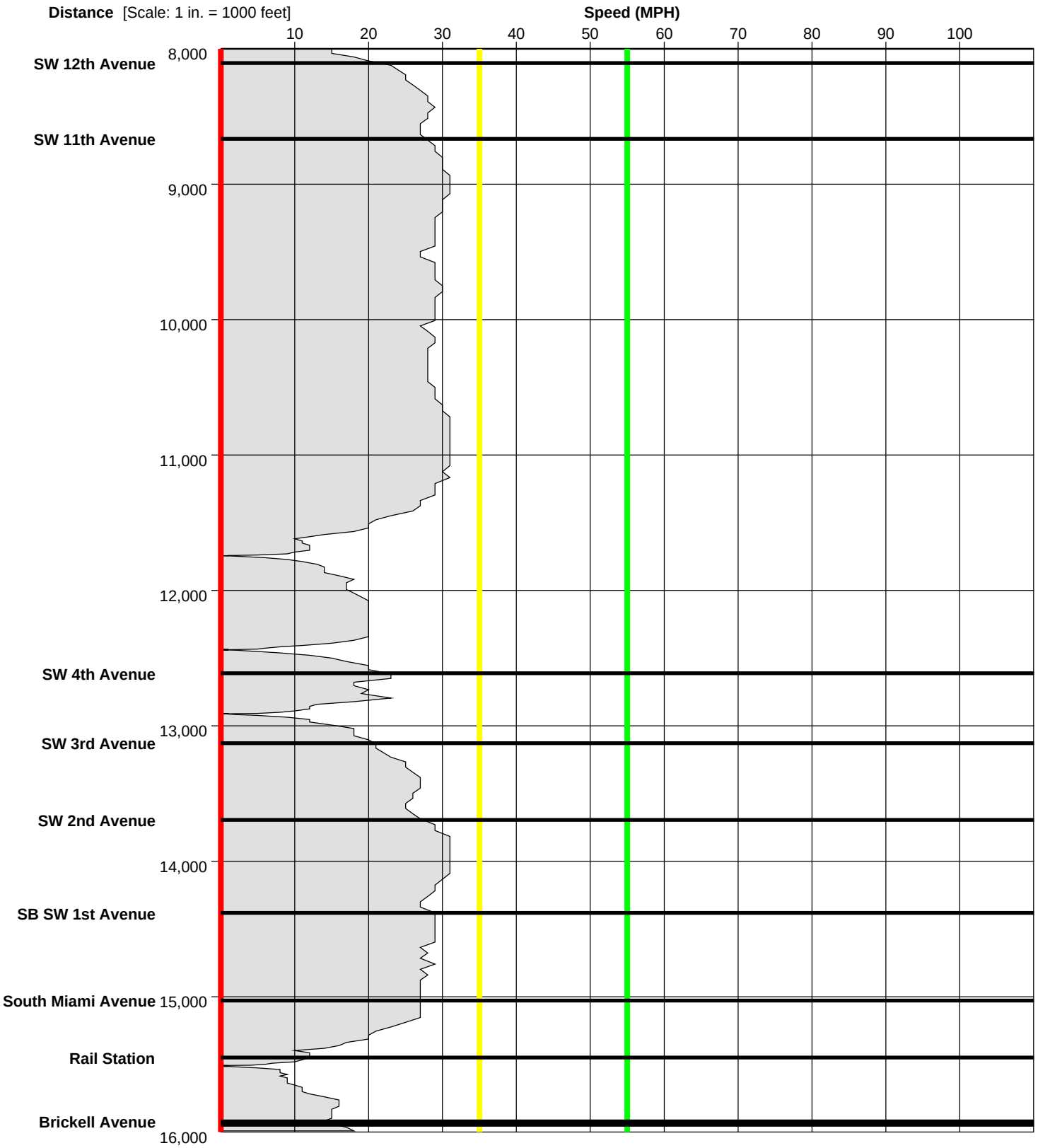
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 18**

Speed Profile

Run : EBRun3PM-R001 Start Time: 17:48 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

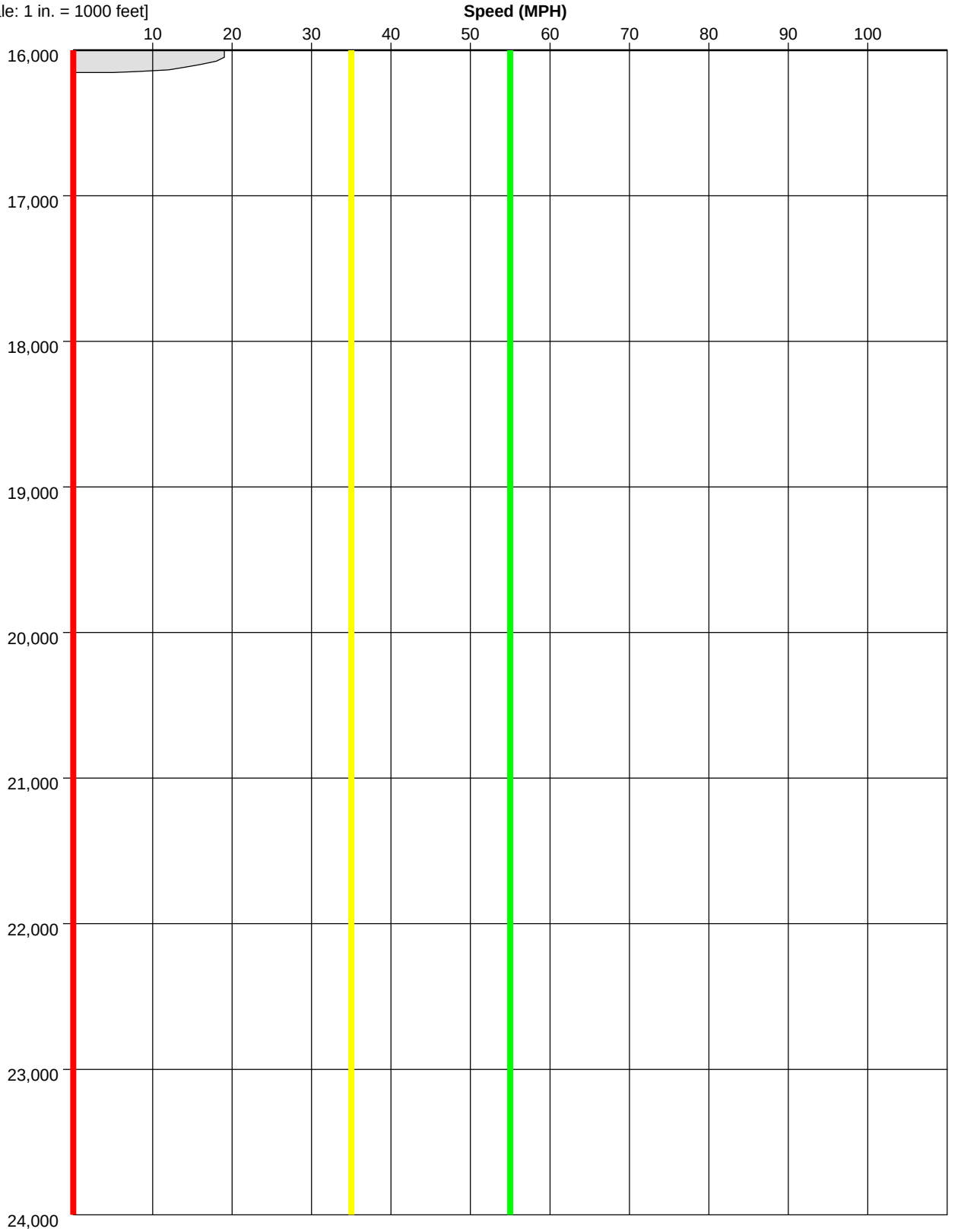
Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 19**

Speed Profile

Run : EBRun3PM-R001 Start Time: 17:48 (This is a Before Run)

Distance [Scale: 1 in. = 1000 feet]



SR 90 Travel Time & Delay

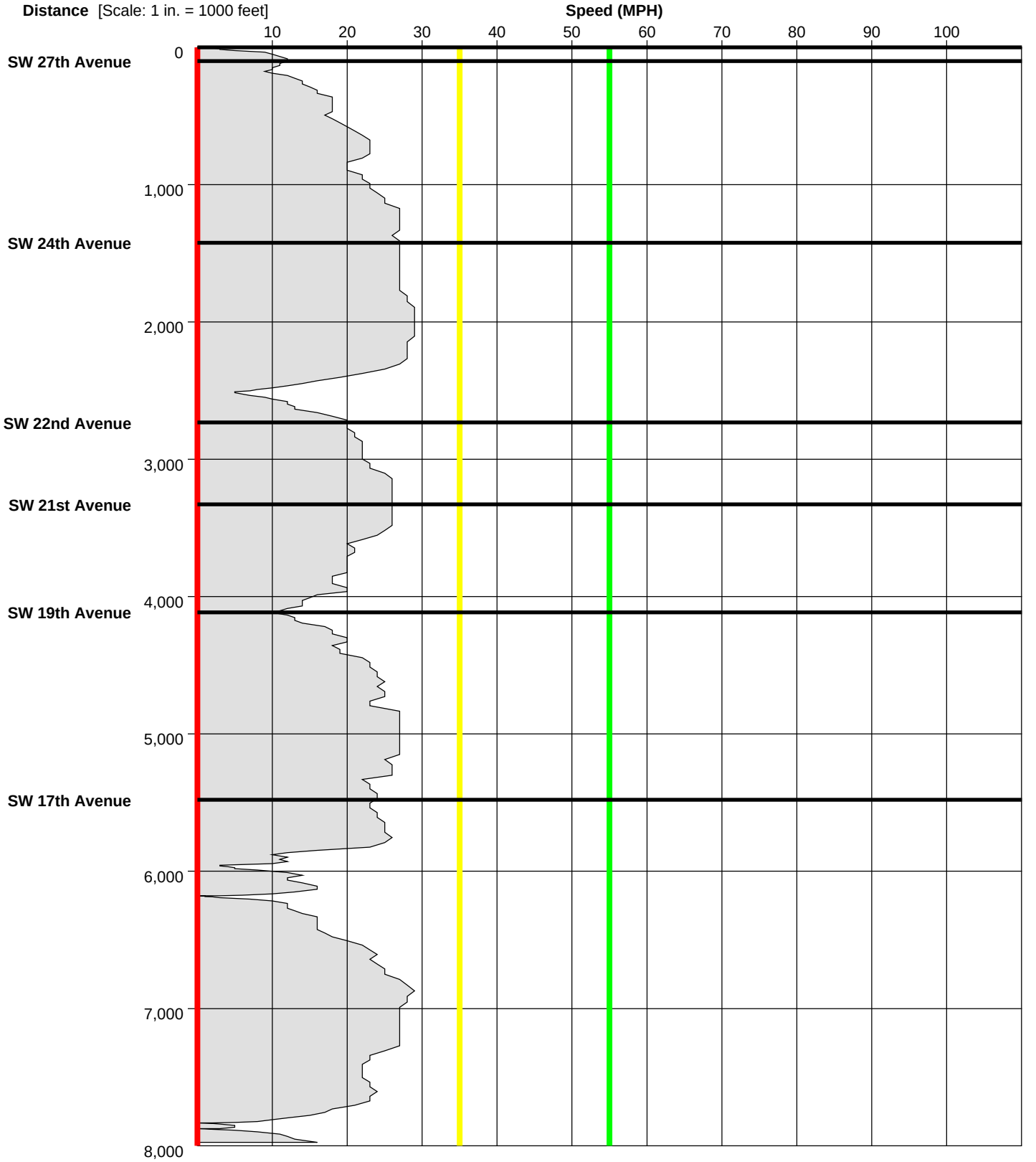
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 20**

Speed Profile

Run : EBRun5PM-R001 Start Time: 16:32 (This is a Before Run)



SR 90 Travel Time & Delay

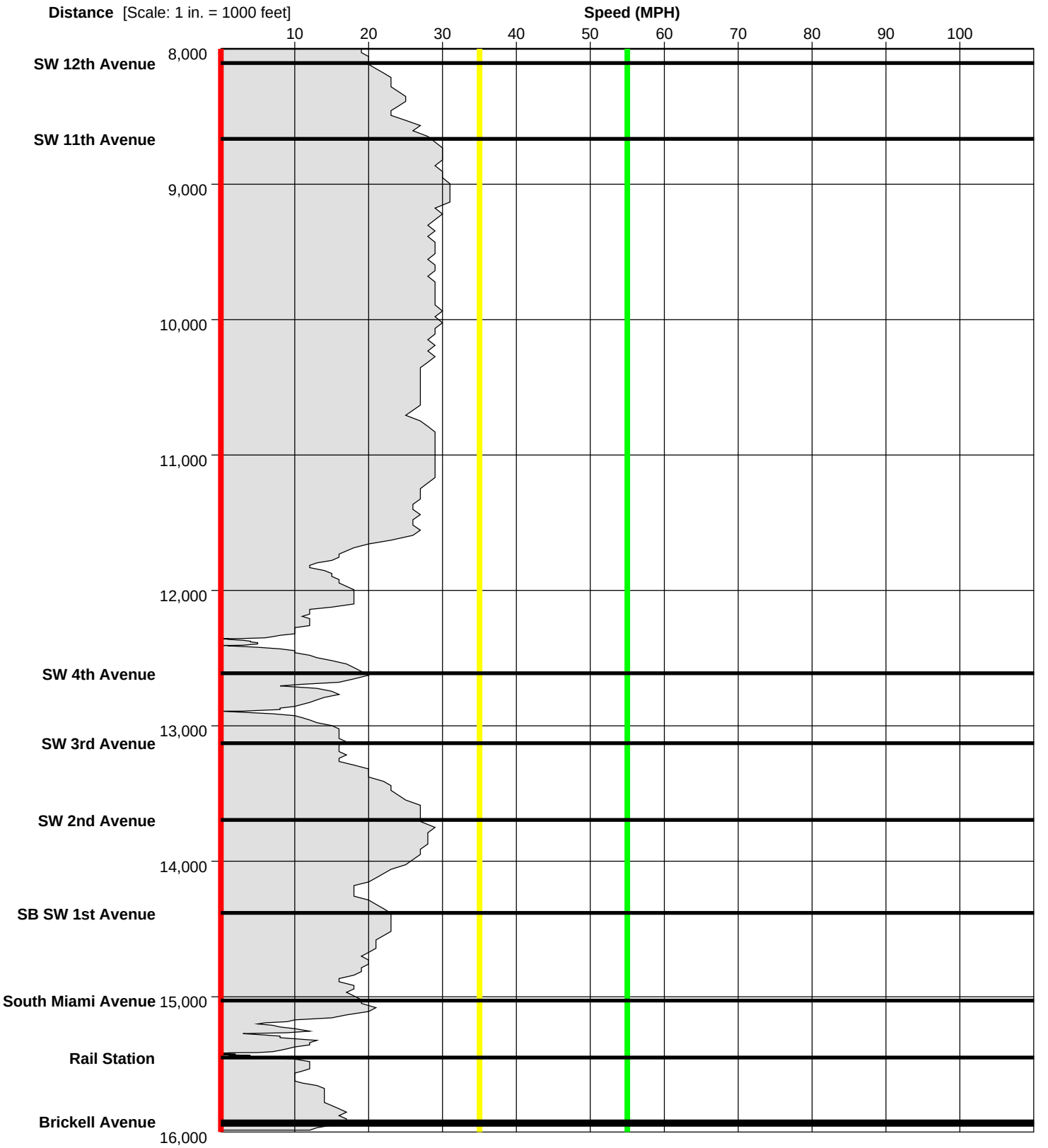
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 21**

Speed Profile

Run : EBRun5PM-R001 Start Time: 16:32 (This is a Before Run)



SR 90 Travel Time & Delay

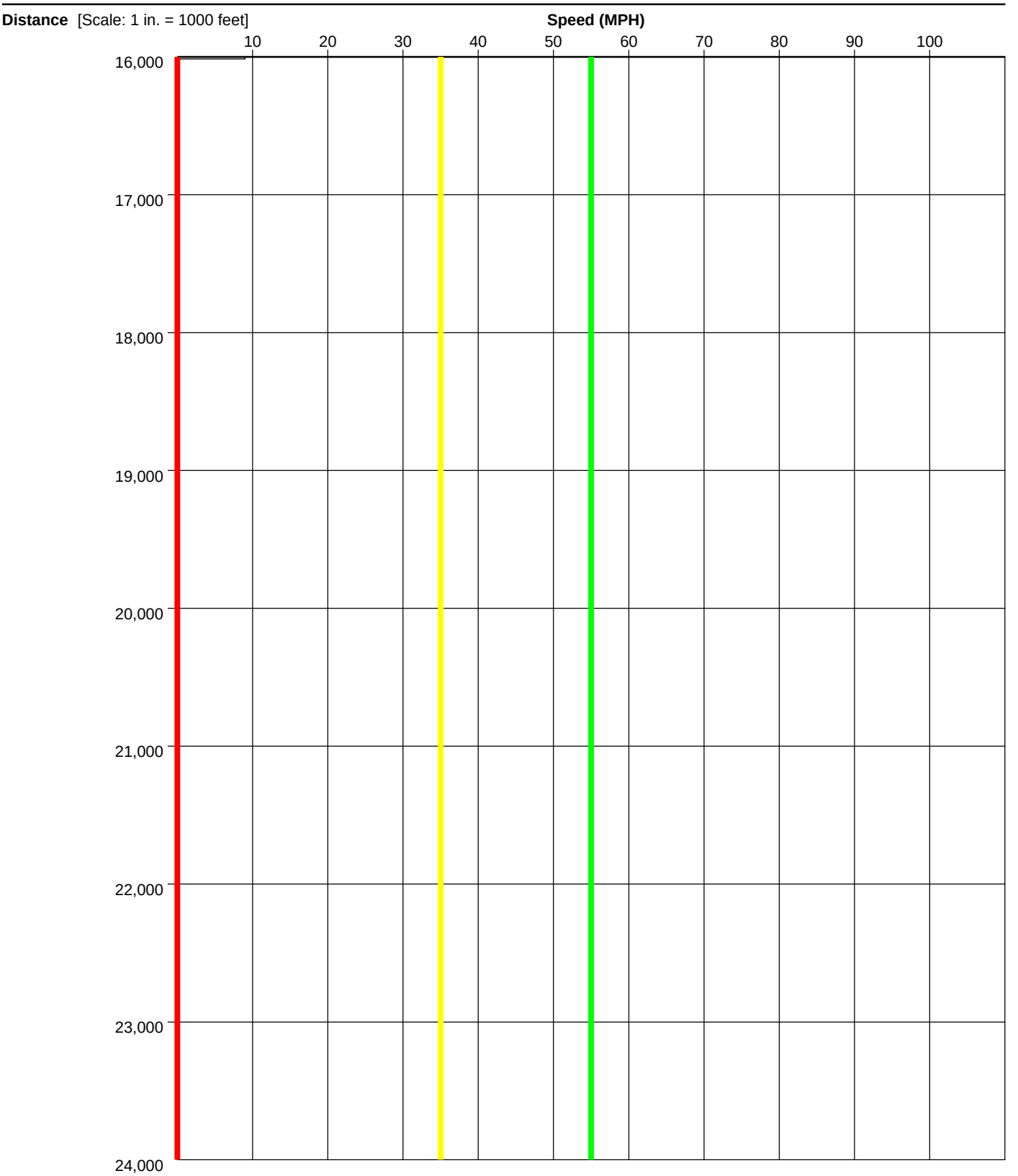
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 22**

Speed Profile

Run : EBRun5PM-R001 Start Time: 16:32 (This is a Before Run)



SR 90 Travel Time & Delay

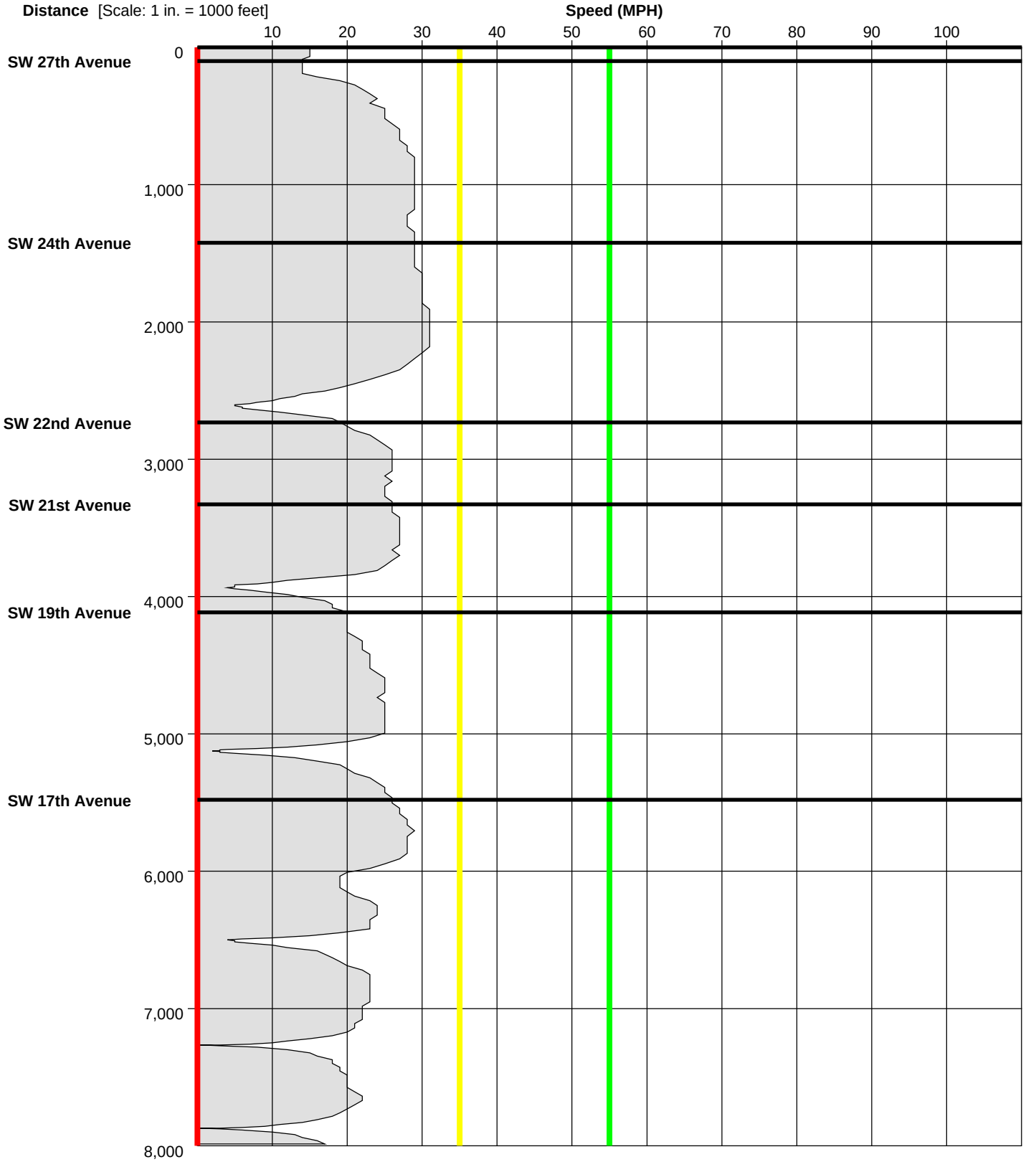
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 23**

Speed Profile

Run : EBRun6PM-R001 Start Time: 17:20 (This is a Before Run)



SR 90 Travel Time & Delay

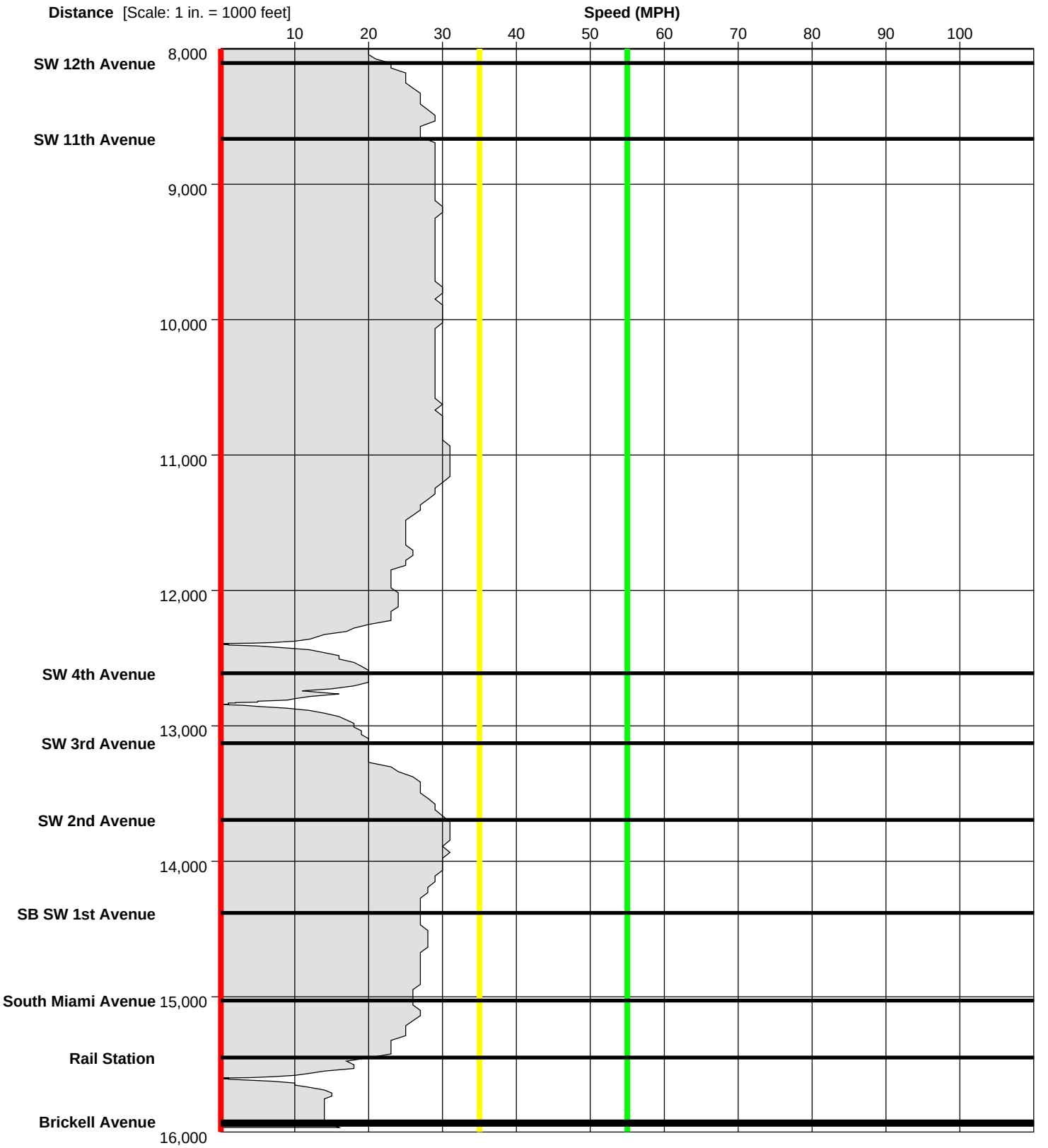
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 24**

Speed Profile

Run : EBRun6PM-R001 Start Time: 17:20 (This is a Before Run)



SR 90 Travel Time & Delay

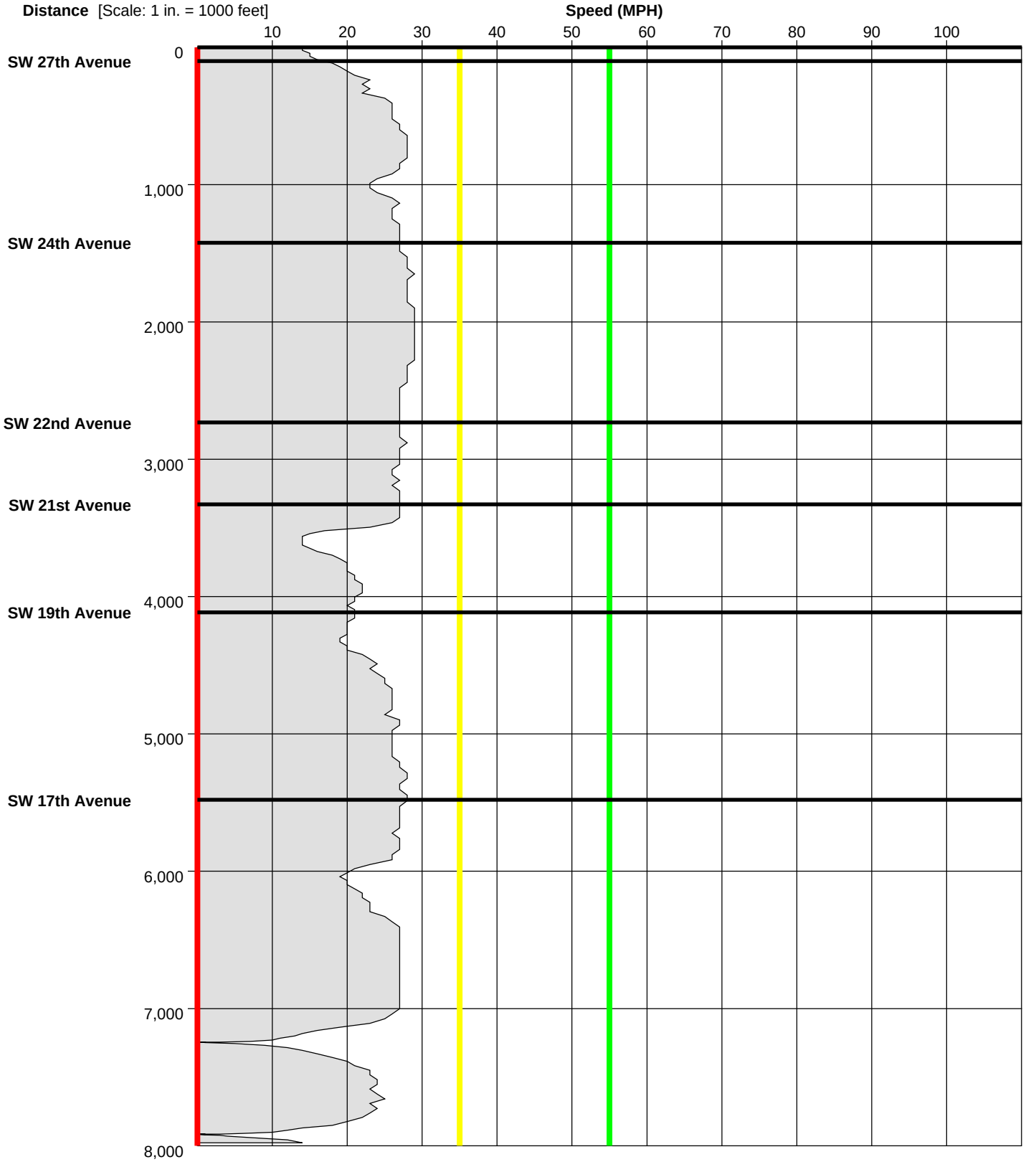
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 25**

Speed Profile

Run : EBRun7PM-R001 Start Time: 17:30 (This is a Before Run)



SR 90 Travel Time & Delay

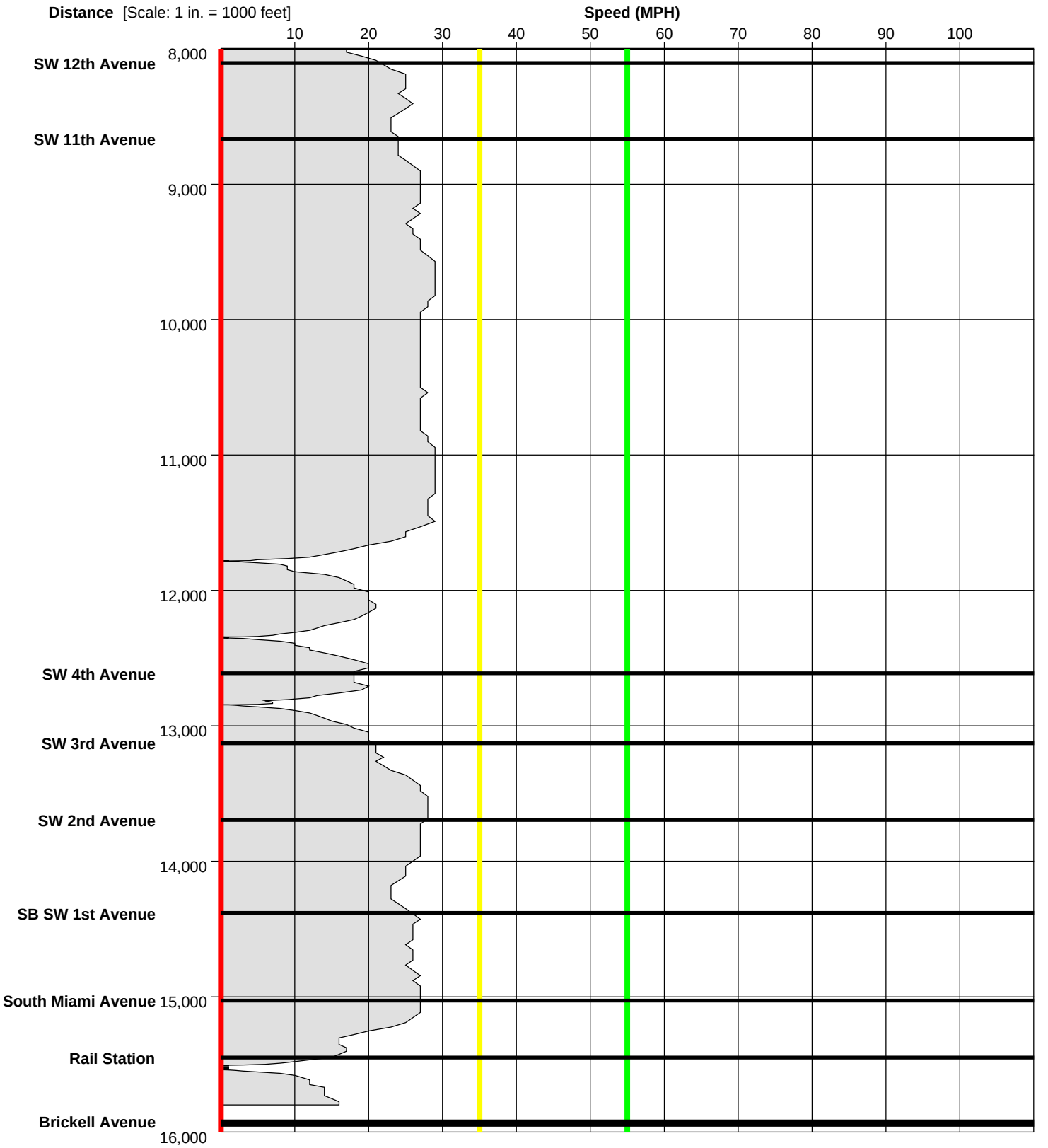
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name **: SR90 Eastbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 26**

Speed Profile

Run : EBRun7PM-R001 Start Time: 17:30 (This is a Before Run)



SR 90 Travel Time & Delay

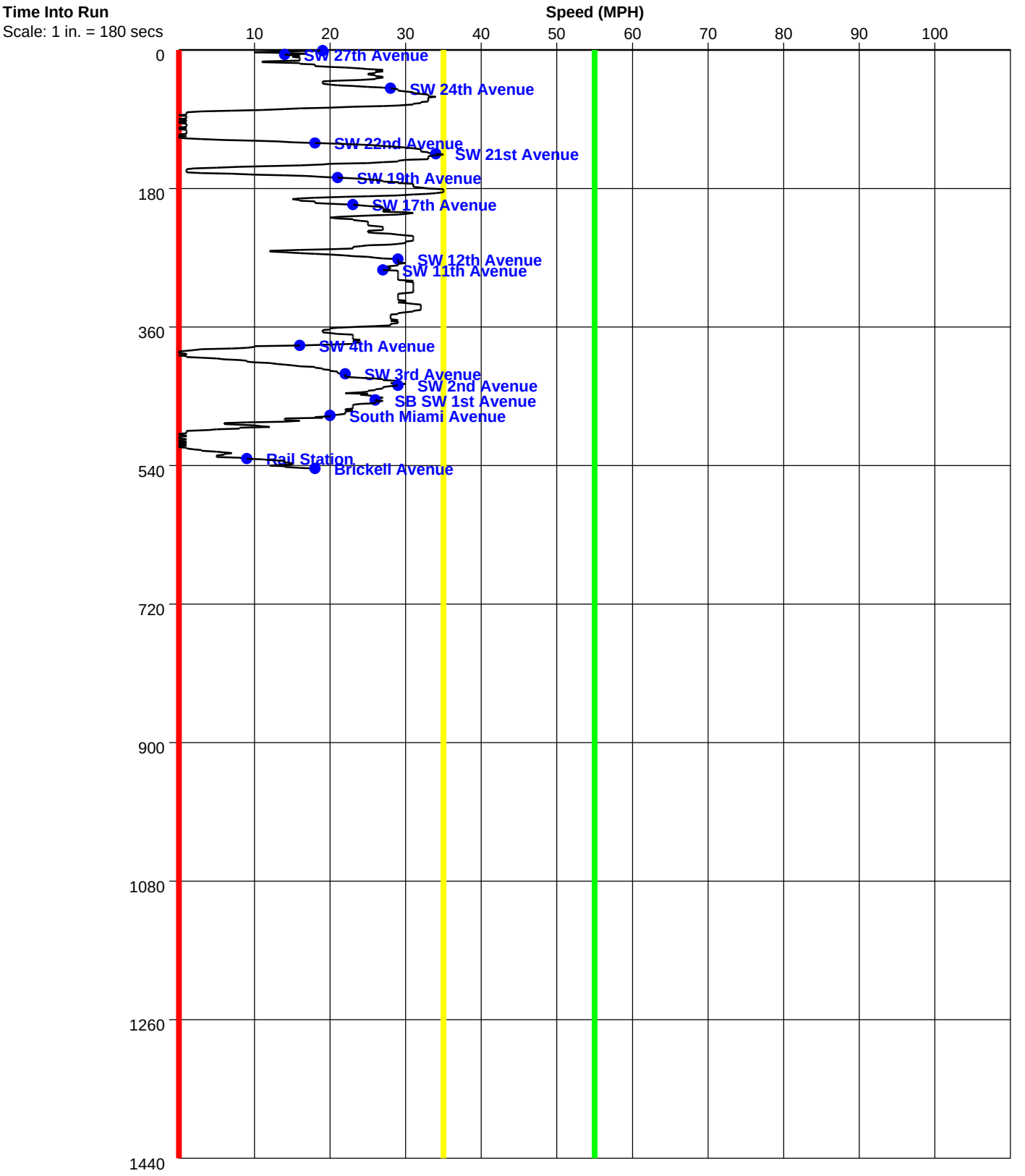
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name : **SR90 Eastbound Travel Time PM**
Study Date : **12/3/2013**
Page No. : **27**

Time-Based Speed Profile

Run : EBRun1PM-R001 Start Time:16:16 (This is a Before Run)



SR 90 Travel Time & Delay

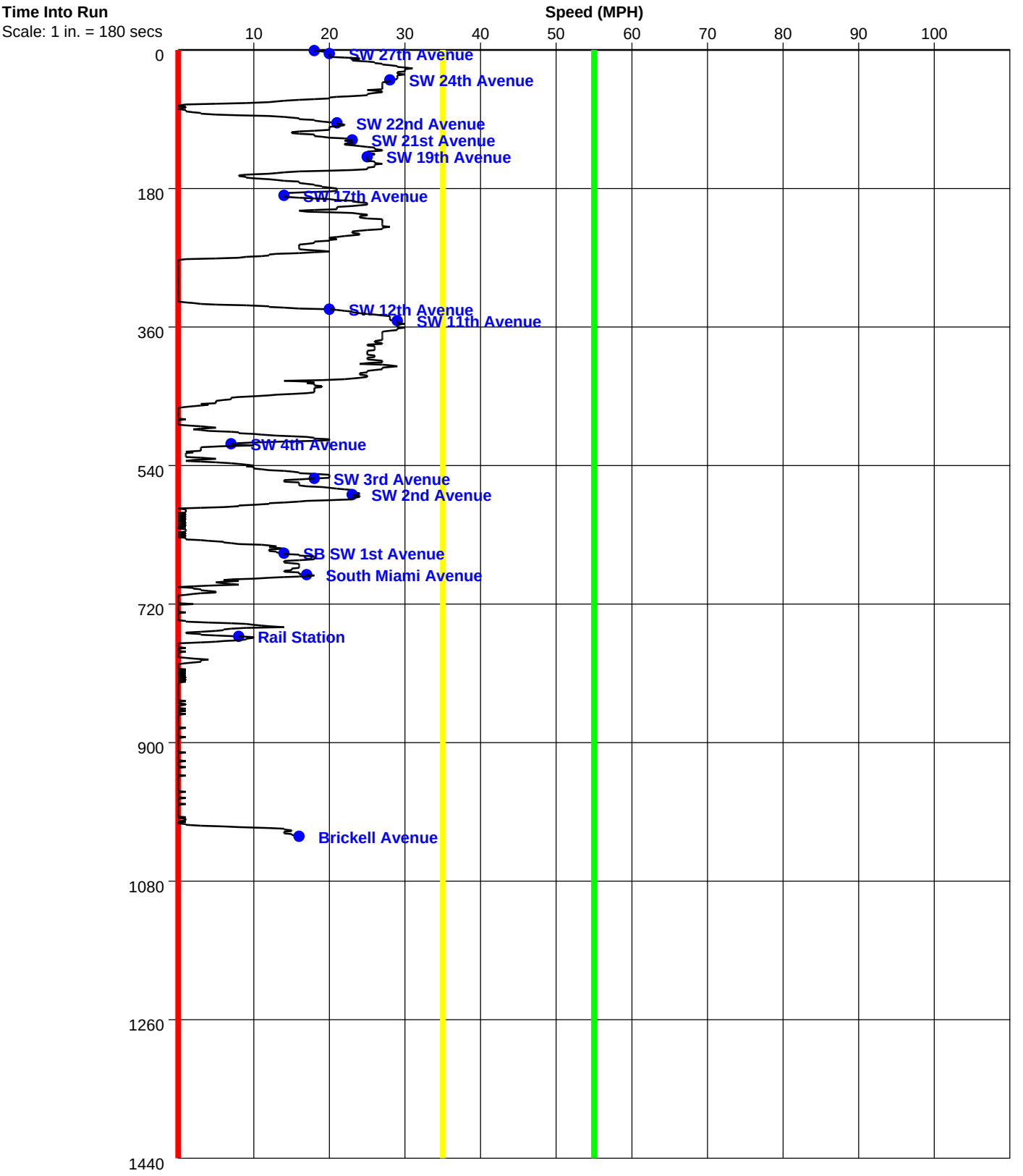
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name : **SR90 Eastbound Travel Time PM**
Study Date : **12/3/2013**
Page No. : **28**

Time-Based Speed Profile

Run : EBRun2PM-R001 Start Time:16:53 (This is a Before Run)



SR 90 Travel Time & Delay

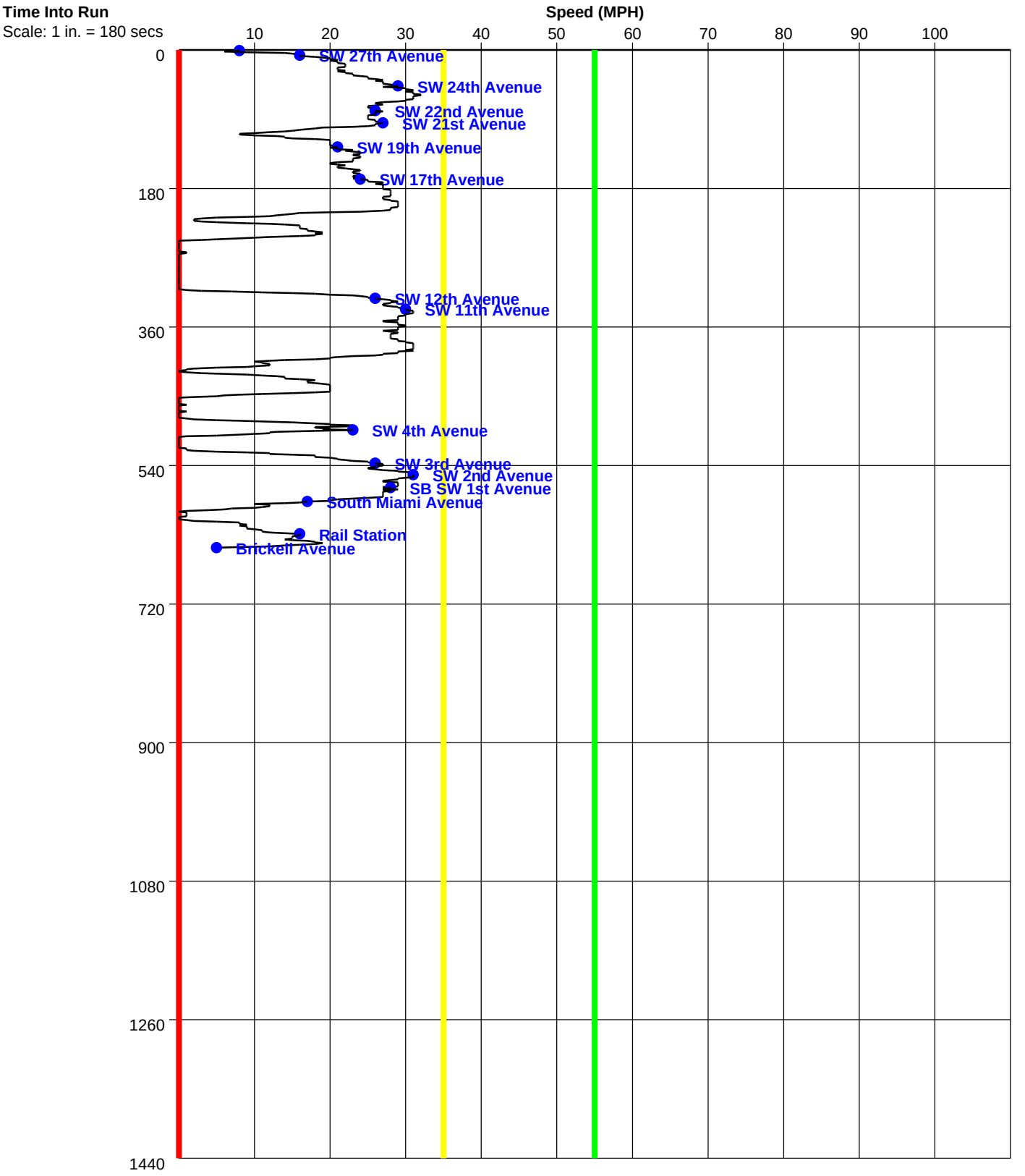
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name : **SR90 Eastbound Travel Time PM**
Study Date : **12/3/2013**
Page No. : **29**

Time-Based Speed Profile

Run : EBRun3PM-R001 Start Time:17:48 (This is a Before Run)



SR 90 Travel Time & Delay

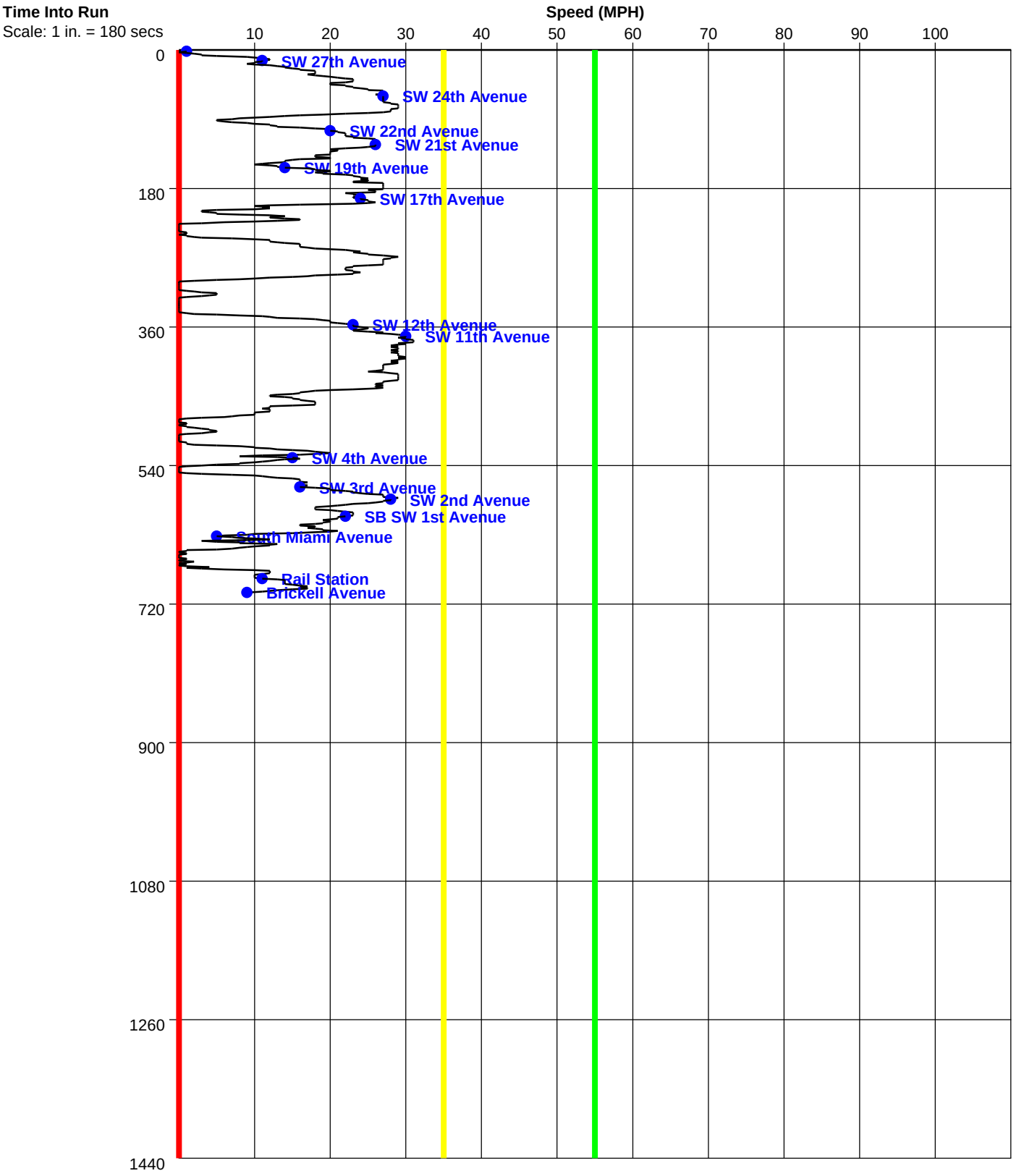
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name : **SR90 Eastbound Travel Time PM**
Study Date : **12/3/2013**
Page No. : **30**

Time-Based Speed Profile

Run : EBRun5PM-R001 Start Time:16:32 (This is a Before Run)



SR 90 Travel Time & Delay

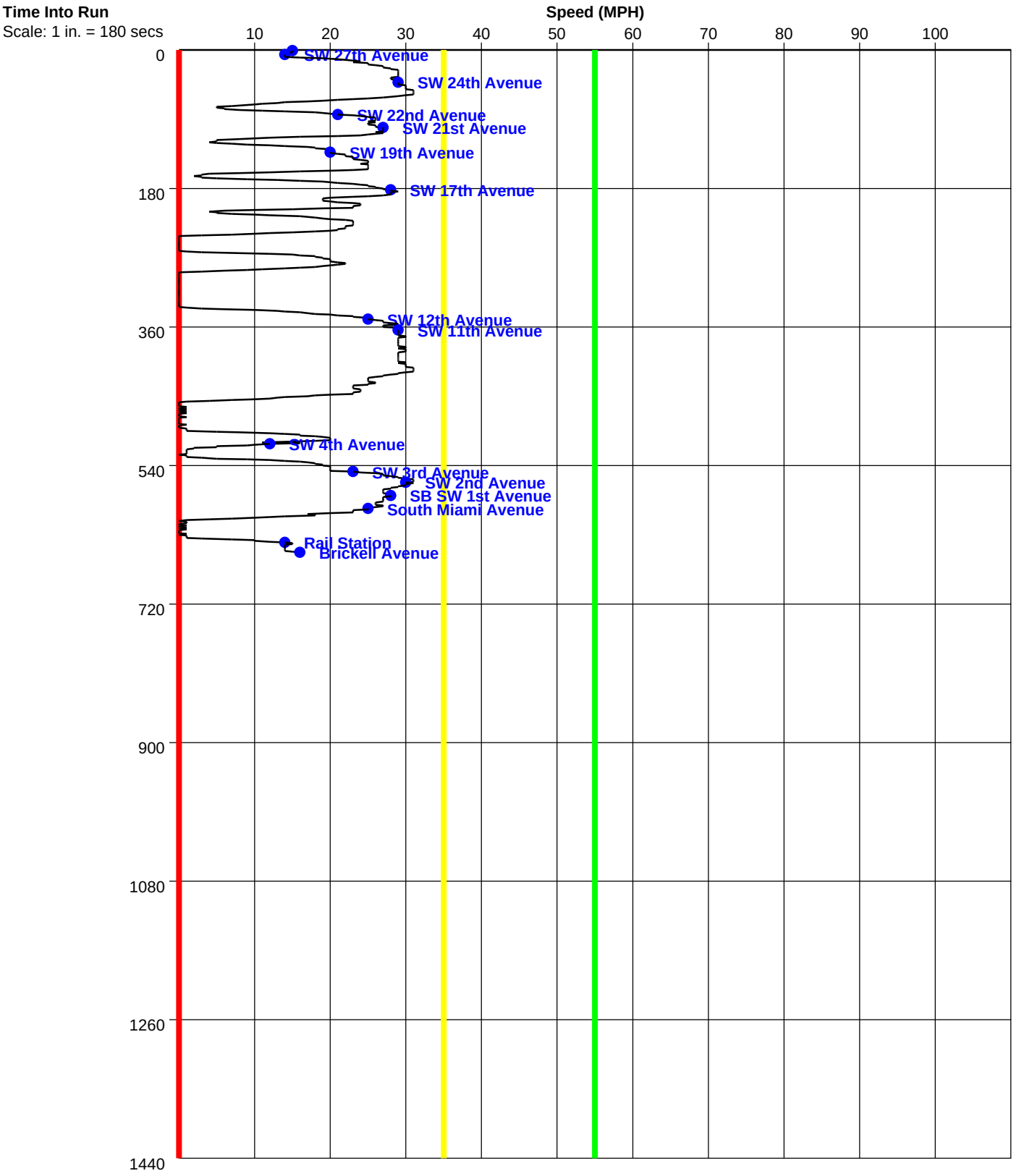
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name : **SR90 Eastbound Travel Time PM**
Study Date : **12/3/2013**
Page No. : **31**

Time-Based Speed Profile

Run : EBRun6PM-R001 Start Time:17:20 (This is a Before Run)



SR 90 Travel Time & Delay

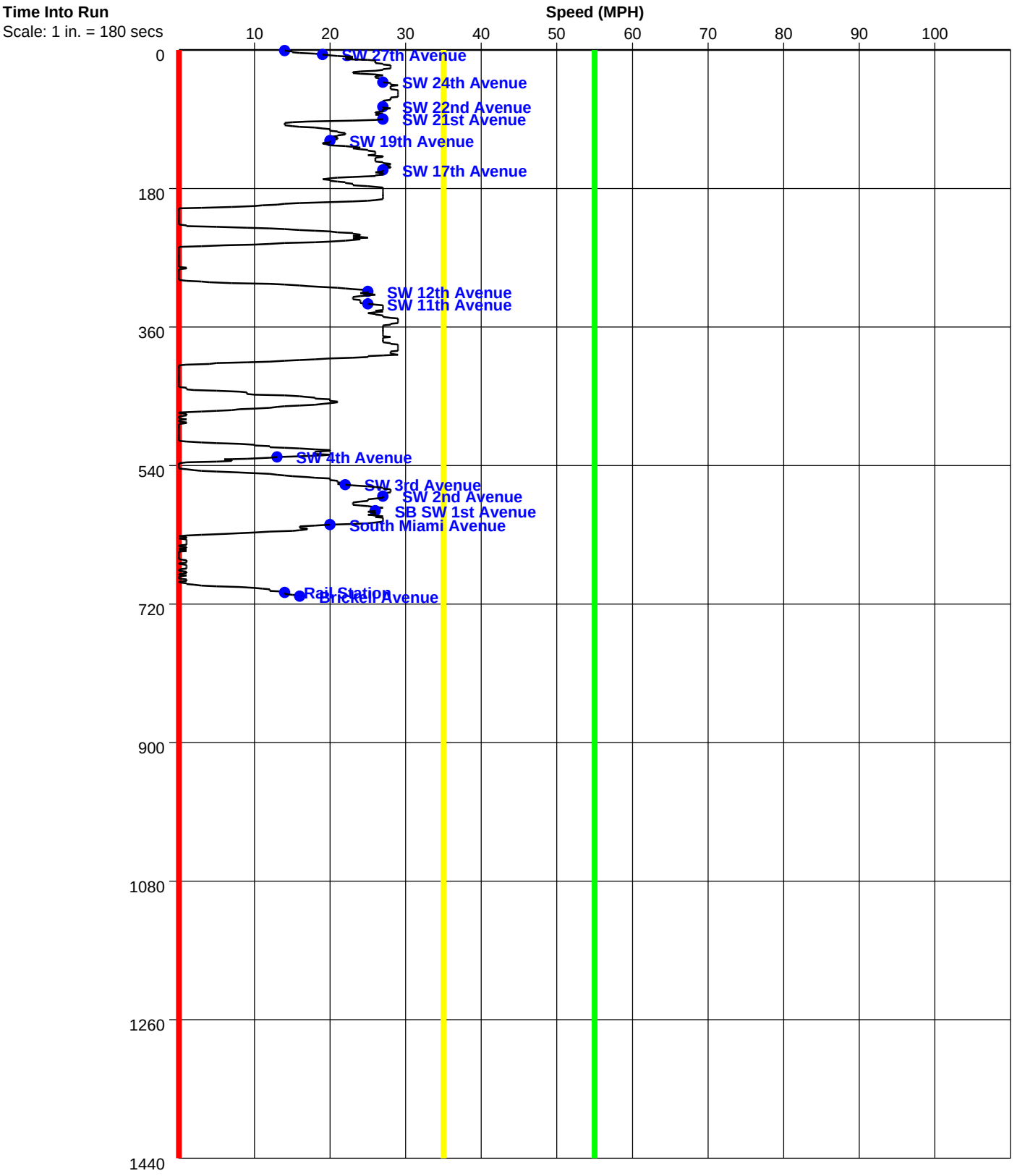
Brickell Avenue to SW 27th Avenue

Eastbound PM

Study Name : **SR90 Eastbound Travel Time PM**
Study Date : **12/3/2013**
Page No. : **32**

Time-Based Speed Profile

Run : EBRun7PM-R001 Start Time:17:30 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

PC-Travel Reports for study: SR90 Westbound Travel Time AM

Report Name	***Page***
Study Summary	2
Detailed Statistics By Run - Travel Times	3
Detailed Statistics By Run - Stops	4
Detailed Statistics By Run - Average Speed	5
Detailed Statistics By Run - Total Delay	6
Detailed Statistics By Run - Time <= 0 MPH	7
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Detailed Statistics By Run - Time <= 55 MPH	9
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Speed Profile (Distance vs Spd) for WBRun1AM-R001	12
Speed Profile (Distance vs Spd) for WBRun2AM-R001	15
Speed Profile (Distance vs Spd) for WBRun3AM-R001	17
Speed Profile (Distance vs Spd) for WBRun4AM-R001	19
Speed Profile (Distance vs Spd) for WBRun5AM-R001	21
Speed Profile (Distance vs Spd) for WBRun6AM-R001	23
Speed Profile (Time vs Spd) for WBRun1AM-R001	26
Speed Profile (Time vs Spd) for WBRun2AM-R001	27
Speed Profile (Time vs Spd) for WBRun3AM-R001	28
Speed Profile (Time vs Spd) for WBRun4AM-R001	29
Speed Profile (Time vs Spd) for WBRun5AM-R001	30
Speed Profile (Time vs Spd) for WBRun6AM-R001	31

SR 90 Travel
Time & Delay

Brickell Avenue to SW 27th Avenue to
Westbound AM

Study Name **: SR90 Westbound Travel Time AM**
Study Date **: 12/4/2013**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
WBRun1AM-R001	12/04/13	07:49	16022	Before	Secondary
WBRun2AM-R001	12/04/13	08:30	15983	Before	Secondary
WBRun3AM-R001	12/04/13	09:19	15958	Before	Primary
WBRun4AM-R001	12/05/13	08:20	15964	Before	Secondary
WBRun5AM-R001	12/06/13	08:41	15990	Before	Secondary
WBRun6AM-R001	12/06/13	09:26	16050	Before	Secondary

Notes:

Node Info

#	Len	Name
1	0	
2	511	Brickell Avenue
3	413	Rail Station
4	621	South Miami Avenue
5	736	SB SW 1st Avenue
6	553	SW 2nd Avenue
7	543	SW 3rd Avenue
8	3902	SW 4th Avenue
9	591	SW 11th Avenue
10	2665	SW 12th Avenue
11	1346	SW 17th Avenue
12	763	SW 19th Avenue
13	550	SW 21st Avenue
14	1337	SW 22nd Avenue
15	1370	SW 24th Avenue
16	57	SW 27th Avenue

Length of Study Route = 15,958 feet

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1 (WBRun1AM-R001)	Run #2 (WBRun2AM-R001)	Run #3 (WBRun3AM-R001)	Run #4 (WBRun4AM-R001)	Run #5 (WBRun5AM-R001)	Run #6 (WBRun6AM-R001)
1	0							
2	511	Brickell Avenue	26	25	25	30	28	76
3	413	Rail Station	27	79	41	13	69	71
4	621	South Miami Avenue	88	24	20	67	17	18
5	736	SB SW 1st Avenue	22	20	114	24	21	19
6	553	SW 2nd Avenue	14	76	15	19	76	14
7	543	SW 3rd Avenue	15	65	14	28	22	100
8	3902	SW 4th Avenue	99	90	83	91	91	118
9	591	SW 11th Avenue	35	94	67	18	26	19
10	2665	SW 12th Avenue	64	147	117	65	122	61
11	1346	SW 17th Avenue	88	73	52	63	34	85
12	763	SW 19th Avenue	17	19	19	20	17	43
13	550	SW 21st Avenue	12	31	29	18	13	27
14	1337	SW 22nd Avenue	30	32	31	32	30	33
15	1370	SW 24th Avenue	114	133	100	75	181	89
16	57	SW 27th Avenue	52	2	3	4	3	3
Totals	**15958**		**703**	**910**	**730**	**567**	**750**	**776**

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
			WBRun1AM-R001	WBRun2AM-R001	WBRun3AM-R001	WBRun4AM-R001	WBRun5AM-R001	WBRun6AM-R001
1	0							
2	511	Brickell Avenue	0	0	1	0	0	0
3	413	Rail Station	0	1	1	0	1	1
4	621	South Miami Avenue	1	0	0	1	0	0
5	736	SB SW 1st Avenue	0	0	1	0	0	0
6	553	SW 2nd Avenue	0	2	0	0	1	0
7	543	SW 3rd Avenue	0	1	0	0	1	1
8	3902	SW 4th Avenue	1	0	0	0	0	1
9	591	SW 11th Avenue	1	2	1	0	0	0
10	2665	SW 12th Avenue	0	2	1	0	1	0
11	1346	SW 17th Avenue	1	1	1	1	0	1
12	763	SW 19th Avenue	0	0	0	0	0	1
13	550	SW 21st Avenue	0	1	1	0	0	1
14	1337	SW 22nd Avenue	0	0	0	0	0	0
15	1370	SW 24th Avenue	2	1	2	3	2	1
16	57	SW 27th Avenue	0	0	0	0	0	0
Totals	**15958**		**6**	**11**	**9**	**5**	**6**	**7**

Stops based on a Stop Speed of 5 MPH.

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
			WBRun1AM-R001	WBRun2AM-R001	WBRun3AM-R001	WBRun4AM-R001	WBRun5AM-R001	WBRun6AM-R001
1	0							
2	511	Brickell Avenue	13.7	14.2	13.8	12.2	12.5	4.9
3	413	Rail Station	10.2	3.5	6.9	20.8	4.1	3.8
4	621	South Miami Avenue	4.8	18.3	21.1	6.3	24.8	24.4
5	736	SB SW 1st Avenue	23.3	25.4	4.4	21.5	23.6	26.9
6	553	SW 2nd Avenue	27.0	4.8	25.1	19.6	5.1	26.8
7	543	SW 3rd Avenue	24.6	5.8	26.6	13.7	17.2	3.8
8	3902	SW 4th Avenue	27.0	29.7	32.0	29.4	29.4	22.6
9	591	SW 11th Avenue	10.9	4.2	6.0	21.6	14.8	20.6
10	2665	SW 12th Avenue	28.4	12.3	15.5	27.9	14.9	29.7
11	1346	SW 17th Avenue	10.5	12.8	17.7	14.7	27.7	10.8
12	763	SW 19th Avenue	30.8	26.8	27.5	25.7	29.8	12.5
13	550	SW 21st Avenue	30.9	12.5	12.9	20.6	29.9	13.4
14	1337	SW 22nd Avenue	30.8	29.2	29.4	29.4	30.0	27.9
15	1370	SW 24th Avenue	8.0	7.0	9.4	12.1	5.1	10.3
16	57	SW 27th Avenue	0.8	14.0	13.0	10.8	13.3	12.7
Totals	**15958**		**15.5**	**12.0**	**14.9**	**19.2**	**14.5**	**14.1**

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

Detailed Statistics By Run

Total Delay (sec) by Section

Node #	Length	Node Name	Run #1 (WBRun1AM-R001)	Run #2 (WBRun2AM-R001)	Run #3 (WBRun3AM-R001)	Run #4 (WBRun4AM-R001)	Run #5 (WBRun5AM-R001)	Run #6 (WBRun6AM-R001)
1	0							
2	511	Brickell Avenue	16	15	15	20	18	66
3	413	Rail Station	19	71	33	5	61	63
4	621	South Miami Avenue	76	11	8	55	5	5
5	736	SB SW 1st Avenue	7	5	100	9	7	4
6	553	SW 2nd Avenue	3	65	4	8	65	3
7	543	SW 3rd Avenue	4	54	3	17	11	89
8	3902	SW 4th Avenue	22	13	7	14	14	41
9	591	SW 11th Avenue	23	82	55	6	14	7
10	2665	SW 12th Avenue	12	95	65	13	70	9
11	1346	SW 17th Avenue	61	46	26	36	7	59
12	763	SW 19th Avenue	2	4	4	5	2	27
13	550	SW 21st Avenue	1	20	18	7	2	16
14	1337	SW 22nd Avenue	3	5	5	5	4	6
15	1370	SW 24th Avenue	87	106	73	48	154	62
16	57	SW 27th Avenue	51	1	2	3	2	2
Totals	**15958**		**387**	**593**	**418**	**251**	**436**	**459**

Total Delay based on a Normal Speed of 35 MPH.

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Detailed Statistics By Run

Time <= 0 MPH by Section

Node #	Length	Node Name	Run #1 (WBRun1AM-R001)	Run #2 (WBRun2AM-R001)	Run #3 (WBRun3AM-R001)	Run #4 (WBRun4AM-R001)	Run #5 (WBRun5AM-R001)	Run #6 (WBRun6AM-R001)
1	0							
2	511	Brickell Avenue	1	0	0	1	0	30
3	413	Rail Station	0	51	17	0	42	35
4	621	South Miami Avenue	48	0	0	37	0	0
5	736	SB SW 1st Avenue	0	0	82	0	0	0
6	553	SW 2nd Avenue	0	27	0	0	43	0
7	543	SW 3rd Avenue	0	33	0	0	0	44
8	3902	SW 4th Avenue	0	0	0	0	0	16
9	591	SW 11th Avenue	10	62	43	0	0	0
10	2665	SW 12th Avenue	0	58	44	0	49	0
11	1346	SW 17th Avenue	49	28	10	15	0	45
12	763	SW 19th Avenue	0	0	0	0	0	15
13	550	SW 21st Avenue	0	4	5	0	0	3
14	1337	SW 22nd Avenue	0	0	0	0	0	0
15	1370	SW 24th Avenue	57	62	31	1	116	41
16	57	SW 27th Avenue	40	0	0	0	0	0
Totals	**15958**		**205**	**325**	**232**	**54**	**250**	**229**

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Detailed Statistics By Run

Time <= 35 MPH by Section

Node #	Length	Node Name	Run #1 (WBRun1AM-R001)	Run #2 (WBRun2AM-R001)	Run #3 (WBRun3AM-R001)	Run #4 (WBRun4AM-R001)	Run #5 (WBRun5AM-R001)	Run #6 (WBRun6AM-R001)
1	0							
2	511	Brickell Avenue	26	25	25	30	28	76
3	413	Rail Station	27	79	41	13	69	71
4	621	South Miami Avenue	88	24	20	67	17	18
5	736	SB SW 1st Avenue	22	20	114	24	21	19
6	553	SW 2nd Avenue	14	76	15	19	76	14
7	543	SW 3rd Avenue	15	65	14	28	22	100
8	3902	SW 4th Avenue	99	90	78	91	91	118
9	591	SW 11th Avenue	35	94	67	18	26	19
10	2665	SW 12th Avenue	64	147	117	65	122	61
11	1346	SW 17th Avenue	88	73	52	63	34	85
12	763	SW 19th Avenue	17	19	19	20	17	43
13	550	SW 21st Avenue	12	31	29	18	13	27
14	1337	SW 22nd Avenue	30	32	31	32	30	33
15	1370	SW 24th Avenue	114	133	100	75	181	89
16	57	SW 27th Avenue	52	2	3	4	3	3
Totals	**15958**		**703**	**910**	**725**	**567**	**750**	**776**

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Detailed Statistics By Run

Time <= 55 MPH by Section

Node #	Length	Node Name	Run #1 (WBRun1AM-R001)	Run #2 (WBRun2AM-R001)	Run #3 (WBRun3AM-R001)	Run #4 (WBRun4AM-R001)	Run #5 (WBRun5AM-R001)	Run #6 (WBRun6AM-R001)
1	0							
2	511	Brickell Avenue	26	25	25	30	28	76
3	413	Rail Station	27	79	41	13	69	71
4	621	South Miami Avenue	88	24	20	67	17	18
5	736	SB SW 1st Avenue	22	20	114	24	21	19
6	553	SW 2nd Avenue	14	76	15	19	76	14
7	543	SW 3rd Avenue	15	65	14	28	22	100
8	3902	SW 4th Avenue	99	90	83	91	91	118
9	591	SW 11th Avenue	35	94	67	18	26	19
10	2665	SW 12th Avenue	64	147	117	65	122	61
11	1346	SW 17th Avenue	88	73	52	63	34	85
12	763	SW 19th Avenue	17	19	19	20	17	43
13	550	SW 21st Avenue	12	31	29	18	13	27
14	1337	SW 22nd Avenue	30	32	31	32	30	33
15	1370	SW 24th Avenue	114	133	100	75	181	89
16	57	SW 27th Avenue	52	2	3	4	3	3
Totals	**15958**		**703**	**910**	**730**	**567**	**750**	**776**

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

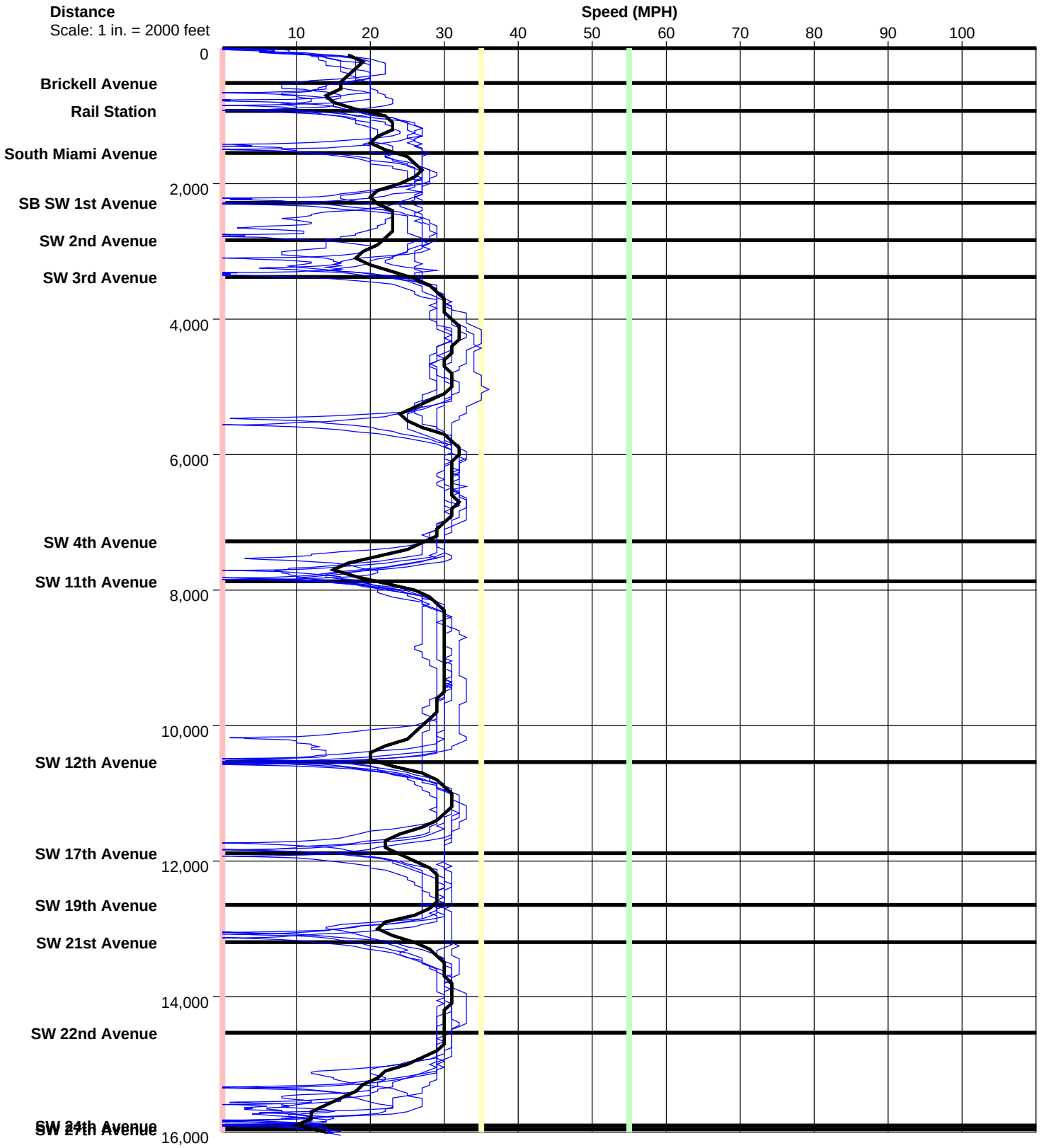
Westbound AM

Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Page No. **: 10**

Speed/Distance Profiles of All Runs



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

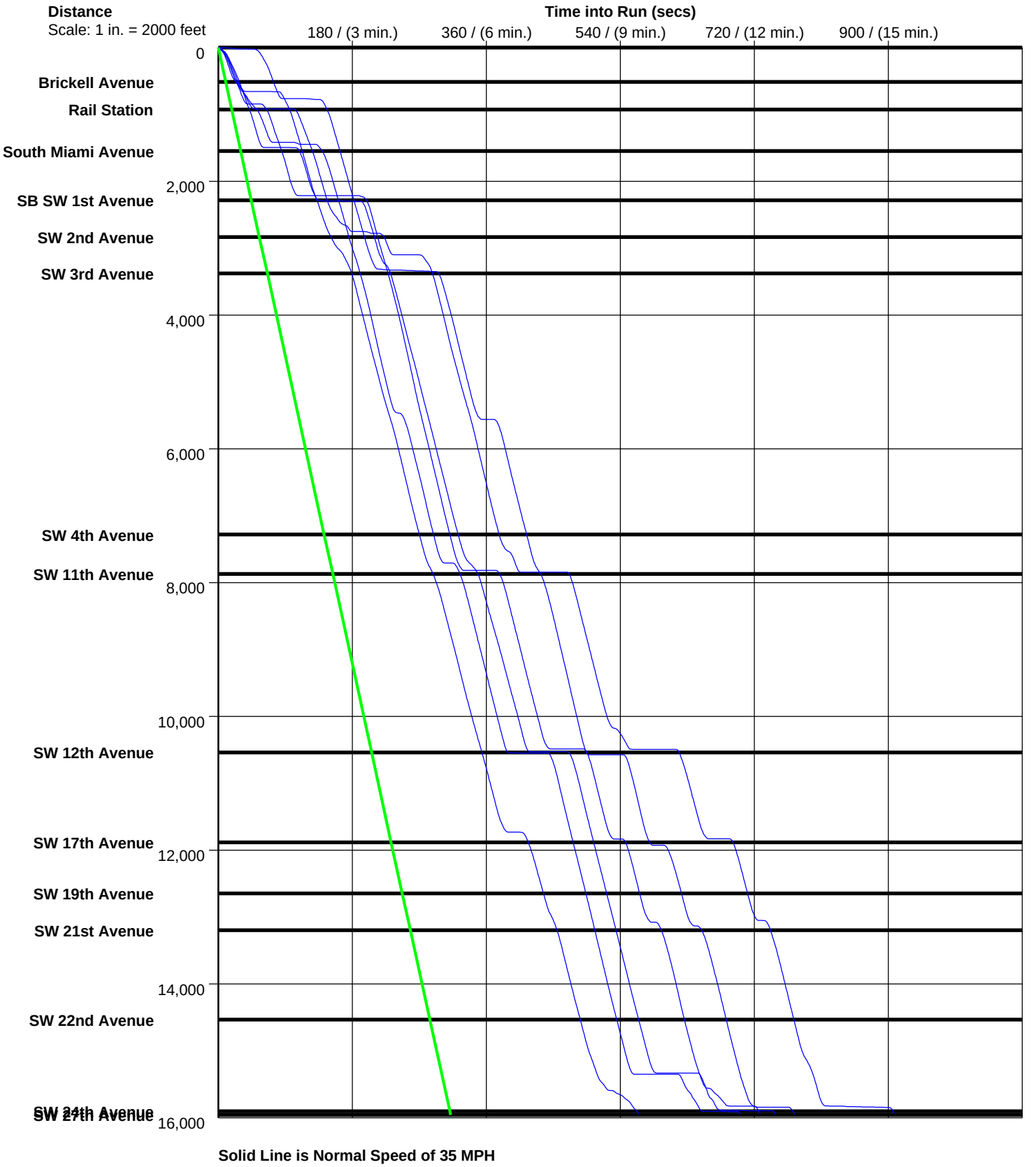
Westbound AM

Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Page No. **: 11**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 35 MPH

SR 90 Travel Time & Delay

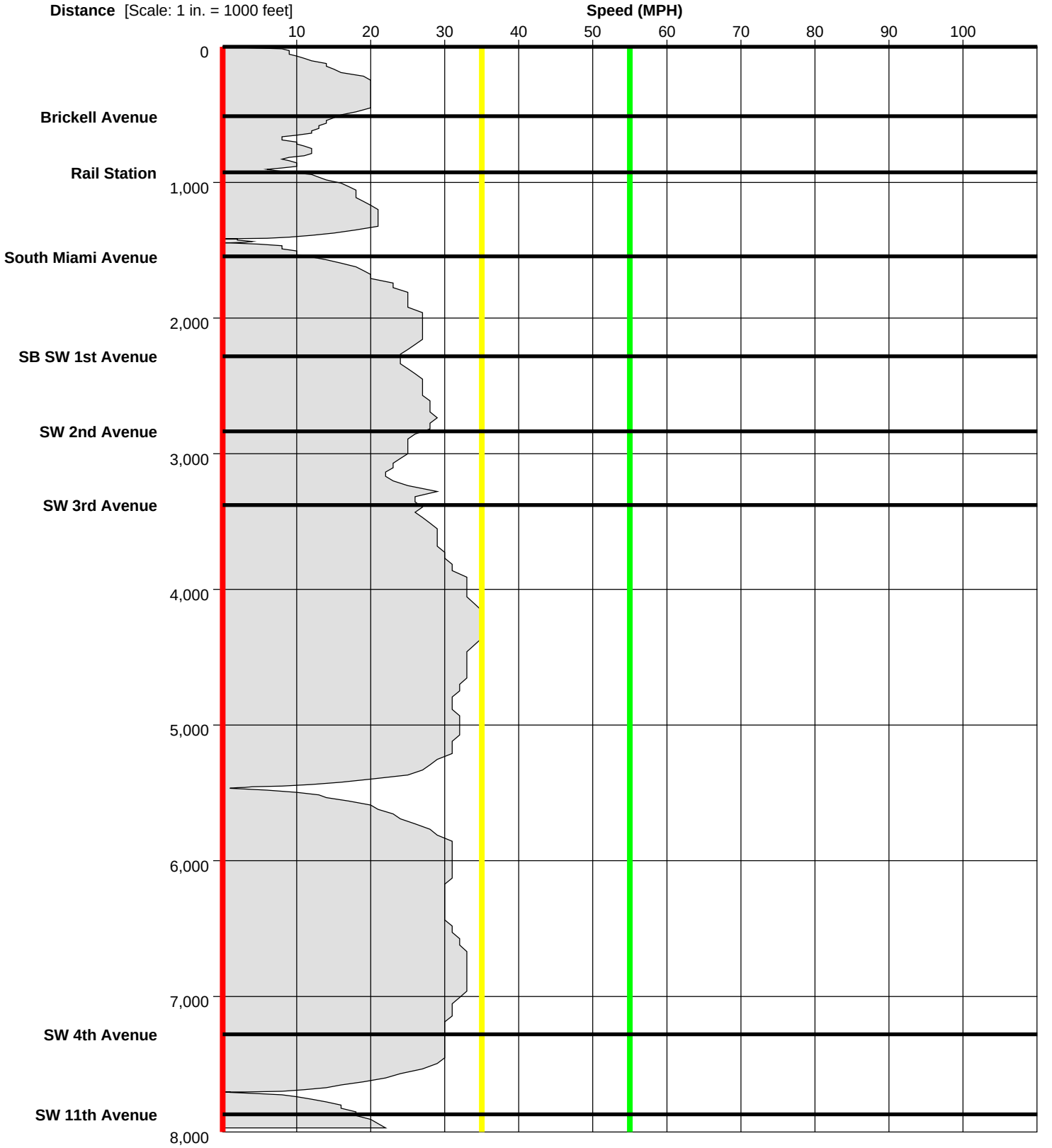
Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name **: SR90 Westbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 12**

Speed Profile

Run : WBRun1AM-R001 Start Time: 07:49 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

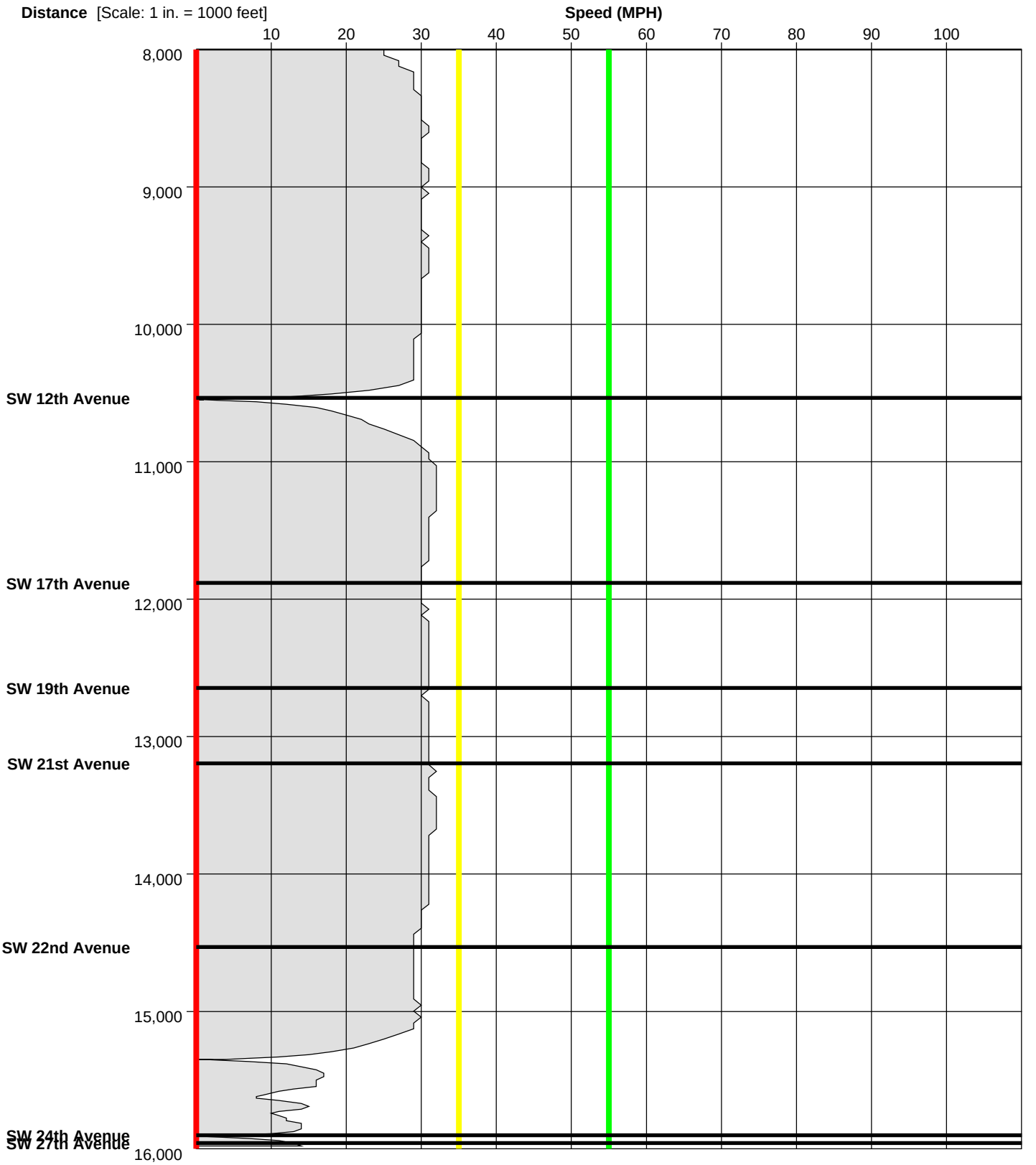
Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Page No. **: 13**

Speed Profile

Run : WBRun1AM-R001 Start Time: 07:49 (This is a Before Run)



SR 90 Travel Time & Delay

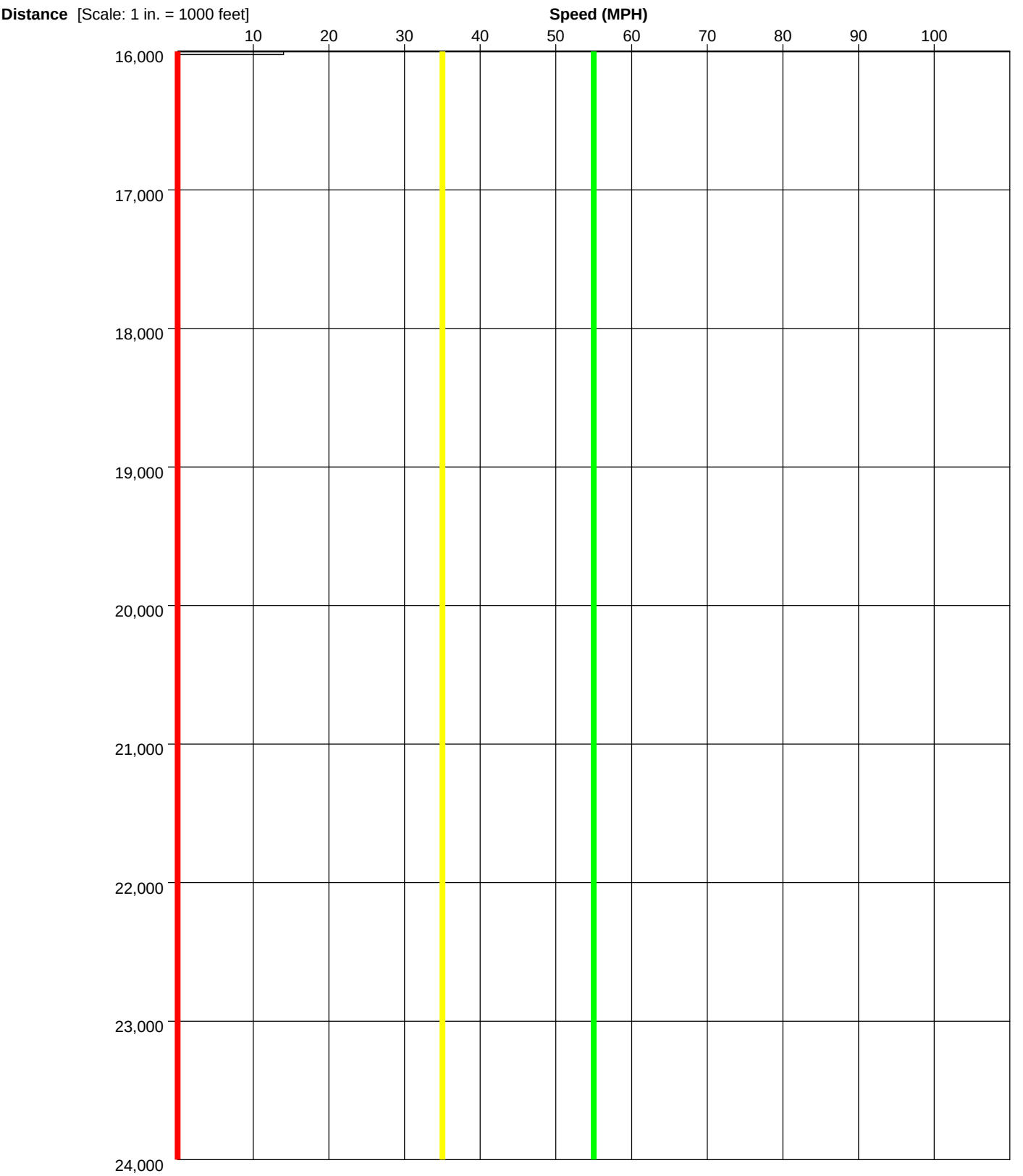
Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name **: SR90 Westbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 14**

Speed Profile

Run : WBRun1AM-R001 Start Time: 07:49 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

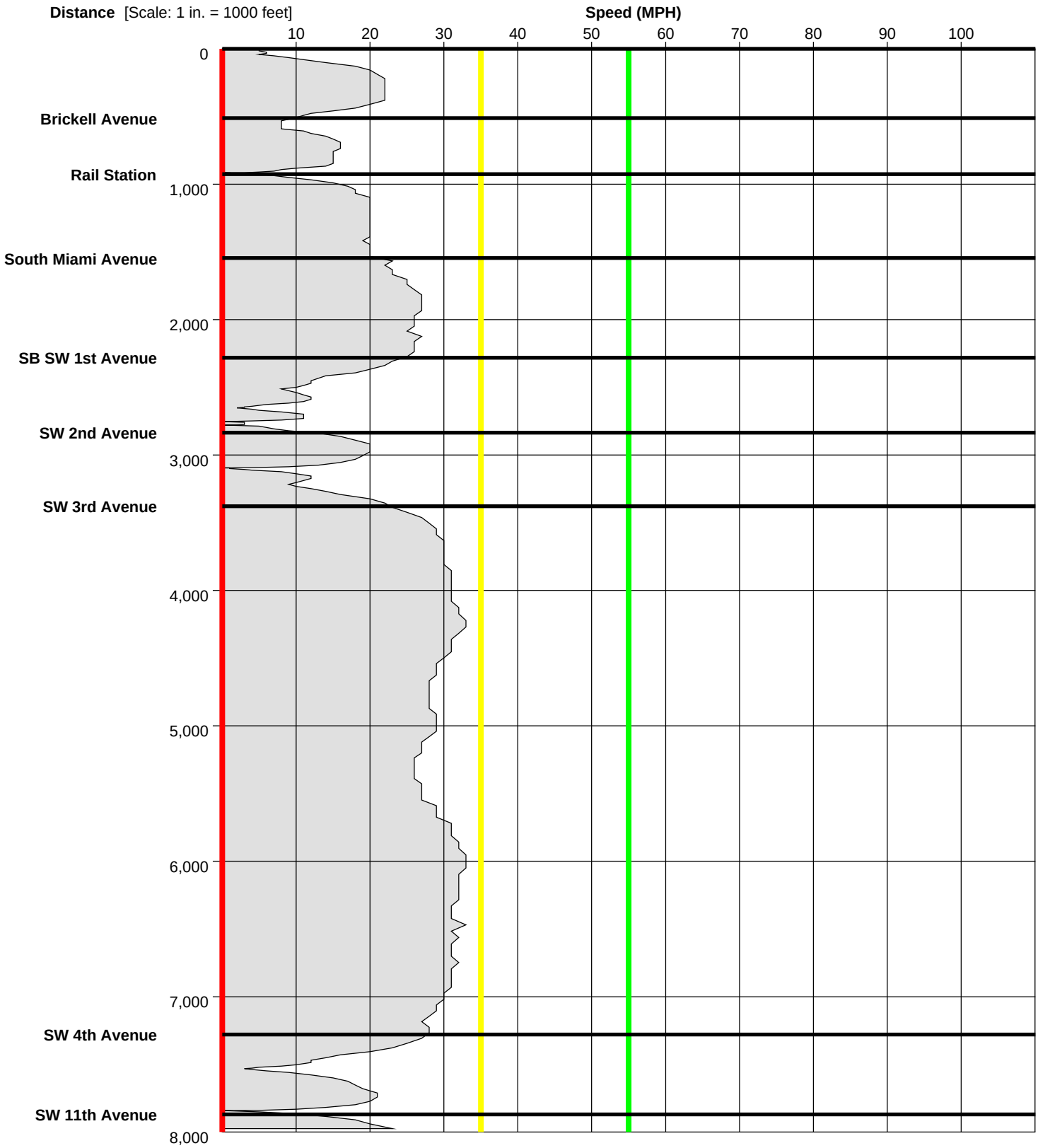
Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Page No. **: 15**

Speed Profile

Run : WBRun2AM-R001 Start Time: 08:30 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

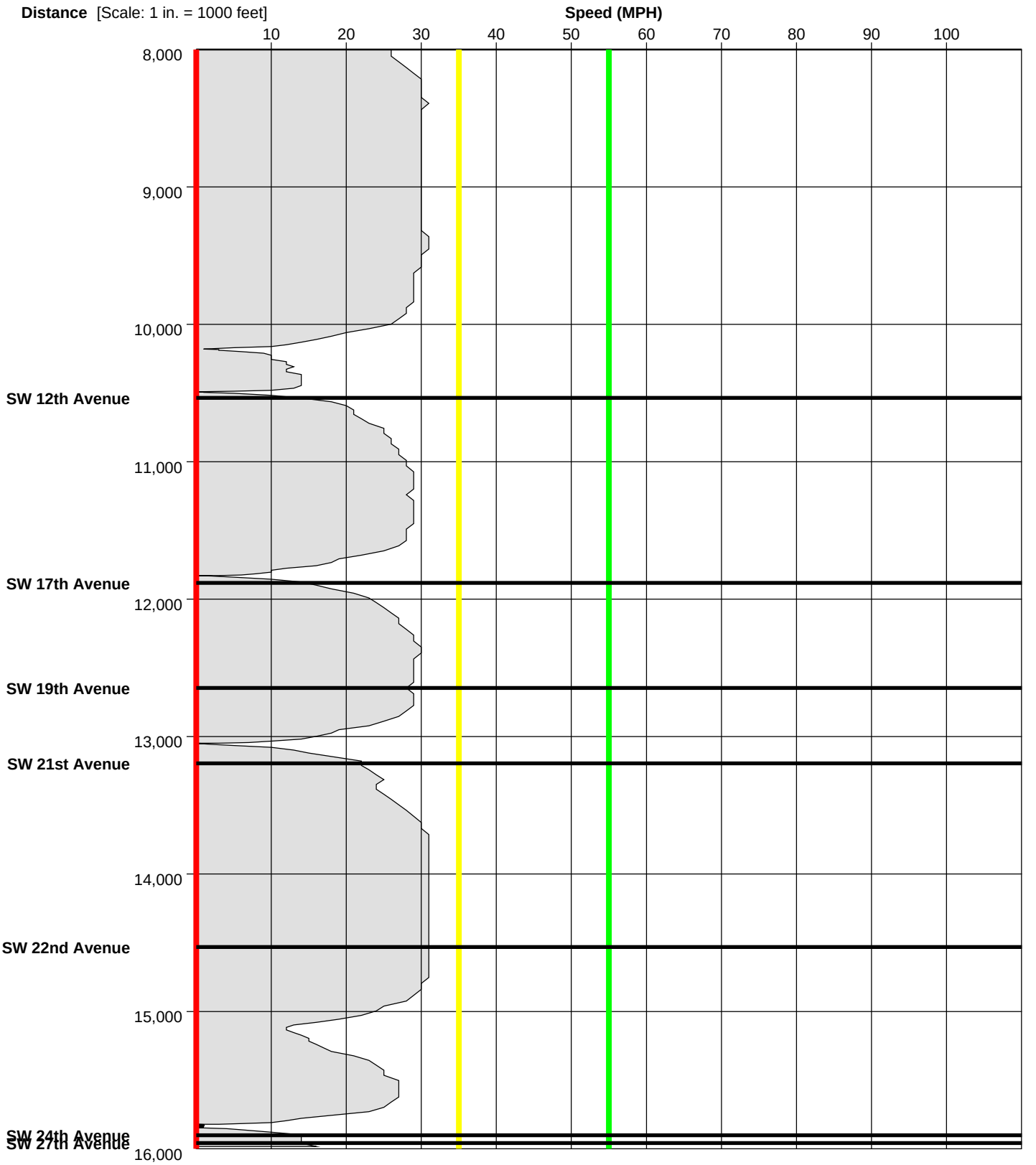
Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Page No. **: 16**

Speed Profile

Run : WBRun2AM-R001 Start Time: 08:30 (This is a Before Run)



SR 90 Travel Time & Delay

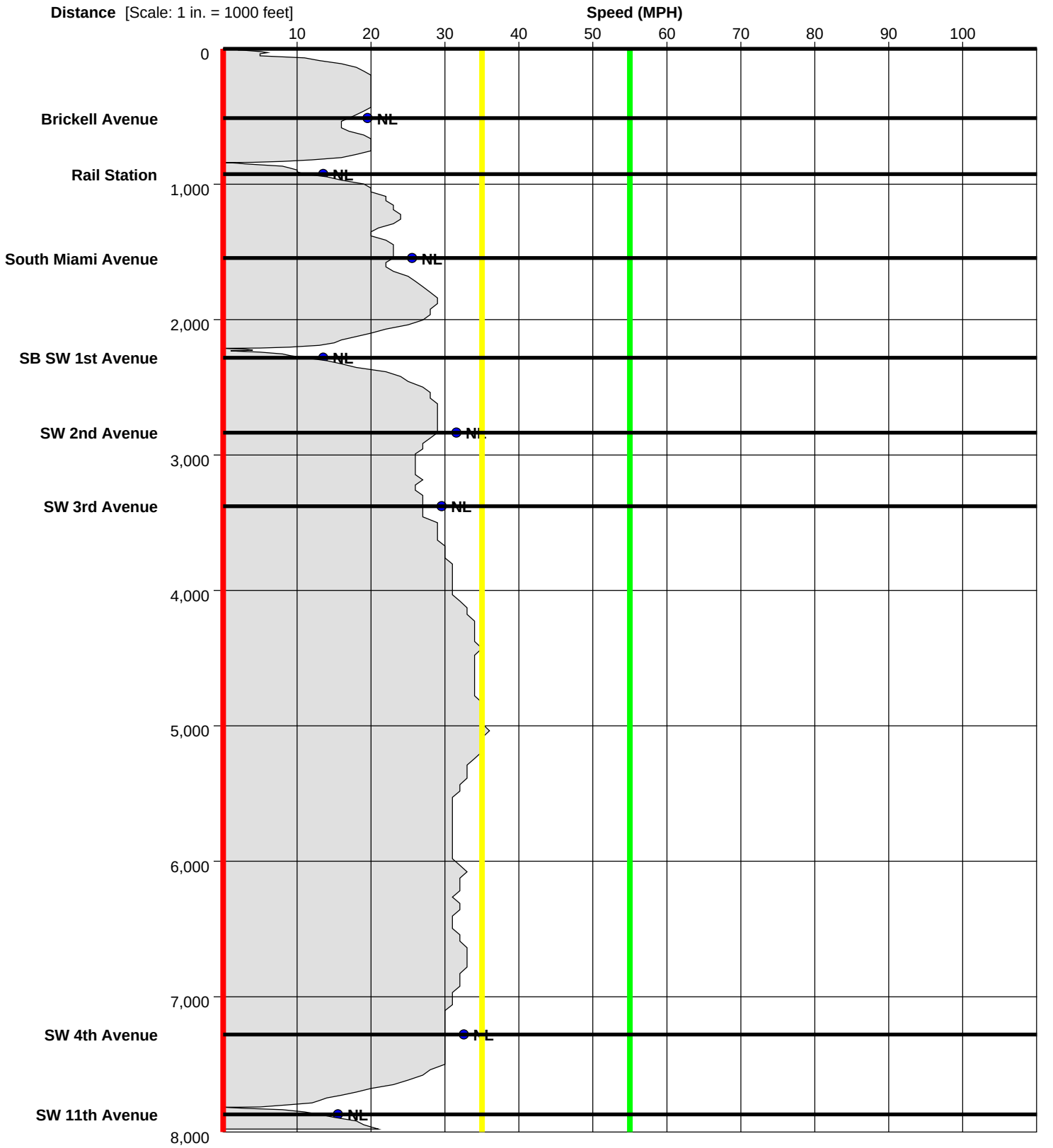
Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name **: SR90 Westbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 17**

Speed Profile

Run : WBRun3AM-R001 Start Time: 09:19 (This is a Before Run)



SR 90 Travel Time & Delay

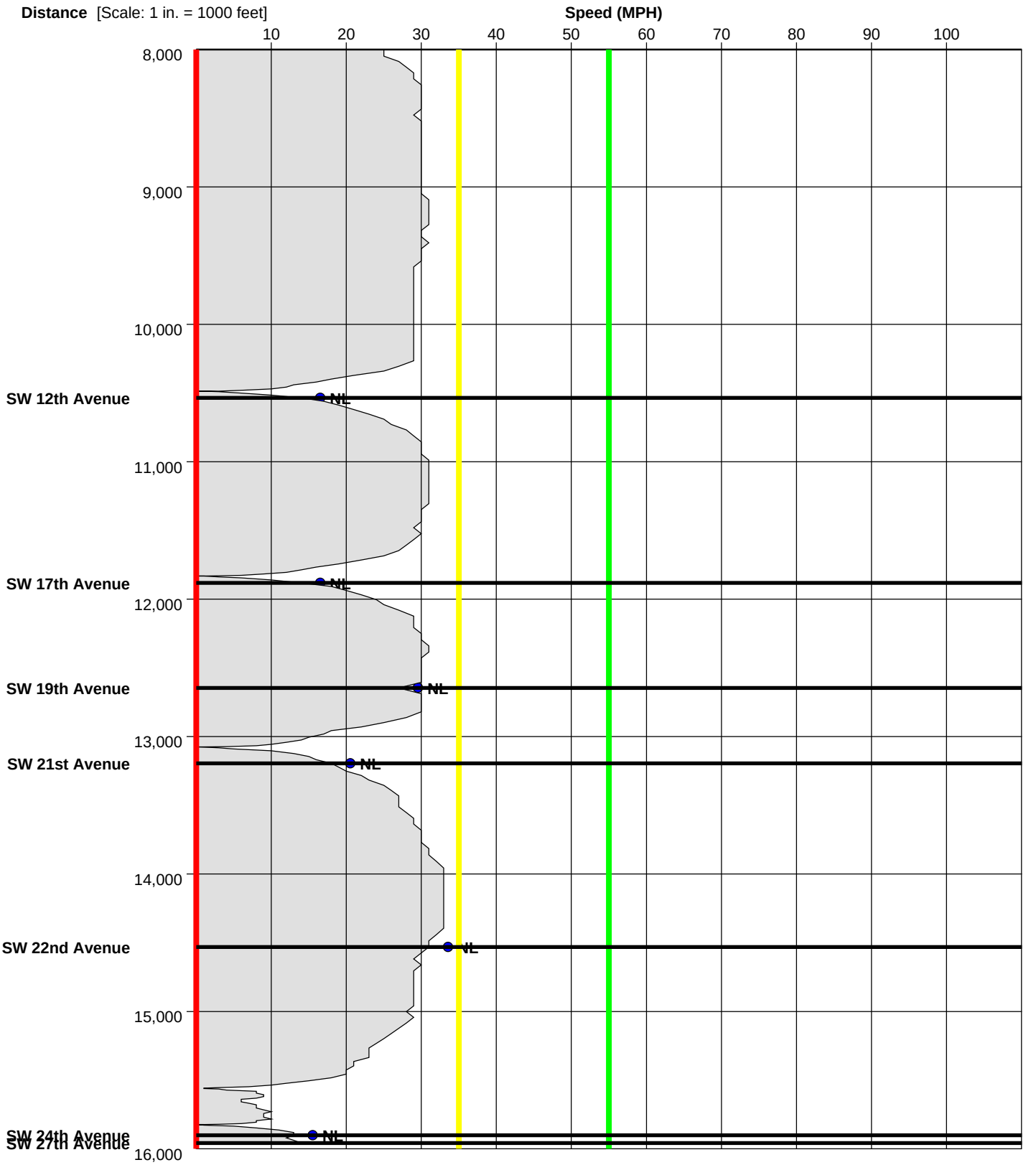
Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name **: SR90 Westbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 18**

Speed Profile

Run : WBRun3AM-R001 Start Time: 09:19 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

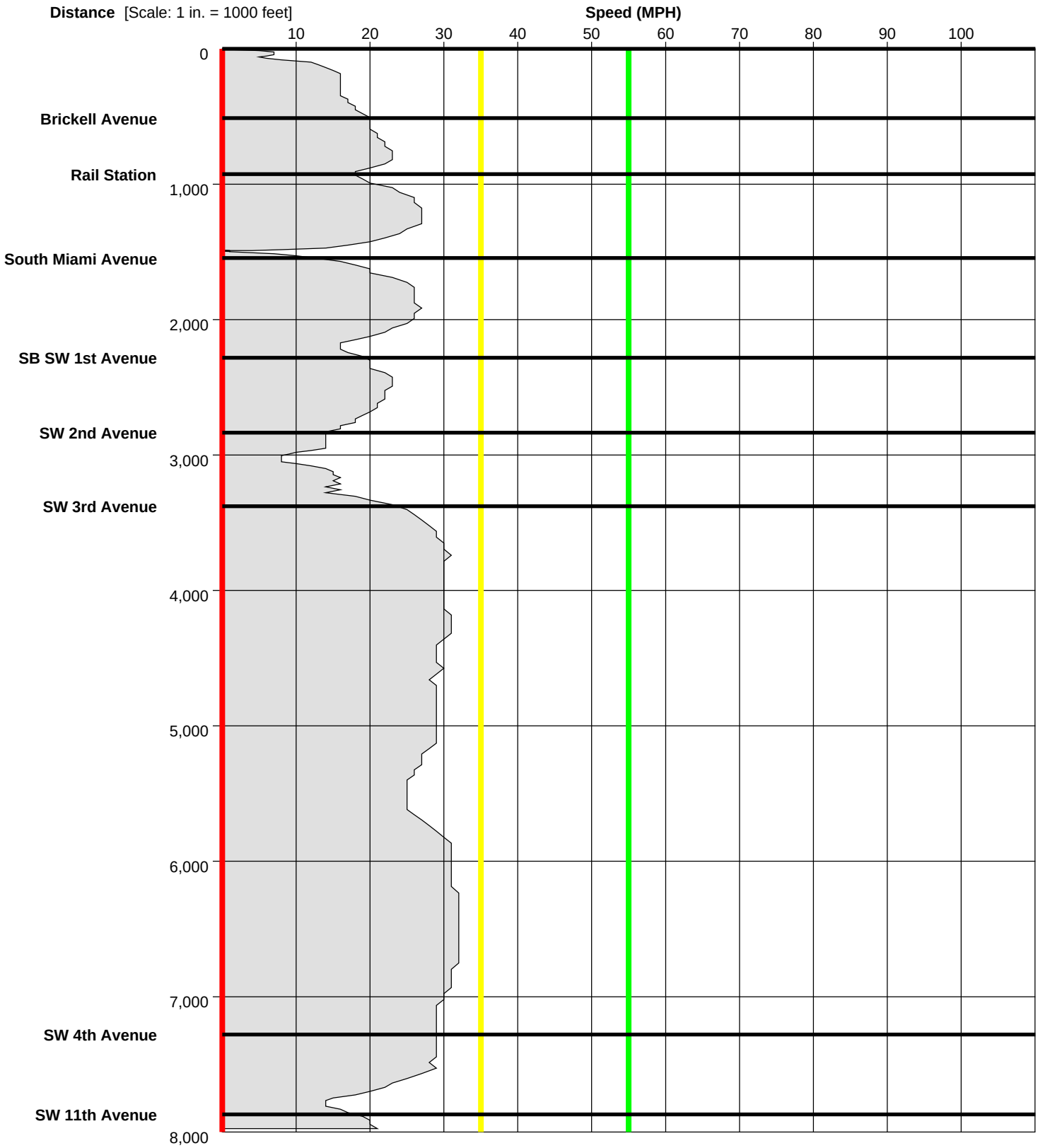
Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Page No. **: 19**

Speed Profile

Run : WBRun4AM-R001 Start Time: 08:20 (This is a Before Run)



SR 90 Travel Time & Delay

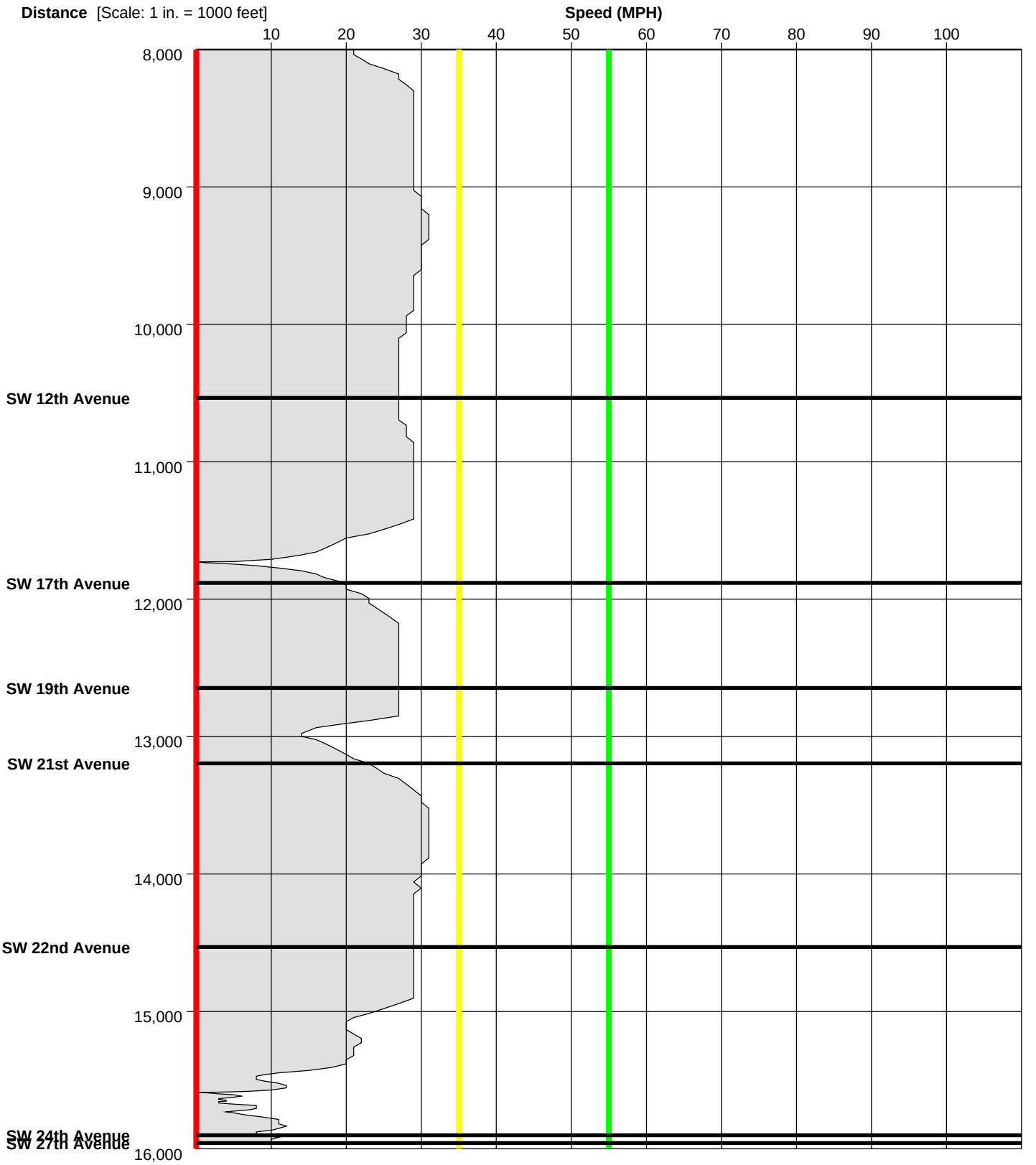
Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name **: SR90 Westbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 20**

Speed Profile

Run : WBRun4AM-R001 Start Time: 08:20 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

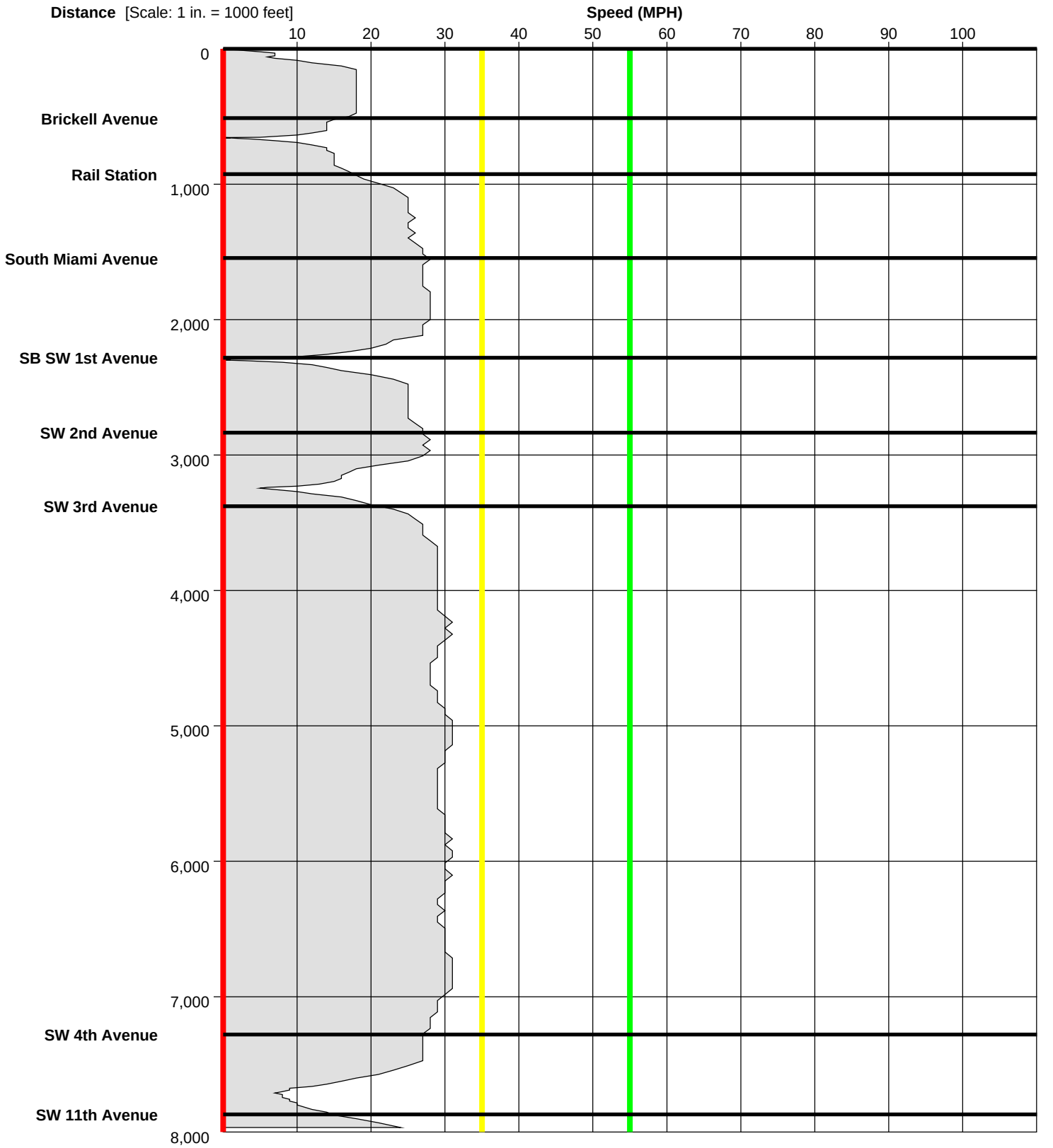
Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Page No. **: 21**

Speed Profile

Run : WBRun5AM-R001 Start Time: 08:41 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

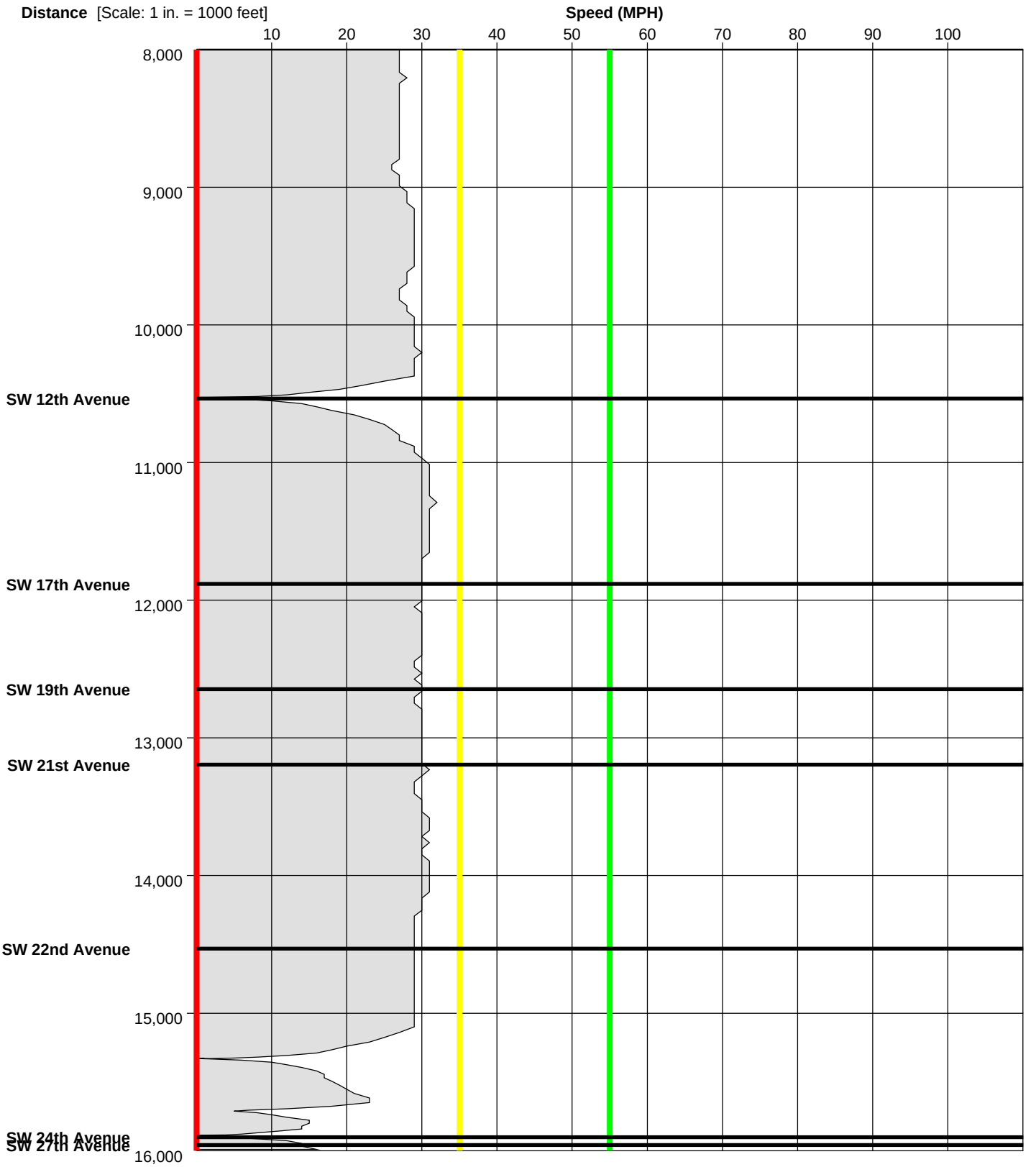
Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Page No. **: 22**

Speed Profile

Run : WBRun5AM-R001 Start Time: 08:41 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

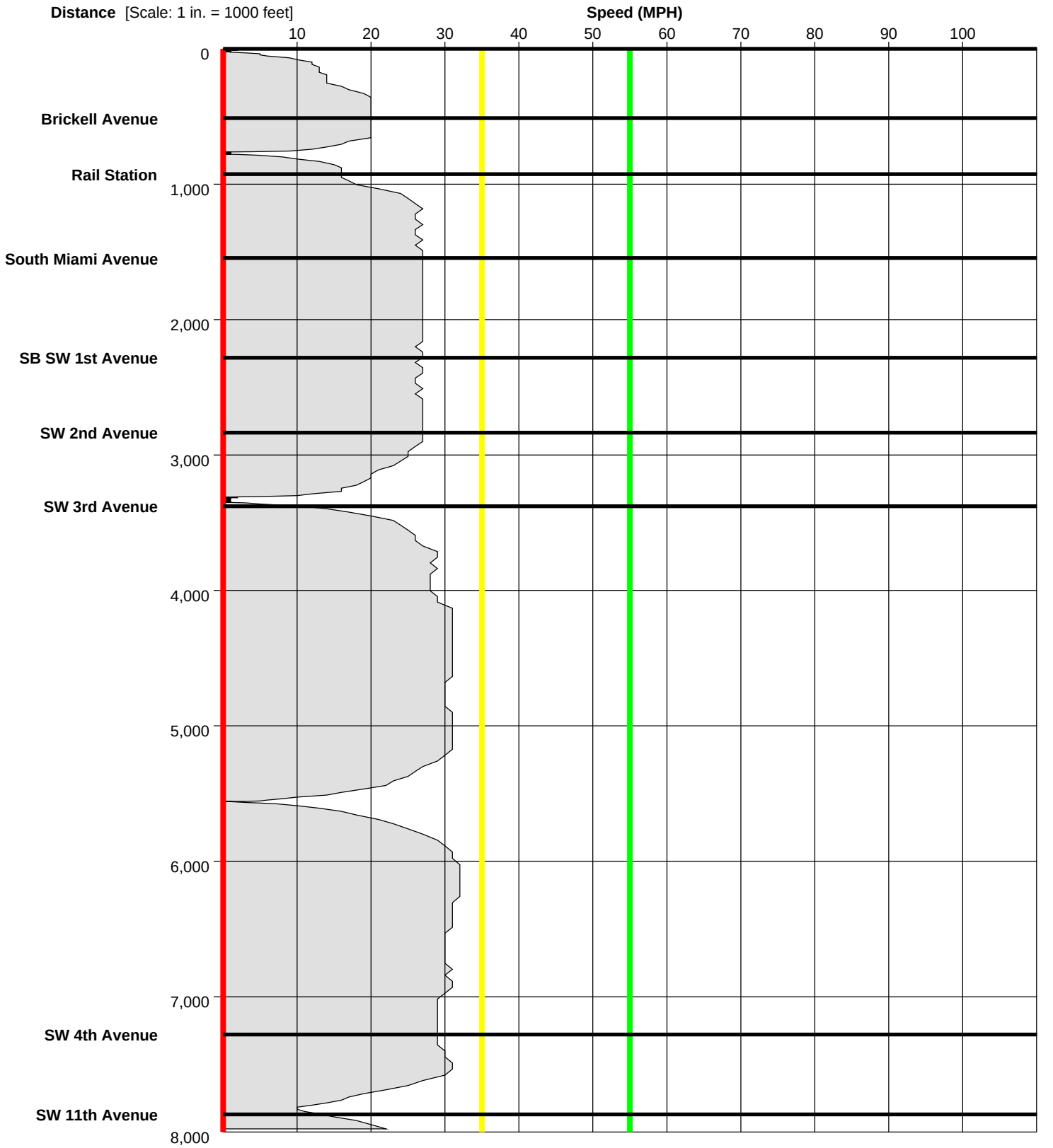
Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Page No. **: 23**

Speed Profile

Run : WBRun6AM-R001 Start Time: 09:26 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

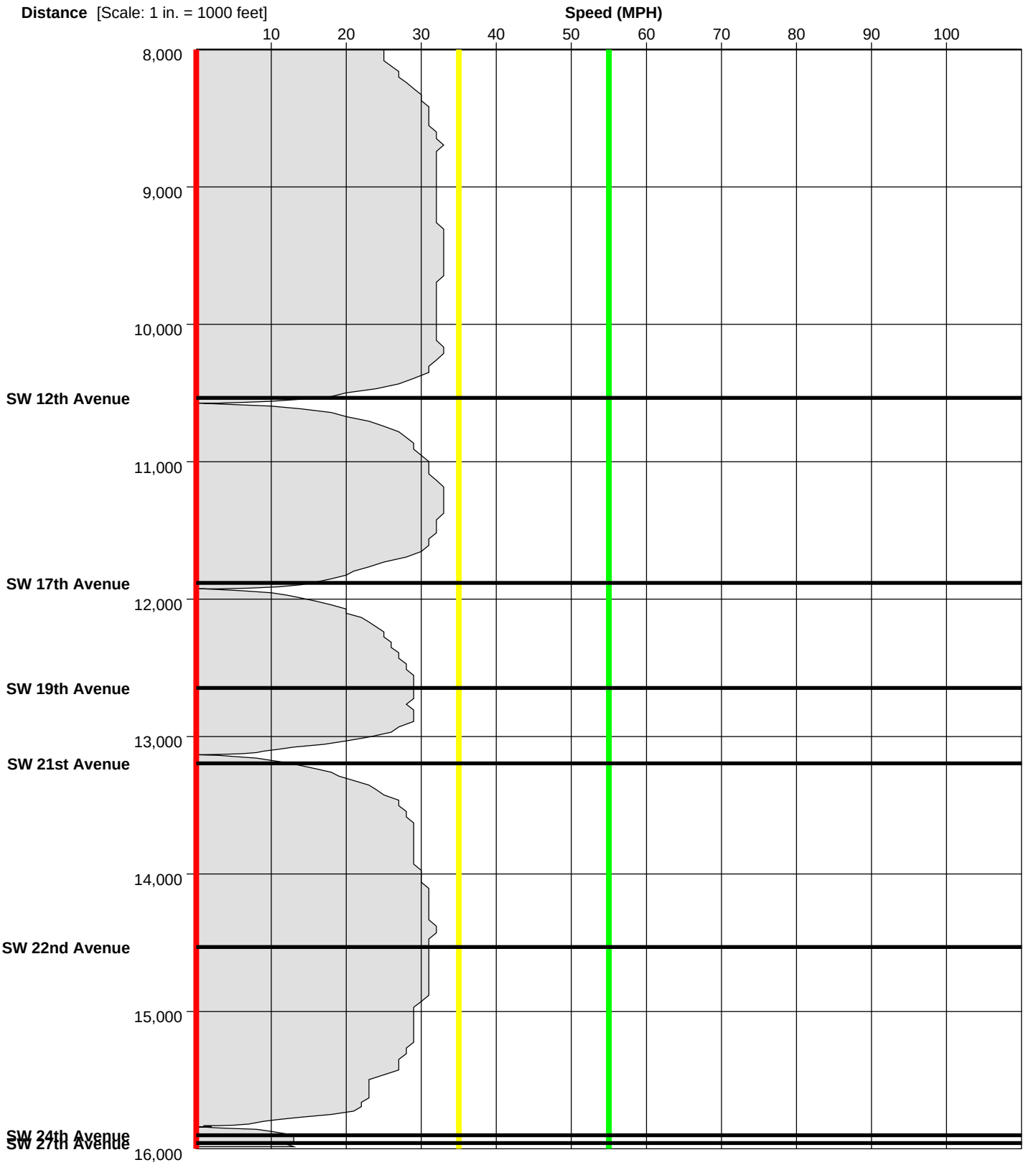
Study Name **: SR90 Westbound Travel Time AM**

Study Date **: 12/4/2013**

Page No. **: 24**

Speed Profile

Run : WBRun6AM-R001 Start Time: 09:26 (This is a Before Run)



SR 90 Travel Time & Delay

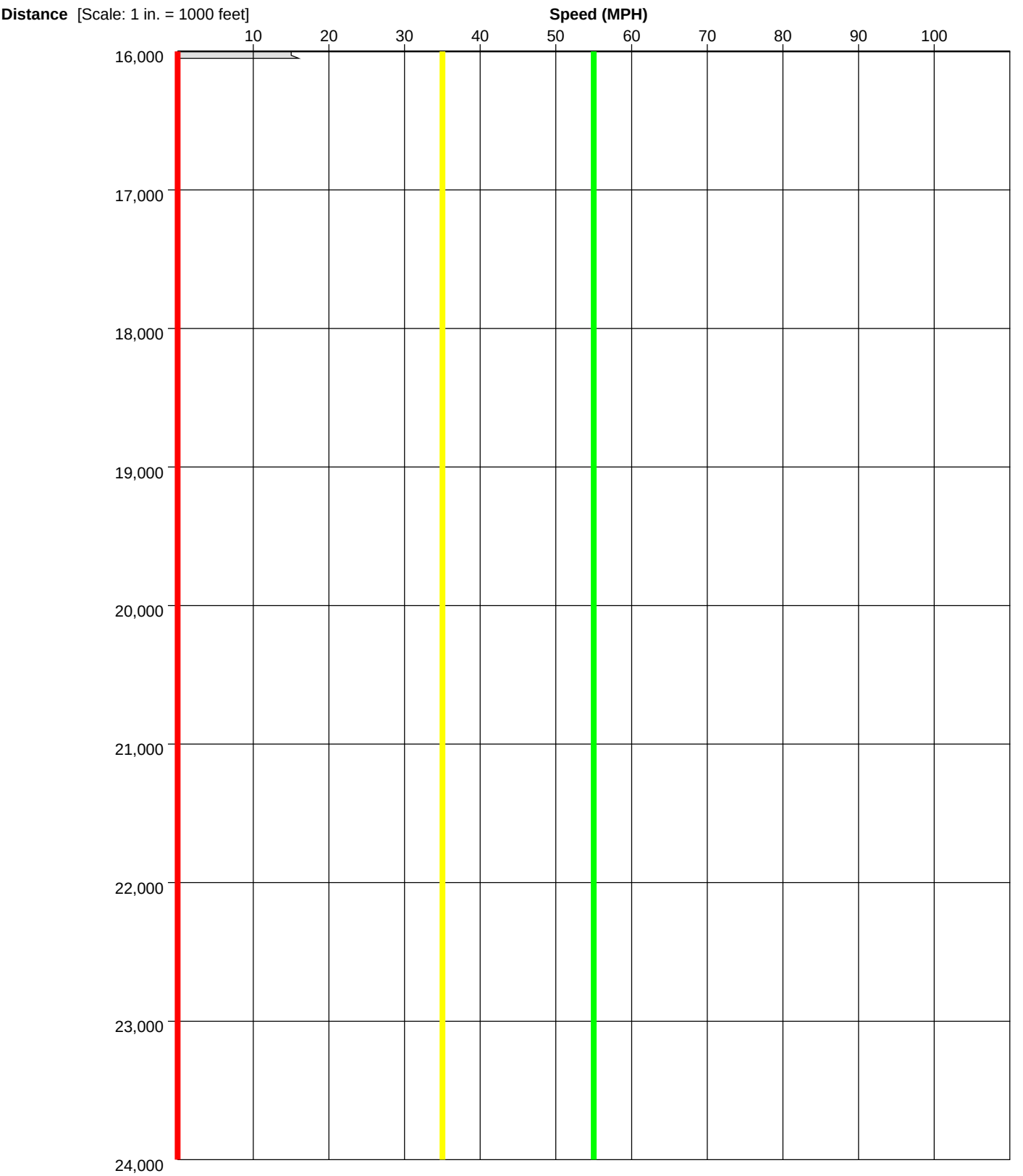
Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name **: SR90 Westbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 25**

Speed Profile

Run : WBRun6AM-R001 Start Time: 09:26 (This is a Before Run)



SR 90 Travel Time & Delay

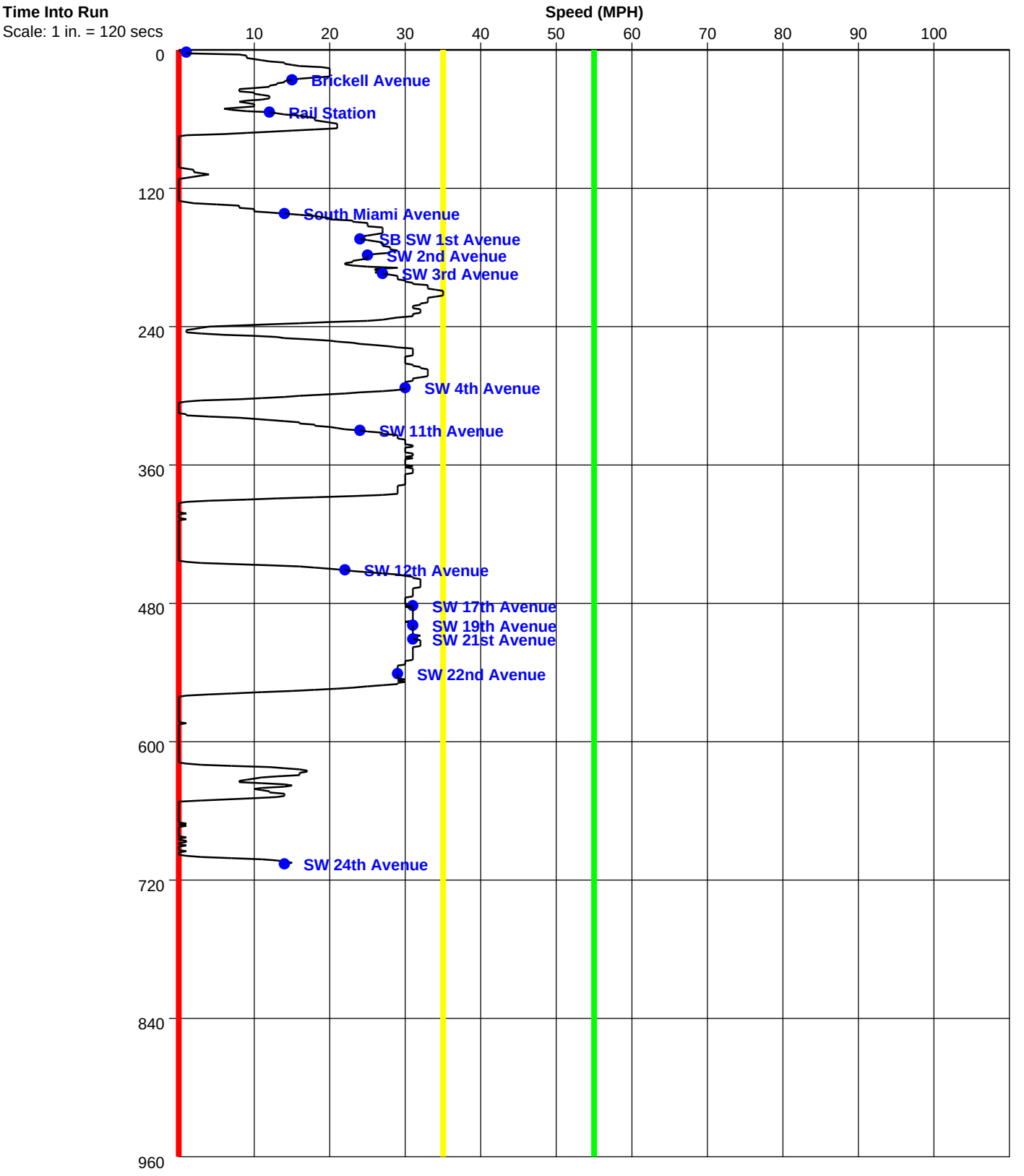
Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name **: SR90 Westbound Travel Time AM**
Study Date **: 12/4/2013**
Page No. **: 26**

Time-Based Speed Profile

Run : WBRun1AM-R001 Start Time:07:49 (This is a Before Run)



SR 90 Travel Time & Delay

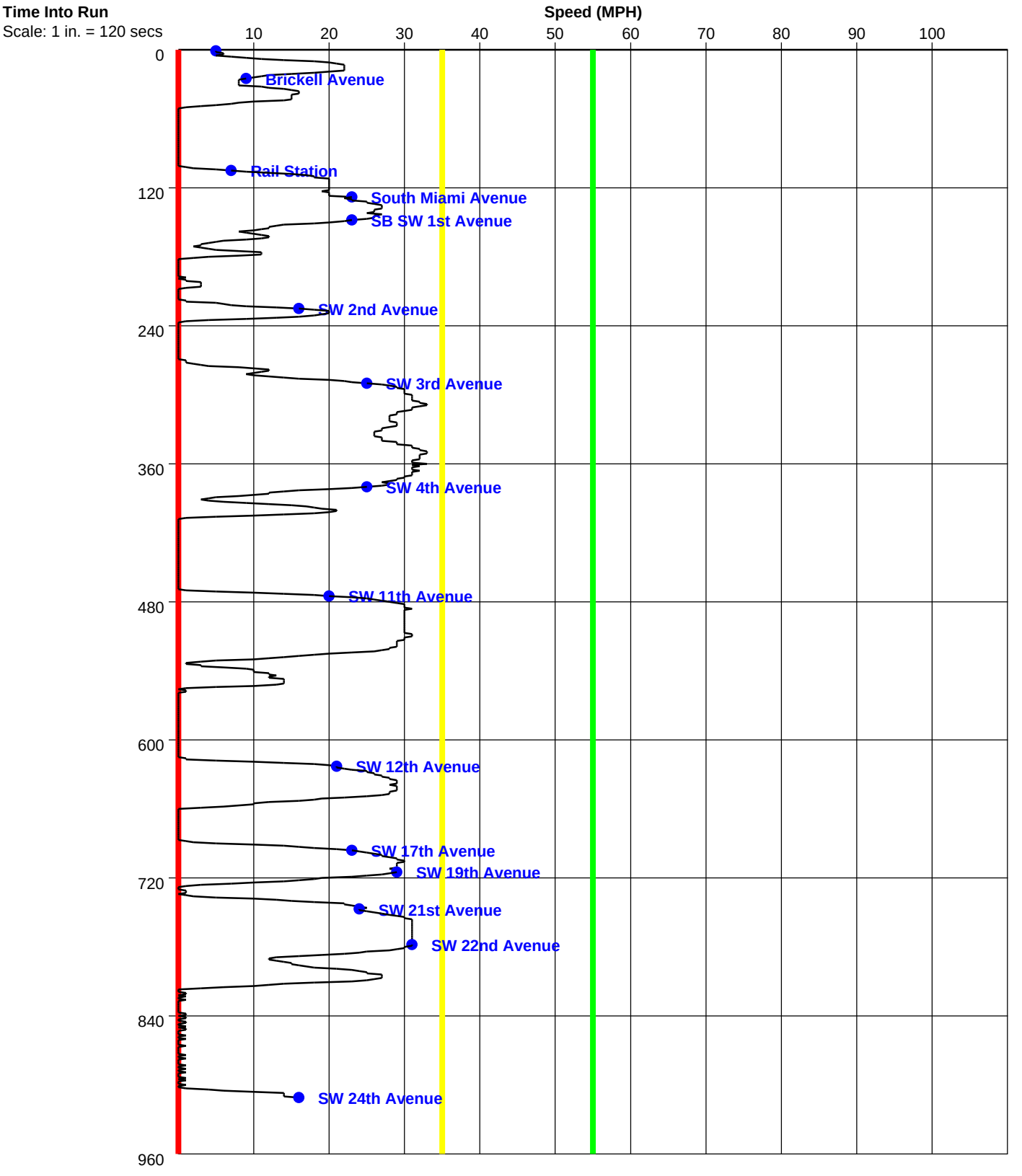
Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name : **SR90 Westbound Travel Time AM**
Study Date : **12/4/2013**
Page No. : **27**

Time-Based Speed Profile

Run : WBRun2AM-R001 Start Time:08:30 (This is a Before Run)



SR 90 Travel Time & Delay

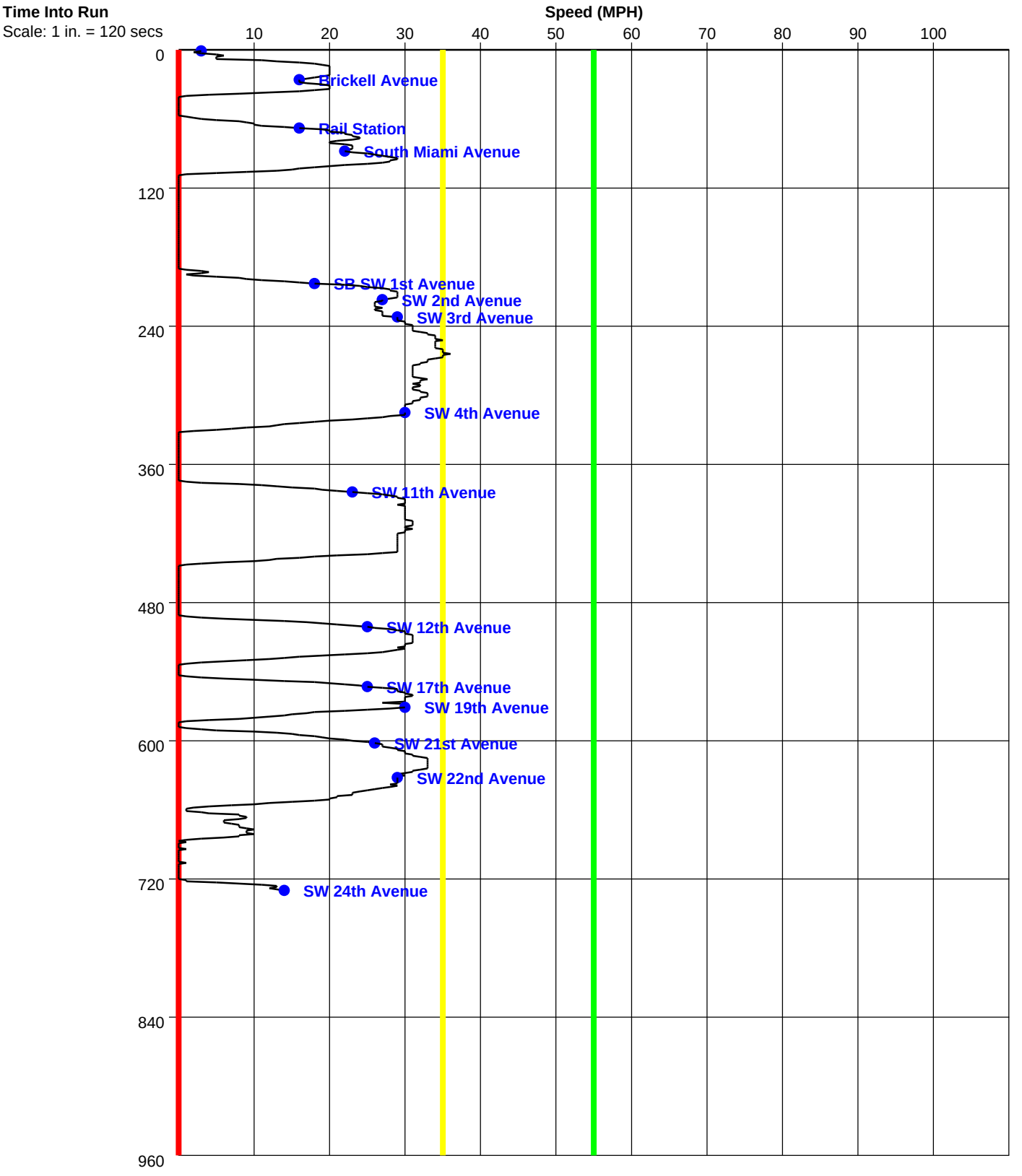
Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name : **SR90 Westbound Travel Time AM**
Study Date : **12/4/2013**
Page No. : **28**

Time-Based Speed Profile

Run : WBRun3AM-R001 Start Time:09:19 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

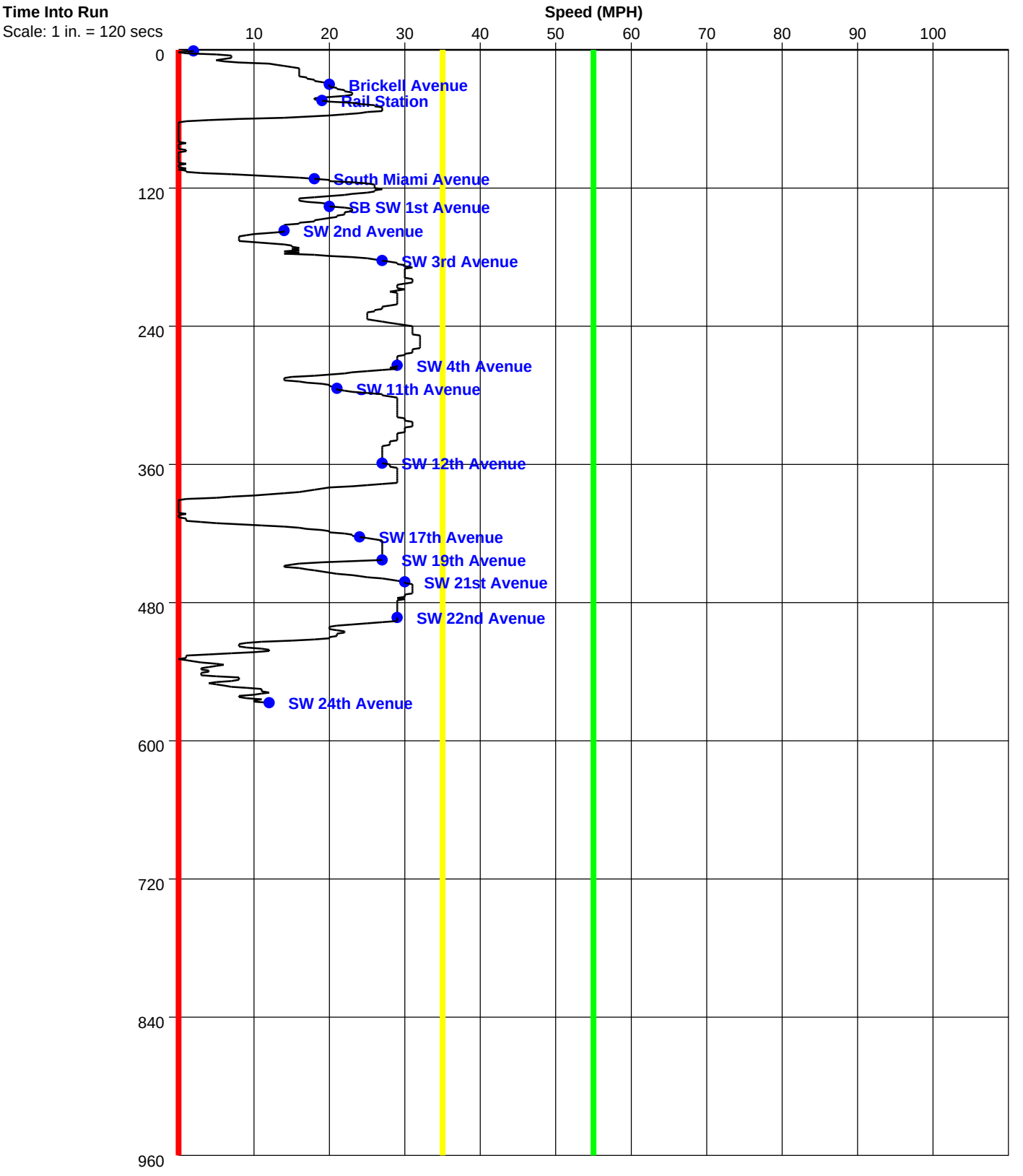
Study Name : **SR90 Westbound Travel Time AM**

Study Date : **12/4/2013**

Page No. : **29**

Time-Based Speed Profile

Run : WBRun4AM-R001 Start Time:08:20 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue to

Westbound AM

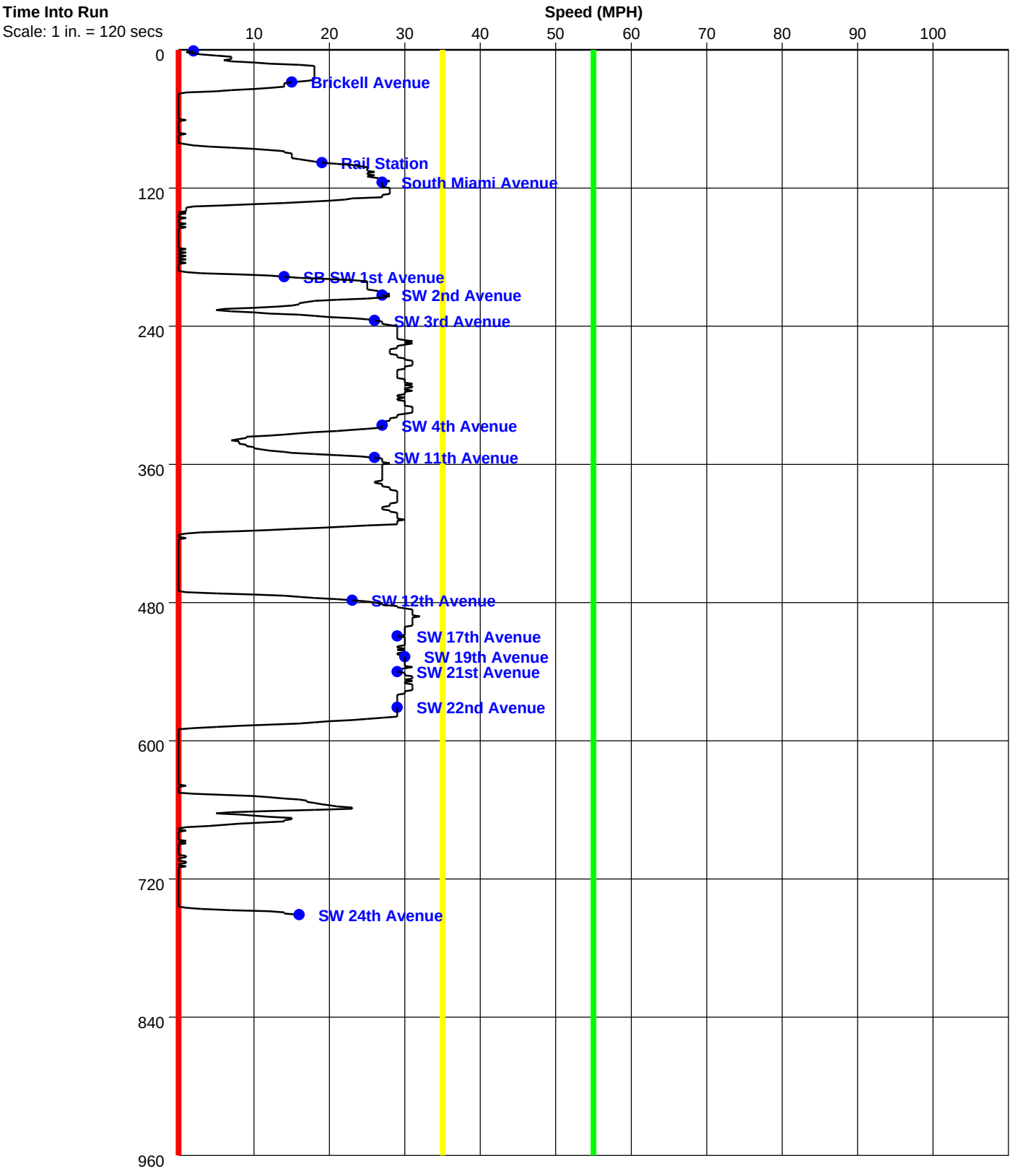
Study Name : **SR90 Westbound Travel Time AM**

Study Date : **12/4/2013**

Page No. : **30**

Time-Based Speed Profile

Run : WBRun5AM-R001 Start Time:08:41 (This is a Before Run)



SR 90 Travel Time & Delay

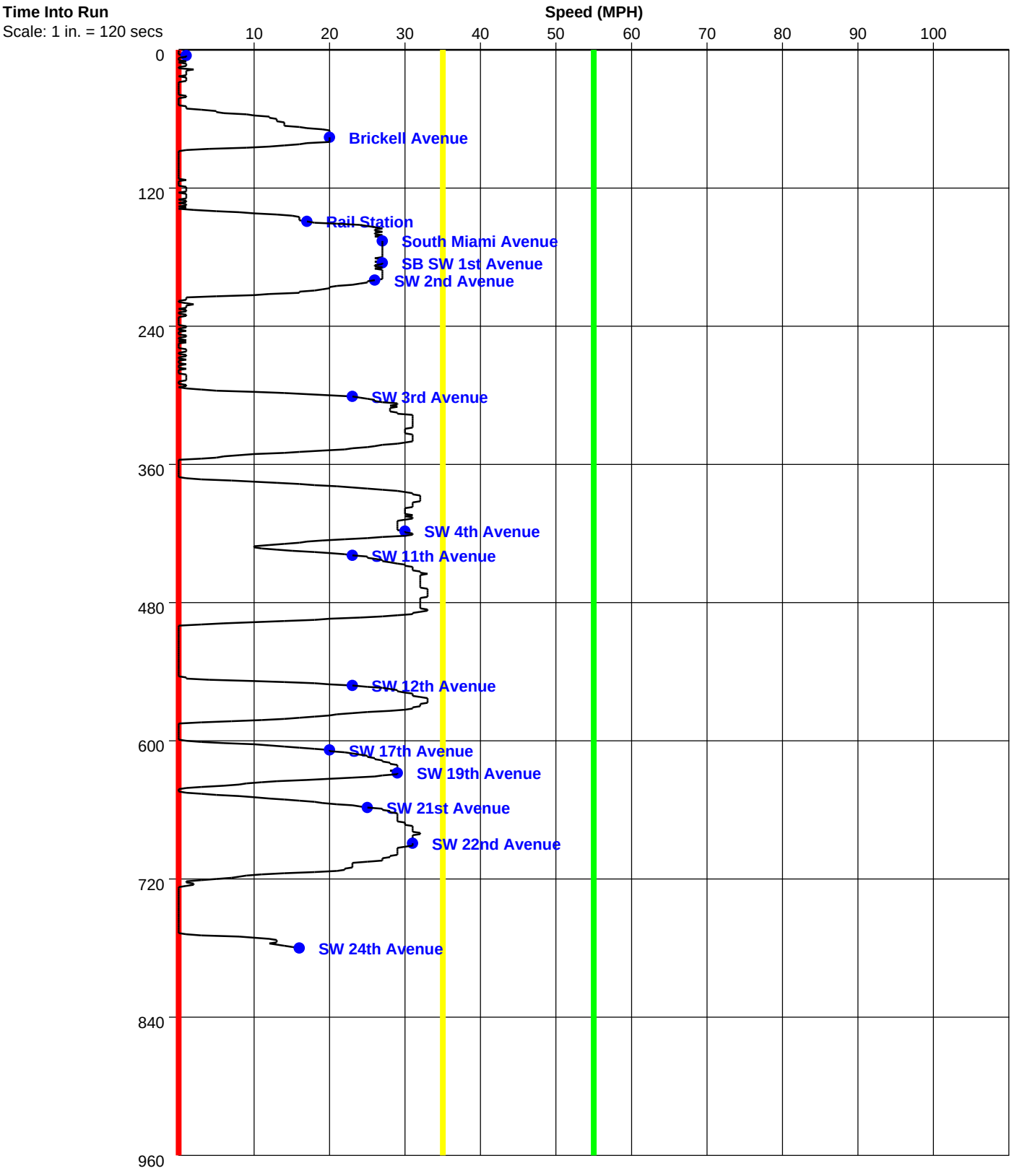
Brickell Avenue to SW 27th Avenue to

Westbound AM

Study Name : **SR90 Westbound Travel Time AM**
Study Date : **12/4/2013**
Page No. : **31**

Time-Based Speed Profile

Run : WBRun6AM-R001 Start Time:09:26 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Westbound PM

PC-Travel Reports for study: SR90 Westbound Travel Time PM

Report Name	***Page***
Study Summary	2
Detailed Statistics By Run - Travel Times	3
Detailed Statistics By Run - Stops	4
Detailed Statistics By Run - Average Speed	5
Detailed Statistics By Run - Total Delay	6
Detailed Statistics By Run - Time <= 0 MPH	7
Detailed Statistics By Run - Time <= 35 MPH	8
Detailed Statistics By Run - Time <= 55 MPH	9
Speed/Distance Profiles of All Runs	10
Time/Space Trajectories of All Runs	11
Speed Profile (Distance vs Spd) for WBRun1PM-R001	12
Speed Profile (Distance vs Spd) for WBRun2PM-R001	14
Speed Profile (Distance vs Spd) for WBRun3PM-R001	17
Speed Profile (Distance vs Spd) for WBRun5PM-R001	20
Speed Profile (Distance vs Spd) for WBRun6PM-R001	23
Speed Profile (Distance vs Spd) for WBRun7PM-R001	26
Speed Profile (Time vs Spd) for WBRun1PM-R001	28
Speed Profile (Time vs Spd) for WBRun2PM-R001	29
Speed Profile (Time vs Spd) for WBRun3PM-R001	30
Speed Profile (Time vs Spd) for WBRun5PM-R001	31
Speed Profile (Time vs Spd) for WBRun6PM-R001	32
Speed Profile (Time vs Spd) for WBRun7PM-R001	33

SR 90 Travel
Time & Delay

Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**

Study Summary

Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/ After	Run Type
WBRun1PM-R001	12/03/13	16:33	15990	Before	Primary
WBRun2PM-R001	12/03/13	17:17	16285	Before	Secondary
WBRun3PM-R001	12/03/13	18:04	16024	Before	Secondary
WBRun5PM-R001	12/04/13	16:49	16160	Before	Secondary
WBRun6PM-R001	12/04/13	17:37	16080	Before	Secondary
WBRun7PM-R001	12/19/13	17:52	15821	Before	Secondary

Notes:

Node Info

#	Len	Name
1	0	
2	48	Brickell Avenue
3	451	Rail Station
4	370	South Miami Avenue
5	671	SB SW 1st Avenue
6	743	SW 2 Avenue
7	523	SW 3rd Avenue
8	557	SW 4th Avenue
9	3904	SW 11th Avenue
10	600	SW 12th Avenue
11	2651	SW 17th Avenue
12	1322	SW 19th Avenue
13	796	SW 21st Avenue
14	611	SW 22nd Avenue
15	1315	SW 24th Avenue
16	1361	SW 27th Avenue
17	67	

Length of Study Route = 15,990 feet

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**

Detailed Statistics By Run

Travel Time (sec) by Section

Node #	Length	Node Name	Run #1 (WBRun1PM-R001)	Run #2 (WBRun2PM-R001)	Run #3 (WBRun3PM-R001)	Run #4 (WBRun5PM-R001)	Run #5 (WBRun6PM-R001)	Run #6 (WBRun7PM-R001)
1	0							
2	48	Brickell Avenue	3	26	7	5	102	9
3	451	Rail Station	18	68	29	37	76	184
4	370	South Miami Avenue	33	75	16	30	32	92
5	671	SB SW 1st Avenue	98	37	92	94	182	104
6	743	SW 2 Avenue	38	102	32	29	25	24
7	523	SW 3rd Avenue	19	26	18	16	27	51
8	557	SW 4th Avenue	103	104	95	92	96	90
9	3904	SW 11th Avenue	107	173	108	92	95	105
10	600	SW 12th Avenue	65	35	13	39	22	26
11	2651	SW 17th Avenue	206	222	156	88	325	174
12	1322	SW 19th Avenue	30	111	71	85	37	65
13	796	SW 21st Avenue	19	19	22	20	67	22
14	611	SW 22nd Avenue	76	14	33	18	19	33
15	1315	SW 24th Avenue	29	29	30	31	34	38
16	1361	SW 27th Avenue	100	115	113	167	79	118
17	67		3	20	3	94	87	0
Totals	**15990**		**947**	**1,176**	**838**	**937**	**1,305**	**1,135**

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**

Detailed Statistics By Run

Number of Stops by Section

Node #	Length	Node Name	Run #1 (WBRun1PM-R001)	Run #2 (WBRun2PM-R001)	Run #3 (WBRun3PM-R001)	Run #4 (WBRun5PM-R001)	Run #5 (WBRun6PM-R001)	Run #6 (WBRun7PM-R001)
1	0							
2	48	Brickell Avenue	0	0	1	1	0	0
3	451	Rail Station	0	0	0	1	2	3
4	370	South Miami Avenue	1	1	0	0	2	2
5	671	SB SW 1st Avenue	1	1	1	1	2	1
6	743	SW 2 Avenue	1	2	0	0	0	0
7	523	SW 3rd Avenue	0	0	0	0	1	2
8	557	SW 4th Avenue	1	4	1	1	1	1
9	3904	SW 11th Avenue	1	1	0	0	0	0
10	600	SW 12th Avenue	2	2	0	1	0	0
11	2651	SW 17th Avenue	5	4	3	1	12	4
12	1322	SW 19th Avenue	0	1	1	1	0	1
13	796	SW 21st Avenue	0	0	0	0	1	0
14	611	SW 22nd Avenue	1	0	1	0	0	1
15	1315	SW 24th Avenue	0	0	0	0	0	0
16	1361	SW 27th Avenue	3	2	1	3	2	3
17	67		0	1	0	0	0	0
Totals	**15990**		**16**	**19**	**9**	**10**	**23**	**18**

Stops based on a Stop Speed of 5 MPH.

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**

Detailed Statistics By Run

Average Speed (MPH) by Section

Node #	Length	Node Name	Run #1 (WBRun1PM-R001)	Run #2 (WBRun2PM-R001)	Run #3 (WBRun3PM-R001)	Run #4 (WBRun5PM-R001)	Run #5 (WBRun6PM-R001)	Run #6 (WBRun7PM-R001)
1	0							
2	48	Brickell Avenue	11.0	1.0	4.9	6.8	0.5	4.1
3	451	Rail Station	17.0	4.6	10.8	8.3	4.0	1.7
4	370	South Miami Avenue	7.8	3.3	16.1	8.4	7.9	2.8
5	671	SB SW 1st Avenue	4.7	12.1	5.0	5.0	2.7	4.5
6	743	SW 2 Avenue	13.3	5.0	16.2	17.4	19.8	20.8
7	523	SW 3rd Avenue	18.7	14.1	19.0	22.3	13.6	7.1
8	557	SW 4th Avenue	3.7	3.6	4.0	4.1	3.8	4.2
9	3904	SW 11th Avenue	24.8	15.5	24.9	28.9	28.3	25.6
10	600	SW 12th Avenue	6.3	11.2	29.3	10.4	17.6	15.4
11	2651	SW 17th Avenue	8.7	8.2	11.6	20.8	5.6	10.4
12	1322	SW 19th Avenue	30.1	8.2	12.8	10.5	24.3	13.9
13	796	SW 21st Avenue	28.6	29.2	24.4	27.1	8.2	24.7
14	611	SW 22nd Avenue	5.5	30.0	12.8	24.4	21.8	12.3
15	1315	SW 24th Avenue	30.9	30.5	29.8	28.7	27.0	23.9
16	1361	SW 27th Avenue	9.3	8.1	8.2	5.5	11.5	7.2
17	67		15.3	2.3	14.7	0.6	0.7	0.0
Totals	**15990**		**11.5**	**9.3**	**13.0**	**11.7**	**8.4**	**9.5**

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**

Study Date **: 12/3/2013**

Detailed Statistics By Run

Total Delay (sec) by Section

WBRun1PM-R001 WBRun2PM-R001 WBRun3PM-R001 WBRun5PM-R001 WBRun6PM-R001 WBRun7PM-R001

Node #	Length	Node Name	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6
1	0							
2	48	Brickell Avenue	2	25	6	4	101	8
3	451	Rail Station	8	57	19	27	66	174
4	370	South Miami Avenue	25	66	7	22	24	83
5	671	SB SW 1st Avenue	83	22	76	78	166	88
6	743	SW 2 Avenue	21	85	14	12	8	7
7	523	SW 3rd Avenue	7	14	6	4	15	39
8	557	SW 4th Avenue	90	91	82	79	83	77
9	3904	SW 11th Avenue	18	83	18	3	5	15
10	600	SW 12th Avenue	51	21	0	25	8	12
11	2651	SW 17th Avenue	146	161	95	27	264	113
12	1322	SW 19th Avenue	0	81	41	55	7	34
13	796	SW 21st Avenue	1	0	4	2	49	3
14	611	SW 22nd Avenue	62	0	19	3	5	19
15	1315	SW 24th Avenue	0	0	0	1	3	8
16	1361	SW 27th Avenue	69	84	82	136	48	89
17	67		1	18	1	92	85	0
Totals	**15990**		**584**	**808**	**470**	**570**	**937**	**769**

Total Delay based on a Normal Speed of 30 MPH.

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**

Detailed Statistics By Run

Time <= 0 MPH by Section

Node #	Length	Node Name	Run #1 WBRun1PM-R001	Run #2 WBRun2PM-R001	Run #3 WBRun3PM-R001	Run #4 WBRun5PM-R001	Run #5 WBRun6PM-R001	Run #6 WBRun7PM-R001
1	0							
2	48	Brickell Avenue	0	0	0	0	56	1
3	451	Rail Station	0	0	0	3	13	68
4	370	South Miami Avenue	6	38	0	0	0	40
5	671	SB SW 1st Avenue	37	0	42	34	94	67
6	743	SW 2 Avenue	0	40	0	0	0	0
7	523	SW 3rd Avenue	0	0	0	0	0	10
8	557	SW 4th Avenue	64	42	44	49	64	59
9	3904	SW 11th Avenue	2	70	0	0	0	0
10	600	SW 12th Avenue	22	0	0	11	0	0
11	2651	SW 17th Avenue	63	66	27	7	98	45
12	1322	SW 19th Avenue	0	39	18	25	0	14
13	796	SW 21st Avenue	0	0	0	0	31	0
14	611	SW 22nd Avenue	35	0	0	0	0	0
15	1315	SW 24th Avenue	0	0	0	0	0	0
16	1361	SW 27th Avenue	12	56	66	56	7	30
17	67		0	10	0	53	66	0
Totals	**15990**		**241**	**361**	**197**	**238**	**429**	**334**

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**

Detailed Statistics By Run

Time <= 35 MPH by Section

Node #	Length	Node Name	Run #1 (WBRun1PM-R001)	Run #2 (WBRun2PM-R001)	Run #3 (WBRun3PM-R001)	Run #4 (WBRun5PM-R001)	Run #5 (WBRun6PM-R001)	Run #6 (WBRun7PM-R001)
1	0							
2	48	Brickell Avenue	3	26	7	5	102	9
3	451	Rail Station	18	68	29	37	76	184
4	370	South Miami Avenue	33	75	16	30	32	92
5	671	SB SW 1st Avenue	98	37	92	94	182	104
6	743	SW 2 Avenue	38	102	32	29	25	24
7	523	SW 3rd Avenue	19	26	18	16	27	51
8	557	SW 4th Avenue	103	104	95	92	96	90
9	3904	SW 11th Avenue	107	173	107	92	95	105
10	600	SW 12th Avenue	65	35	13	39	22	26
11	2651	SW 17th Avenue	206	222	156	88	325	174
12	1322	SW 19th Avenue	30	111	71	85	37	65
13	796	SW 21st Avenue	19	19	22	20	67	22
14	611	SW 22nd Avenue	76	14	33	18	19	33
15	1315	SW 24th Avenue	29	29	30	31	34	38
16	1361	SW 27th Avenue	100	115	113	167	79	117
17	67		3	20	3	94	87	0
Totals	**15990**		**947**	**1,176**	**837**	**937**	**1,305**	**1,134**

SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**

Detailed Statistics By Run

Time <= 55 MPH by Section

Node #	Length	Node Name	Run #1 (WBRun1PM-R001)	Run #2 (WBRun2PM-R001)	Run #3 (WBRun3PM-R001)	Run #4 (WBRun5PM-R001)	Run #5 (WBRun6PM-R001)	Run #6 (WBRun7PM-R001)
1	0							
2	48	Brickell Avenue	3	26	7	5	102	9
3	451	Rail Station	18	68	29	37	76	184
4	370	South Miami Avenue	33	75	16	30	32	92
5	671	SB SW 1st Avenue	98	37	92	94	182	104
6	743	SW 2 Avenue	38	102	32	29	25	24
7	523	SW 3rd Avenue	19	26	18	16	27	51
8	557	SW 4th Avenue	103	104	95	92	96	90
9	3904	SW 11th Avenue	107	173	108	92	95	105
10	600	SW 12th Avenue	65	35	13	39	22	26
11	2651	SW 17th Avenue	206	222	156	88	325	174
12	1322	SW 19th Avenue	30	111	71	85	37	65
13	796	SW 21st Avenue	19	19	22	20	67	22
14	611	SW 22nd Avenue	76	14	33	18	19	33
15	1315	SW 24th Avenue	29	29	30	31	34	38
16	1361	SW 27th Avenue	100	115	113	167	79	117
17	67		3	20	3	94	87	0
Totals	**15990**		**947**	**1,176**	**838**	**937**	**1,305**	**1,134**

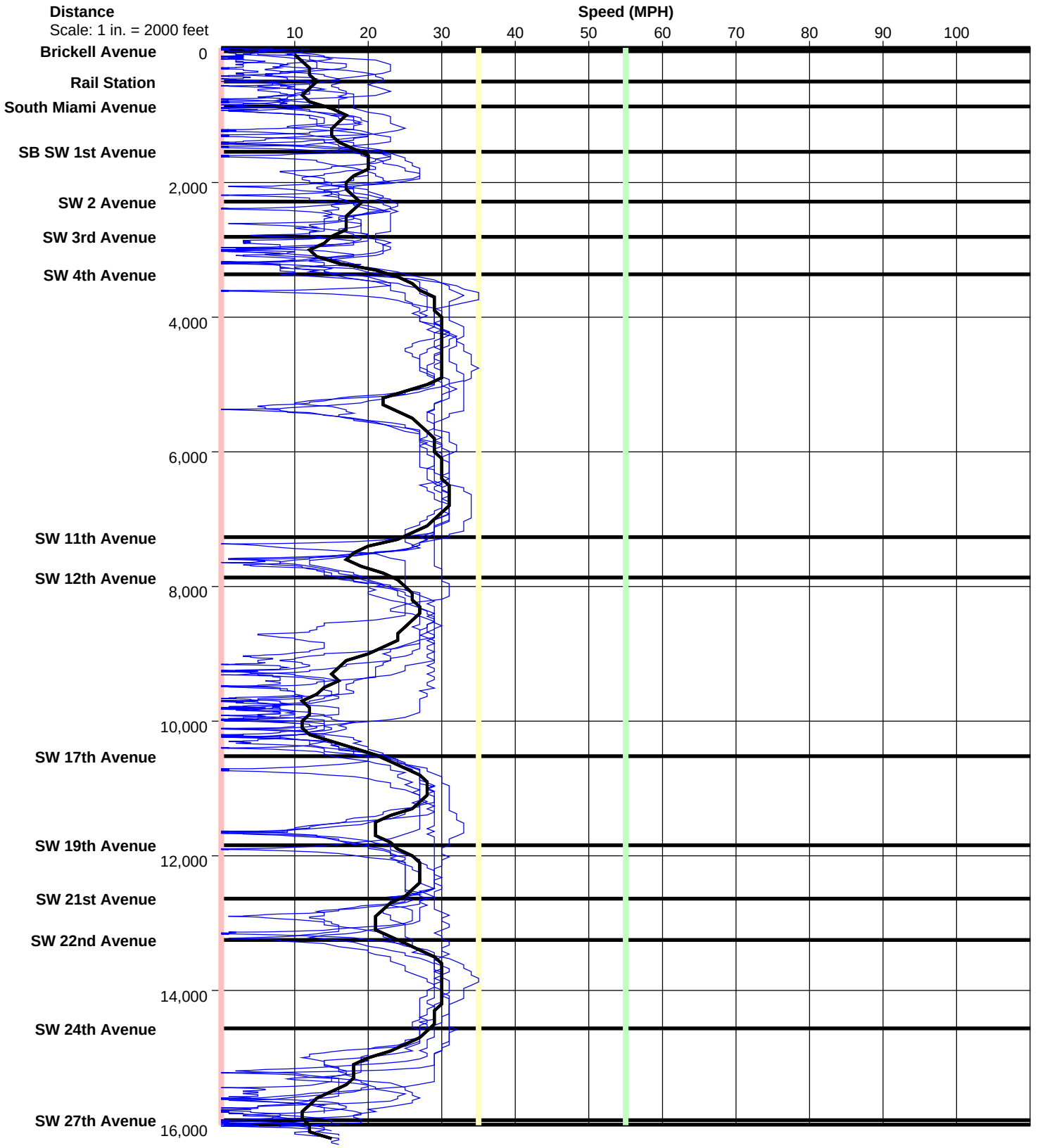
SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name : **SR90 Westbound Travel Time PM**
Study Date : **12/3/2013**
Page No. : **10**

Speed/Distance Profiles of All Runs



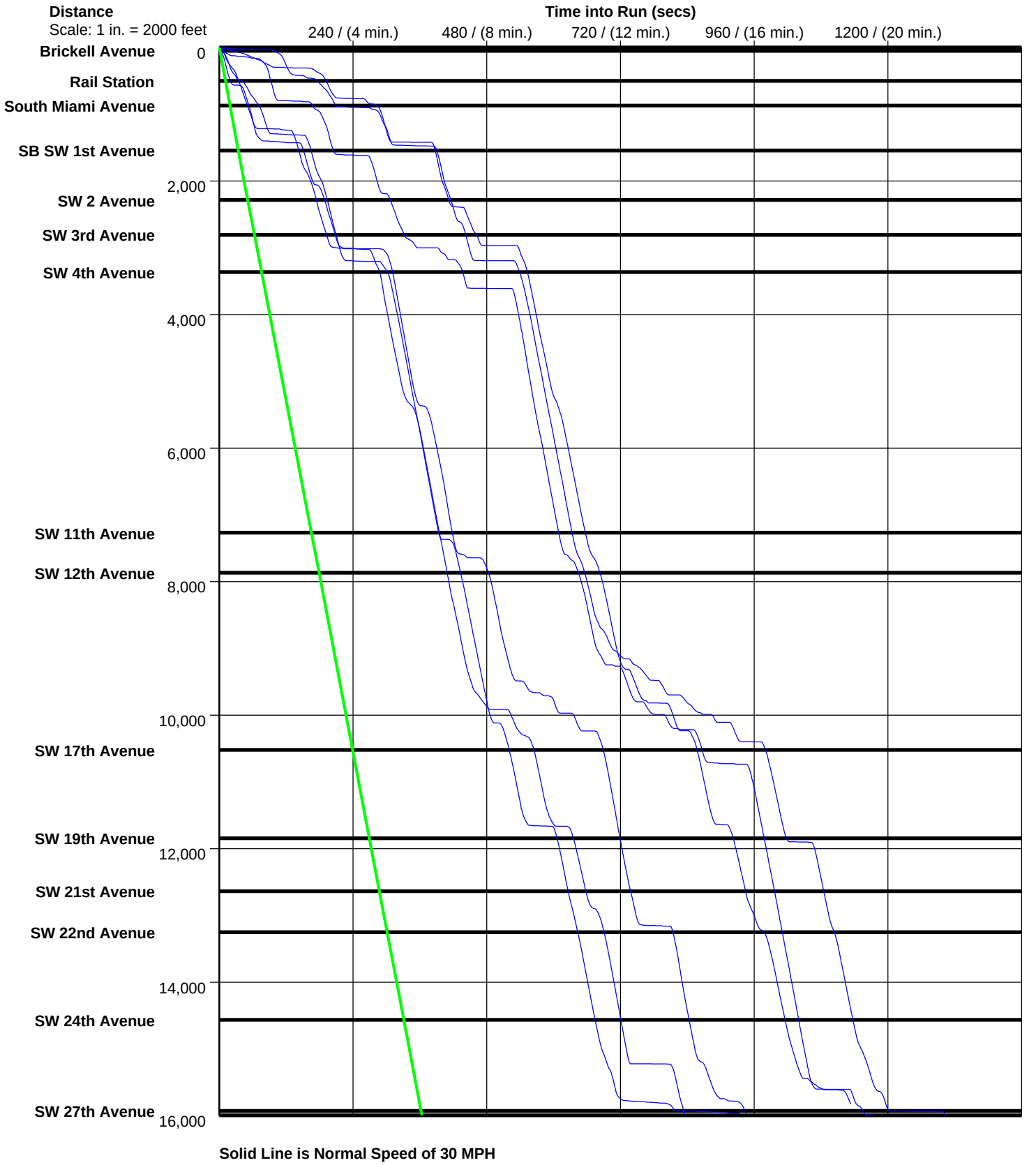
SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 11**

Time/Space Trajectories of All Runs



Solid Line is Normal Speed of 30 MPH

SR 90 Travel Time & Delay

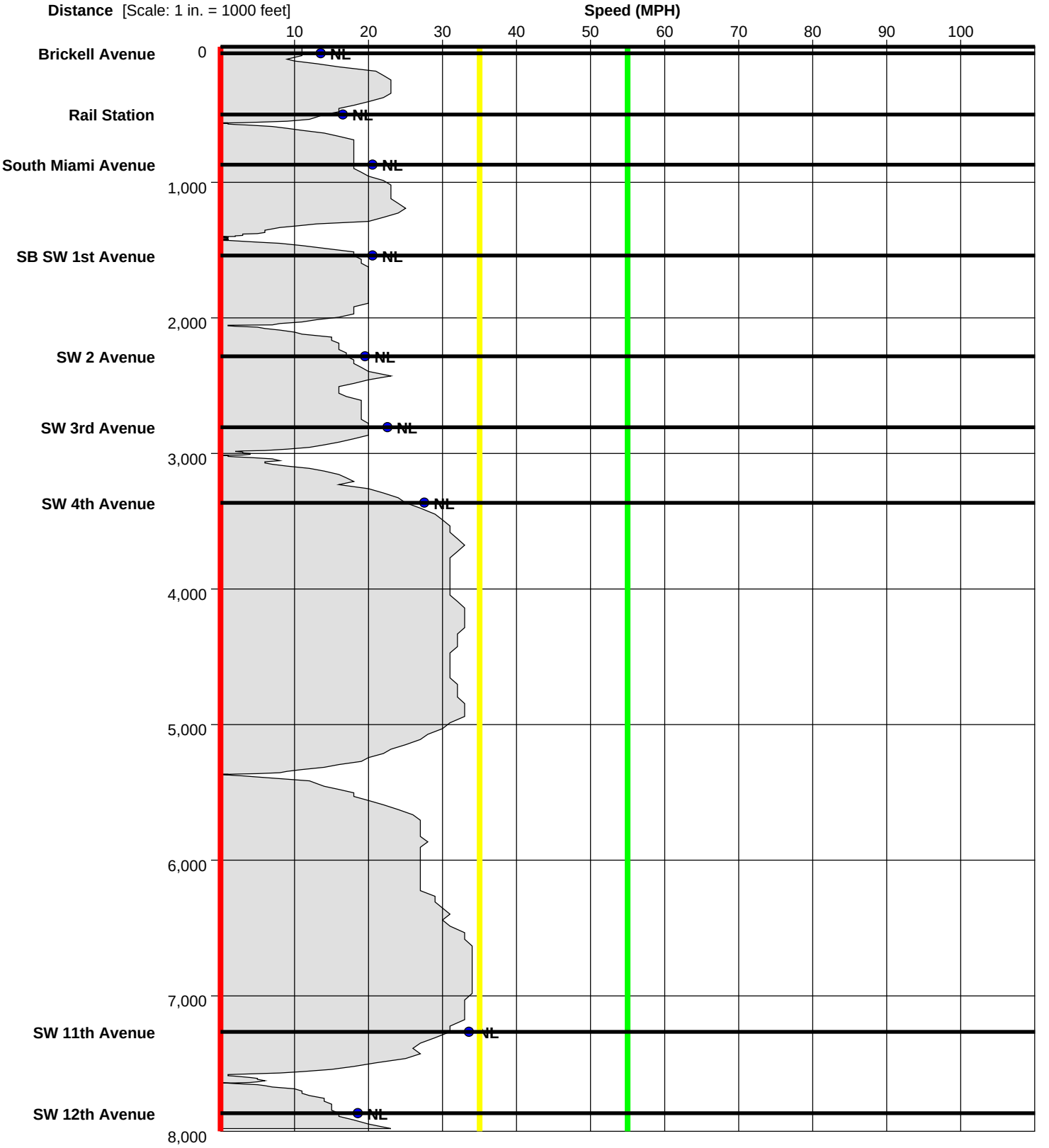
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 12**

Speed Profile

Run : WBRun1PM-R001 Start Time: 16:33 (This is a Before Run)



SR 90 Travel Time & Delay

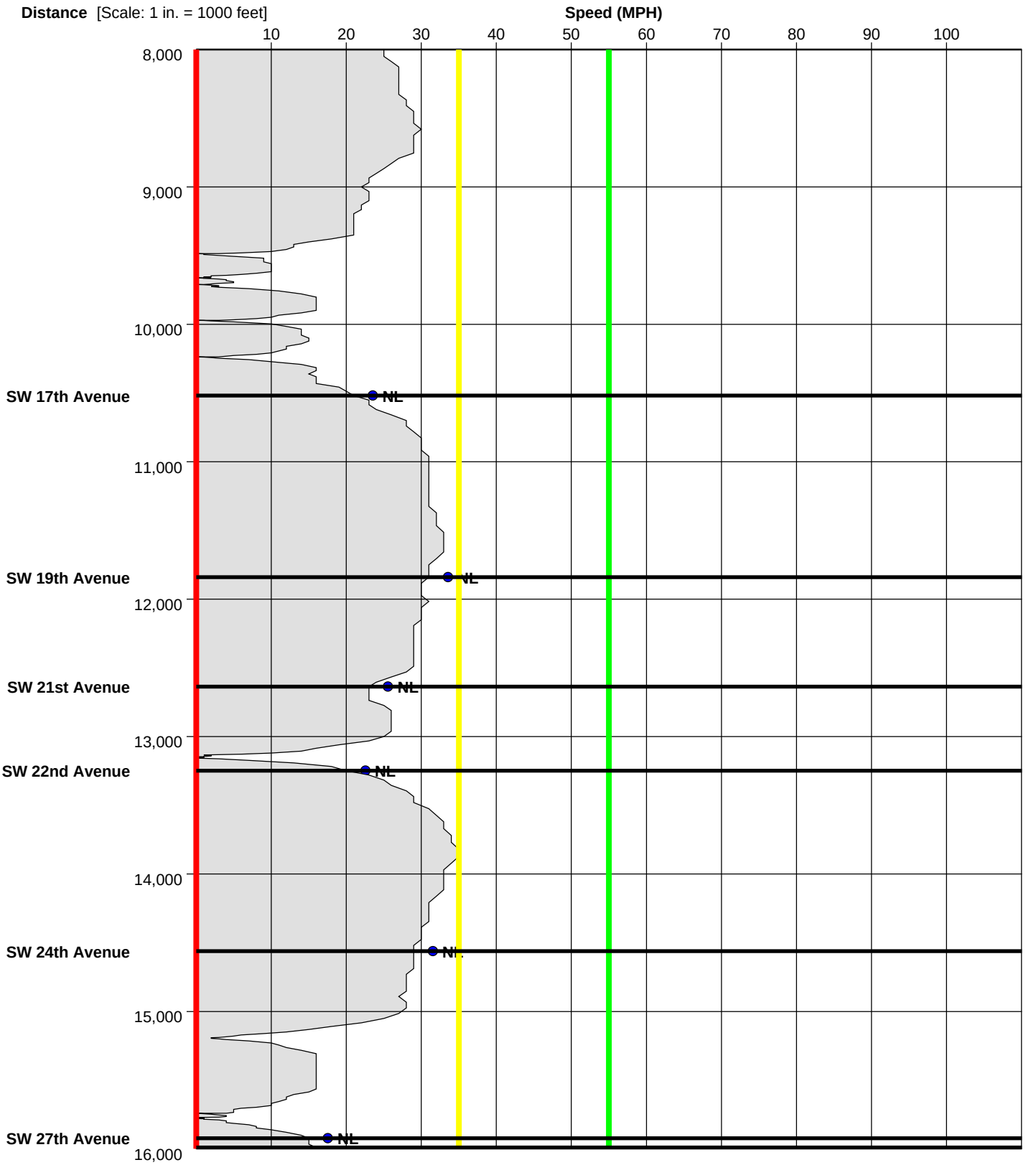
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 13**

Speed Profile

Run : WBRun1PM-R001 Start Time: 16:33 (This is a Before Run)



SR 90 Travel Time & Delay

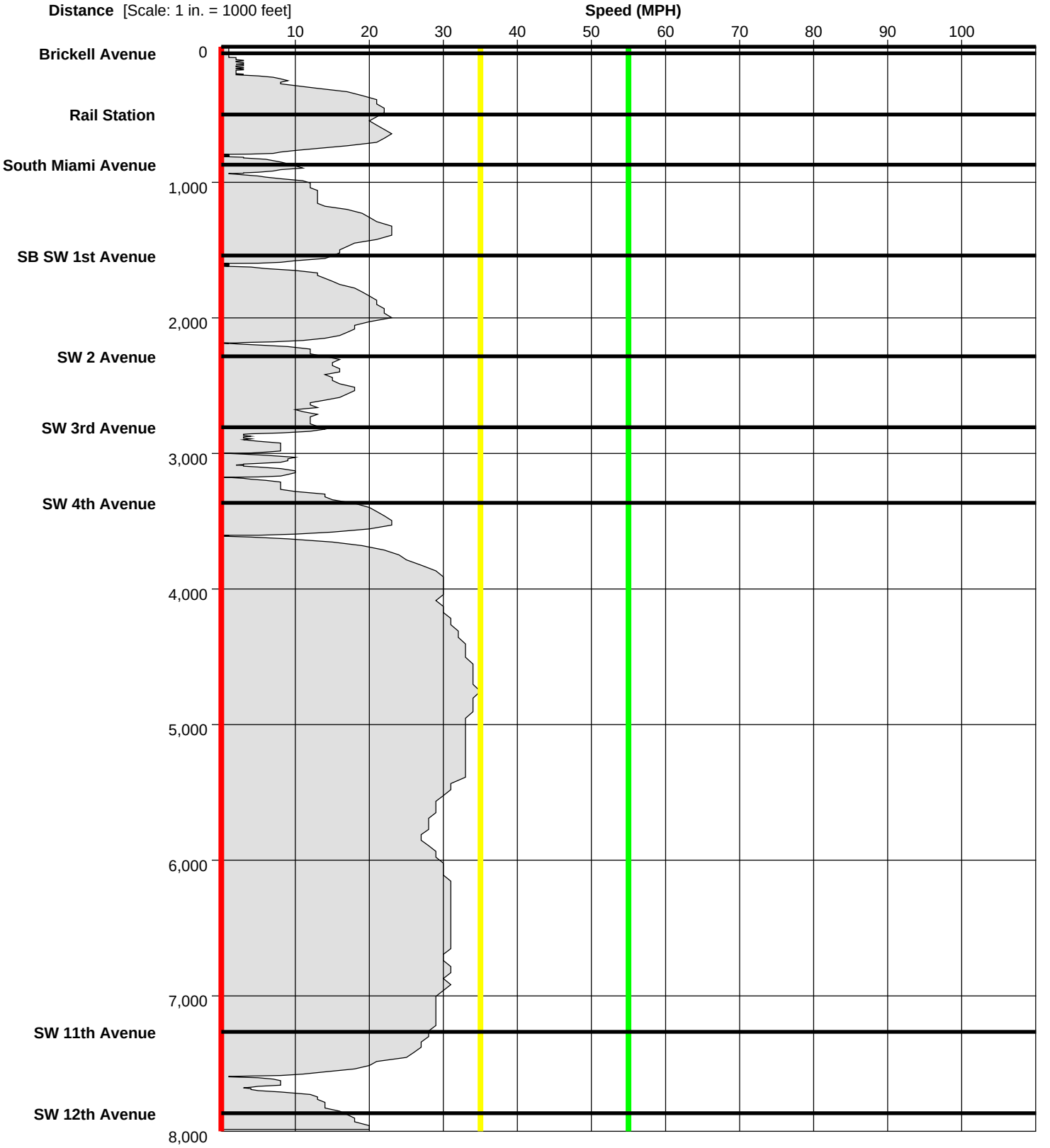
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 14**

Speed Profile

Run : WBRun2PM-R001 Start Time: 17:17 (This is a Before Run)



SR 90 Travel Time & Delay

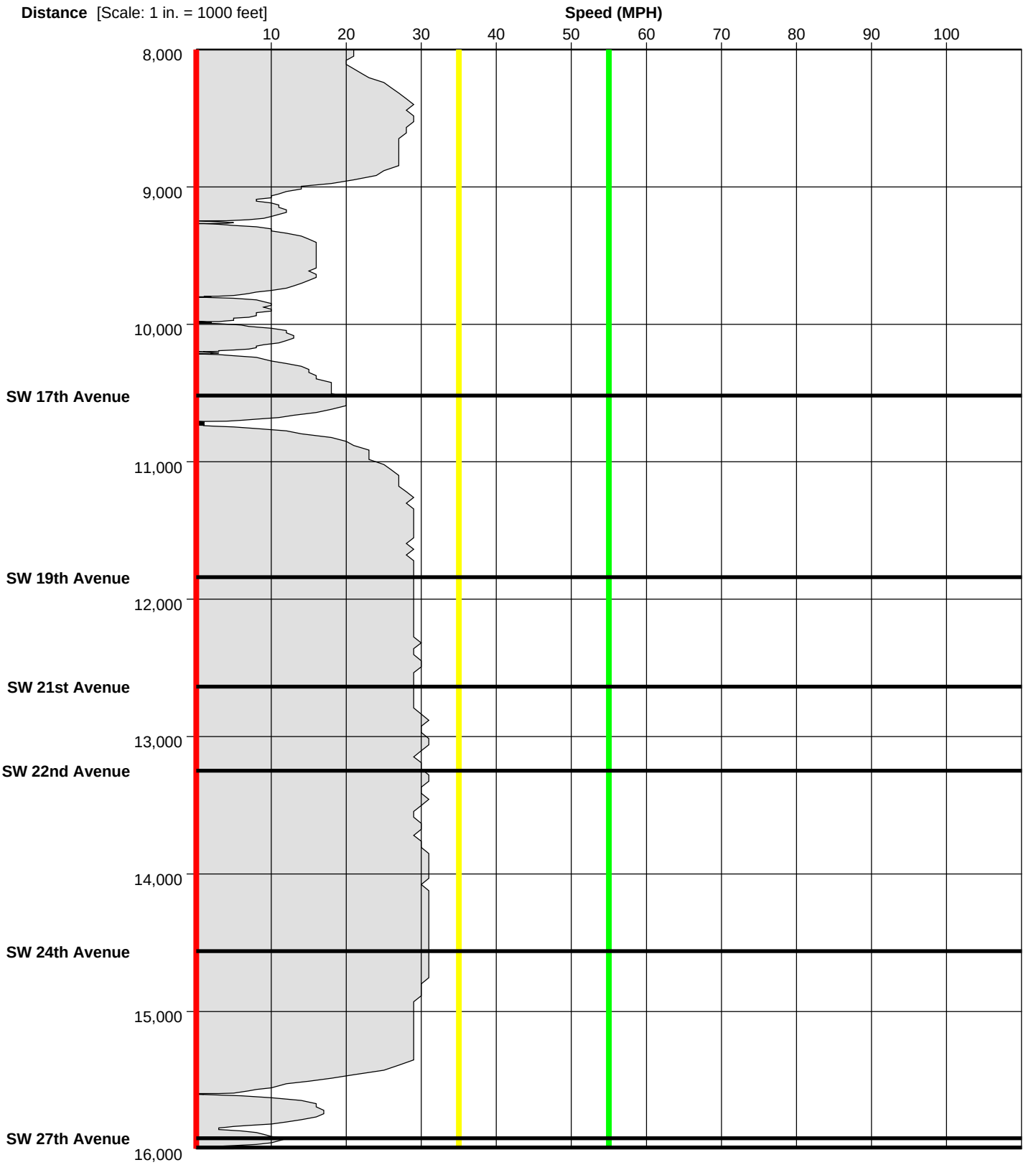
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 15**

Speed Profile

Run : WBRun2PM-R001 Start Time: 17:17 (This is a Before Run)



SR 90 Travel Time & Delay

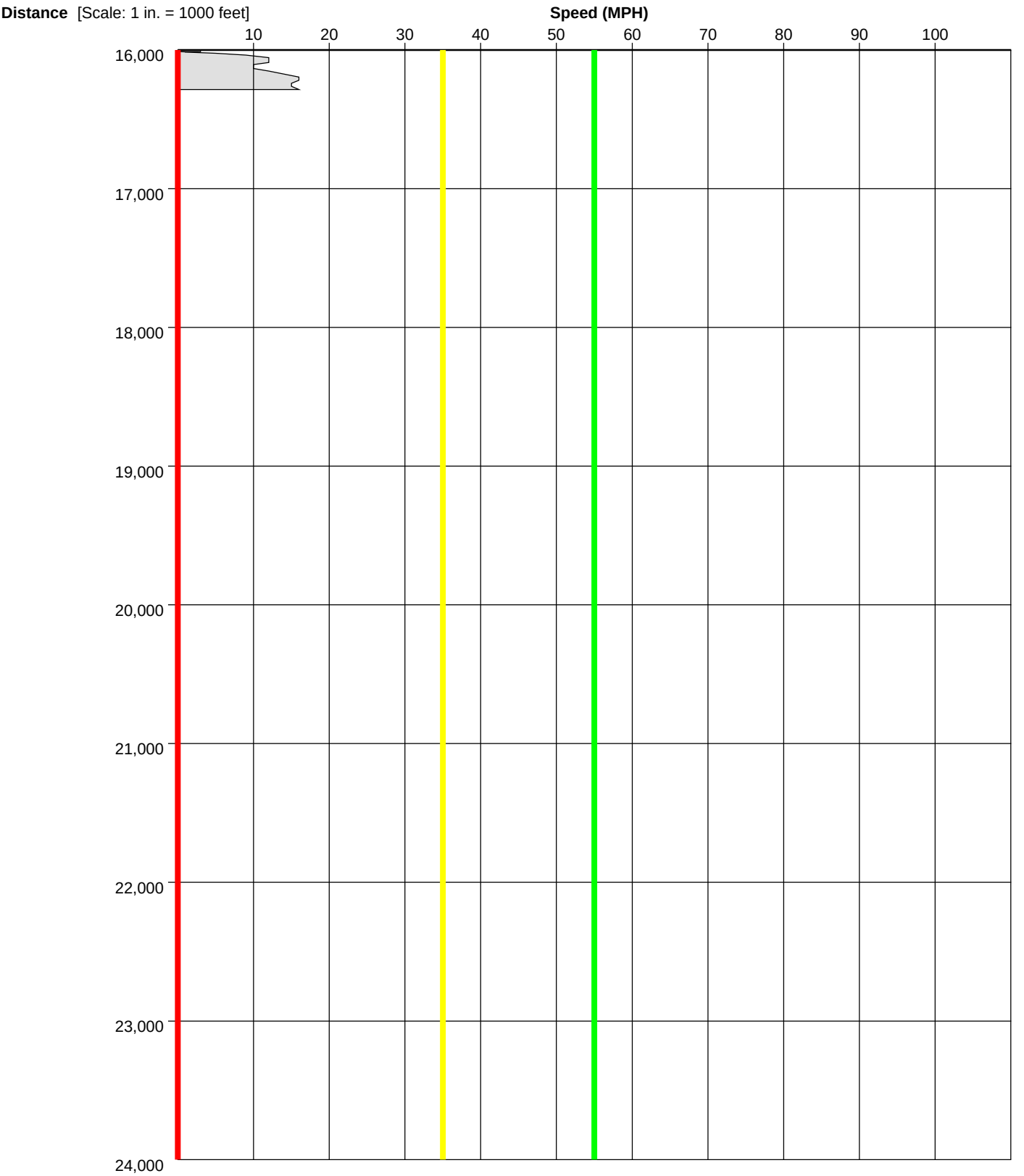
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 16**

Speed Profile

Run : WBRun2PM-R001 Start Time: 17:17 (This is a Before Run)



SR 90 Travel Time & Delay

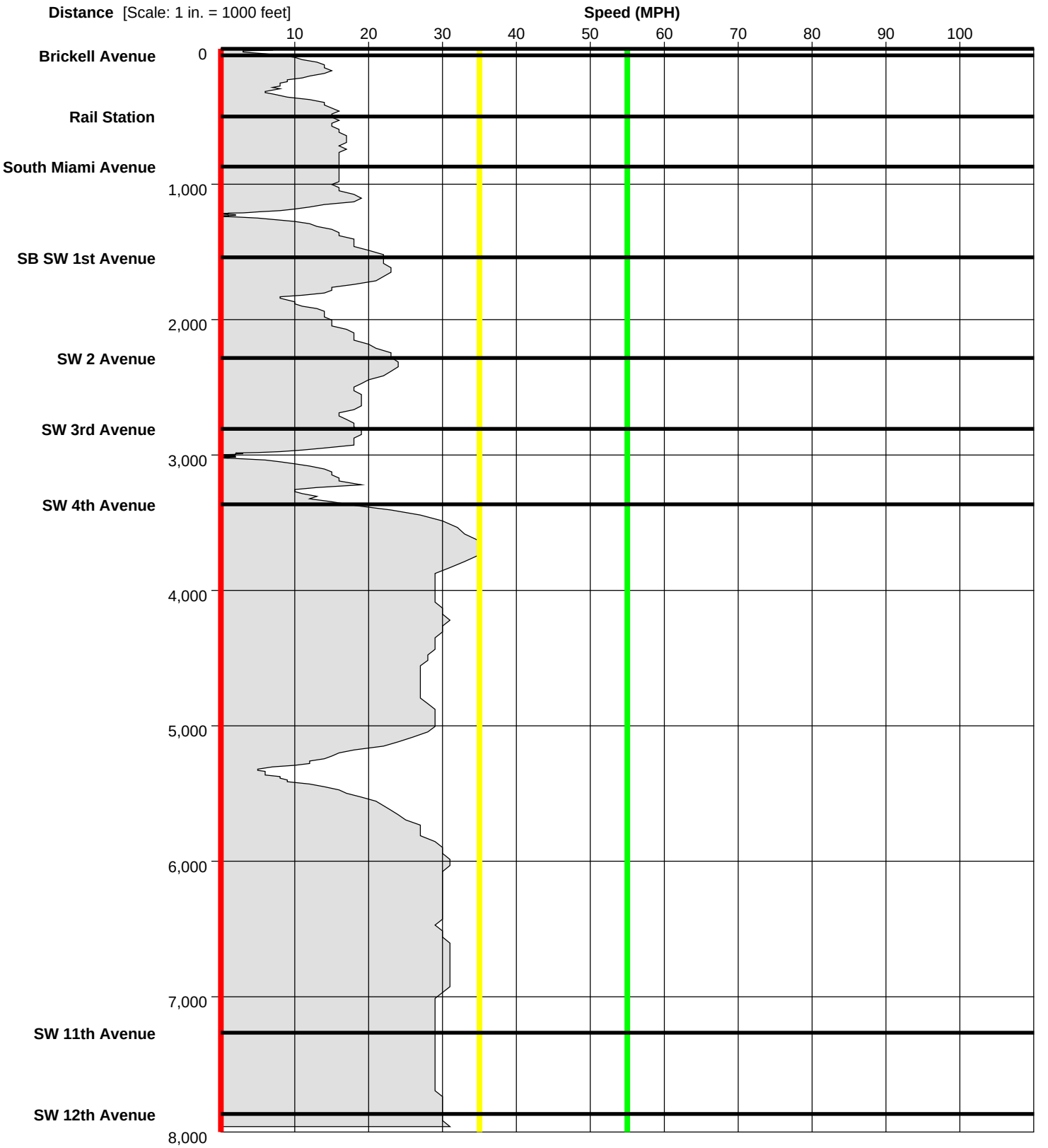
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 17**

Speed Profile

Run : WBRun3PM-R001 Start Time: 18:04 (This is a Before Run)



SR 90 Travel Time & Delay

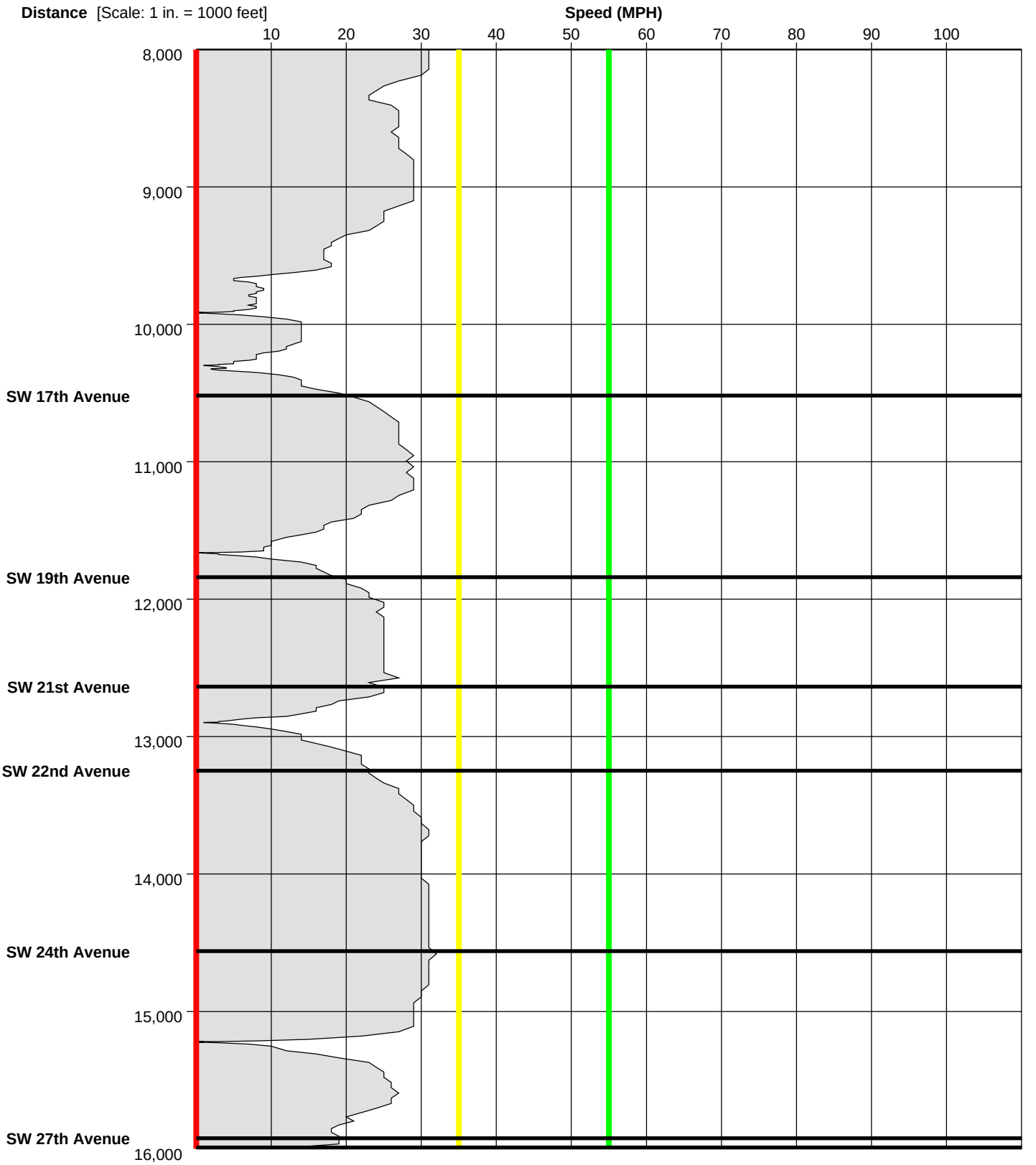
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 18**

Speed Profile

Run : WBRun3PM-R001 Start Time: 18:04 (This is a Before Run)



SR 90 Travel Time & Delay

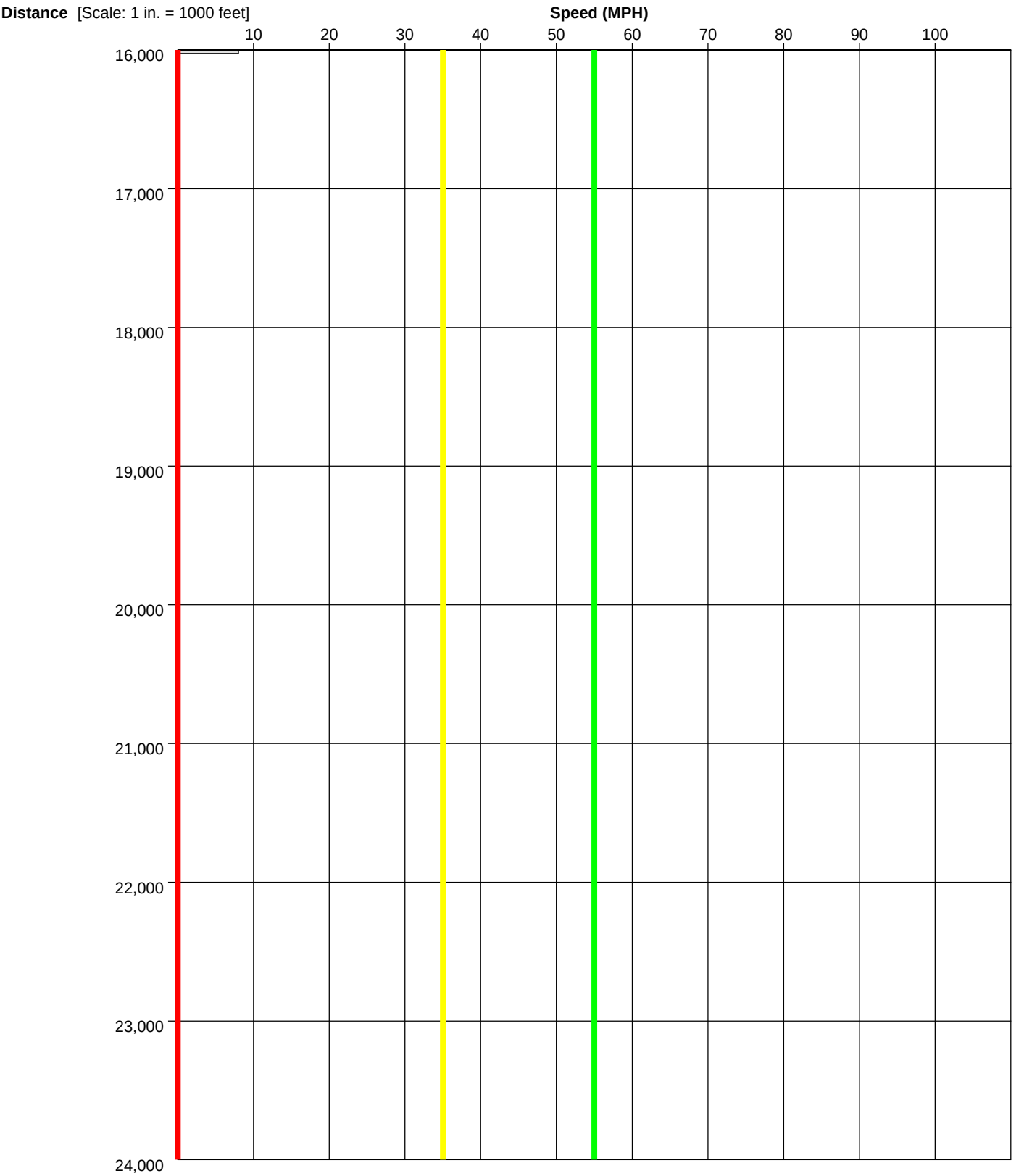
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**

Speed Profile

Run : WBRun3PM-R001 Start Time: 18:04 (This is a Before Run)



SR 90 Travel Time & Delay

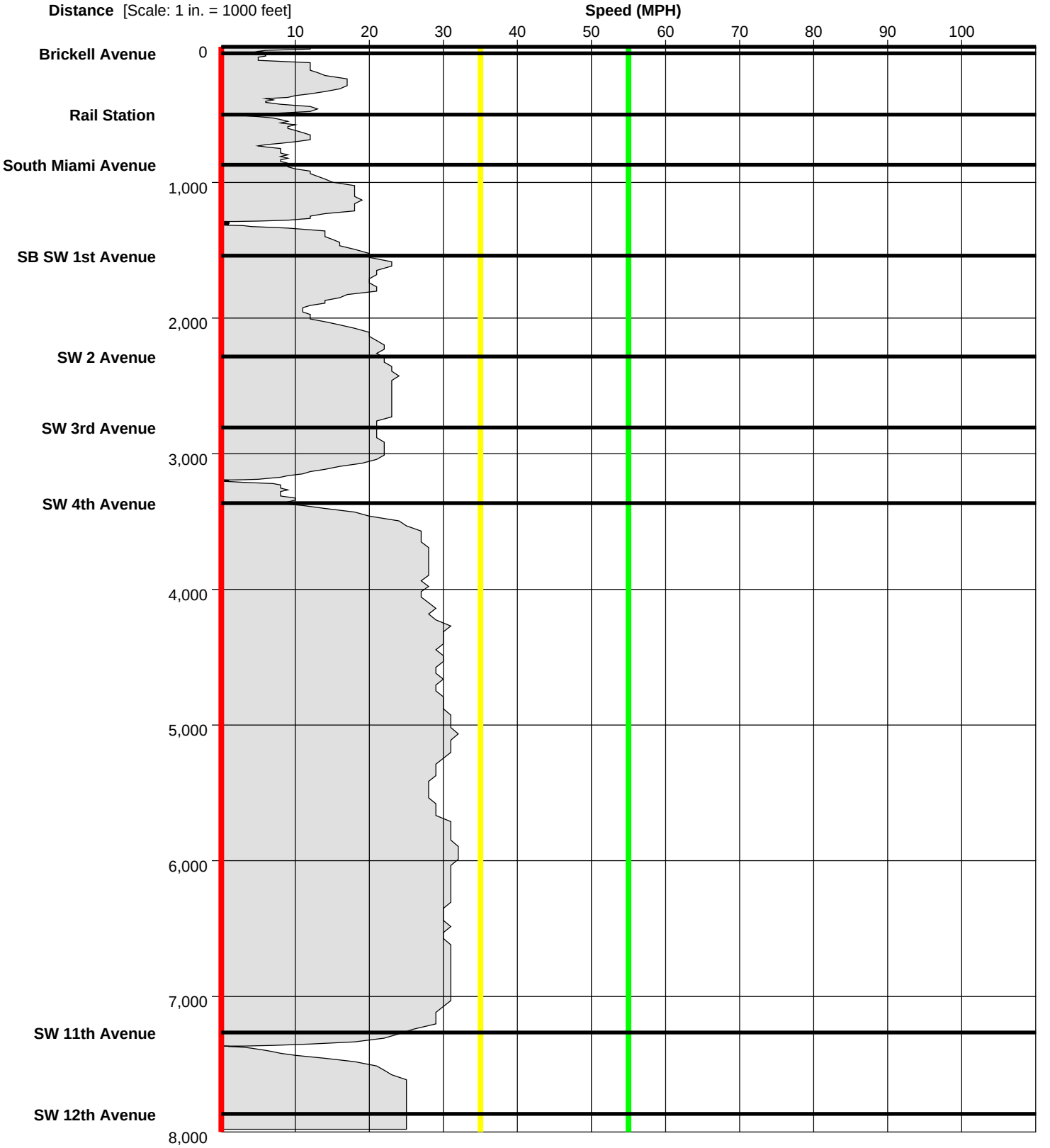
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 20**

Speed Profile

Run : WBRun5PM-R001 Start Time: 16:49 (This is a Before Run)



SR 90 Travel Time & Delay

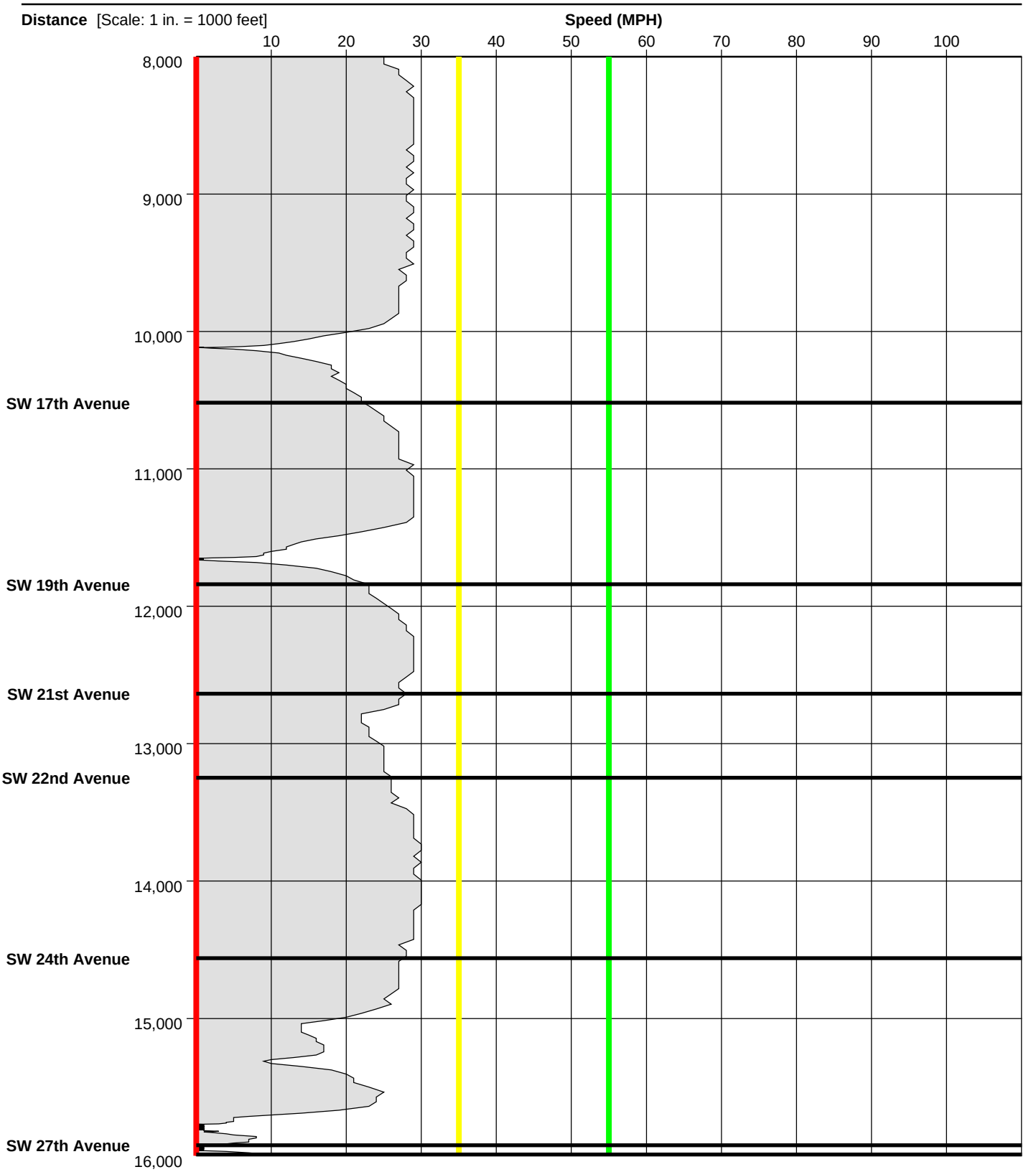
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 21**

Speed Profile

Run : WBRun5PM-R001 Start Time: 16:49 (This is a Before Run)



SR 90 Travel Time & Delay

Brickell Avenue to SW 27th Avenue

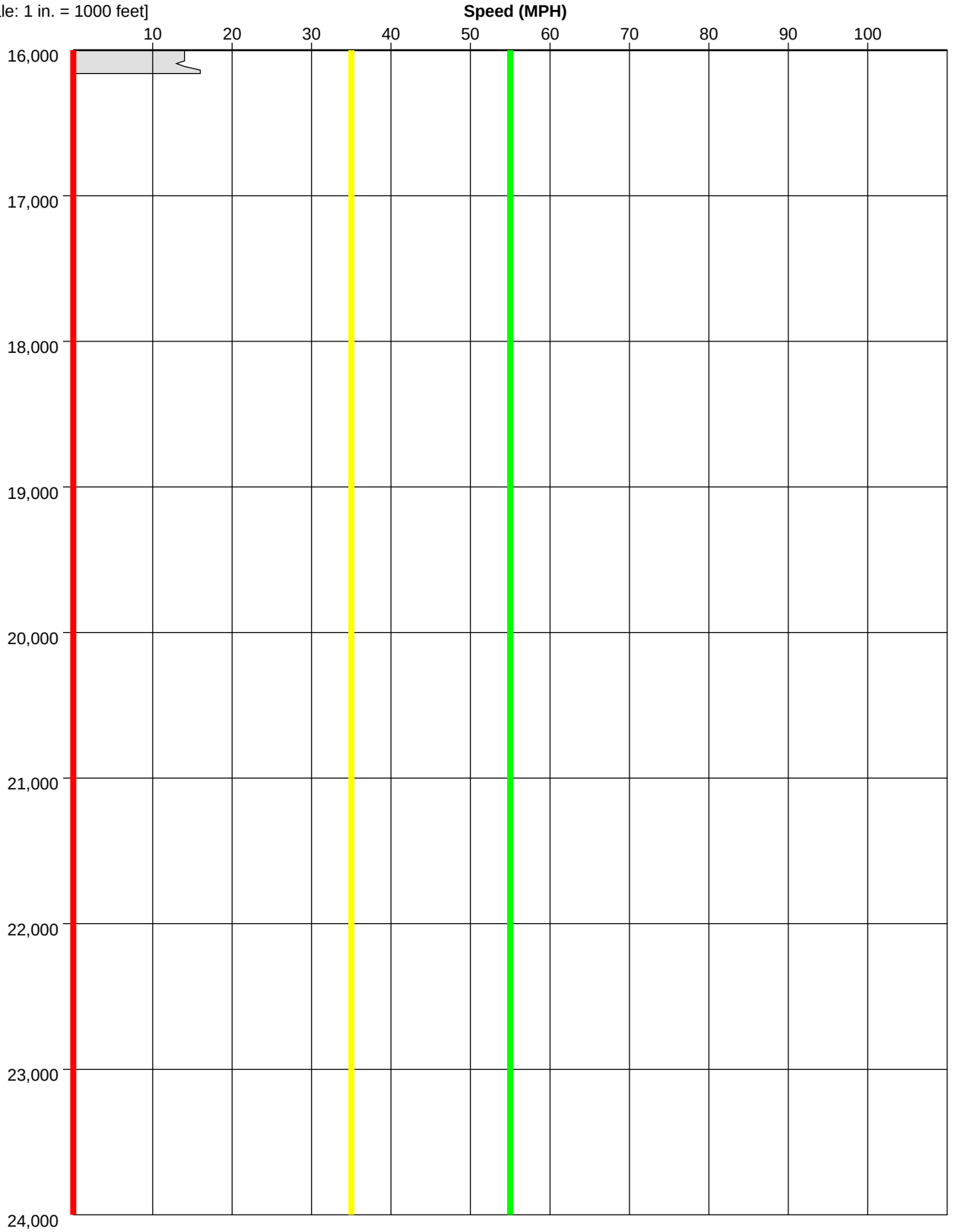
Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 22**

Speed Profile

Run : WBRun5PM-R001 Start Time: 16:49 (This is a Before Run)

Distance [Scale: 1 in. = 1000 feet]



SR 90 Travel Time & Delay

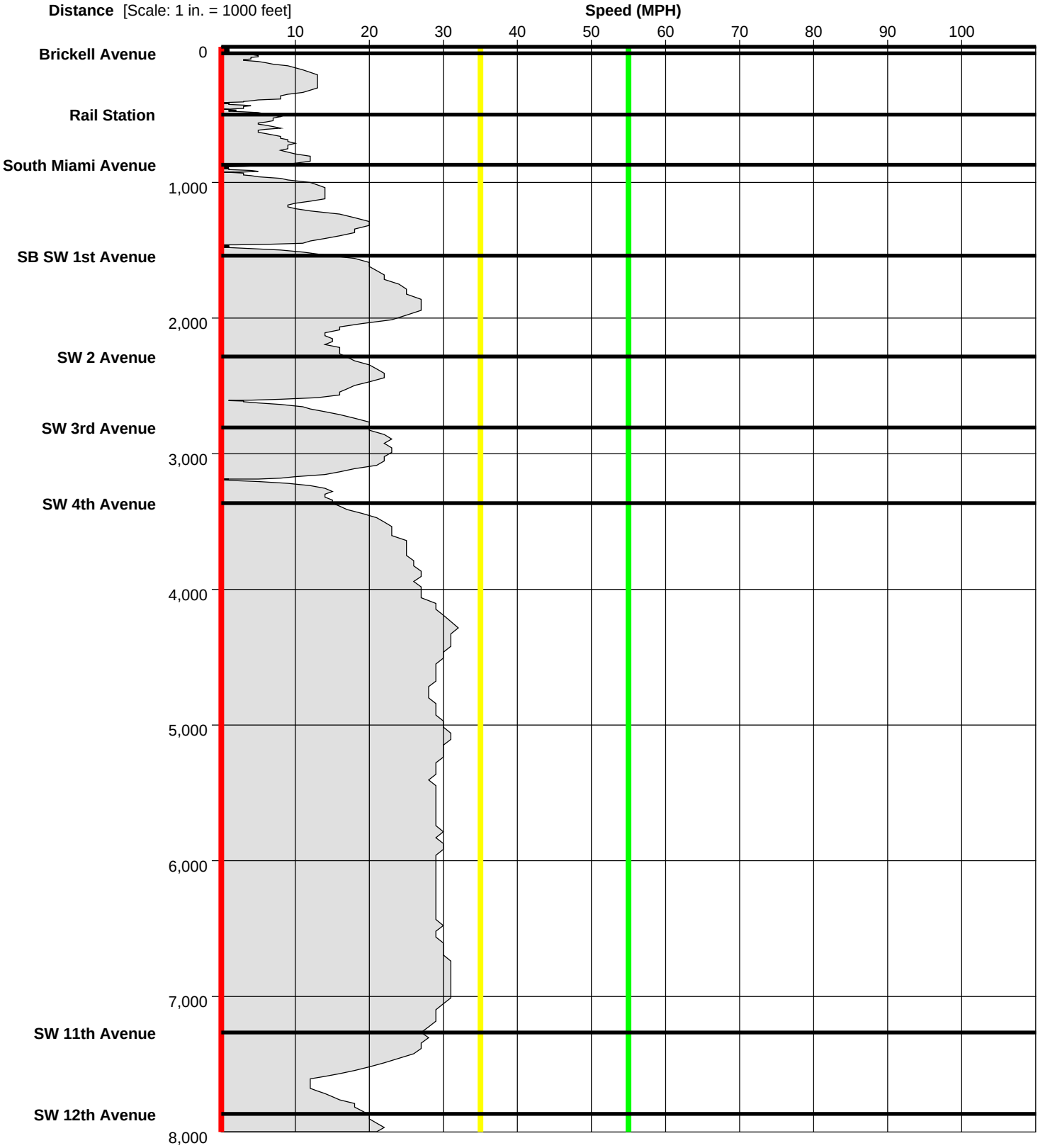
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 23**

Speed Profile

Run : WBRun6PM-R001 Start Time: 17:37 (This is a Before Run)



SR 90 Travel Time & Delay

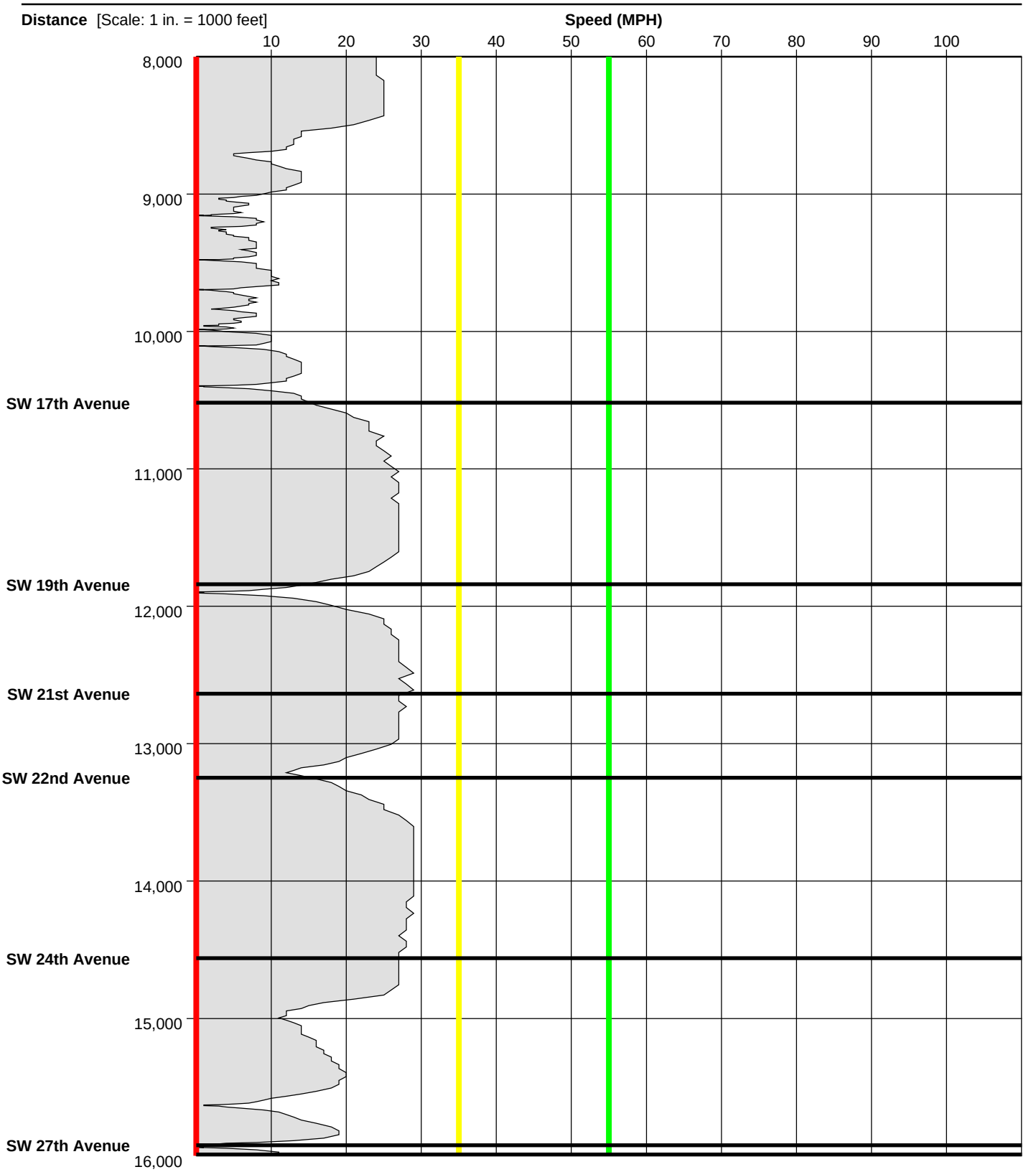
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 24**

Speed Profile

Run : WBRun6PM-R001 Start Time: 17:37 (This is a Before Run)



SR 90 Travel Time & Delay

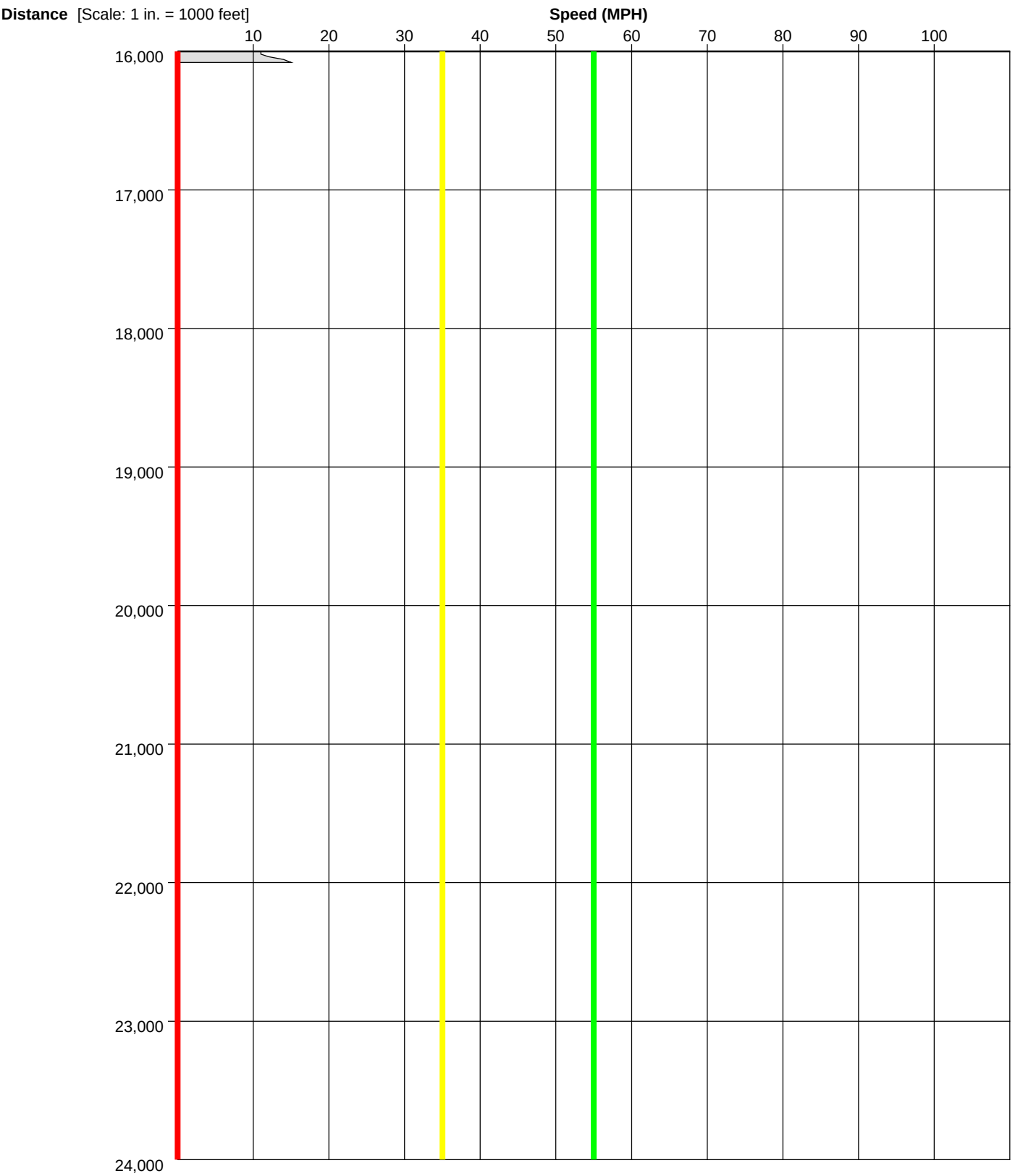
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 25**

Speed Profile

Run : WBRun6PM-R001 Start Time: 17:37 (This is a Before Run)



SR 90 Travel Time & Delay

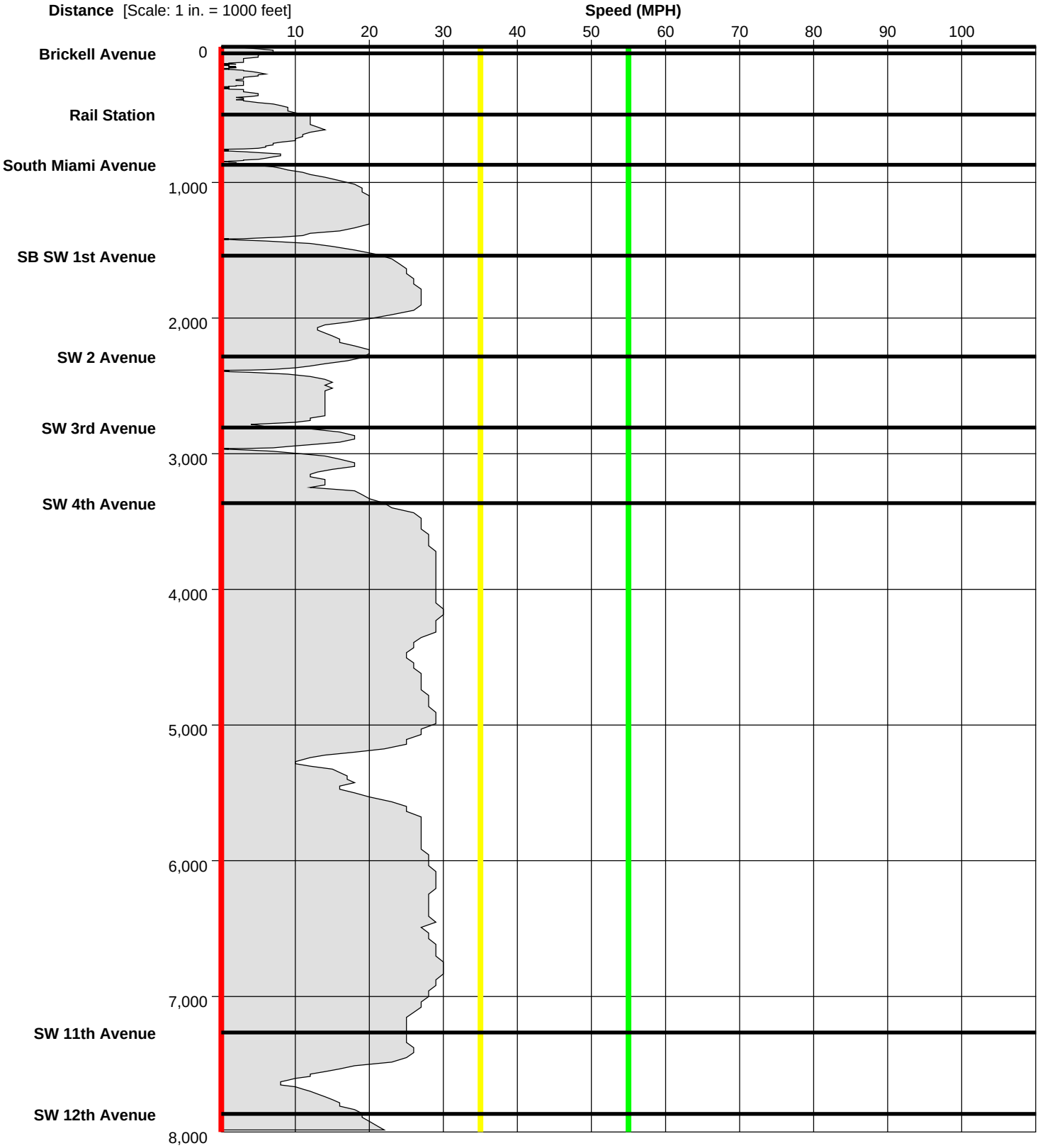
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 26**

Speed Profile

Run : WBRun7PM-R001 Start Time: 17:52 (This is a Before Run)



SR 90 Travel Time & Delay

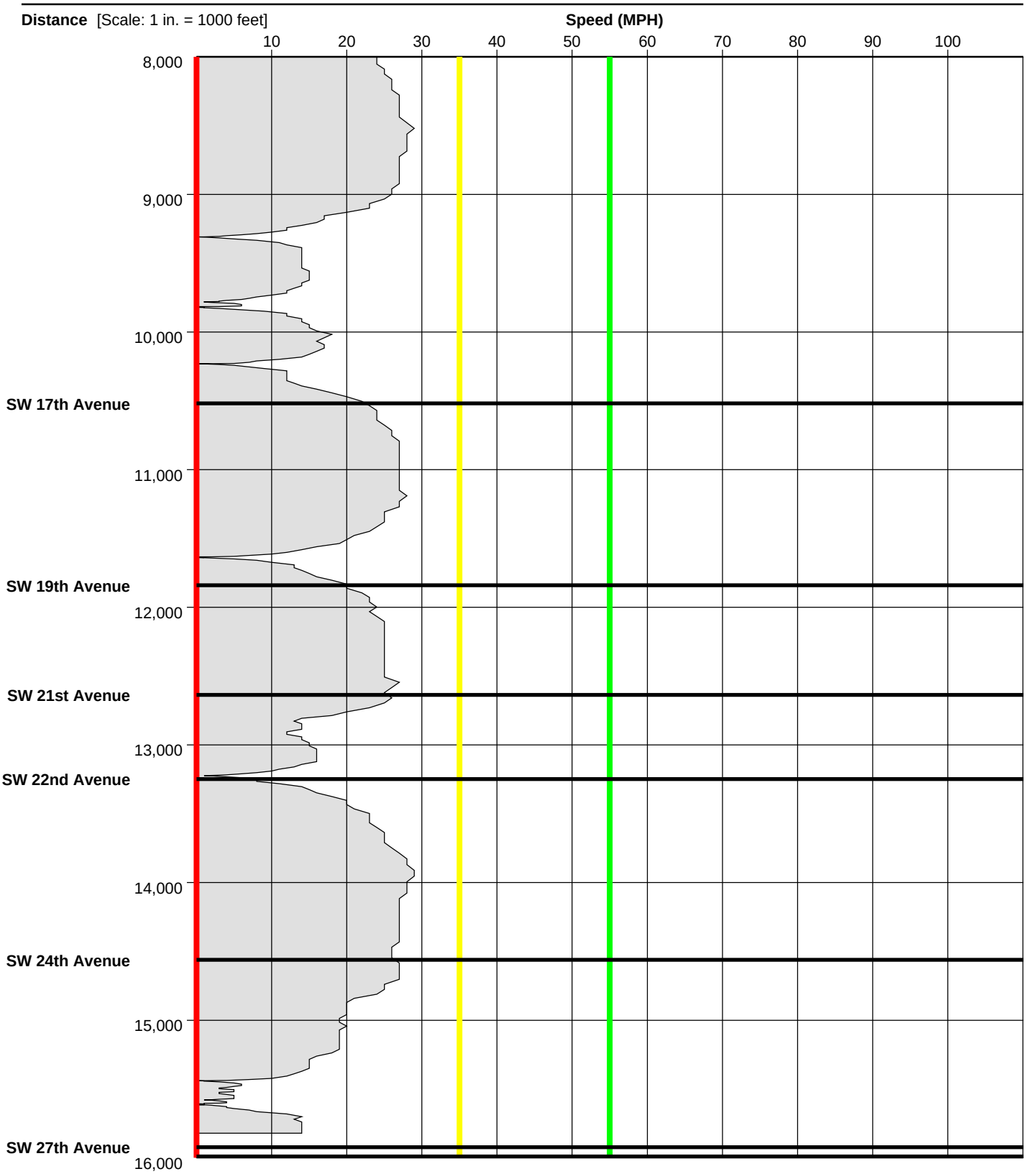
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name **: SR90 Westbound Travel Time PM**
Study Date **: 12/3/2013**
Page No. **: 27**

Speed Profile

Run : WBRun7PM-R001 Start Time: 17:52 (This is a Before Run)



SR 90 Travel Time & Delay

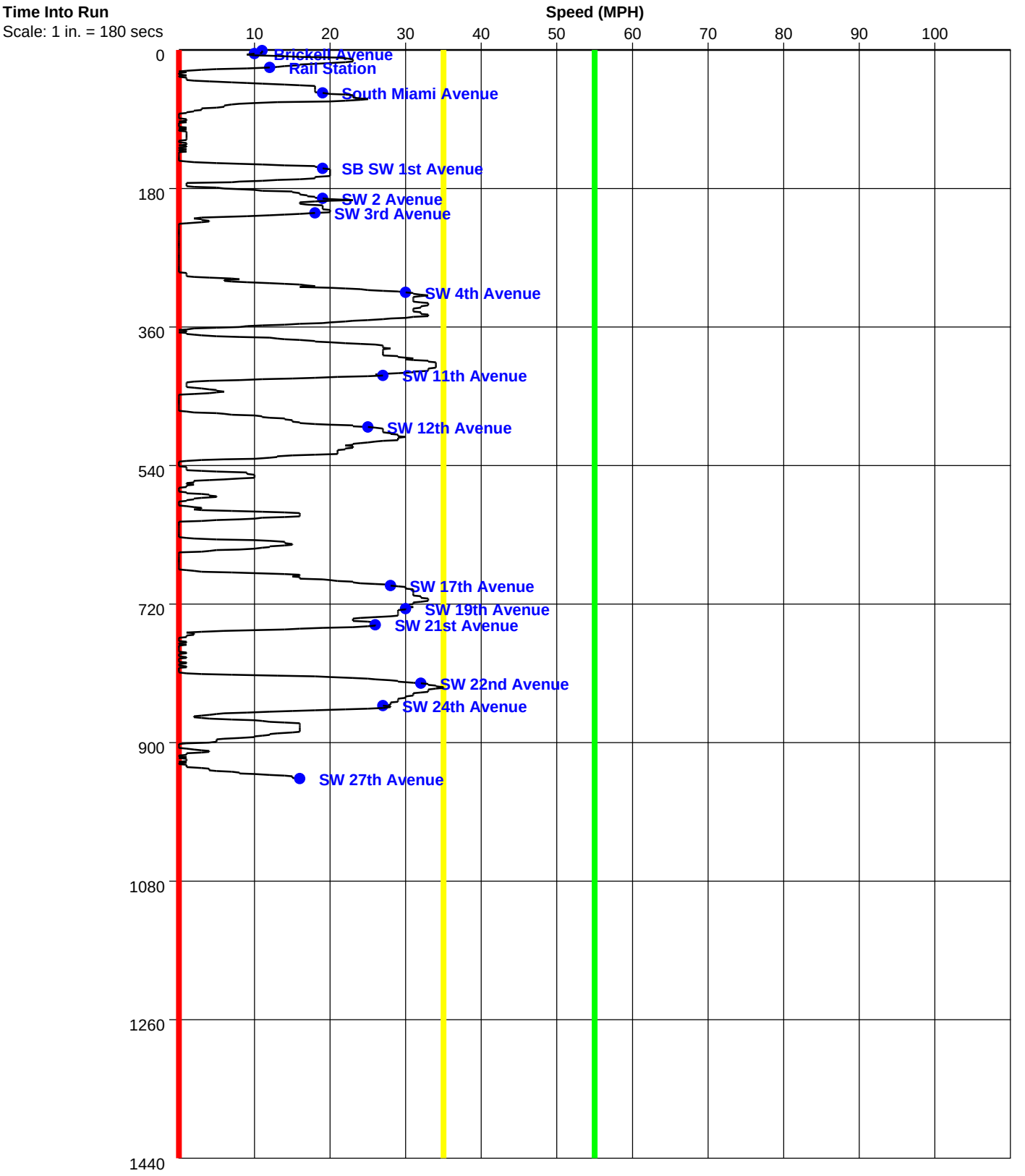
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name : **SR90 Westbound Travel Time PM**
Study Date : **12/3/2013**
Page No. : **28**

Time-Based Speed Profile

Run : WBRun1PM-R001 Start Time:16:33 (This is a Before Run)



SR 90 Travel Time & Delay

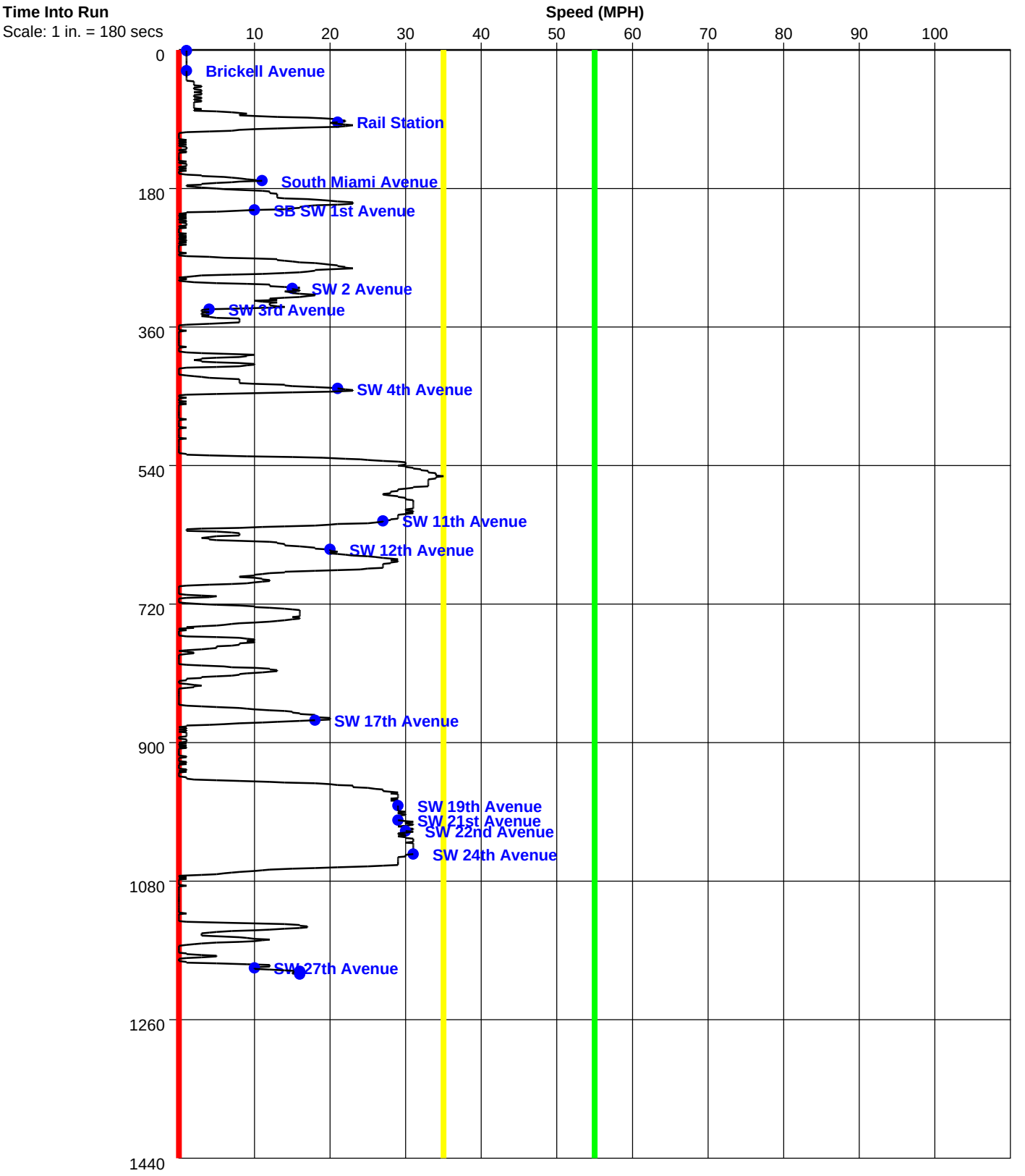
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name : **SR90 Westbound Travel Time PM**
Study Date : **12/3/2013**
Page No. : **29**

Time-Based Speed Profile

Run : WBRun2PM-R001 Start Time:17:17 (This is a Before Run)



SR 90 Travel Time & Delay

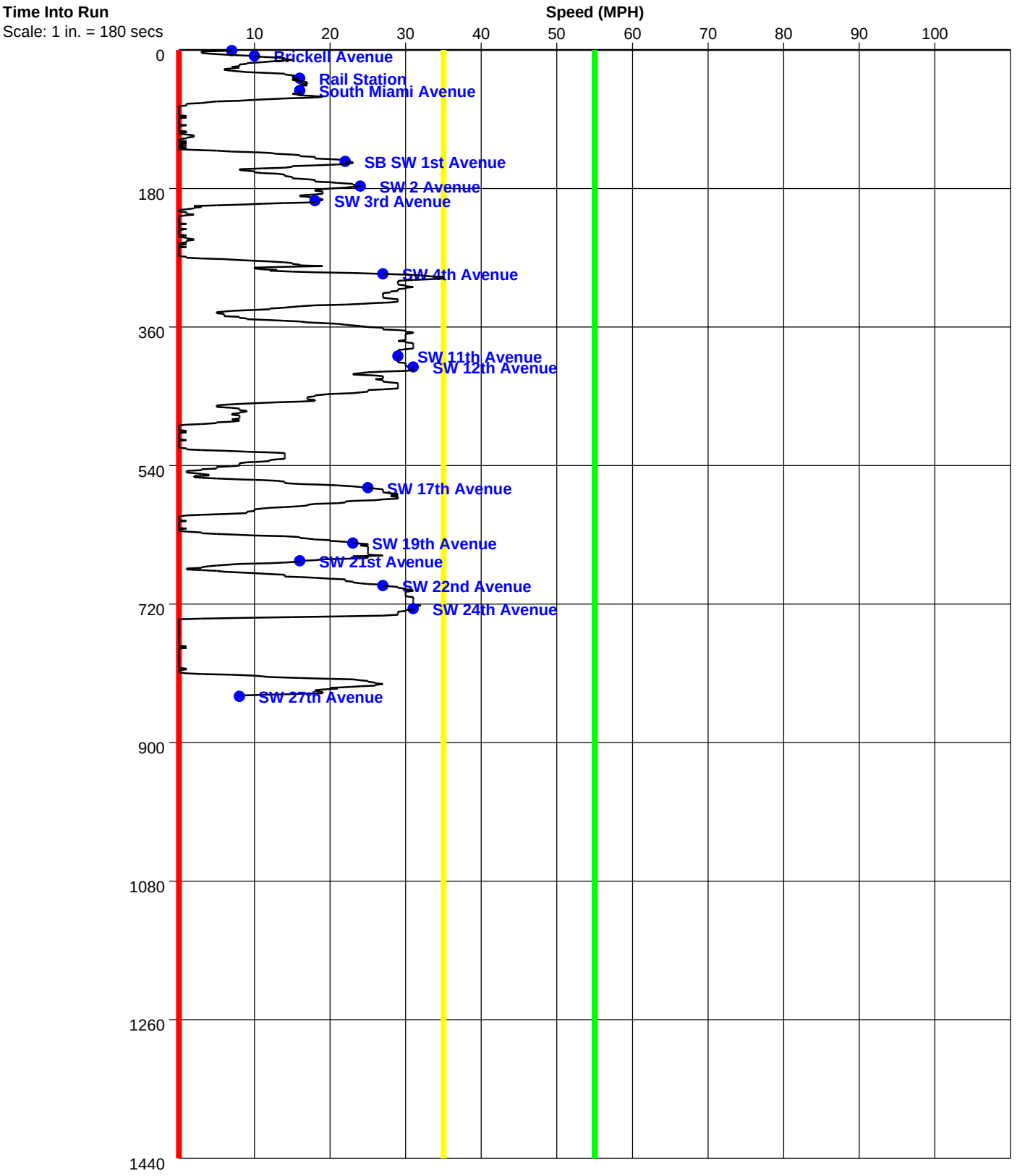
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name : **SR90 Westbound Travel Time PM**
Study Date : **12/3/2013**
Page No. : **30**

Time-Based Speed Profile

Run : WBRun3PM-R001 Start Time:18:04 (This is a Before Run)



SR 90 Travel Time & Delay

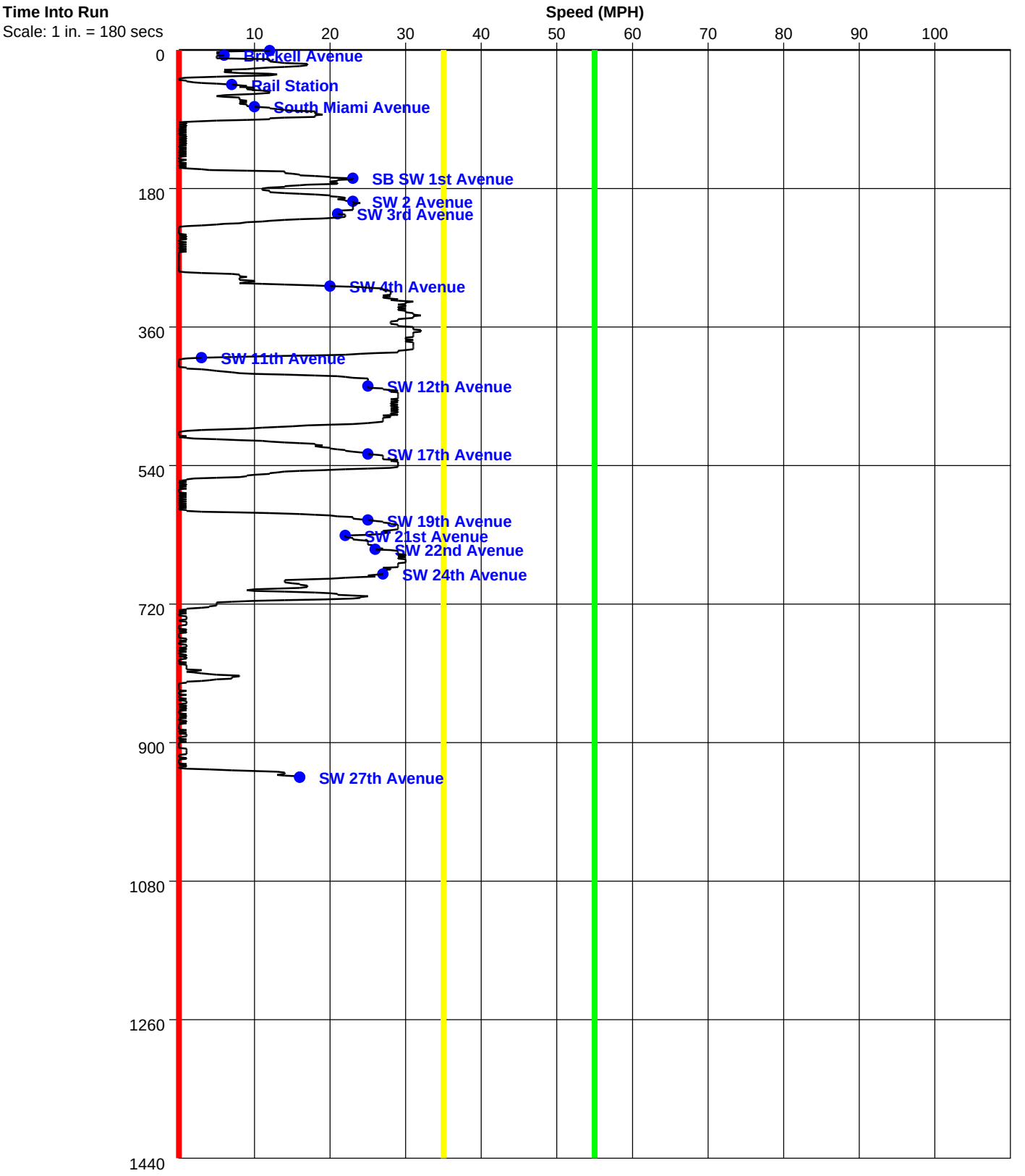
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name : **SR90 Westbound Travel Time PM**
Study Date : **12/3/2013**
Page No. : **31**

Time-Based Speed Profile

Run : WBRun5PM-R001 Start Time:16:49 (This is a Before Run)



SR 90 Travel Time & Delay

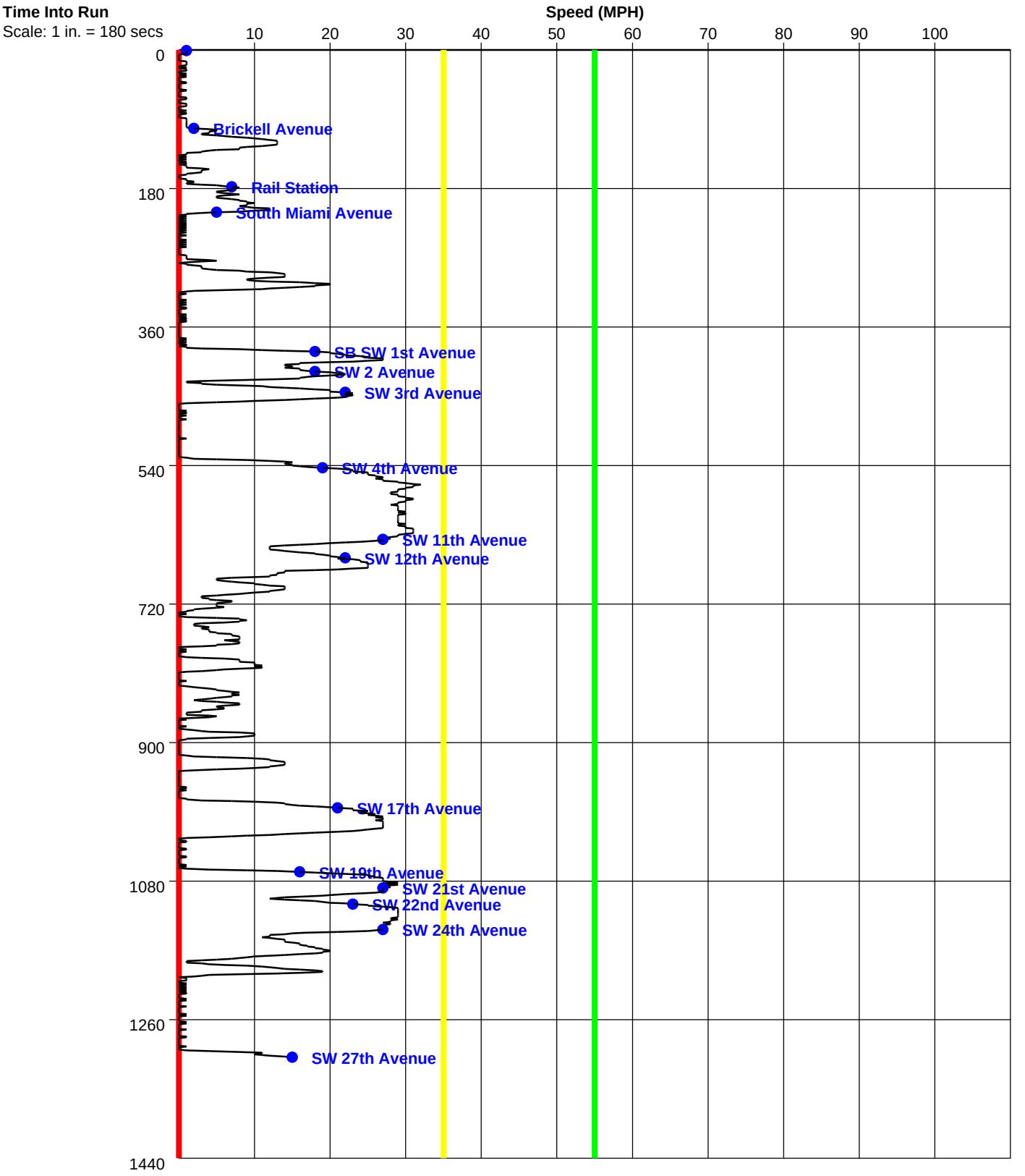
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name : **SR90 Westbound Travel Time PM**
Study Date : **12/3/2013**
Page No. : **32**

Time-Based Speed Profile

Run : WBRun6PM-R001 Start Time:17:37 (This is a Before Run)



SR 90 Travel Time & Delay

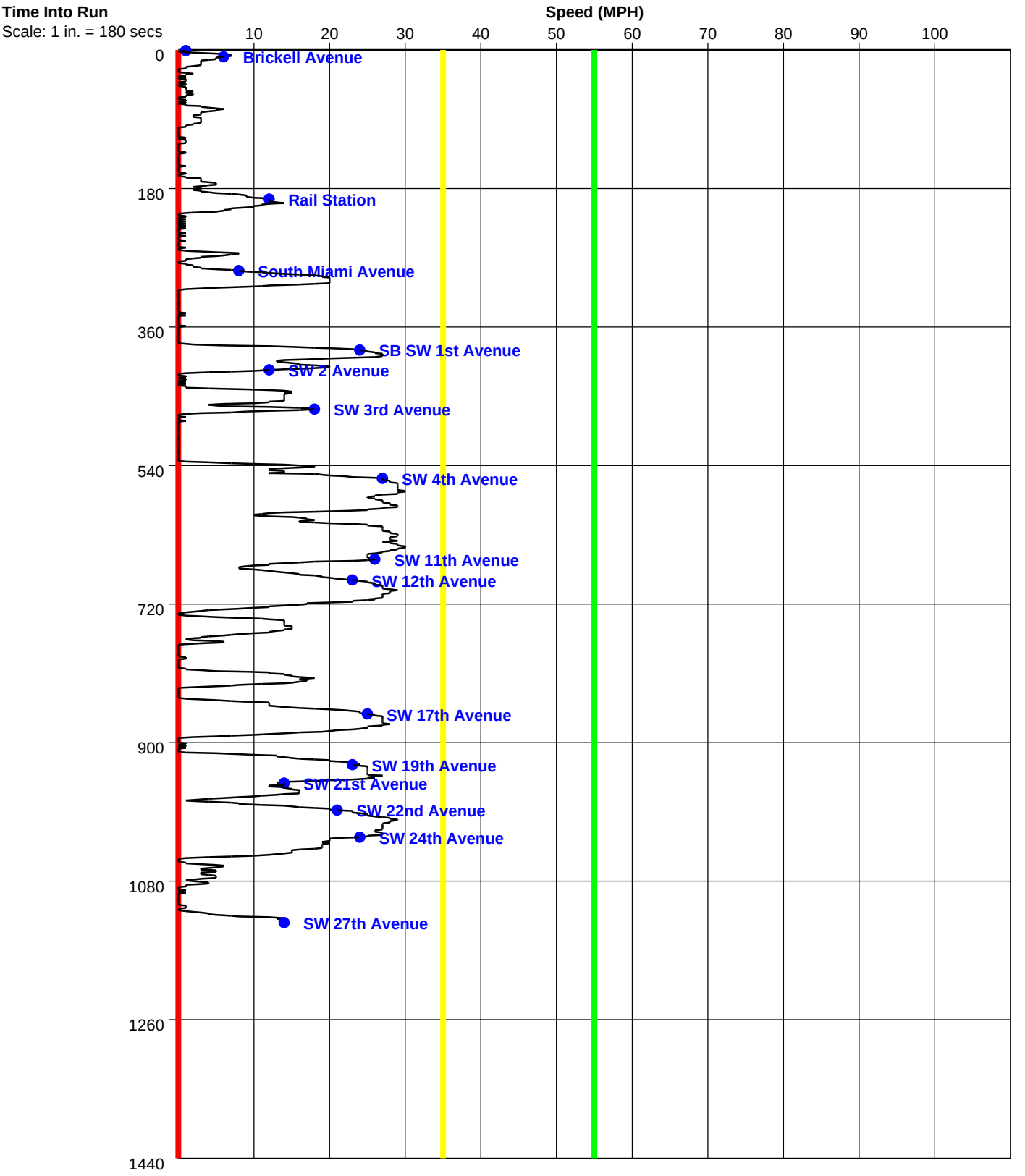
Brickell Avenue to SW 27th Avenue

Westbound PM

Study Name : **SR90 Westbound Travel Time PM**
Study Date : **12/3/2013**
Page No. : **33**

Time-Based Speed Profile

Run : WBRun7PM-R001 Start Time:17:52 (This is a Before Run)



Appendix G

Traffic Data

Signal Timing Report

TOD Schedule Report
for 2240: SW 1 Av&SW 7 St

Print Date: 4/29/2013

Print Time: 11:57 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2240	SW 1 Av&SW 7 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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





Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3							
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	5 - 5 - 5	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 45 - 45	4	1.8
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	5 - 5 - 5	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	25 - 25 - 25	75 - 75 - 70	4	0.6

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-----8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 -	5 -	6 -	7 -	8 SBT	Ring Offset	Offset
	1	120	0	54	0	0	0	0	0	55	0	34
	3	80	0	49	0	0	0	0	0	20	0	49
	4	70	0	39	0	0	0	0	0	20	0	35
	6	110	0	48	0	0	0	0	0	51	0	71
	7	130	0	50	0	0	0	0	0	69	0	126
	8	120	0	54	0	0	0	0	0	55	0	83
	9	90	0	50	0	0	0	0	0	29	0	11
	18	80	0	49	0	0	0	0	0	20	0	0
	19	90	0	59	0	0	0	0	0	20	0	0
	20	110	0	79	0	0	0	0	0	20	0	0
	21	100	0	69	0	0	0	0	0	20	0	0
	22	65	0	34	0	0	0	0	0	20	0	8

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Free	M T W Th F
0330	Free	Su S
0500	4	M T W Th F
0600	18	Su S
0700	1	M T W Th F
0830	19	Su S
0930	6	M T W Th F
1000	20	Su S
1530	7	M T W Th F
1830	8	M T W Th F
1900	21	Su S
2130	9	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2241: SW 2 Av&SW 7 St

Print Date: 4/29/2013

Print Time: 11:57 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2241	SW 2 Av&SW 7 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	35 - 25 - 25	0 - 60 - 60	4	1
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	7 - 7 - 7	10 - 8 - 8	7 - 7 - 7	1 - 1 - 1	25 - 15 - 15	75 - 75 - 75	4	0.6
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 NBL	7 - 7 - 7	18 - 18 - 18	5 - 5 - 5	2 - 2 - 2	15 - 15 - 15	30 - 30 - 30	3	0
8 SBT	7 - 7 - 7	10 - 8 - 8	7 - 7 - 7	1 - 1 - 1	25 - 15 - 15	60 - 60 - 60	4	0.6

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 -	6 -	7 NBL	8 SBT	Ring Offset	Offset
	1	120	0	50	0	60	0	0	21	36	0	46
	3	80	0	45	0	25	0	0	7	15	0	46
	4	70	0	32	0	28	0	0	10	15	0	39
	6	110	0	45	0	55	0	0	10	42	0	77
	7	130	0	63	0	57	0	0	19	35	0	25
	8	120	0	55	0	55	0	0	11	41	0	93
	9	90	0	46	0	34	0	0	10	21	0	24
	18	80	0	35	0	35	0	0	13	19	0	3
	19	90	0	43	0	37	0	0	14	20	0	2
	20	110	0	60	0	40	0	0	15	22	0	23
	21	100	0	52	0	38	0	0	13	22	0	24

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4--78
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Flash	M T W Th F
0330	Flash	Su S
0600	4	M T W Th F
0600	18	Su S
0700	1	M T W Th F
0830	19	Su S
0930	6	M T W Th F
1000	20	Su S
1530	7	M T W Th F
1830	8	M T W Th F
1900	21	Su S
2130	9	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2242: SW 8 Av&SW 7 St

Print Date: 8/5/2013

Print Time: 3:50 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2242	SW 8 Av&SW 7 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	WBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	1 - 1 - 1	54 - 54 - 54	0 - 54 - 54	4	1.8
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	2.5 - 2.5 - 2.5	41 - 41 - 41	51 - 51 - 51	4	1.7
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	2.5 - 2.5 - 2.5	41 - 41 - 41	51 - 51 - 51	4	1.7

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4---8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 -	6 -	7 -	8 SBT	Ring Offset	Offset
	2	90	0	53	0	25	0	0	0	25	0	32
	3	90	0	34	0	44	0	0	0	44	0	56
	4	100	0	49	0	39	0	0	0	39	0	65
	5	90	0	53	0	25	0	0	0	25	0	65
	7	120	0	60	0	48	0	0	0	48	0	54
	8	100	0	49	0	39	0	0	0	39	0	61
	11	120	0	69	0	39	0	0	0	39	0	73
	13	100	0	60	0	28	0	0	0	28	0	54
	15	90	0	30	0	48	0	0	0	48	0	64
	18	90	0	40	0	38	0	0	0	38	0	60
	19	100	0	56	0	32	0	0	0	32	0	89
	20	120	0	68	0	40	0	0	0	40	0	57
	21	115	0	78	0	25	0	0	0	25	0	34
	24	120	0	83	0	25	0	0	0	25	0	10
	25	120	0	83	0	25	0	0	0	25	0	10
	26	120	0	83	0	25	0	0	0	25	0	10
	27	120	0	83	0	25	0	0	0	25	0	10
	28	120	0	83	0	25	0	0	0	25	0	10
	29	120	0	83	0	25	0	0	0	25	0	10

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0530	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	8-------	SuM T W ThF S
0700	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	8-------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	8-------	SuM T W ThF S
0700	TOD OUTPUTS	--------	M T W ThF
0900	TOD OUTPUTS	--------	Su S
2000	TOD OUTPUTS	8-------	SuM T W ThF S

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2243: US 1&SE 8 St

Print Date: 8/16/2013

Print Time: 7:53 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2243	US 1&SE 8 St	DOW-6		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	PED	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	1 - 1 - 1	45 - 45 - 52	0 - 70 - 70	4.3	1.9
3	EBT	7 - 7 - 7	24 - 24 - 24	7 - 7 - 7	2.5 - 2.5 - 2.5	35 - 12 - 10	60 - 60 - 60	4	2.7
4	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	35 - 12 - 10	60 - 60 - 60	4	2.7
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 7 - 7	17 - 20 - 9	3	1
6	NBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	1 - 1 - 1	45 - 45 - 52	0 - 70 - 70	4.3	1.9
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: 03/08/2010 13:29

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 PED	2 SBT	3 EBT	4 WBT	5 SBL	6 NBT	7 -	8 -	Ring Offset	Offset
	2	120	0	54	33	13	11	39	0	0	0	78
	4	140	0	54	38	28	10	40	0	0	0	63
	6	130	0	50	31	29	14	32	0	0	0	87
	10	150	0	56	41	33	11	41	0	0	0	145
	14	130	0	48	32	30	8	36	0	0	0	0
	15	120	0	45	32	23	11	30	0	0	0	0
	17	120	0	50	34	16	7	39	0	0	0	28
	18	120	0	41	31	28	7	30	0	0	0	56
	19	130	0	44	34	32	10	30	0	0	0	22
	20	140	0	54	34	32	10	40	0	0	0	28
	21	130	0	48	31	31	8	36	0	0	0	35

Local TOD Schedule

Time	Plan	DOW
0000	17	Su M T W Th F S
0115	Free	Su S
0230	Flash	M T W Th F
0530	2	M T W Th F
0600	Free	Su S
0700	4	M T W Th F
0800	18	Su S
0930	6	M T W Th F
1100	19	Su S
1400	20	Su S
1545	10	M T W Th F
1900	14	M T W Th F
1900	21	Su S
2000	15	M T W Th F
2300	17	M T W Th F
2300	18	Su S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2244: S Miami Av&S 8 St

Print Date: 5/20/2013

Print Time: 9:28 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2244	S Miami Av&S 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3							
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	1 - 1 - 1	50 - 50 - 50	70 - 70 - 70	4	0.6
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 EBT	7 - 7 - 7	7 - 7 - 7	7 - 7 - 7	1 - 1 - 1	50 - 70 - 70	80 - 80 - 80	4	0.6
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 -	4 EBT	5 -	6 -	7 -	8 -	Ring Offset	Offset
	1	120	0	33	0	77	0	0	0	0	0	89
	3	80	0	43	0	27	0	0	0	0	0	76
	4	70	0	20	0	40	0	0	0	0	0	58
	6	110	0	28	0	72	0	0	0	0	0	11
	7	130	0	33	0	87	0	0	0	0	0	95
	8	120	0	33	0	77	0	0	0	0	0	107
	9	90	0	33	0	47	0	0	0	0	0	80
	18	80	0	30	0	40	0	0	0	0	0	5
	19	90	0	30	0	50	0	0	0	0	0	69
	20	110	0	45	0	55	0	0	0	0	0	109
	21	100	0	40	0	50	0	0	0	0	0	5

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Free	M T W Th F
0330	Free	Su S
0600	4	M T W Th F
0600	18	Su S
0700	1	M T W Th F
0830	19	Su S
0930	6	M T W Th F
1000	20	Su S
1530	7	M T W Th F
1830	8	M T W Th F
1900	21	Su S
2130	9	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2245: SW 1 Av E&SW 8 St

Print Date: 4/29/2013

Print Time: 11:57 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2245	SW 1 Av E&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3							
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 EBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	1 - 1 - 1	70 - 70 - 70	70 - 70 - 70	4	0.6
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 SBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	1 - 1 - 1	45 - 45 - 45	85 - 85 - 85	4	0.6
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 EBT	3 -	4 SBT	5 -	6 -	7 -	8 -	Ring Offset	Offset
	1	120	0	84	0	26	0	0	0	0	0	46
	3	80	0	45	0	25	0	0	0	0	0	50
	4	70	0	38	0	22	0	0	0	0	0	9
	6	110	0	59	0	41	0	0	0	0	0	61
	7	130	0	75	0	45	0	0	0	0	0	35
	8	120	0	65	0	45	0	0	0	0	0	51
	9	90	0	40	0	40	0	0	0	0	0	18
	18	80	0	44	0	26	0	0	0	0	0	23
	19	90	0	54	0	26	0	0	0	0	0	21
	20	110	0	74	0	26	0	0	0	0	0	48
	21	100	0	64	0	26	0	0	0	0	0	44

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Flash	M T W Th F
0330	Flash	Su S
0600	4	M T W Th F
0600	18	Su S
0700	1	M T W Th F
0830	19	Su S
0930	6	M T W Th F
1000	20	Su S
1530	7	M T W Th F
1830	8	M T W Th F
1900	21	Su S
2130	9	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2246: SW 2 Av&SW 8 St

Print Date: 8/5/2013

Print Time: 3:50 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2246	SW 2 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	1 - 1 - 1	10 - 5 - 5	28 - 28 - 28	3	0
2	NBT	4 - 4 - 4	8 - 8 - 8	4 - 4 - 4	1 - 1 - 1	35 - 19 - 19	0 - 72 - 72	4	2.3
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	EBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	40 - 24 - 24	88 - 88 - 88	4	2.3
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	SBT	4 - 4 - 4	8 - 8 - 8	4 - 4 - 4	1 - 1 - 1	35 - 19 - 19	0 - 72 - 72	4	2.3
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 SBL	2 NBT	3 -	4 EBT	5 -	6 SBT	7 -	8 -	Ring Offset	Offset
	1	120	8	33	0	64	0	44	0	0	0	76
	3	80	13	21	0	31	0	37	0	0	0	10
	4	70	7	24	0	24	0	34	0	0	0	25
	6	110	8	23	0	64	0	34	0	0	0	100
	7	130	11	30	0	74	0	44	0	0	0	95
	8	120	11	36	0	58	0	50	0	0	0	96
	9	90	7	34	0	34	0	44	0	0	0	51
	18	80	7	14	0	44	0	24	0	0	0	39
	19	90	7	24	0	44	0	34	0	0	0	40
	20	110	8	28	0	59	0	39	0	0	0	68
	21	100	8	18	0	59	0	29	0	0	0	59
	22	65	6	16	0	28	0	25	0	0	0	58
	23	65	7	21	0	22	0	31	0	0	0	50

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Flash	M T W Th F
0330	Flash	Su S
0600	4	M T W Th F
0600	18	Su S
0700	1	M T W Th F
0830	19	Su S
0930	6	M T W Th F
1000	20	Su S
1530	7	M T W Th F
1830	8	M T W Th F
1900	21	Su S
2130	9	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2247: SW 8 Av&SW 8 St

Print Date: 8/5/2013

Print Time: 3:50 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2247	SW 8 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	12 - 12 - 12	25 - 17 - 17	3	0
4	NBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	55 - 55 - 55	4	1.8
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	45 - 45 - 45	0 - 45 - 45	4.3	1.3
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	20 - 20 - 20	55 - 55 - 55	4	1.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	--34-6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	SBL	NBT	-	EBT	-	SBT		
	2	90	0	0	9	19	0	47	0	31	0	30
	3	90	0	0	9	19	0	47	0	31	0	62
	4	100	0	0	12	19	0	54	0	34	0	50
	5	90	0	0	9	19	0	47	0	31	0	56
	7	120	0	0	13	20	0	72	0	36	0	43
	8	100	0	0	12	19	0	54	0	34	0	52
	11	120	0	0	13	20	0	72	0	36	0	37
	13	100	0	0	12	27	0	46	0	42	0	76
	15	90	0	0	9	19	0	47	0	31	0	81
	18	90	0	0	10	34	0	31	0	47	0	62
	19	100	0	0	15	28	0	42	0	46	0	74
	20	120	0	0	22	24	0	59	0	49	0	24
	21	115	0	0	12	21	0	67	0	36	0	24
	24	120	0	0	12	21	0	72	0	36	0	7
	25	120	0	0	12	21	0	72	0	36	0	7
	26	120	0	0	12	21	0	72	0	36	0	7
	27	120	0	0	12	21	0	72	0	36	0	7
	28	130	0	0	12	21	0	82	0	36	0	7
	29	130	0	0	12	21	0	82	0	36	0	7

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0530	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	8-------	SuM T W ThF S
0700	TOD OUTPUTS	--------	M T W ThF
2000	TOD OUTPUTS	8-------	SuM T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	8-------	SuM T W ThF S
0700	TOD OUTPUTS	--------	M T W ThF
0900	TOD OUTPUTS	--------	Su S
2000	TOD OUTPUTS	8-------	SuM T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2248: SW 12 Av&SW 8 St

Print Date: 8/5/2013

Print Time: 3:50 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2248	SW 12 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
Phase Bank		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	SBL	0	0	0	0	0	0	5	5	5	2	2	2	12	12	12	17	17	17	4	0
4	NBT	7	7	7	12	12	12	7	7	7	2.5	2.5	2.5	20	20	20	60	60	60	4	0.7
5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	EBT	7	7	7	12	12	12	7	7	7	1	1	1	45	45	45	0	45	45	4	1
7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	SBT	7	7	7	12	12	12	7	7	7	2.5	2.5	2.5	20	20	20	60	60	60	4	0.7

Last In Service Date: unknown

Permitted Phases

	12345678
Default	--34-6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	SBL	NBT	-	EBT	-	SBT		
	2	90	0	0	10	32	0	34	0	32	0	81
	3	90	0	0	11	26	0	39	0	26	0	16
	4	100	0	0	10	35	0	41	0	35	0	8
	5	90	0	0	11	26	0	39	0	26	0	9
	7	120	0	0	14	45	0	47	0	45	0	109
	8	100	0	0	10	35	0	41	0	35	0	8
	11	120	0	0	14	45	0	47	0	45	0	109
	13	100	0	0	5	38	0	43	0	38	0	3
	15	90	0	0	10	35	0	31	0	35	0	21
	18	90	0	0	7	35	0	34	0	35	0	15
	19	100	0	0	5	38	0	43	0	38	0	28
	20	120	0	0	9	39	0	58	0	39	0	93
	21	115	0	0	7	35	0	59	0	45	0	84
	24	120	0	0	7	45	0	54	0	55	0	84
	25	120	0	0	5	47	0	54	0	47	0	84
	26	120	0	0	7	30	0	69	0	30	0	84
	27	120	0	0	7	30	0	69	0	30	0	84
	28	120	0	0	8	40	0	58	0	40	0	84
	29	120	0	0	7	43	0	56	0	43	0	84

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Flash	M T W Th F
0300	Flash	Su S
0530	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2249: SW 17 Av&SW 8 St

Print Date: 8/5/2013

Print Time: 3:50 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2249	SW 17 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	19 - 15 - 15	3	0
4	NBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	30 - 30 - 30	60 - 60 - 60	4	0.8
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	1 - 1 - 1	45 - 45 - 45	0 - 45 - 45	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	30 - 30 - 30	60 - 60 - 60	4	0.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	--34-6-8
External Permit 0	---4-6-8
External Permit 1	---4-6-8
External Permit 2	---4-6-8

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	SBL	NBT	-	EBT	-	SBT		
	2	90	0	0	7	25	0	45	0	35	0	28
	3	90	0	0	7	30	0	40	0	40	0	58
	4	100	0	0	7	40	0	40	0	50	0	51
	5	90	0	0	7	25	0	45	0	35	0	29
	7	120	0	0	11	36	0	60	0	50	0	56
	8	100	0	0	7	40	0	40	0	50	0	51
	11	120	0	0	13	34	0	60	0	50	0	56
	13	100	0	0	7	25	0	55	0	35	0	0
	15	90	0	0	7	25	0	45	0	35	0	0
	18	90	0	0	7	25	0	45	0	35	0	0
	19	100	0	0	12	26	0	49	0	41	0	0
	20	120	0	0	13	31	0	63	0	47	0	0
	21	115	0	0	12	31	0	59	0	45	0	0
	24	120	0	0	7	47	0	53	0	57	0	0
	25	120	0	0	7	45	0	55	0	55	0	0
	26	120	0	0	7	35	0	65	0	45	0	0
	27	120	0	0	7	35	0	65	0	45	0	0
	28	120	0	0	7	37	0	63	0	47	0	0
	29	120	0	0	7	40	0	60	0	50	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0530	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2250: SW 19 Av&SW 8 St

Print Date: 8/5/2013

Print Time: 3:50 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2250	SW 19 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 EBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	53 - 53 - 53	0 - 53 - 53	4	0.8
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 SBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	29 - 29 - 29	34 - 34 - 34	4	0.3
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 NBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	29 - 29 - 29	34 - 34 - 34	4	0.3

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4---8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 EBT	3 -	4 SBT	5 -	6 -	7 -	8 NBT	Ring Offset	Offset
	2	90	0	54	0	27	0	0	0	27	0	1
	3	90	0	63	0	18	0	0	0	18	0	26
	4	100	0	66	0	25	0	0	0	25	0	45
	5	90	0	63	0	18	0	0	0	18	0	3
	7	120	0	78	0	33	0	0	0	33	0	43
	8	100	0	66	0	25	0	0	0	25	0	45
	11	120	0	78	0	33	0	0	0	33	0	43
	13	100	0	64	0	27	0	0	0	27	0	54
	15	90	0	54	0	27	0	0	0	27	0	19
	18	90	0	54	0	27	0	0	0	27	0	23
	19	100	0	58	0	33	0	0	0	33	0	14
	20	120	0	91	0	20	0	0	0	20	0	47
	21	115	0	79	0	27	0	0	0	27	0	54
	24	120	0	84	0	27	0	0	0	27	0	54
	25	120	0	84	0	27	0	0	0	27	0	54
	26	120	0	84	0	27	0	0	0	27	0	54
	27	120	0	84	0	27	0	0	0	27	0	54
	28	120	0	84	0	27	0	0	0	27	0	54
	29	120	0	84	0	27	0	0	0	27	0	54

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0030	Flash	M T W Th F
0130	Flash	Su S
0530	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2251: SW 22 Av&SW 8 St

Print Date: 8/5/2013

Print Time: 3:51 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2251	SW 22 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2.5 - 2.5 - 2.5	7 - 7 - 7	32 - 9 - 9	3	0
4	NBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	21 - 21 - 21	62 - 62 - 62	4.3	1.7
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	7 - 7 - 7	32 - 32 - 32	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 60 - 60	4	2.5
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	21 - 21 - 21	62 - 62 - 62	4.3	1.7

Last In Service Date: unknown

Permitted Phases

	12345678
Default	--34-6-8
External Permit 0	--------
External Permit 1	---4-6-8
External Permit 2	---4-6-8

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	SBL	NBT	-	EBT	-	SBT		
	2	90	0	0	6	25	0	44	0	33	0	48
	3	90	0	0	6	25	0	44	0	33	0	46
	4	100	0	0	9	27	0	49	0	38	0	78
	5	90	0	0	6	25	0	44	0	33	0	53
	7	120	0	0	9	32	0	64	0	43	0	102
	8	100	0	0	9	27	0	49	0	38	0	91
	11	120	0	0	9	32	0	64	0	43	0	107
	12	90	0	0	7	25	0	43	0	34	0	23
	13	100	0	0	9	32	0	44	0	43	0	97
	15	90	0	0	9	27	0	39	0	38	0	73
	18	90	0	0	6	25	0	44	0	33	0	44
	19	100	0	0	7	24	0	54	0	32	0	64
	20	120	0	0	10	24	0	71	0	35	0	67
	21	115	0	0	10	24	0	66	0	35	0	11
	24	120	0	0	9	45	0	51	0	56	0	67
	25	120	0	0	9	48	0	48	0	59	0	67
	26	120	0	0	9	38	0	58	0	49	0	67
	27	120	0	0	9	40	0	56	0	51	0	67
	28	120	0	0	9	46	0	50	0	57	0	67
	29	120	0	0	9	49	0	47	0	60	0	67

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0530	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 2253: SW 27 Av&SW 8 St

Print Date: 8/5/2013

Print Time: 3:51 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2253	SW 27 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	25 - 25 - 25	3	0
2	SBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	1 - 1 - 1	32 - 32 - 32	0 - 45 - 45	4.3	1.7
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	21 - 21 - 21	7 - 7 - 7	2.5 - 2.5 - 2.5	32 - 32 - 32	60 - 60 - 60	4	2.7
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	25 - 25 - 25	3	0
6	NBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	1 - 1 - 1	32 - 32 - 32	0 - 45 - 45	4.3	1.7
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 7 - 7	21 - 21 - 21	7 - 7 - 7	2.5 - 2.5 - 2.5	32 - 32 - 32	60 - 60 - 60	4	2.7

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-456-8
External Permit 0	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 WBT	5 SBL	6 NBT	7 -	8 EBT	Ring Offset	Offset
	1	110	13	45	0	36	13	45	0	36	0	35
	2	110	13	45	0	36	13	45	0	36	0	47
	3	120	10	45	0	49	10	45	0	49	0	57
	6	120	12	50	0	42	12	50	0	42	0	1
	7	130	15	51	0	48	15	51	0	48	0	68
	18	100	15	36	0	33	15	36	0	33	0	79
	19	130	16	58	0	40	16	58	0	40	0	3
	20	120	16	54	0	34	16	54	0	34	0	8
	21	110	12	48	0	34	12	48	0	34	0	58
	24	120	22	40	0	42	22	40	0	42	0	88
	25	120	22	40	0	42	22	40	0	42	0	88
	26	120	22	40	0	42	22	40	0	42	0	88
	27	120	22	40	0	42	22	40	0	42	0	88
	28	120	22	40	0	42	22	40	0	42	0	88
	29	120	22	40	0	42	22	40	0	42	0	88

Local TOD Schedule

Time	Plan	DOW
0000	1	Su M T W Th F S
0030	Free	M T W Th F
0130	Free	Su S
0200	Free	M T W Th F
0300	Free	Su S
0530	12	M T W Th F
0600	18	Su S
0600	2	M T W Th F
0730	3	M T W Th F
0800	19	Su S
0915	1	M T W Th F
1100	6	M T W Th F
1100	20	Su S
1530	7	M T W Th F
1600	21	Su S
1800	6	M T W Th F
2000	1	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3249: SW 21 Av&SW 8 St

Print Date: 8/5/2013

Print Time: 4:02 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3249	SW 21 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	35 - 35 - 35	0 - 35 - 35	4	0.7
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	16 - 16 - 16	25 - 25 - 25	4	0.3

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-----6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	-	-	EBT	-	SBT		
	2	90	0	0	0	0	0	59	0	22	0	82
	3	90	0	0	0	0	0	59	0	22	0	39
	4	100	0	0	0	0	0	69	0	22	0	32
	5	90	0	0	0	0	0	59	0	22	0	84
	7	120	0	0	0	0	0	89	0	22	0	39
	8	100	0	0	0	0	0	69	0	22	0	32
	11	120	0	0	0	0	0	89	0	22	0	39
	13	100	0	0	0	0	0	69	0	22	0	47
	15	90	0	0	0	0	0	59	0	22	0	4
	18	90	0	0	0	0	0	59	0	22	0	86
	19	100	0	0	0	0	0	69	0	22	0	25
	20	120	0	0	0	0	0	89	0	22	0	37
	21	115	0	0	0	0	0	84	0	22	0	51
	24	120	0	0	0	0	0	89	0	22	0	0
	25	120	0	0	0	0	0	89	0	22	0	0
	26	120	0	0	0	0	0	89	0	22	0	0
	27	120	0	0	0	0	0	89	0	22	0	0
	28	120	0	0	0	0	0	89	0	22	0	0
	29	120	0	0	0	0	0	89	0	22	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0030	Flash	M T W Th F
0130	Flash	Su S
0530	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3326: SW 3 Av&SW 8 St

Print Date: 4/29/2013

Print Time: 1:35 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3326	SW 3 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 12 - 12	45 - 43 - 43	4	0.7
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	2.5 - 2.5 - 2.5	45 - 27 - 27	0 - 43 - 43	4	0.5
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 12 - 12	45 - 43 - 43	4	0.7

Last In Service Date: unknown

Permitted Phases

	12345678
Default	---4-6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	NBT	-	EBT	-	SBT		
	1	120	0	0	0	21	0	90	0	21	0	47
	3	80	0	0	0	15	0	56	0	15	0	26
	4	70	0	0	0	15	0	46	0	15	0	59
	6	110	0	0	0	20	0	81	0	20	0	80
	7	130	0	0	0	38	0	83	0	38	0	58
	8	120	0	0	0	36	0	75	0	36	0	57
	9	90	0	0	0	20	0	61	0	20	0	8
	18	80	0	0	0	19	0	52	0	19	0	0
	19	90	0	0	0	19	0	62	0	19	0	0
	20	110	0	0	0	19	0	82	0	19	0	0
	21	100	0	0	0	26	0	65	0	26	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Flash	M T W Th F
0330	Flash	Su S
0600	4	M T W Th F
0600	18	Su S
0700	1	M T W Th F
0830	19	Su S
0930	6	M T W Th F
1000	20	Su S
1530	7	M T W Th F
1830	8	M T W Th F
1900	21	Su S
2130	9	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	VEH RECALL	8---4---	M T W ThF
0200	VEH RECALL	--------	M T W ThF
0600	VEH RECALL	8---4---	M T W ThF
0730	VEH RECALL	--------	M T W ThF
0730	VEH MAX RECALL	8---4---	M T W ThF
2000	VEH MAX RECALL	--------	M T W ThF
2000	VEH RECALL	8---4---	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0000	VEH RECALL	8---4---	M T W ThF
0000	VEH RECALL	8---4---	Su S
0200	VEH RECALL	--------	M T W ThF
0330	VEH RECALL	--------	Su S
0600	VEH RECALL	8---4---	Su S
0600	VEH RECALL	8---4---	M T W ThF
0730	VEH RECALL	--------	M T W ThF
0730	VEH MAX RECALL	8---4---	M T W ThF
1000	VEH RECALL	--------	Su S
1000	VEH MAX RECALL	8---4---	Su S
1900	VEH MAX RECALL	--------	Su S
1900	VEH RECALL	8---4---	Su S
2000	VEH MAX RECALL	--------	M T W ThF
2000	VEH RECALL	8---4---	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3327: SW 4 Av&SW 8 St

Print Date: 8/5/2013

Print Time: 4:02 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3327	SW 4 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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





Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 EBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	2 - 2 - 2	50 - 24 - 24	0 - 71 - 71	4	2.7
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 SBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	2.5 - 2.5 - 2.5	50 - 24 - 24	70 - 71 - 71	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	EBT	-	SBT	-	-	-	-		
	1	120	0	44	0	63	0	0	0	0	0	48
	3	80	0	24	0	43	0	0	0	0	0	36
	4	70	0	40	0	17	0	0	0	0	0	41
	6	110	0	44	0	53	0	0	0	0	0	109
	7	130	0	54	0	63	0	0	0	0	0	122
	8	120	0	54	0	53	0	0	0	0	0	119
	9	90	0	39	0	38	0	0	0	0	0	62
	18	80	0	24	0	43	0	0	0	0	0	0
	19	90	0	34	0	43	0	0	0	0	0	0
	20	110	0	54	0	43	0	0	0	0	0	0
	21	100	0	44	0	43	0	0	0	0	0	0
	24	140	0	69	0	58	0	0	0	0	0	104
	25	140	0	69	0	58	0	0	0	0	0	104
	26	120	0	49	0	58	0	0	0	0	0	104
	27	120	0	49	0	58	0	0	0	0	0	104
	28	130	0	59	0	58	0	0	0	0	0	104
	29	130	0	59	0	58	0	0	0	0	0	104

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Flash	M T W Th F
0330	Flash	Su S
0600	4	M T W Th F
0600	18	Su S
0700	1	M T W Th F
0830	19	Su S
0930	6	M T W Th F
1000	20	Su S
1530	7	M T W Th F
1830	8	M T W Th F
1900	21	Su S
2130	9	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3381: SW 4 Av&SW 7 St

Print Date: 8/5/2013

Print Time: 4:03 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3381	SW 4 Av&SW 7 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	SWT	SBT	-	-	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	45 - 19 - 19	0 - 57 - 57	4	2.5
3 SWT	7 - 7 - 7	5 - 5 - 5	7 - 7 - 7	3 - 3 - 3	25 - 12 - 12	50 - 57 - 57	4.3	2.7
4 SBT	7 - 7 - 7	5 - 5 - 5	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 12 - 12	25 - 16 - 16	4	3.2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	SWT	SBT	-	-	-	-		
	1	120	0	33	55	11	0	0	0	0	0	56
	3	80	0	28	20	11	0	0	0	0	0	76
	4	70	0	18	20	11	0	0	0	0	0	47
	6	110	0	33	43	13	0	0	0	0	0	109
	7	130	0	43	55	11	0	0	0	0	0	126
	8	120	0	43	45	11	0	0	0	0	0	119
	9	90	0	29	29	11	0	0	0	0	0	64
	18	80	0	13	35	11	0	0	0	0	0	0
	19	90	0	23	35	11	0	0	0	0	0	0
	20	110	0	43	35	11	0	0	0	0	0	0
	21	100	0	33	35	11	0	0	0	0	0	0
	24	140	0	68	40	11	0	0	0	0	0	114
	25	140	0	68	40	11	0	0	0	0	0	114
	26	120	0	48	40	11	0	0	0	0	0	114
	27	120	0	48	40	11	0	0	0	0	0	114
	28	130	0	58	40	11	0	0	0	0	0	114
	29	130	0	58	40	11	0	0	0	0	0	114

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Flash	M T W Th F
0330	Flash	Su S
0600	4	M T W Th F
0600	18	Su S
0700	1	M T W Th F
0830	19	Su S
0930	6	M T W Th F
1000	20	Su S
1530	7	M T W Th F
1830	8	M T W Th F
1900	21	Su S
2130	9	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3407: SW 12 Av&SW 7 St

Print Date: 8/5/2013

Print Time: 4:03 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3407	SW 12 Av&SW 7 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	1.6
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	2.5 - 2.5 - 2.5	30 - 30 - 30	60 - 60 - 60	4	2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	15 - 15 - 15	3	2
8 SBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	2.5 - 2.5 - 2.5	30 - 30 - 30	60 - 60 - 60	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4--78
External Permit 0	-2-4---8
External Permit 1	-2-4---8
External Permit 2	-2-4---8

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 -	6 -	7 NBL	8 SBT	Ring Offset	Offset
	2	90	0	32	0	32	0	0	9	32	0	85
	3	90	0	29	0	36	0	0	8	36	0	15
	4	100	0	34	0	42	0	0	7	42	0	9
	5	90	0	29	0	36	0	0	8	36	0	5
	7	120	0	49	0	41	0	0	13	41	0	115
	8	100	0	34	0	42	0	0	7	42	0	4
	11	120	0	49	0	41	0	0	13	41	0	111
	13	100	0	43	0	32	0	0	8	32	0	4
	15	90	0	28	0	39	0	0	6	39	0	22
	18	90	0	33	0	31	0	0	9	31	0	16
	19	100	0	45	0	29	0	0	9	29	0	34
	20	120	0	61	0	33	0	0	9	33	0	97
	21	115	0	54	0	36	0	0	8	36	0	88
	24	120	0	55	0	40	0	0	8	40	0	92
	25	120	0	51	0	42	0	0	10	42	0	83
	26	120	0	65	0	31	0	0	7	31	0	90
	27	120	0	63	0	33	0	0	7	33	0	84
	28	120	0	49	0	44	0	0	10	44	0	85
	29	120	0	49	0	44	0	0	10	44	0	90

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0130	Flash	M T W Th F
0230	Flash	Su S
0530	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3442: Beacom Blvd&SW 7 St

Print Date: 8/5/2013

Print Time: 4:04 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3442	Beacom Blvd&SW 7 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NEL	SWT	-	WBT	-	NET	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	NEL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	8 - 8 - 8	30 - 30 - 30	3	0
2	SWT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	35 - 35 - 35	0 - 59 - 59	4.3	2.2
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	2.5 - 2.5 - 2.5	40 - 40 - 40	59 - 59 - 59	4	2.7
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NET	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	35 - 35 - 35	0 - 59 - 59	4.3	2.2
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			NEL	SWT	-	WBT	-	NET	-	-		
	2	90	8	26	0	40	0	37	0	0	0	35
	3	90	5	30	0	39	0	38	0	0	0	45
	4	100	19	21	0	44	0	43	0	0	0	82
	5	90	16	22	0	36	0	41	0	0	0	48
	7	120	10	36	0	57	0	49	0	0	0	93
	8	100	0	47	0	40	0	47	0	0	0	4
	11	120	0	49	0	57	0	49	0	0	0	99
	13	100	10	26	0	48	0	39	0	0	0	93
	15	90	10	6	0	57	0	19	0	0	0	66
	18	90	20	26	0	28	0	49	0	0	0	45
	19	100	10	35	0	39	0	48	0	0	0	48
	20	120	13	47	0	44	0	63	0	0	0	51
	21	115	7	58	0	34	0	68	0	0	0	27
	24	120	7	63	0	34	0	73	0	0	0	17
	25	120	7	63	0	34	0	73	0	0	0	17
	26	120	7	63	0	34	0	73	0	0	0	17
	27	120	7	63	0	34	0	73	0	0	0	17
	28	120	7	63	0	34	0	73	0	0	0	17
	29	120	7	63	0	34	0	73	0	0	0	17

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Flash	M T W Th F
0230	Flash	Su S
0530	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3444: SW 17 Av&SW 7 St

Print Date: 8/5/2013

Print Time: 4:04 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3444	SW 17 Av&SW 7 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	35 - 35 - 35	0 - 60 - 60	4	0.3
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	2.5 - 2.5 - 2.5	45 - 45 - 45	60 - 60 - 60	4	0.8
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	6 - 6 - 6	18 - 10 - 10	4	0.2
8 SBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	2.5 - 2.5 - 2.5	45 - 45 - 45	60 - 60 - 60	4	0.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4--78
External Permit 0	-2-4---8
External Permit 1	-2-4---8
External Permit 2	-2-4---8

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 -	6 -	7 NBL	8 SBT	Ring Offset	Offset
	2	90	0	27	0	45	0	0	5	45	0	33
	3	90	0	32	0	40	0	0	5	40	0	63
	4	100	0	32	0	50	0	0	5	50	0	55
	5	90	0	32	0	40	0	0	5	40	0	37
	7	120	0	42	0	60	0	0	5	60	0	63
	8	100	0	32	0	50	0	0	5	50	0	49
	11	120	0	42	0	60	0	0	5	60	0	77
	13	100	0	36	0	43	0	0	8	43	0	84
	15	90	0	27	0	42	0	0	8	42	0	72
	18	90	0	31	0	38	0	0	8	38	0	22
	19	100	0	40	0	41	0	0	6	41	0	82
	20	120	0	60	0	39	0	0	8	39	0	14
	21	115	0	66	0	40	0	0	7	29	0	108
	24	120	0	46	0	55	0	0	6	55	0	5
	25	120	0	48	0	51	0	0	8	51	0	4
	26	120	0	62	0	36	0	0	9	36	0	9
	27	120	0	62	0	36	0	0	9	36	0	10
	28	120	0	59	0	50	0	0	13	35	0	4
	29	120	0	56	0	55	0	0	6	44	0	9

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0500	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3445: SW 19 Av&SW 7 St

Print Date: 8/5/2013

Print Time: 4:04 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3445	SW 19 Av&SW 7 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	WBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	1 - 1 - 1	52 - 52 - 52	0 - 52 - 52	4	1.8
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	30 - 30 - 30	60 - 60 - 60	4.3	1.6
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	7 - 7 - 7	12 - 12 - 12	7 - 7 - 7	2.5 - 2.5 - 2.5	30 - 30 - 30	60 - 60 - 60	4.3	1.6

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4---8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 -	6 -	7 -	8 SBT	Ring Offset	Offset
	2	90	0	49	0	29	0	0	0	29	0	13
	3	90	0	54	0	24	0	0	0	24	0	22
	4	100	0	54	0	34	0	0	0	34	0	49
	5	90	0	51	0	27	0	0	0	27	0	20
	7	120	0	74	0	34	0	0	0	34	0	82
	8	100	0	59	0	29	0	0	0	29	0	67
	11	120	0	69	0	39	0	0	0	39	0	83
	13	100	0	58	0	30	0	0	0	30	0	68
	15	90	0	48	0	30	0	0	0	30	0	42
	18	90	0	49	0	29	0	0	0	29	0	10
	19	100	0	58	0	30	0	0	0	30	0	32
	20	120	0	73	0	35	0	0	0	35	0	39
	21	115	0	69	0	34	0	0	0	34	0	16
	24	120	0	74	0	34	0	0	0	34	0	53
	25	120	0	74	0	34	0	0	0	34	0	48
	26	120	0	74	0	34	0	0	0	34	0	44
	27	120	0	74	0	34	0	0	0	34	0	46
	28	130	0	84	0	34	0	0	0	34	0	34
	29	130	0	84	0	34	0	0	0	34	0	34

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0030	Flash	M T W Th F
0130	Flash	Su S
0230	Flash	M T W Th F
0530	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3446: SW 22 Av&SW 7 St

Print Date: 8/5/2013

Print Time: 4:04 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3446	SW 22 Av&SW 7 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 45 - 45	4	2.5
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	35 - 35 - 35	60 - 60 - 60	4.3	1.8
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	15 - 15 - 15	3	0
8 SBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	35 - 35 - 35	60 - 60 - 60	4.3	1.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4--78
External Permit 0	-2-4---8
External Permit 1	-2-4---8
External Permit 2	-2-4---8

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 -	6 -	7 NBL	8 SBT	Ring Offset	Offset
	2	90	0	44	0	33	0	0	6	25	0	39
	3	90	0	34	0	41	0	0	10	31	0	39
	4	100	0	50	0	36	0	0	8	27	0	83
	5	90	0	35	0	41	0	0	9	31	0	43
	7	120	0	63	0	43	0	0	10	32	0	104
	8	100	0	50	0	36	0	0	7	28	0	95
	11	120	0	62	0	43	0	0	10	33	0	113
	13	100	0	41	0	46	0	0	9	35	0	92
	15	90	0	34	0	43	0	0	6	35	0	64
	18	90	0	34	0	43	0	0	9	32	0	35
	19	100	0	45	0	42	0	0	7	33	0	59
	20	120	0	62	0	45	0	0	11	32	0	66
	21	115	0	64	0	38	0	0	9	27	0	39
	24	120	0	54	0	53	0	0	11	40	0	76
	25	120	0	50	0	57	0	0	8	47	0	65
	26	120	0	59	0	48	0	0	7	39	0	64
	27	120	0	57	0	50	0	0	7	41	0	62
	28	120	0	54	0	53	0	0	9	42	0	69
	29	120	0	52	0	55	0	0	10	43	0	67

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Flash	M T W Th F
0230	Flash	Su S
0530	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3447: SW 27 Av&SW 7 St

Print Date: 5/20/2013

Print Time: 9:50 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3447	SW 27 Av&SW 7 St	HOLIDAY-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
		Phase Bank 1																			
1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	SBT	7	7	7	12	12	12	7	7	7	1	1	1	45	45	45	0	45	45	4	0.6
3	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	NBT	7	7	7	12	12	12	7	7	7	1	1	1	45	45	45	0	45	45	4	0.6
7	WBT	7	7	7	20	20	18	7	7	7	2.5	2.5	2.5	27	27	27	43	43	43	4	0.9
8	EBT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	10	8	10	20	20	20	4	0.9

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2---678
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	-	-	NBT	WBT	EBT		
	1	110	0	60	0	0	0	60	26	9	0	40
	2	110	0	59	0	0	0	59	27	9	0	61
	3	120	0	64	0	0	0	64	32	9	0	63
	6	120	0	69	0	0	0	69	28	8	0	18
	7	130	0	75	0	0	0	75	28	12	0	78
	18	100	0	40	0	0	0	40	28	17	0	74
	19	130	0	70	0	0	0	70	27	18	0	7
	20	120	0	60	0	0	0	60	31	14	0	3
	21	110	0	57	0	0	0	57	28	10	0	55
	24	120	0	57	0	0	0	57	30	18	0	100
	25	120	0	57	0	0	0	57	30	18	0	100
	26	120	0	57	0	0	0	57	30	18	0	99
	27	120	0	57	0	0	0	57	30	18	0	95
	28	120	0	57	0	0	0	57	30	18	0	101
	29	120	0	57	0	0	0	57	30	18	0	103

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Flash	M T W Th F
0300	Flash	Su S
0530	Free	M T W Th F
0600	18	Su S
0600	2	M T W Th F
0730	3	M T W Th F
0800	19	Su S
0915	1	M T W Th F
1100	6	M T W Th F
1100	20	Su S
1530	7	M T W Th F
1600	21	Su S
1800	6	M T W Th F
2000	1	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3448: US 1&SE 7 St

Print Date: 8/16/2013

Print Time: 7:57 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3448	US 1&SE 7 St	DOW-6		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	NBL	0 - 0 - 0	0 - 0 - 0	7 - 5 - 5	3 - 2 - 2	20 - 7 - 7	55 - 50 - 50	3	0
2	SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	30 - 30 - 30	0 - 35 - 35	4.3	1.9
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	22 - 22 - 22	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	40 - 40 - 40	4	2.7
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 7 - 7	20 - 45 - 45	3	0
6	NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	30 - 30 - 30	0 - 35 - 35	4.3	1.9
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-456--
External Permit 0	12-4-6--
External Permit 1	12-4-6--
External Permit 2	12-4-6--

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 WBT	5 SBL	6 NBT	7 -	8 -	Ring Offset	Offset
	2	120	8	64	0	32	8	64	0	0	0	76
	4	140	37	57	0	30	17	77	0	0	0	59
	6	130	38	46	0	30	10	74	0	0	0	86
	10	150	37	67	0	30	17	87	0	0	0	0
	14	130	27	57	0	30	17	67	0	0	0	0
	15	120	22	51	0	31	15	58	0	0	0	0
	17	120	17	57	0	30	12	62	0	0	0	22
	18	120	17	57	0	30	12	62	0	0	0	52
	19	130	22	59	0	33	15	66	0	0	0	22
	20	140	27	64	0	33	17	74	0	0	0	22
	21	130	27	54	0	33	15	66	0	0	0	22

Local TOD Schedule

Time	Plan	DOW
0000	17	Su M T W Th F S
0115	Free	Su S
0230	Flash	M T W Th F
0530	2	M T W Th F
0600	Free	Su S
0700	4	M T W Th F
0800	18	Su S
0930	6	M T W Th F
1100	19	Su S
1400	20	Su S
1545	10	M T W Th F
1900	14	M T W Th F
1900	21	Su S
2000	15	M T W Th F
2300	17	M T W Th F
2300	18	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0730	VEH MAX RECALL	-------1	M T W ThF
0930	VEH MAX RECALL	--------	M T W ThF
1630	VEH MAX RECALL	-------1	M T W ThF
1830	VEH MAX RECALL	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0730	VEH MAX RECALL	-------1	M T W ThF
0930	VEH MAX RECALL	--------	M T W ThF
1630	VEH MAX RECALL	-------1	M T W ThF
1830	VEH MAX RECALL	--------	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3449: S Miami Av&S 7 St

Print Date: 5/20/2013

Print Time: 9:50 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3449	S Miami Av&S 7 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3							
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NBT	7 - 7 - 7	6 - 6 - 6	7 - 7 - 7	1 - 1 - 1	60 - 41 - 41	0 - 42 - 42	4	0.2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	4 - 4 - 4	6 - 6 - 6	4 - 4 - 4	1 - 1 - 1	30 - 41 - 41	255 - 255 - 25	4	0.2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 -	4 WBT	5 -	6 -	7 -	8 -	Ring Offset	Offset
	1	240	0	16	0	216	0	0	0	0	0	104
	3	80	0	16	0	56	0	0	0	0	0	76
	4	140	0	16	0	116	0	0	0	0	0	66
	6	220	0	16	0	196	0	0	0	0	0	15
	7	255	0	16	0	231	0	0	0	0	0	78
	8	240	0	16	0	216	0	0	0	0	0	29
	9	90	0	16	0	66	0	0	0	0	0	64
	18	160	0	16	0	136	0	0	0	0	0	0
	19	180	0	16	0	156	0	0	0	0	0	38
	20	220	0	16	0	196	0	0	0	0	0	0
	21	100	0	16	0	76	0	0	0	0	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0200	Flash	M T W Th F
0330	Flash	Su S
0500	4	M T W Th F
0600	18	Su S
0700	1	M T W Th F
0830	19	Su S
0930	6	M T W Th F
1000	20	Su S
1530	7	M T W Th F
1830	8	M T W Th F
1900	Flash	Su S
2130	Flash	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0500	VEH MAX RECALL	----4---	M T W ThF
0545	VEH MAX RECALL	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0500	VEH MAX RECALL	----4---	M T W ThF
0545	VEH MAX RECALL	--------	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 3450: SW 3 Av&SW 7 St

Print Date: 4/29/2013

Print Time: 1:47 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3450	SW 3 Av&SW 7 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	5 - 5 - 5	7 - 7 - 7	1 - 1 - 1	50 - 25 - 25	0 - 41 - 41	4	0.2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	7 - 7 - 7	6 - 6 - 6	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 12 - 12	45 - 41 - 41	4	0.3
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 -	6 -	7 -	8 -	Ring Offset	Offset
	1	120	0	78	0	34	0	0	0	0	0	59
	3	80	0	58	0	14	0	0	0	0	0	14
	4	70	0	48	0	14	0	0	0	0	0	57
	6	110	0	73	0	29	0	0	0	0	0	102
	7	130	0	88	0	34	0	0	0	0	0	31
	8	120	0	78	0	34	0	0	0	0	0	118
	9	90	0	56	0	26	0	0	0	0	0	42
	18	80	0	56	0	16	0	0	0	0	0	27
	19	90	0	66	0	16	0	0	0	0	0	43
	20	110	0	86	0	16	0	0	0	0	0	23
	21	100	0	76	0	16	0	0	0	0	0	31

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Flash	M T W Th F
0330	Flash	Su S
0500	4	M T W Th F
0600	18	Su S
0700	1	M T W Th F
0830	19	Su S
0930	6	M T W Th F
1000	20	Su S
1530	7	M T W Th F
1830	8	M T W Th F
1900	21	Su S
2130	9	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 4202: SW 8 St@Beacom Blvd-SW 25 Av

Print Date: 8/5/2013

Print Time: 4:09 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4202	SW 8 St@Beacom Blvd-SW 25 Av	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	-	-	-	EBT	-	PED
0	0	0	0	0	0	0	0



N/A

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	50 - 50 - 50	0 - 0 - 0	4	1
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 PED	7 - 7 - 7	21 - 21 - 21	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-----6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 -	3 -	4 -	5 -	6 EBT	7 -	8 PED	Ring Offset	Offset
	2	90	0	0	0	0	0	55	0	30	0	48
	3	90	0	0	0	0	0	55	0	30	0	24
	4	100	0	0	0	0	0	65	0	30	0	57
	5	90	0	0	0	0	0	55	0	30	0	26
	7	120	0	0	0	0	0	85	0	30	0	51
	8	100	0	0	0	0	0	65	0	30	0	57
	11	120	0	0	0	0	0	85	0	30	0	51
	13	100	0	0	0	0	0	65	0	30	0	57
	15	90	0	0	0	0	0	55	0	30	0	57
	18	90	0	0	0	0	0	55	0	30	0	57
	19	100	0	0	0	0	0	65	0	30	0	57
	20	120	0	0	0	0	0	85	0	30	0	57
	21	115	0	0	0	0	0	80	0	30	0	57
	24	120	0	0	0	0	0	85	0	30	0	0
	25	120	0	0	0	0	0	85	0	30	0	0
	26	120	0	0	0	0	0	85	0	30	0	0
	27	120	0	0	0	0	0	85	0	30	0	0
	28	120	0	0	0	0	0	85	0	30	0	0
	29	120	0	0	0	0	0	85	0	30	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0100	Flash	M T W Th F
0130	Flash	Su S
0530	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4282: SW 16 Av&SW 7 St

Print Date: 8/5/2013

Print Time: 4:10 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4282	SW 16 Av&SW 7 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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





Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	10 - 10 - 10	8 - 8 - 8	1 - 1 - 1	30 - 30 - 30	0 - 30 - 30	4	1
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	35 - 25 - 25	4	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-----8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	-	-	-	-	-	SBT		
	2	90	0	69	0	0	0	0	0	12	0	58
	3	90	0	69	0	0	0	0	0	12	0	88
	4	100	0	76	0	0	0	0	0	15	0	82
	5	90	0	69	0	0	0	0	0	12	0	62
	7	120	0	90	0	0	0	0	0	21	0	46
	8	100	0	70	0	0	0	0	0	21	0	64
	11	120	0	89	0	0	0	0	0	22	0	78
	13	100	0	61	0	0	0	0	0	30	0	63
	15	90	0	65	0	0	0	0	0	16	0	4
	18	90	0	60	0	0	0	0	0	21	0	5
	19	100	0	61	0	0	0	0	0	30	0	69
	20	120	0	77	0	0	0	0	0	34	0	41
	21	115	0	95	0	0	0	0	0	11	0	112
	24	120	0	100	0	0	0	0	0	11	0	0
	25	120	0	100	0	0	0	0	0	11	0	0
	26	120	0	100	0	0	0	0	0	11	0	0
	27	120	0	100	0	0	0	0	0	11	0	0
	28	120	0	100	0	0	0	0	0	11	0	0
	29	120	0	100	0	0	0	0	0	11	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0030	Flash	M T W Th F
0130	Flash	Su S
0500	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 4383: SW 8 St-SW 18 Av-SW 19 Av

Print Date: 8/5/2013

Print Time: 4:11 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4383	SW 8 St-SW 18 Av-SW 19 Av	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	-	-	-	EBT	-	PED
0	0	0	0	0	0	0	0

N/A

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	50 - 50 - 50	0 - 0 - 0	4	1
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 PED	7 - 7 - 7	21 - 21 - 21	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-----6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	-	-	EBT	-	PED		
	2	90	0	0	0	0	0	57	0	28	0	19
	3	90	0	0	0	0	0	57	0	28	0	39
	4	100	0	0	0	0	0	67	0	28	0	36
	5	90	0	0	0	0	0	57	0	28	0	8
	7	120	0	0	0	0	0	87	0	28	0	58
	8	100	0	0	0	0	0	67	0	28	0	36
	11	120	0	0	0	0	0	87	0	28	0	58
	13	100	0	0	0	0	0	67	0	28	0	20
	15	90	0	0	0	0	0	57	0	28	0	40
	18	90	0	0	0	0	0	57	0	28	0	66
	19	100	0	0	0	0	0	67	0	28	0	80
	20	120	0	0	0	0	0	87	0	28	0	90
	21	115	0	0	0	0	0	82	0	28	0	8
	24	120	0	0	0	0	0	87	0	28	0	0
	25	120	0	0	0	0	0	87	0	28	0	0
	26	120	0	0	0	0	0	87	0	28	0	0
	27	120	0	0	0	0	0	87	0	28	0	0
	28	120	0	0	0	0	0	87	0	28	0	0
	29	120	0	0	0	0	0	87	0	28	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0100	Flash	M T W Th F
0130	Flash	Su S
0500	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0900	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1300	8	M T W Th F
1500	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4385: SW 11 Av&SW 8 St

Print Date: 8/5/2013

Print Time: 4:11 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4385	SW 11 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	17 - 17 - 17	19 - 19 - 19	4	0.3
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	7 - 7 - 7	10 - 10 - 10	7 - 12 - 12	1 - 1 - 1	50 - 50 - 50	0 - 50 - 50	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	17 - 17 - 17	19 - 19 - 19	4	0.3

Last In Service Date: unknown

Permitted Phases

	12345678
Default	---4-6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 -	3 -	4 NBT	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	2	90	0	0	0	23	0	58	0	23	0	16
	3	90	0	0	0	23	0	58	0	23	0	39
	4	100	0	0	0	23	0	68	0	23	0	36
	5	90	0	0	0	23	0	58	0	23	0	30
	7	120	0	0	0	25	0	86	0	25	0	23
	8	100	0	0	0	23	0	68	0	23	0	34
	11	120	0	0	0	25	0	86	0	25	0	17
	13	100	0	0	0	41	0	50	0	41	0	18
	15	90	0	0	0	25	0	56	0	25	0	55
	18	90	0	0	0	31	0	50	0	31	0	46
	19	100	0	0	0	41	0	50	0	41	0	45
	20	120	0	0	0	41	0	70	0	41	0	110
	21	115	0	0	0	23	0	83	0	23	0	5
	24	120	0	0	0	23	0	88	0	23	0	14
	25	120	0	0	0	23	0	88	0	23	0	14
	26	120	0	0	0	23	0	88	0	23	0	14
	27	120	0	0	0	23	0	88	0	23	0	14
	28	120	0	0	0	23	0	88	0	23	0	14
	29	120	0	0	0	23	0	88	0	23	0	14

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0100	Flash	M T W Th F
0200	Flash	Su S
0500	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0915	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 4388: SW 5 Av&SW 8 St

Print Date: 4/29/2013

Print Time: 3:11 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4388	SW 5 Av&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	6 - 6 - 6	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 15 - 15	50 - 50 - 50	4	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	10 - 10 - 10	5 - 5 - 5	10 - 10 - 10	2.5 - 2.5 - 2.5	35 - 35 - 35	0 - 50 - 50	4	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	NBT	-	EBT	-	-		
	1	120	0	0	0	42	0	70	0	0	0	80
	3	80	0	0	0	22	0	50	0	0	0	79
	4	70	0	0	0	22	0	40	0	0	0	25
	6	110	0	0	0	37	0	65	0	0	0	84
	7	130	0	0	0	42	0	80	0	0	0	79
	8	120	0	0	0	42	0	70	0	0	0	9
	9	90	0	0	0	29	0	53	0	0	0	51
	18	80	0	0	0	24	0	48	0	0	0	0
	19	90	0	0	0	24	0	58	0	0	0	10
	20	110	0	0	0	24	0	78	0	0	0	0
	21	100	0	0	0	24	0	68	0	0	0	0
	24	140	0	0	0	22	0	110	0	0	0	79
	25	140	0	0	0	22	0	110	0	0	0	79
	26	120	0	0	0	22	0	90	0	0	0	79
	27	120	0	0	0	22	0	90	0	0	0	79
	28	130	0	0	0	22	0	100	0	0	0	79
	29	130	0	0	0	22	0	100	0	0	0	79

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0200	Flash	M T W Th F
0330	Flash	Su S
0600	4	M T W Th F
0600	18	Su S
0700	1	M T W Th F
0830	19	Su S
0930	6	M T W Th F
1000	20	Su S
1530	7	M T W Th F
1830	8	M T W Th F
1900	21	Su S
2130	9	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report
for 6677: SW 8 St&SW 24 Av

Print Date: 8/5/2013

Print Time: 4:20 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6677	SW 8 St&SW 24 Av	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	70 - 40 - 40	4	2
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	30 - 30 - 30	0 - 40 - 40	4	1.8
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	70 - 40 - 40	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	---4-6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	NBT	-	EBT	-	SBT		
	2	90	0	0	0	51	0	27	0	51	0	50
	3	90	0	0	0	21	0	57	0	21	0	26
	4	100	0	0	0	21	0	67	0	21	0	61
	5	90	0	0	0	21	0	57	0	21	0	29
	7	120	0	0	0	29	0	79	0	29	0	54
	8	100	0	0	0	21	0	67	0	21	0	61
	11	120	0	0	0	29	0	79	0	29	0	54
	13	100	0	0	0	21	0	67	0	21	0	61
	15	90	0	0	0	21	0	57	0	21	0	61
	18	90	0	0	0	21	0	57	0	21	0	61
	19	100	0	0	0	21	0	67	0	21	0	61
	20	120	0	0	0	21	0	87	0	21	0	61
	21	115	0	0	0	21	0	82	0	21	0	61
	23	90	0	0	0	21	0	57	0	21	0	48
	24	120	0	0	0	21	0	87	0	21	0	0
	25	120	0	0	0	21	0	87	0	21	0	0
	26	120	0	0	0	21	0	87	0	21	0	0
	27	120	0	0	0	21	0	87	0	21	0	0
	28	120	0	0	0	21	0	87	0	21	0	0
	29	120	0	0	0	21	0	87	0	21	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0130	Flash	M T W Th F
0230	Flash	Su S
0500	2	M T W Th F
0600	3	M T W Th F
0600	18	Su S
0700	4	M T W Th F
0800	19	Su S
0900	5	M T W Th F
1100	7	M T W Th F
1100	20	Su S
1300	8	M T W Th F
1500	11	M T W Th F
1600	21	Su S
1800	13	M T W Th F
2000	15	M T W Th F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

Appendix G

Traffic Data

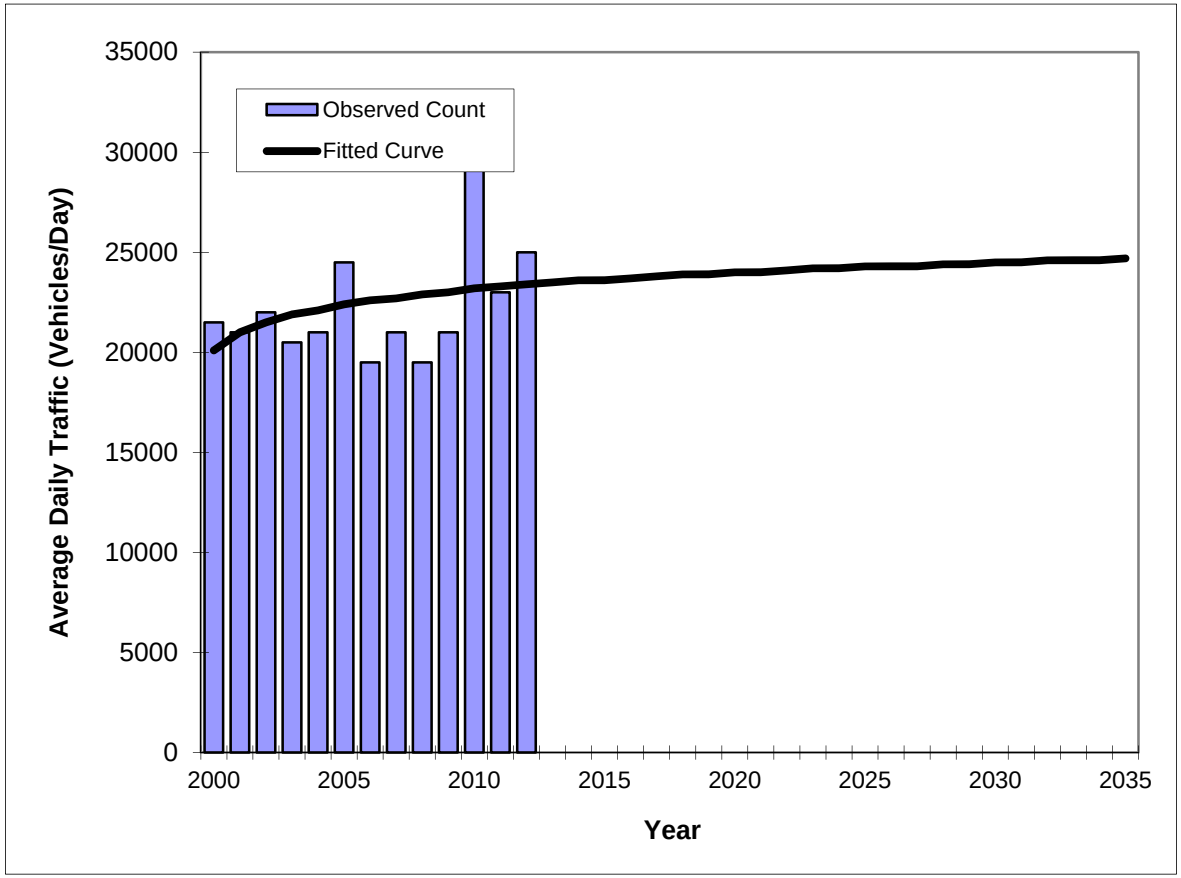
Trend Analysis

Traffic Trends - V2.0

--

PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	2545
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2000	21500	20100
2001	21000	21000
2002	22000	21500
2003	20500	21900
2004	21000	22100
2005	24500	22400
2006	19500	22600
2007	21000	22700
2008	19500	22900
2009	21000	23000
2010	30500	23200
2011	23000	23300
2012	25000	23400
2015 Opening Year Trend		
2015	N/A	23600
2025 Mid-Year Trend		
2025	N/A	24300
2035 Design Year Trend		
2035	N/A	24700
TRANPLAN Forecasts/Trends		

Trend R-squared:	10.79%
Compounded Annual Historic Growth Rate:	1.27%
Compounded Growth Rate (2012 to Design Year):	0.24%
Printed:	27-Dec-13

Decaying Exponential Growth Option

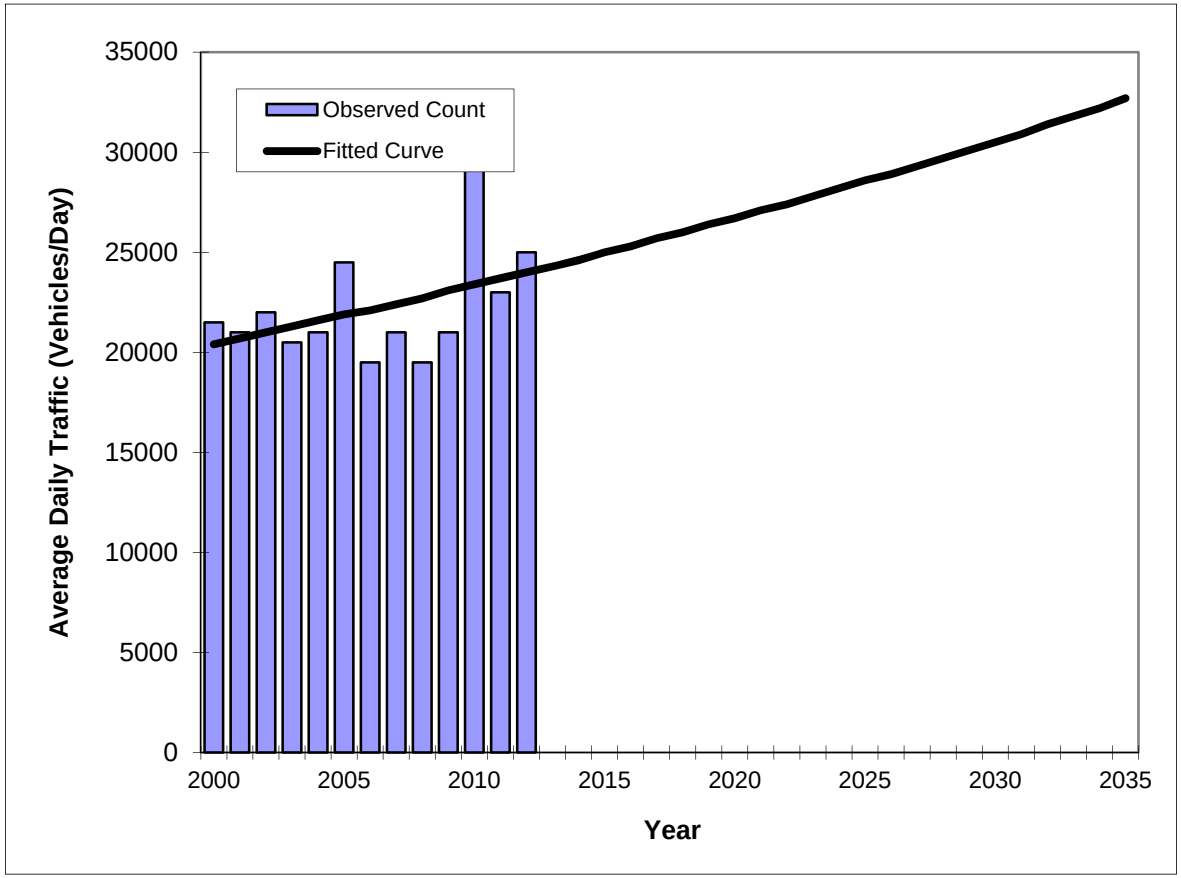
*Axle-Adjusted

Traffic Trends - V2.0

--

PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	2545
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2000	21500	20400
2001	21000	20700
2002	22000	21000
2003	20500	21300
2004	21000	21600
2005	24500	21900
2006	19500	22100
2007	21000	22400
2008	19500	22700
2009	21000	23100
2010	30500	23400
2011	23000	23700
2012	25000	24000
2015 Opening Year Trend		
2015	N/A	25000
2025 Mid-Year Trend		
2025	N/A	28600
2035 Design Year Trend		
2035	N/A	32700
TRANPLAN Forecasts/Trends		

Trend R-squared:	18.19%
Compounded Annual Historic Growth Rate:	1.36%
Compounded Growth Rate (2012 to Design Year):	1.35%
Printed:	27-Dec-13

Exponential Growth Option

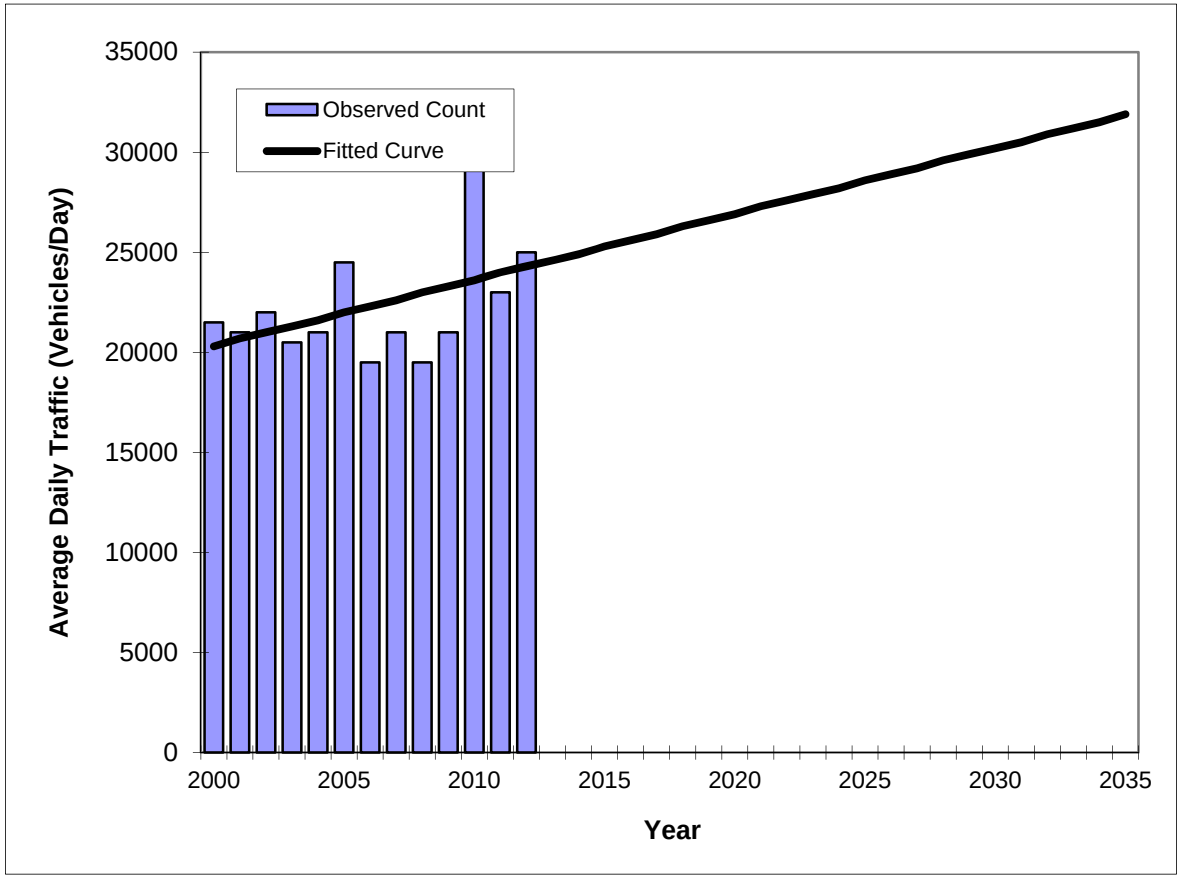
*Axle-Adjusted

Traffic Trends - V2.0

--

PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	2545
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2000	21500	20300
2001	21000	20700
2002	22000	21000
2003	20500	21300
2004	21000	21600
2005	24500	22000
2006	19500	22300
2007	21000	22600
2008	19500	23000
2009	21000	23300
2010	30500	23600
2011	23000	24000
2012	25000	24300
2015 Opening Year Trend		
2015	N/A	25300
2025 Mid-Year Trend		
2025	N/A	28600
2035 Design Year Trend		
2035	N/A	31900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	330
Trend R-squared:	18.61%
Trend Annual Historic Growth Rate:	1.64%
Trend Growth Rate (2012 to Design Year):	1.36%
Printed:	27-Dec-13

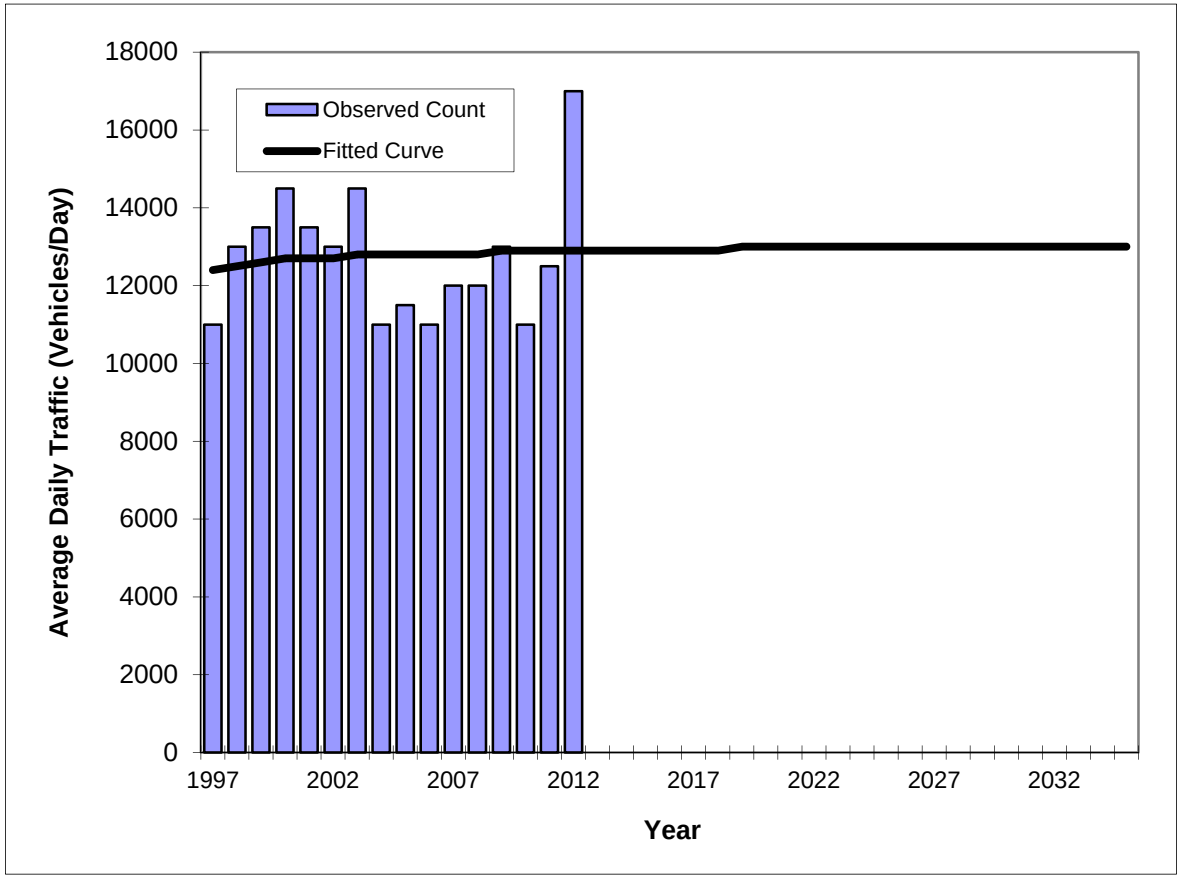
Straight Line Growth Option

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5090
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	11000	12400
1998	13000	12500
1999	13500	12600
2000	14500	12700
2001	13500	12700
2002	13000	12700
2003	14500	12800
2004	11000	12800
2005	11500	12800
2006	11000	12800
2007	12000	12800
2008	12000	12800
2009	13000	12900
2010	11000	12900
2011	12500	12900
2012	17000	12900
2015 Opening Year Trend		
2015	N/A	12900
2025 Mid-Year Trend		
2025	N/A	13000
2035 Design Year Trend		
2035	N/A	13000
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.62%
Compounded Annual Historic Growth Rate:	0.26%
Compounded Growth Rate (2012 to Design Year):	0.03%
Printed:	27-Dec-13

Decaying Exponential Growth Option

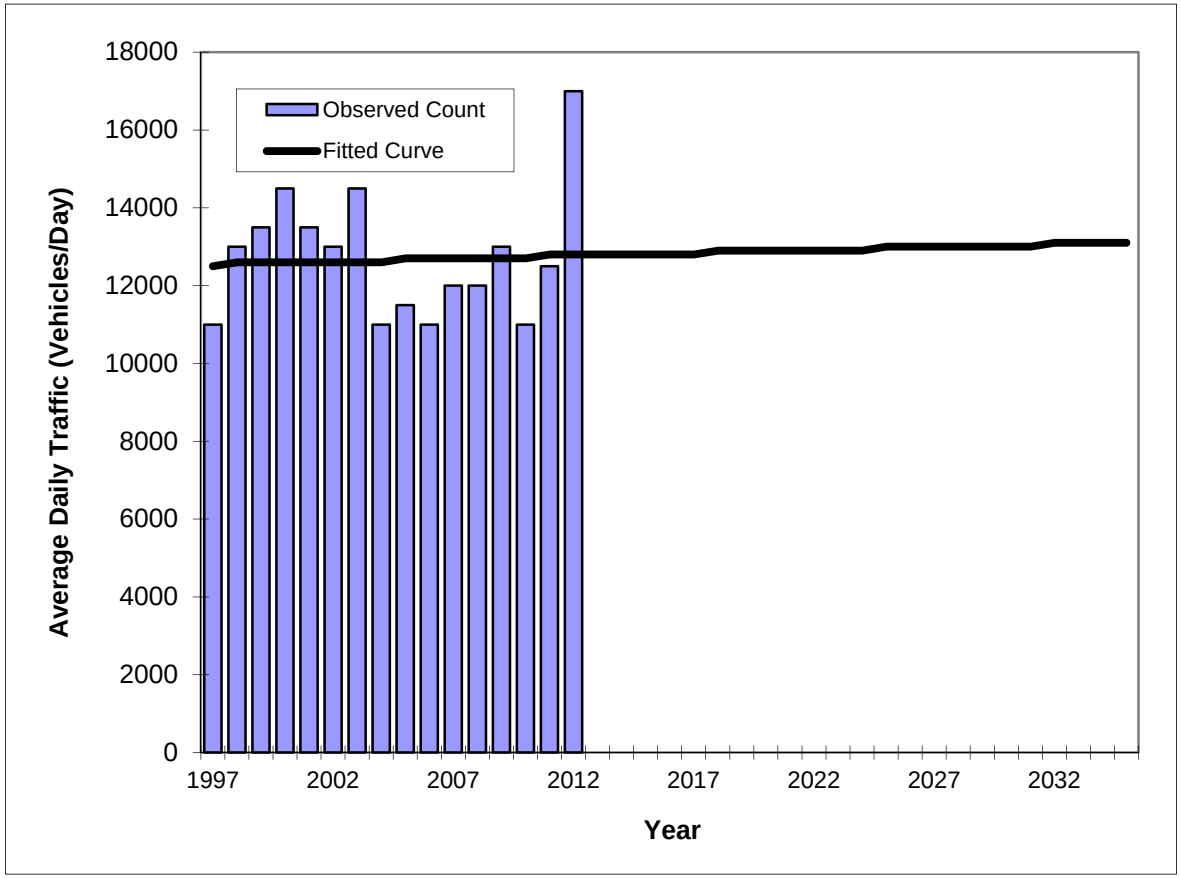
*Axle-Adjusted

Traffic Trends - V2.0

--

PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5090
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	11000	12500
1998	13000	12600
1999	13500	12600
2000	14500	12600
2001	13500	12600
2002	13000	12600
2003	14500	12600
2004	11000	12600
2005	11500	12700
2006	11000	12700
2007	12000	12700
2008	12000	12700
2009	13000	12700
2010	11000	12700
2011	12500	12800
2012	17000	12800
2015 Opening Year Trend		
2015	N/A	12800
2025 Mid-Year Trend		
2025	N/A	13000
2035 Design Year Trend		
2035	N/A	13100
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.19%
Compounded Annual Historic Growth Rate:	0.16%
Compounded Growth Rate (2012 to Design Year):	0.10%
Printed:	27-Dec-13

Exponential Growth Option

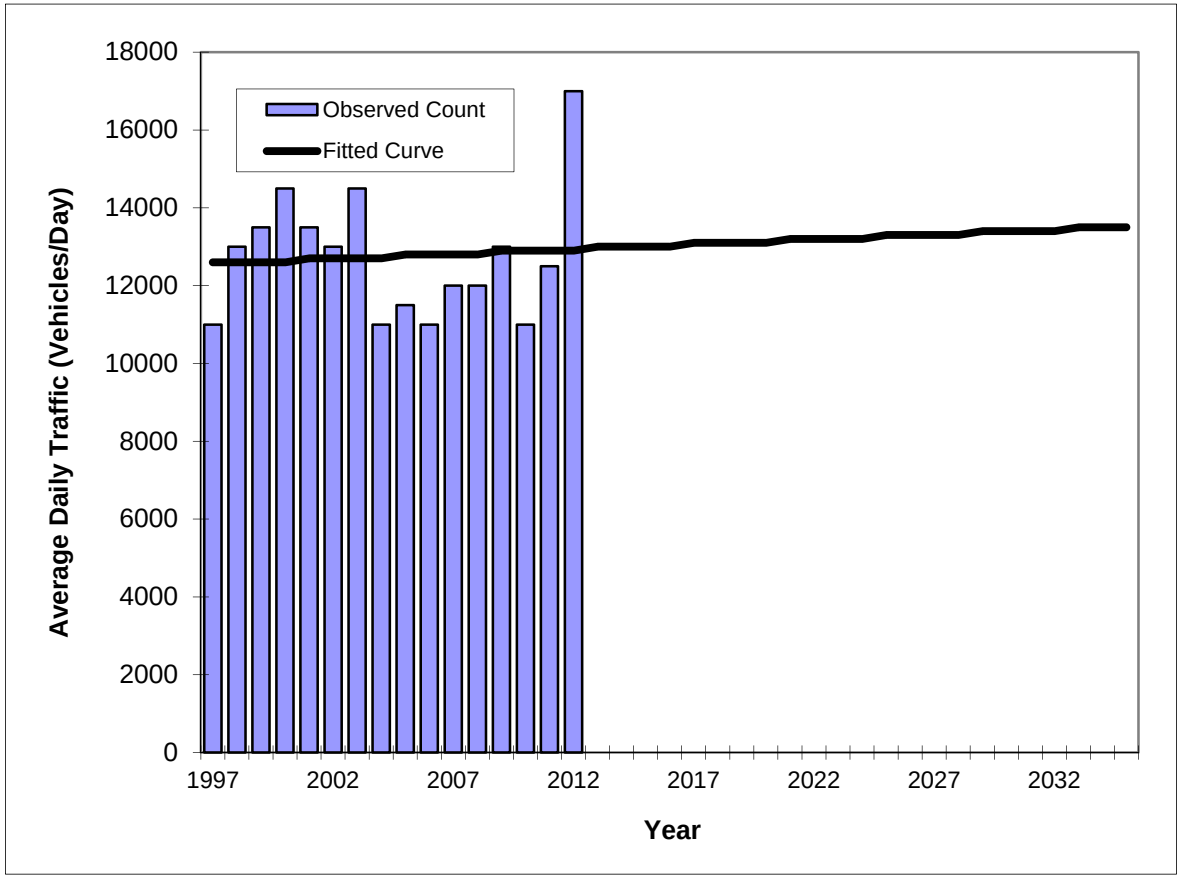
*Axle-Adjusted

Traffic Trends - V2.0

--

PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5090
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	11000	12600
1998	13000	12600
1999	13500	12600
2000	14500	12600
2001	13500	12700
2002	13000	12700
2003	14500	12700
2004	11000	12700
2005	11500	12800
2006	11000	12800
2007	12000	12800
2008	12000	12800
2009	13000	12900
2010	11000	12900
2011	12500	12900
2012	17000	12900
2015 Opening Year Trend		
2015	N/A	13000
2025 Mid-Year Trend		
2025	N/A	13300
2035 Design Year Trend		
2035	N/A	13500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	25
Trend R-squared:	0.52%
Trend Annual Historic Growth Rate:	0.16%
Trend Growth Rate (2012 to Design Year):	0.20%
Printed:	27-Dec-13

Straight Line Growth Option

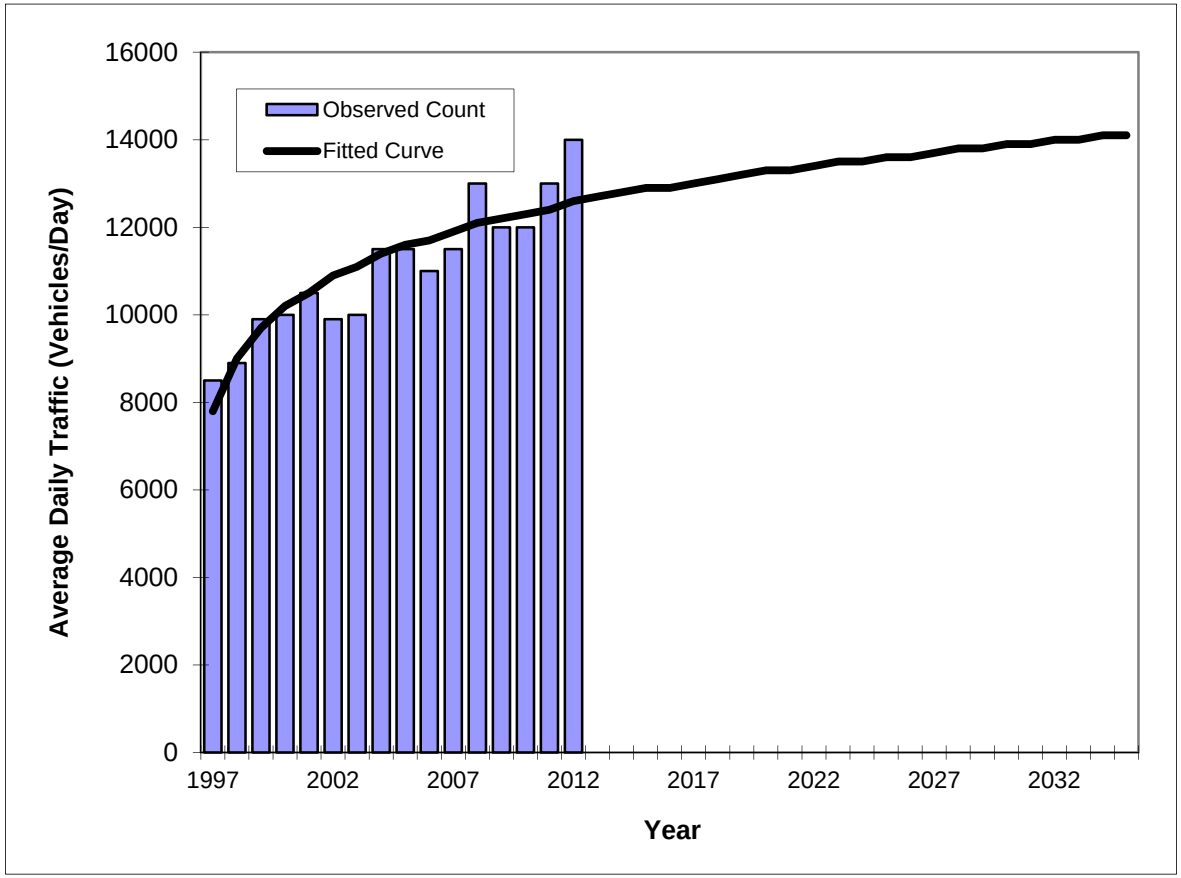
*Axle-Adjusted

Traffic Trends - V2.0

--

PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5091
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	8500	7800
1998	8900	9000
1999	9900	9700
2000	10000	10200
2001	10500	10500
2002	9900	10900
2003	10000	11100
2004	11500	11400
2005	11500	11600
2006	11000	11700
2007	11500	11900
2008	13000	12100
2009	12000	12200
2010	12000	12300
2011	13000	12400
2012	14000	12600
2015 Opening Year Trend		
2015	N/A	12900
2025 Mid-Year Trend		
2025	N/A	13600
2035 Design Year Trend		
2035	N/A	14100
TRANPLAN Forecasts/Trends		

Trend R-squared:	80.02%
Compounded Annual Historic Growth Rate:	3.25%
Compounded Growth Rate (2012 to Design Year):	0.49%
Printed:	27-Dec-13

Decaying Exponential Growth Option

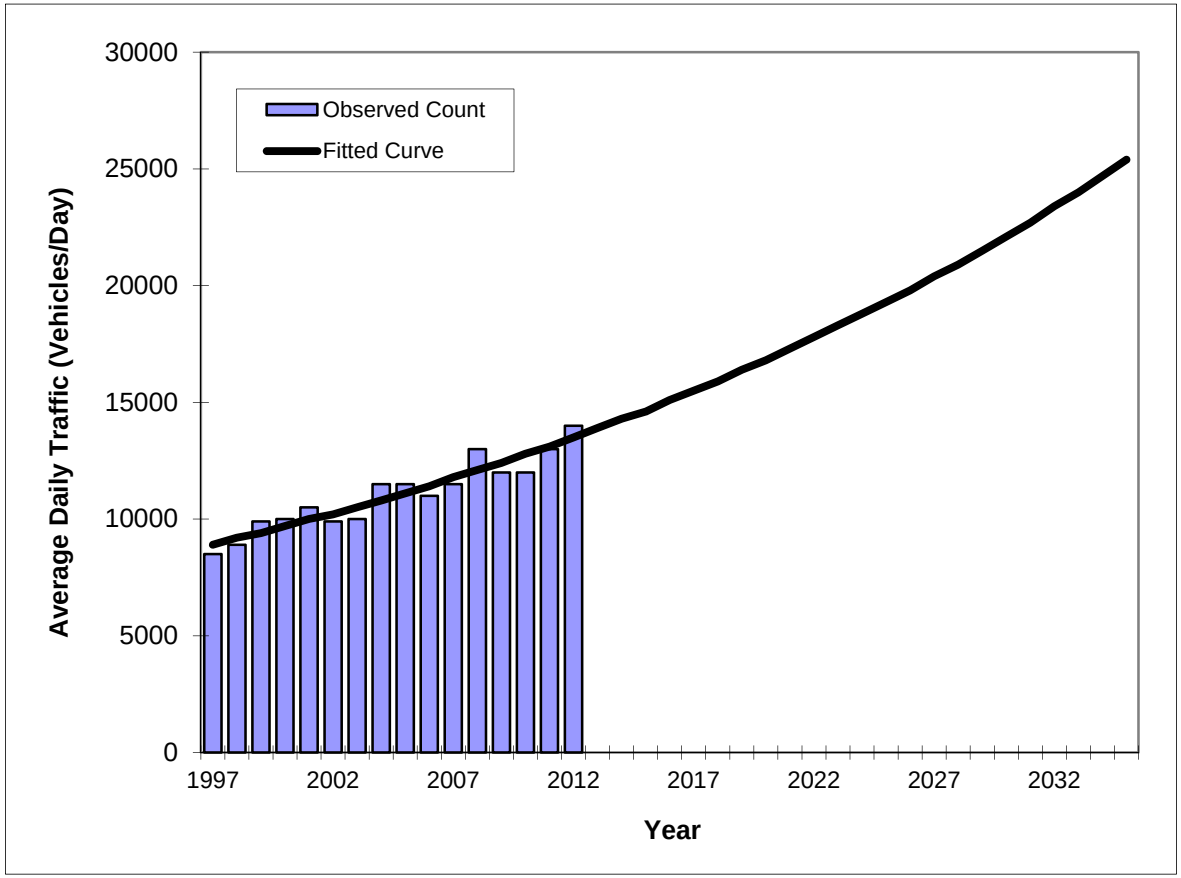
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5091
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	8500	8900
1998	8900	9200
1999	9900	9400
2000	10000	9700
2001	10500	10000
2002	9900	10200
2003	10000	10500
2004	11500	10800
2005	11500	11100
2006	11000	11400
2007	11500	11800
2008	13000	12100
2009	12000	12400
2010	12000	12800
2011	13000	13100
2012	14000	13500
2015 Opening Year Trend		
2015	N/A	14600
2025 Mid-Year Trend		
2025	N/A	19300
2035 Design Year Trend		
2035	N/A	25400
TRANPLAN Forecasts/Trends		

Trend R-squared:	88.99%
Compounded Annual Historic Growth Rate:	2.82%
Compounded Growth Rate (2012 to Design Year):	2.79%
Printed:	27-Dec-13

Exponential Growth Option

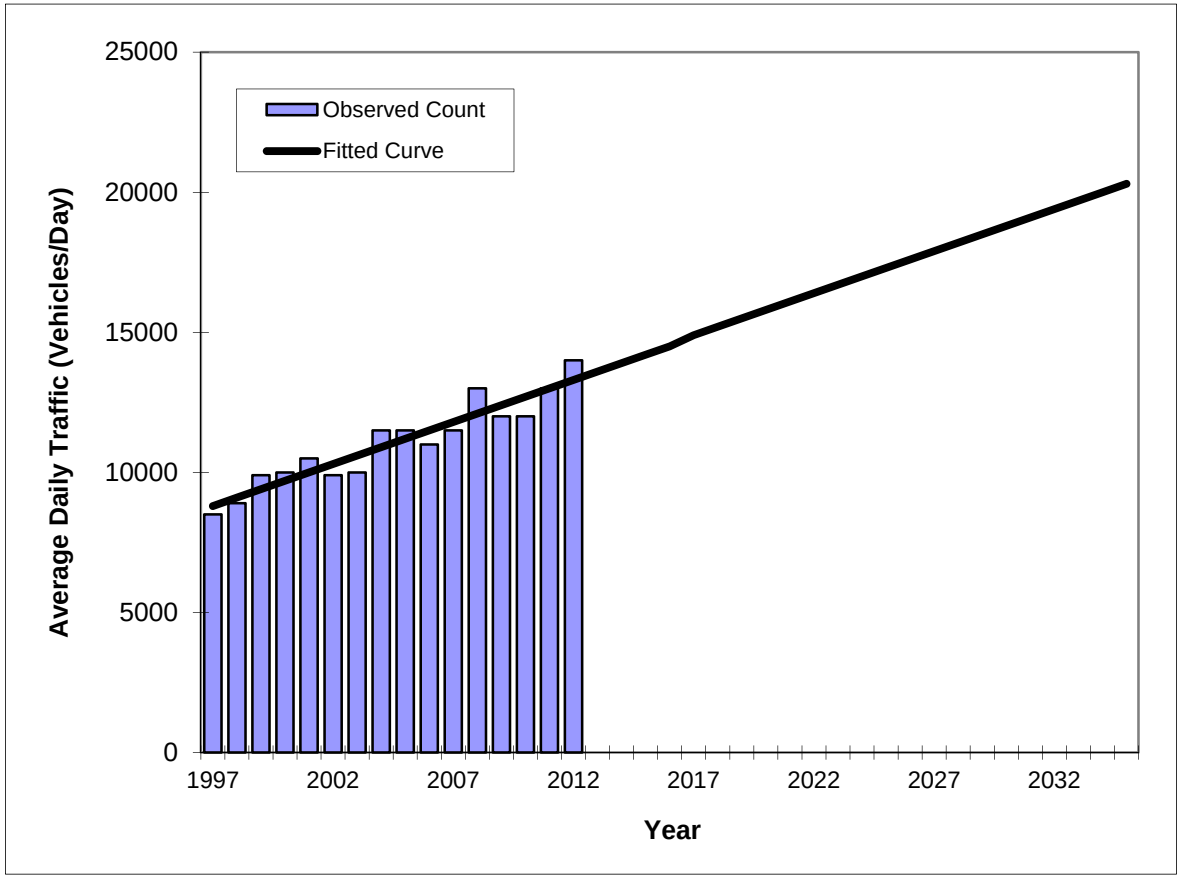
*Axle-Adjusted

Traffic Trends - V2.0

--

PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5091
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	8500	8800
1998	8900	9100
1999	9900	9400
2000	10000	9700
2001	10500	10000
2002	9900	10300
2003	10000	10600
2004	11500	10900
2005	11500	11200
2006	11000	11500
2007	11500	11800
2008	13000	12100
2009	12000	12400
2010	12000	12700
2011	13000	13000
2012	14000	13300
2015 Opening Year Trend		
2015	N/A	14200
2025 Mid-Year Trend		
2025	N/A	17300
2035 Design Year Trend		
2035	N/A	20300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	302
Trend R-squared:	88.66%
Trend Annual Historic Growth Rate:	3.41%
Trend Growth Rate (2012 to Design Year):	2.29%
Printed:	27-Dec-13

Straight Line Growth Option

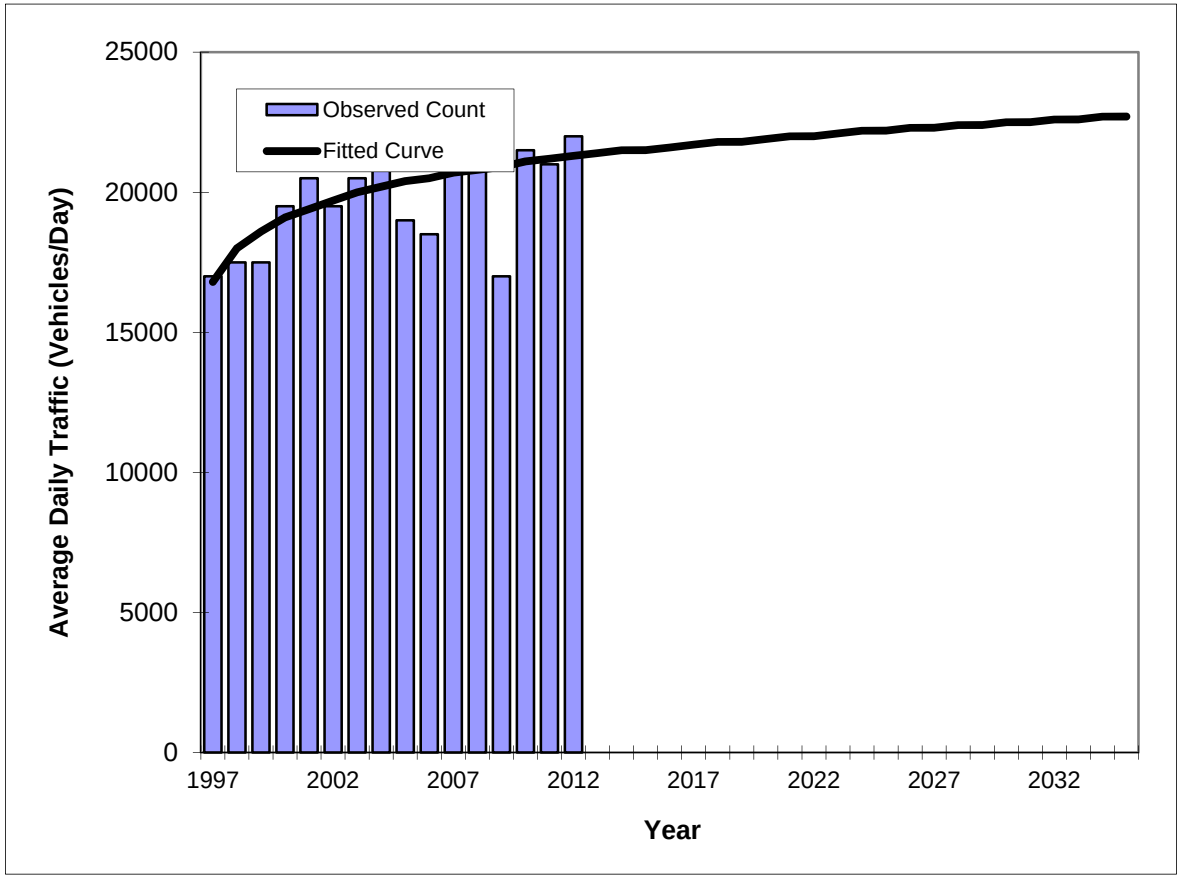
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5095
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	17000	16800
1998	17500	18000
1999	17500	18600
2000	19500	19100
2001	20500	19400
2002	19500	19700
2003	20500	20000
2004	22500	20200
2005	19000	20400
2006	18500	20500
2007	22000	20700
2008	23000	20800
2009	17000	20900
2010	21500	21100
2011	21000	21200
2012	22000	21300
2015 Opening Year Trend		
2015	N/A	21500
2025 Mid-Year Trend		
2025	N/A	22200
2035 Design Year Trend		
2035	N/A	22700
TRANPLAN Forecasts/Trends		

Trend R-squared:	38.89%
Compounded Annual Historic Growth Rate:	1.59%
Compounded Growth Rate (2012 to Design Year):	0.28%
Printed:	27-Dec-13

Decaying Exponential Growth Option

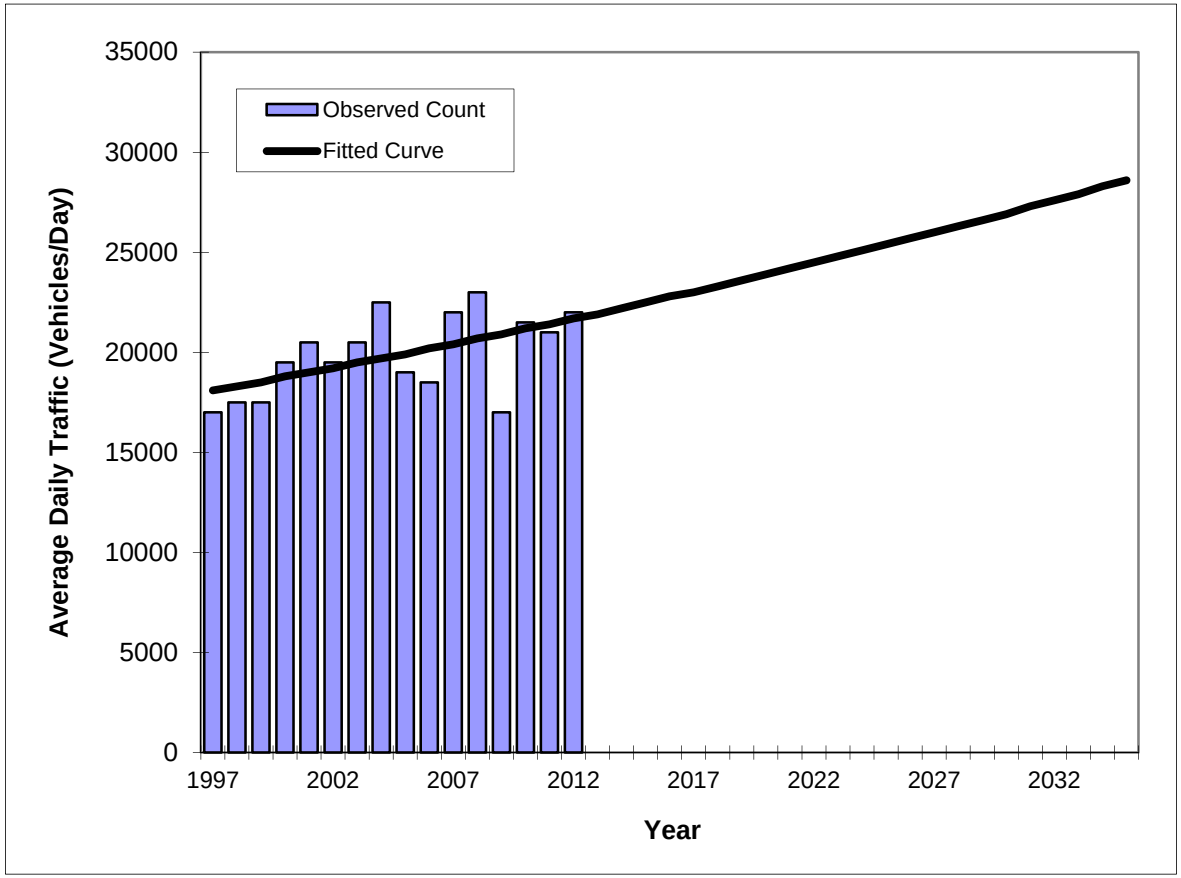
*Axle-Adjusted

Traffic Trends - V2.0

--

PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5095
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	17000	18100
1998	17500	18300
1999	17500	18500
2000	19500	18800
2001	20500	19000
2002	19500	19200
2003	20500	19500
2004	22500	19700
2005	19000	19900
2006	18500	20200
2007	22000	20400
2008	23000	20700
2009	17000	20900
2010	21500	21200
2011	21000	21400
2012	22000	21700
2015 Opening Year Trend		
2015	N/A	22500
2025 Mid-Year Trend		
2025	N/A	25400
2035 Design Year Trend		
2035	N/A	28600
TRANPLAN Forecasts/Trends		

Trend R-squared:	31.40%
Compounded Annual Historic Growth Rate:	1.22%
Compounded Growth Rate (2012 to Design Year):	1.21%
Printed:	27-Dec-13

Exponential Growth Option

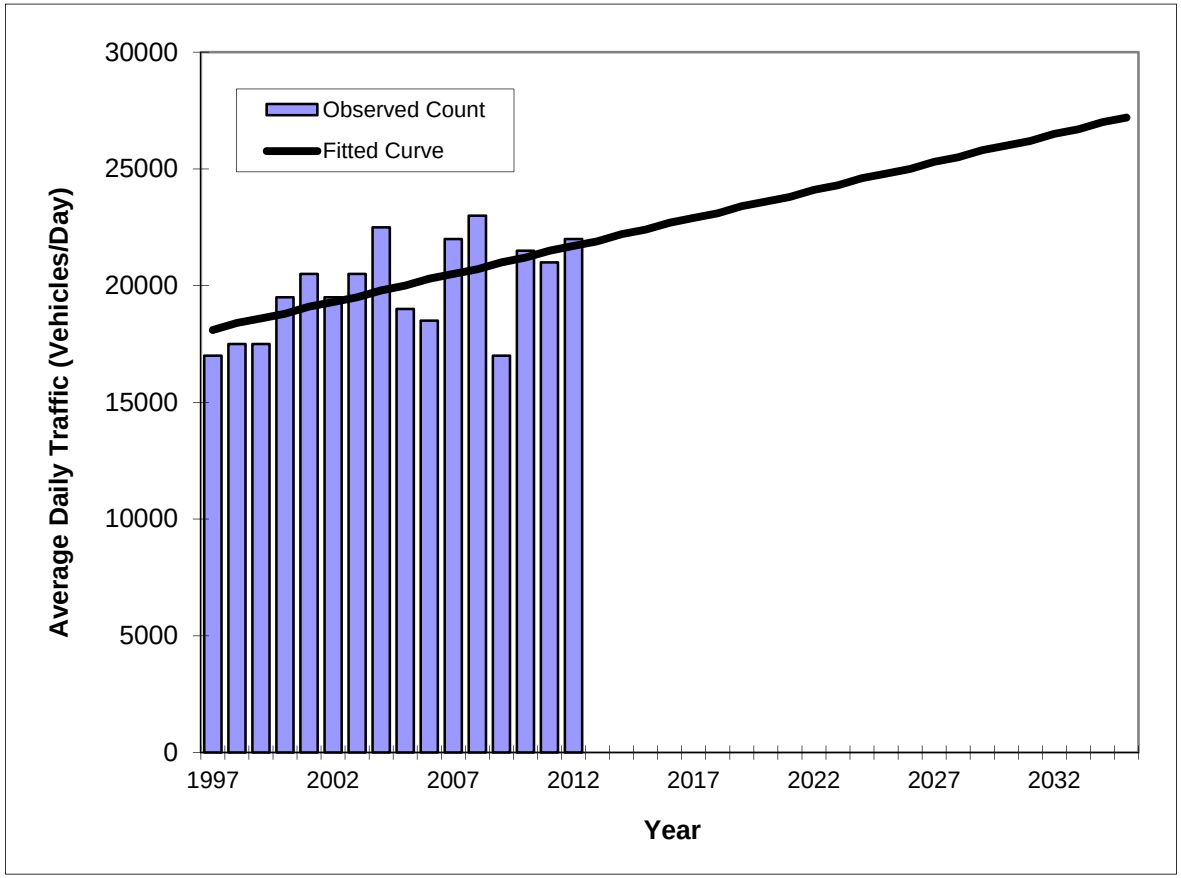
*Axle-Adjusted

Traffic Trends - V2.0

--

PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5095
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	17000	18100
1998	17500	18400
1999	17500	18600
2000	19500	18800
2001	20500	19100
2002	19500	19300
2003	20500	19500
2004	22500	19800
2005	19000	20000
2006	18500	20300
2007	22000	20500
2008	23000	20700
2009	17000	21000
2010	21500	21200
2011	21000	21500
2012	22000	21700
2015 Opening Year Trend		
2015	N/A	22400
2025 Mid-Year Trend		
2025	N/A	24800
2035 Design Year Trend		
2035	N/A	27200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	239
Trend R-squared:	31.77%
Trend Annual Historic Growth Rate:	1.33%
Trend Growth Rate (2012 to Design Year):	1.10%
Printed:	27-Dec-13

Straight Line Growth Option

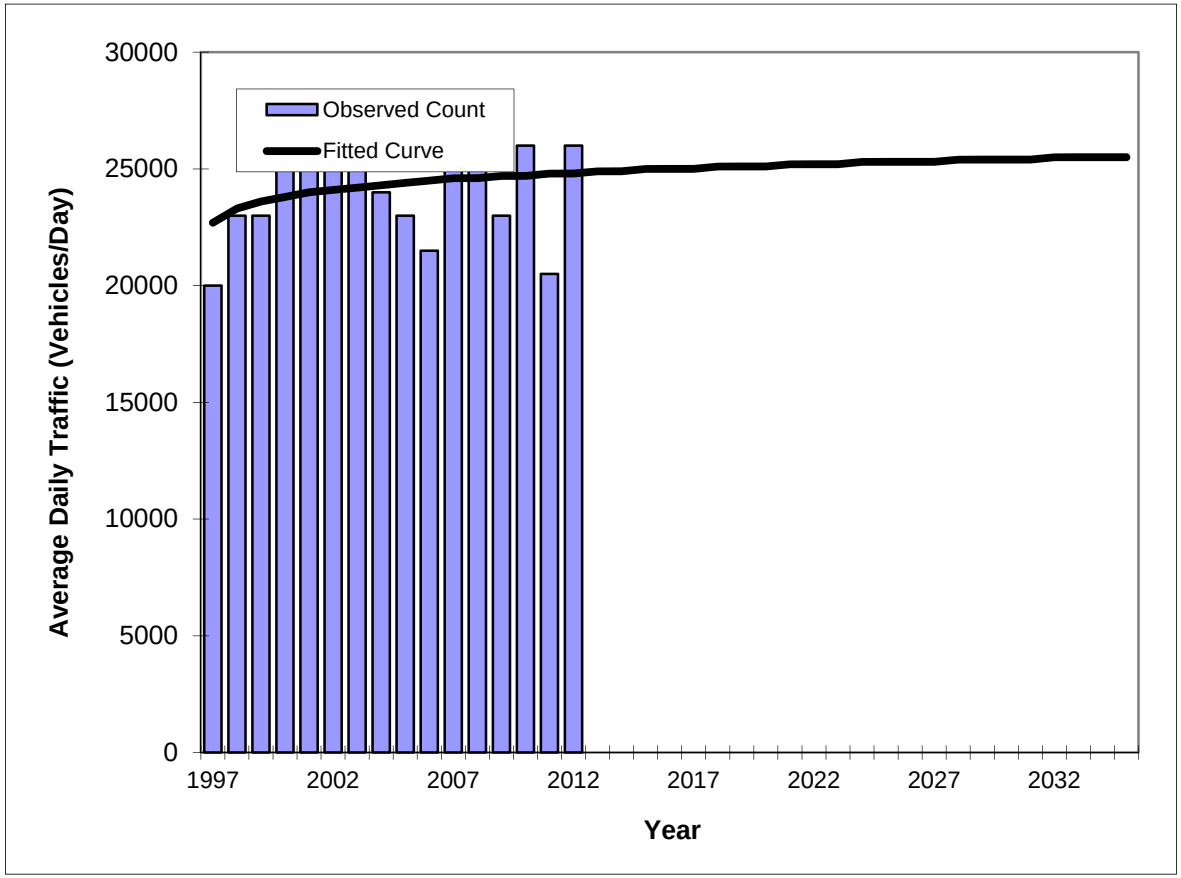
*Axle-Adjusted

Traffic Trends - V2.0

--

PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5098
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	20000	22700
1998	23000	23300
1999	23000	23600
2000	27000	23800
2001	26000	24000
2002	28000	24100
2003	25000	24200
2004	24000	24300
2005	23000	24400
2006	21500	24500
2007	25500	24600
2008	25500	24600
2009	23000	24700
2010	26000	24700
2011	20500	24800
2012	26000	24800
2015 Opening Year Trend		
2015	N/A	25000
2025 Mid-Year Trend		
2025	N/A	25300
2035 Design Year Trend		
2035	N/A	25500
TRANPLAN Forecasts/Trends		

Trend R-squared:	6.71%
Compounded Annual Historic Growth Rate:	0.59%
Compounded Growth Rate (2012 to Design Year):	0.12%
Printed:	27-Dec-13

Decaying Exponential Growth Option

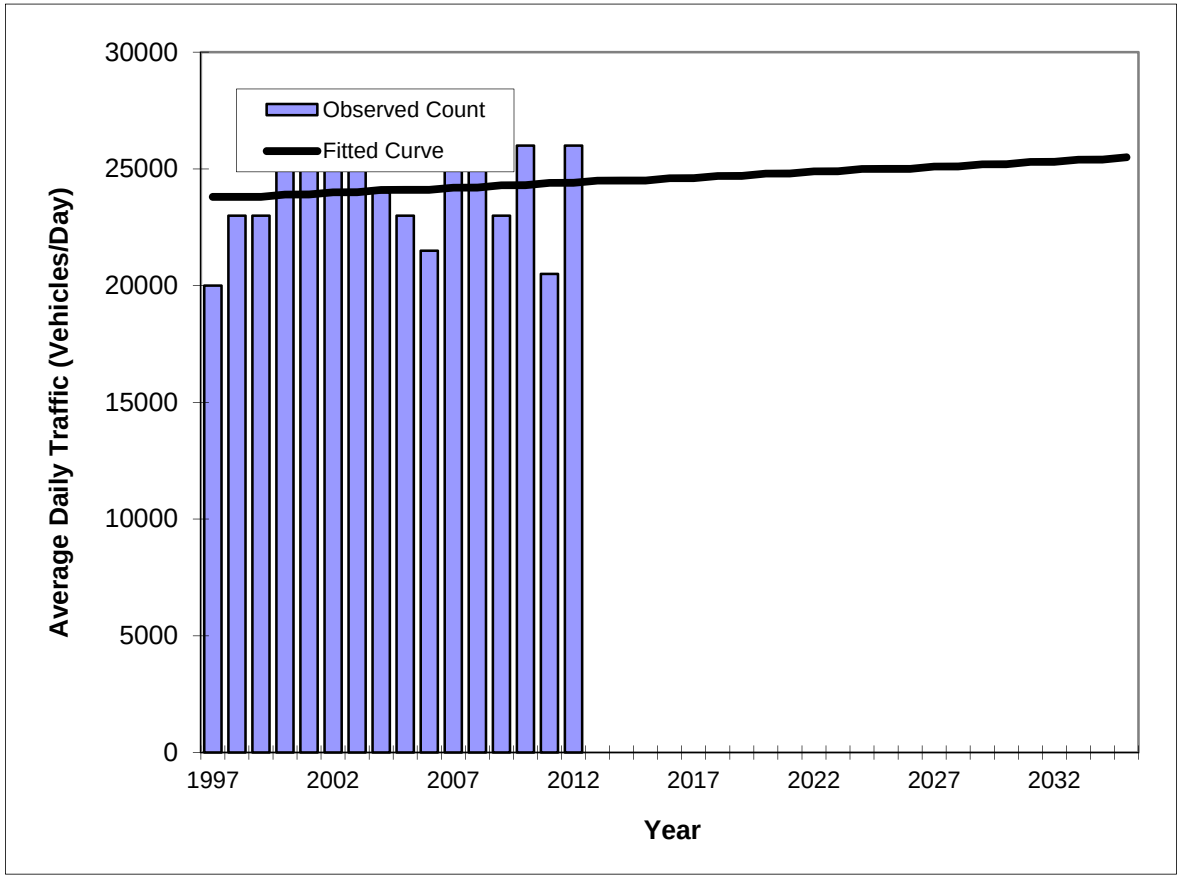
*Axle-Adjusted

Traffic Trends - V2.0

--

PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5098
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	20000	23800
1998	23000	23800
1999	23000	23800
2000	27000	23900
2001	26000	23900
2002	28000	24000
2003	25000	24000
2004	24000	24100
2005	23000	24100
2006	21500	24100
2007	25500	24200
2008	25500	24200
2009	23000	24300
2010	26000	24300
2011	20500	24400
2012	26000	24400
2015 Opening Year Trend		
2015	N/A	24500
2025 Mid-Year Trend		
2025	N/A	25000
2035 Design Year Trend		
2035	N/A	25500
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.80%
Compounded Annual Historic Growth Rate:	0.17%
Compounded Growth Rate (2012 to Design Year):	0.19%
Printed:	27-Dec-13

Exponential Growth Option

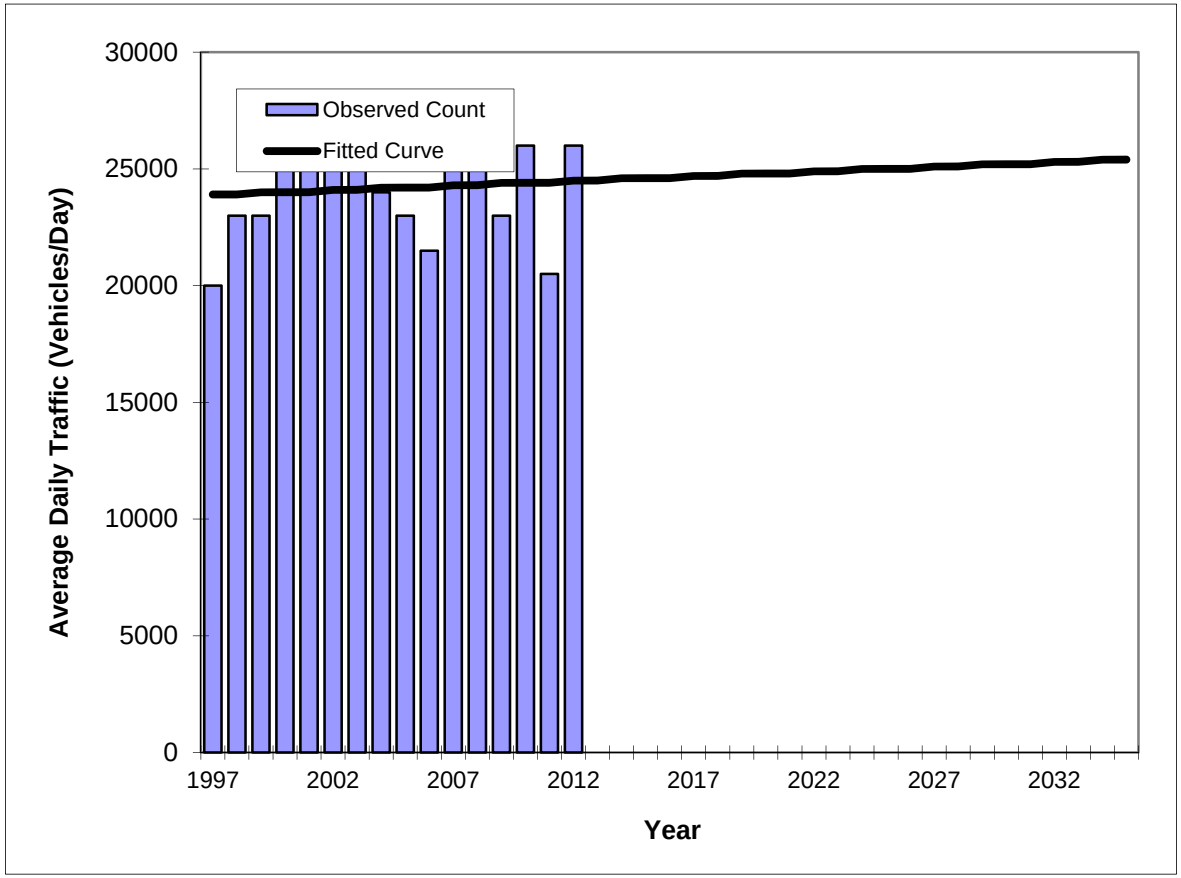
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5098
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	20000	23900
1998	23000	23900
1999	23000	24000
2000	27000	24000
2001	26000	24000
2002	28000	24100
2003	25000	24100
2004	24000	24200
2005	23000	24200
2006	21500	24200
2007	25500	24300
2008	25500	24300
2009	23000	24400
2010	26000	24400
2011	20500	24400
2012	26000	24500
2015 Opening Year Trend		
2015	N/A	24600
2025 Mid-Year Trend		
2025	N/A	25000
2035 Design Year Trend		
2035	N/A	25400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	40
Trend R-squared:	0.67%
Trend Annual Historic Growth Rate:	0.17%
Trend Growth Rate (2012 to Design Year):	0.16%
Printed:	27-Dec-13

Straight Line Growth Option

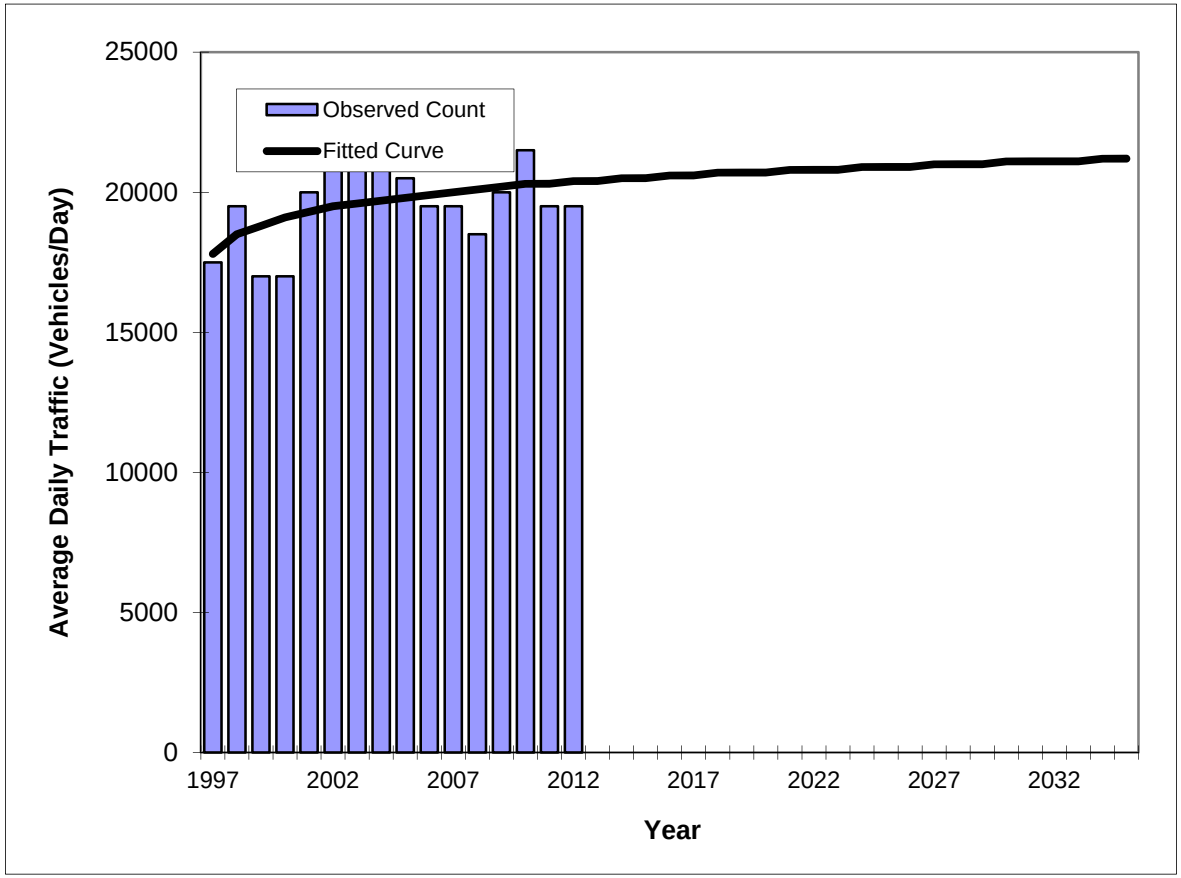
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5103
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	17500	17800
1998	19500	18500
1999	17000	18800
2000	17000	19100
2001	20000	19300
2002	22000	19500
2003	21000	19600
2004	21000	19700
2005	20500	19800
2006	19500	19900
2007	19500	20000
2008	18500	20100
2009	20000	20200
2010	21500	20300
2011	19500	20300
2012	19500	20400
2015 Opening Year Trend		
2015	N/A	20500
2025 Mid-Year Trend		
2025	N/A	20900
2035 Design Year Trend		
2035	N/A	21200
TRANPLAN Forecasts/Trends		

Trend R-squared:	23.05%
Compounded Annual Historic Growth Rate:	0.91%
Compounded Growth Rate (2012 to Design Year):	0.17%
Printed:	27-Dec-13

Decaying Exponential Growth Option

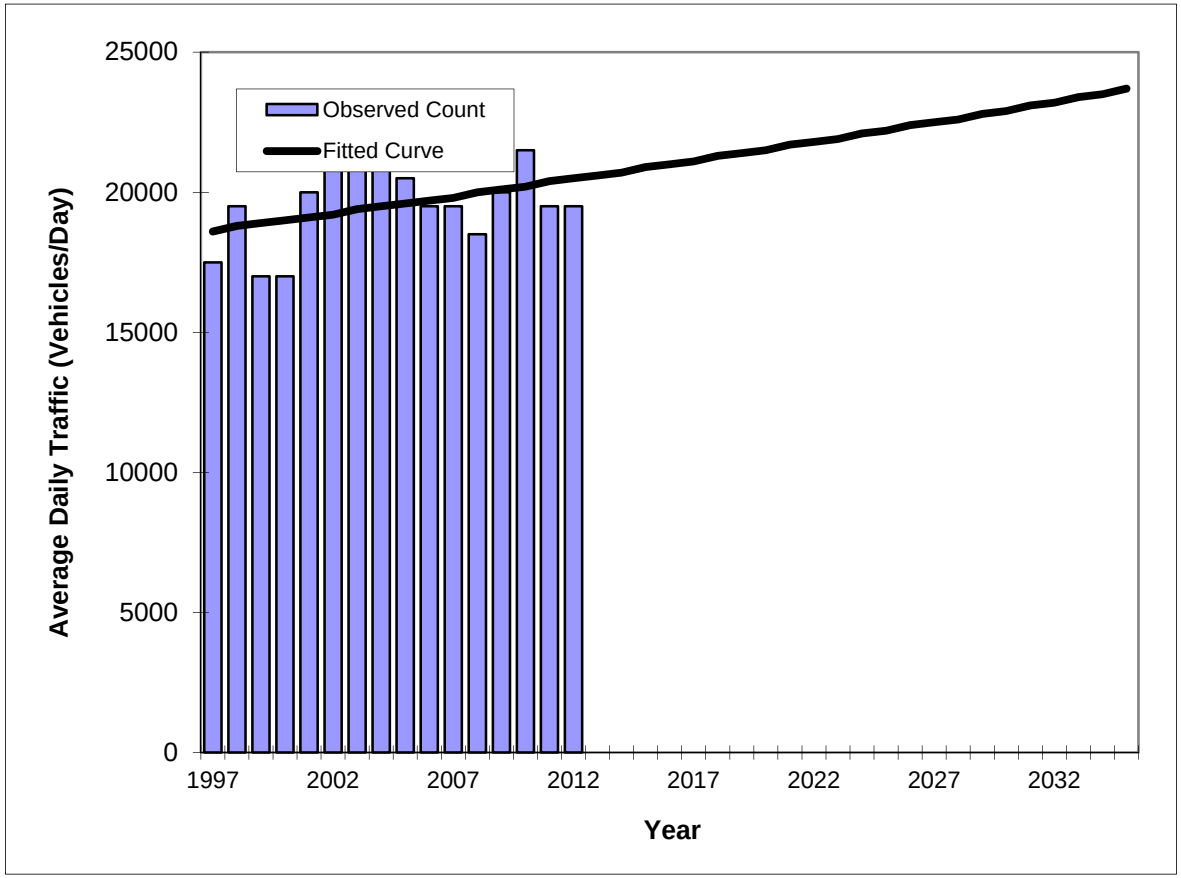
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5103
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	17500	18600
1998	19500	18800
1999	17000	18900
2000	17000	19000
2001	20000	19100
2002	22000	19200
2003	21000	19400
2004	21000	19500
2005	20500	19600
2006	19500	19700
2007	19500	19800
2008	18500	20000
2009	20000	20100
2010	21500	20200
2011	19500	20400
2012	19500	20500
2015 Opening Year Trend		
2015	N/A	20900
2025 Mid-Year Trend		
2025	N/A	22200
2035 Design Year Trend		
2035	N/A	23700
TRANPLAN Forecasts/Trends		

Trend R-squared:	14.77%
Compounded Annual Historic Growth Rate:	0.65%
Compounded Growth Rate (2012 to Design Year):	0.63%
Printed:	27-Dec-13

Exponential Growth Option

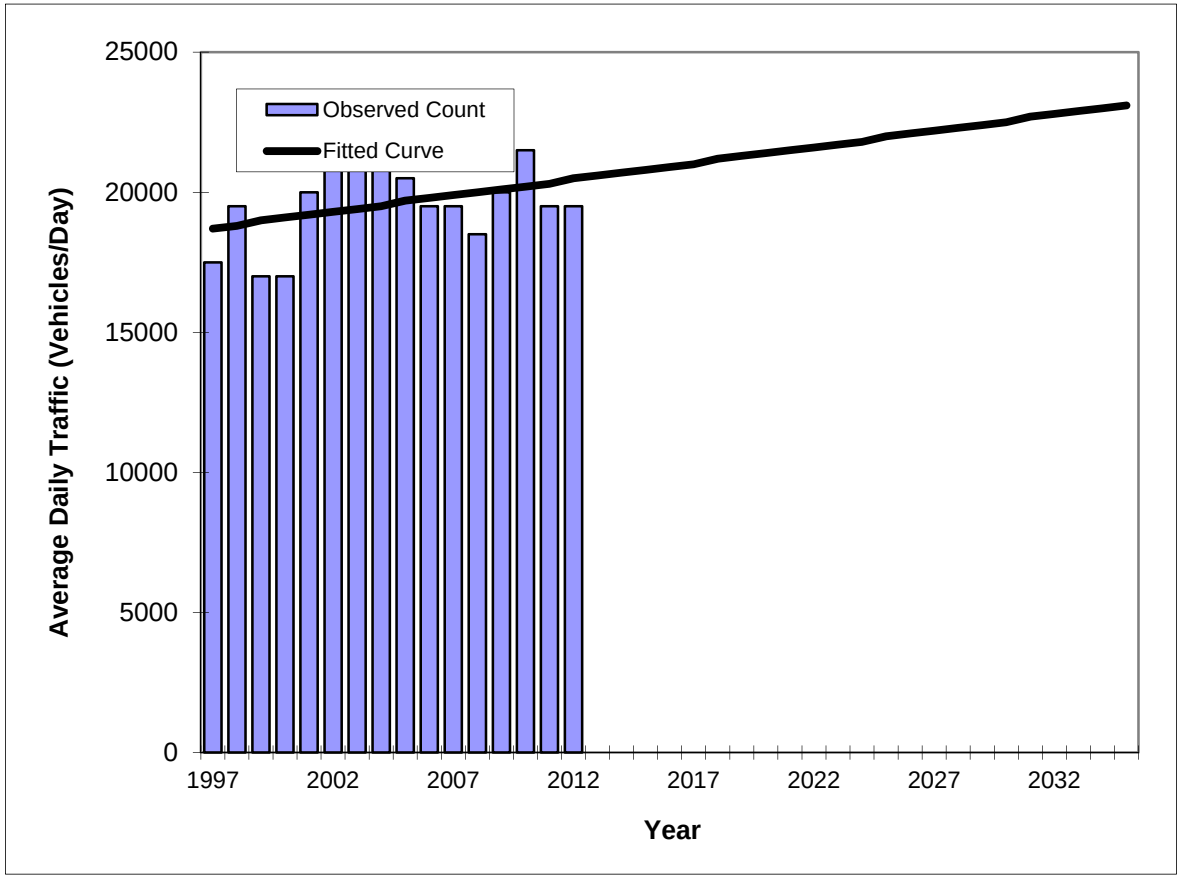
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5103
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	17500	18700
1998	19500	18800
1999	17000	19000
2000	17000	19100
2001	20000	19200
2002	22000	19300
2003	21000	19400
2004	21000	19500
2005	20500	19700
2006	19500	19800
2007	19500	19900
2008	18500	20000
2009	20000	20100
2010	21500	20200
2011	19500	20300
2012	19500	20500
2015 Opening Year Trend		
2015	N/A	20800
2025 Mid-Year Trend		
2025	N/A	22000
2035 Design Year Trend		
2035	N/A	23100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	115
Trend R-squared:	13.48%
Trend Annual Historic Growth Rate:	0.64%
Trend Growth Rate (2012 to Design Year):	0.55%
Printed:	27-Dec-13

Straight Line Growth Option

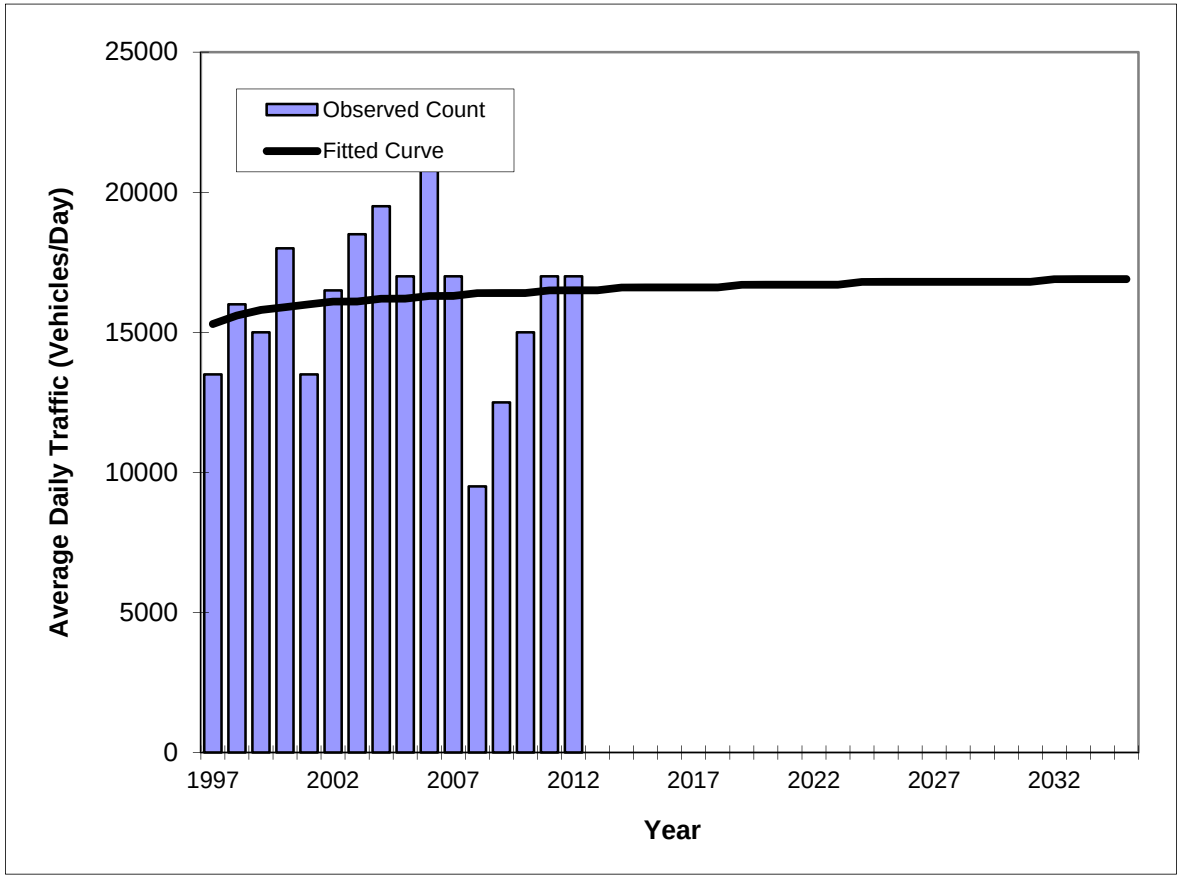
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5096
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	13500	15300
1998	16000	15600
1999	15000	15800
2000	18000	15900
2001	13500	16000
2002	16500	16100
2003	18500	16100
2004	19500	16200
2005	17000	16200
2006	22500	16300
2007	17000	16300
2008	9500	16400
2009	12500	16400
2010	15000	16400
2011	17000	16500
2012	17000	16500
2015 Opening Year Trend		
2015	N/A	16600
2025 Mid-Year Trend		
2025	N/A	16800
2035 Design Year Trend		
2035	N/A	16900
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.33%
Compounded Annual Historic Growth Rate:	0.50%
Compounded Growth Rate (2012 to Design Year):	0.10%
Printed:	27-Dec-13

Decaying Exponential Growth Option

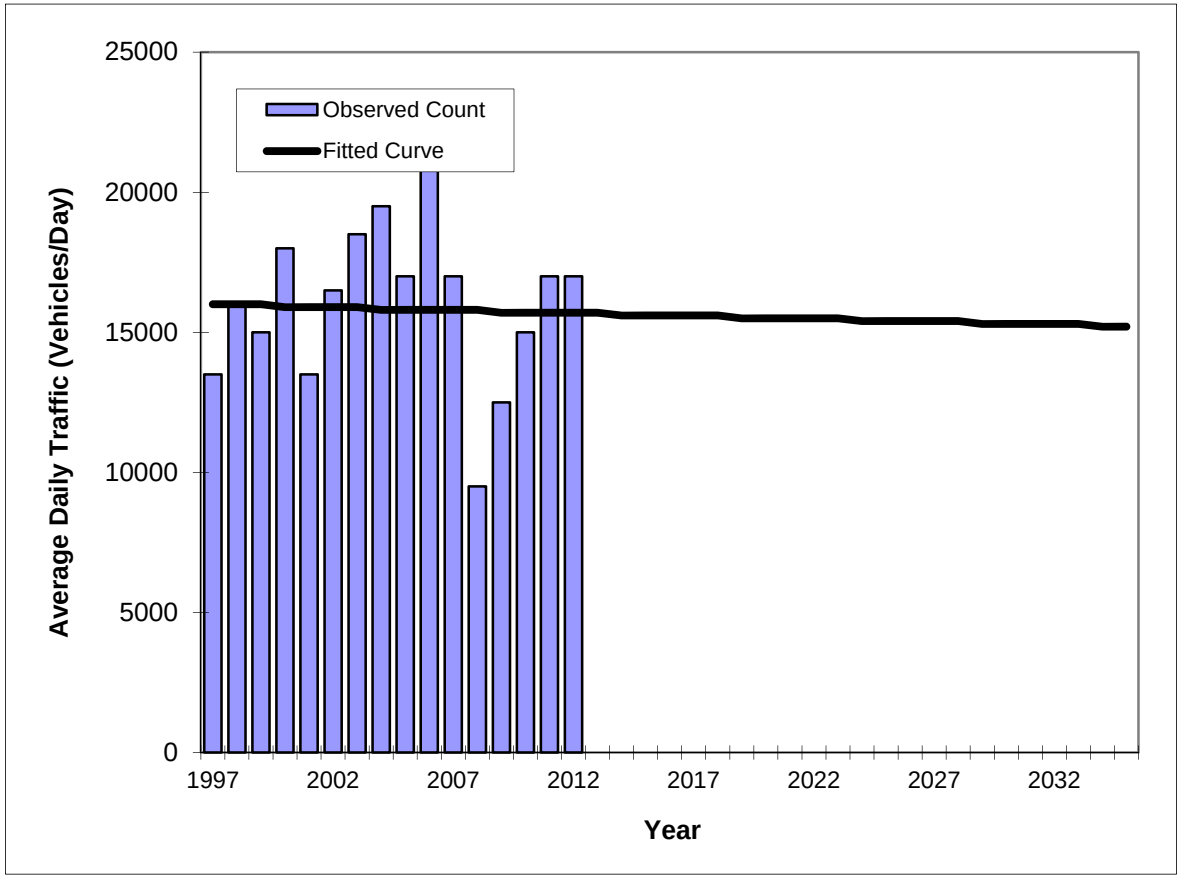
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5096
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	13500	16000
1998	16000	16000
1999	15000	16000
2000	18000	15900
2001	13500	15900
2002	16500	15900
2003	18500	15900
2004	19500	15800
2005	17000	15800
2006	22500	15800
2007	17000	15800
2008	9500	15800
2009	12500	15700
2010	15000	15700
2011	17000	15700
2012	17000	15700
2015 Opening Year Trend		
2015	N/A	15600
2025 Mid-Year Trend		
2025	N/A	15400
2035 Design Year Trend		
2035	N/A	15200
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.10%
Compounded Annual Historic Growth Rate:	-0.13%
Compounded Growth Rate (2012 to Design Year):	-0.14%
Printed:	27-Dec-13

Exponential Growth Option

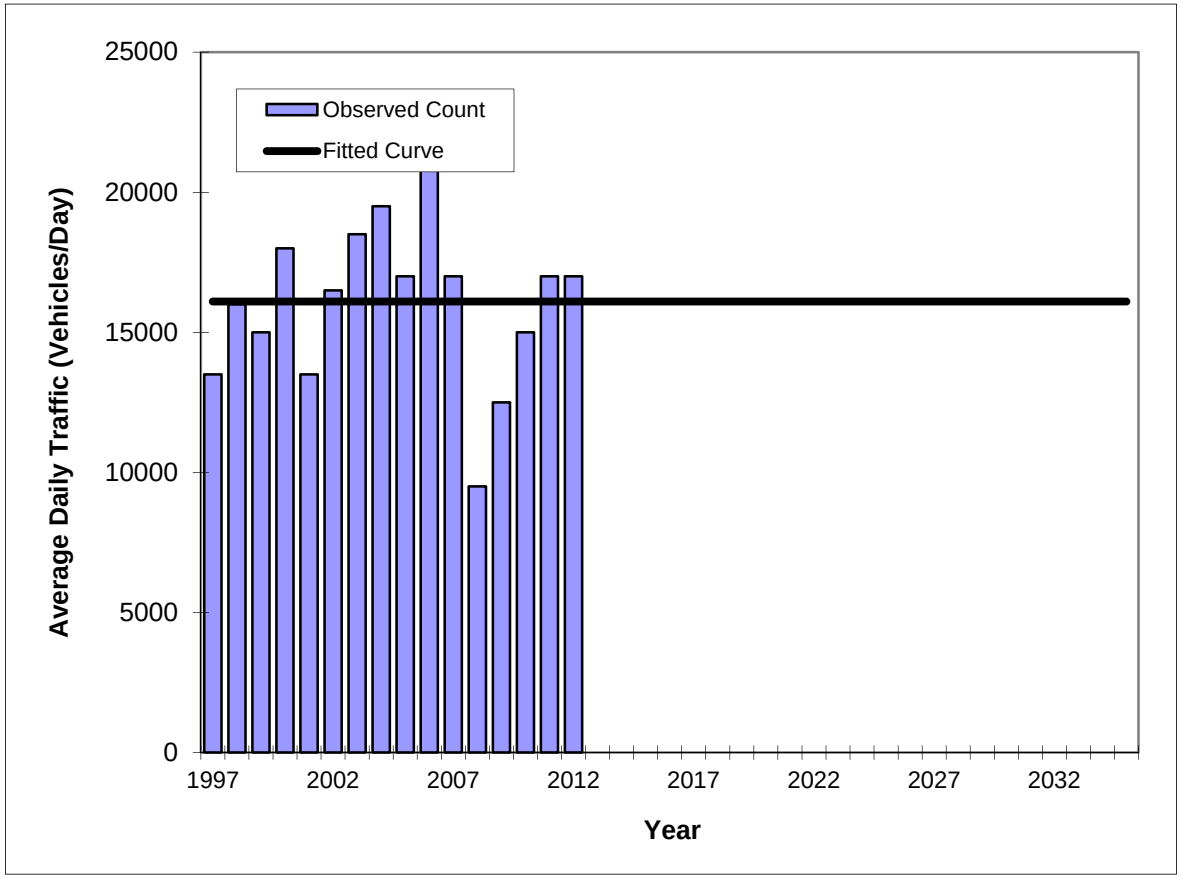
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5096
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	13500	16100
1998	16000	16100
1999	15000	16100
2000	18000	16100
2001	13500	16100
2002	16500	16100
2003	18500	16100
2004	19500	16100
2005	17000	16100
2006	22500	16100
2007	17000	16100
2008	9500	16100
2009	12500	16100
2010	15000	16100
2011	17000	16100
2012	17000	16100
2015 Opening Year Trend		
2015	N/A	16100
2025 Mid-Year Trend		
2025	N/A	16100
2035 Design Year Trend		
2035	N/A	16100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	0
Trend R-squared:	0.00%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2012 to Design Year):	0.00%
Printed:	27-Dec-13

Straight Line Growth Option

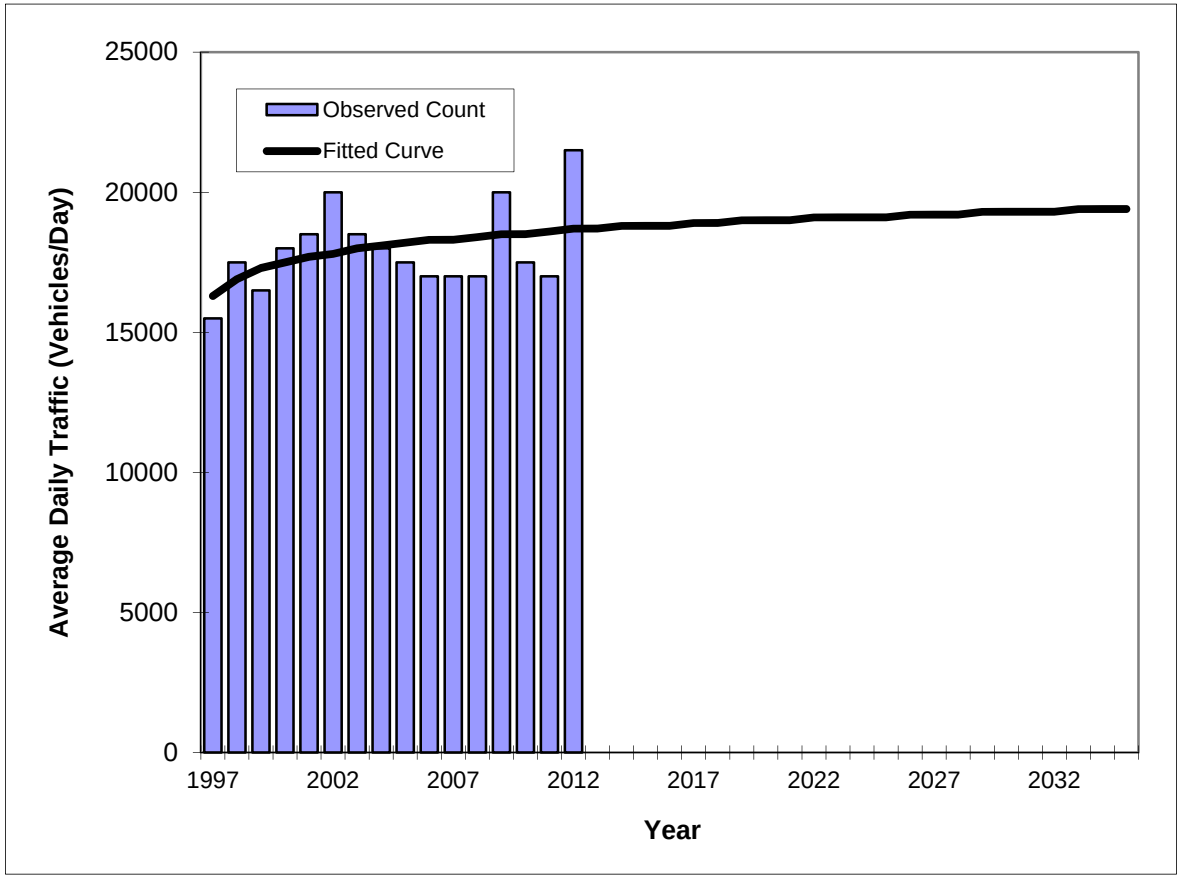
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5097
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	15500	16300
1998	17500	16900
1999	16500	17300
2000	18000	17500
2001	18500	17700
2002	20000	17800
2003	18500	18000
2004	18000	18100
2005	17500	18200
2006	17000	18300
2007	17000	18300
2008	17000	18400
2009	20000	18500
2010	17500	18500
2011	17000	18600
2012	21500	18700
2015 Opening Year Trend		
2015	N/A	18800
2025 Mid-Year Trend		
2025	N/A	19100
2035 Design Year Trend		
2035	N/A	19400
TRANPLAN Forecasts/Trends		

Trend R-squared:	19.22%
Compounded Annual Historic Growth Rate:	0.92%
Compounded Growth Rate (2012 to Design Year):	0.16%
Printed:	27-Dec-13

Decaying Exponential Growth Option

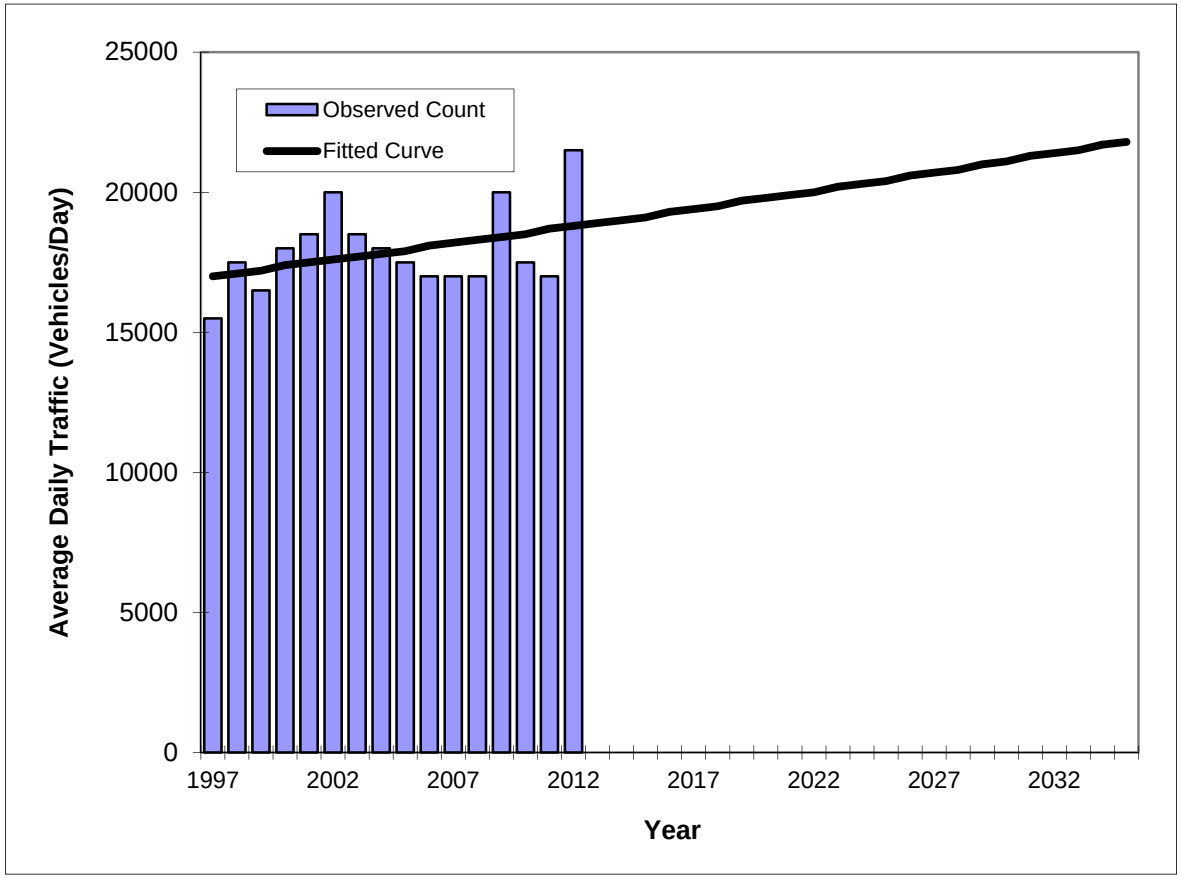
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5097
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	15500	17000
1998	17500	17100
1999	16500	17200
2000	18000	17400
2001	18500	17500
2002	20000	17600
2003	18500	17700
2004	18000	17800
2005	17500	17900
2006	17000	18100
2007	17000	18200
2008	17000	18300
2009	20000	18400
2010	17500	18500
2011	17000	18700
2012	21500	18800
2015 Opening Year Trend		
2015	N/A	19100
2025 Mid-Year Trend		
2025	N/A	20400
2035 Design Year Trend		
2035	N/A	21800
TRANPLAN Forecasts/Trends		

Trend R-squared:	14.51%
Compounded Annual Historic Growth Rate:	0.67%
Compounded Growth Rate (2012 to Design Year):	0.65%
Printed:	27-Dec-13

Exponential Growth Option

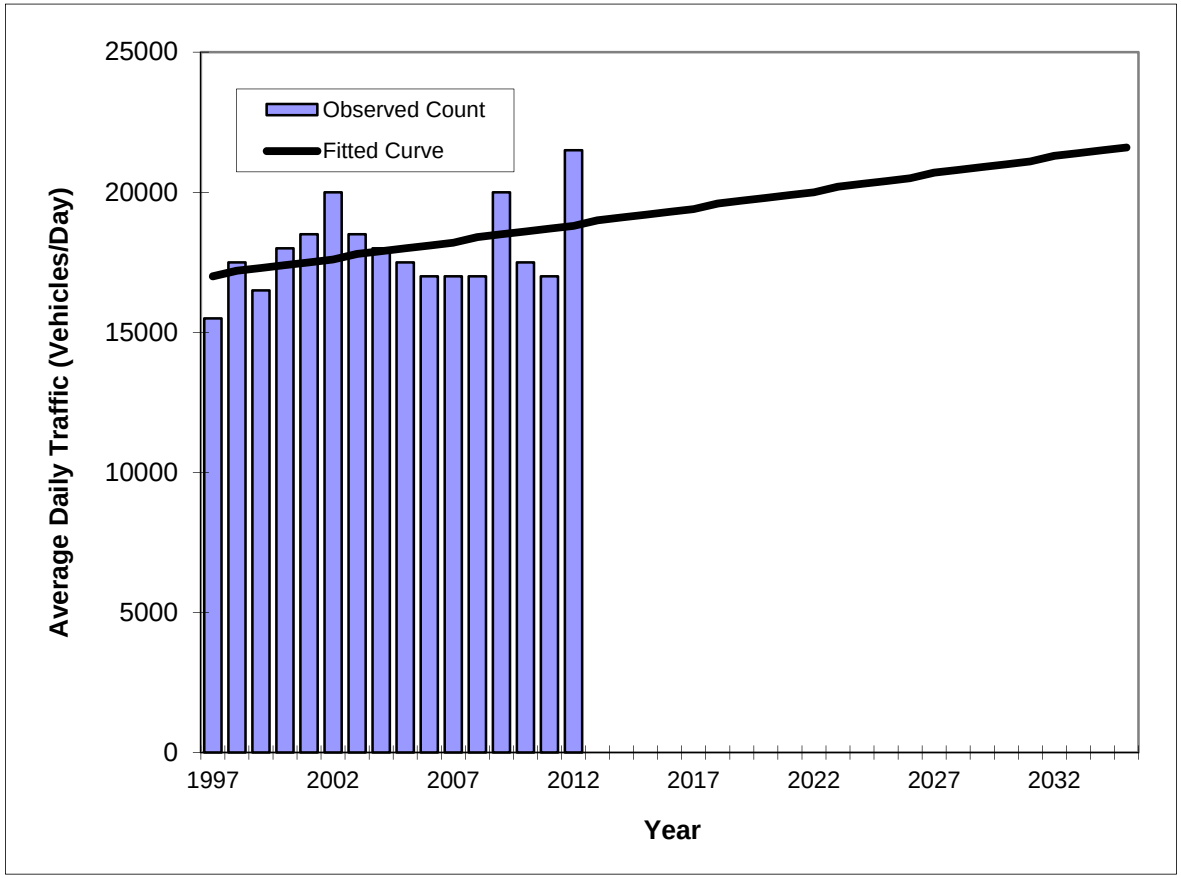
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5097
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	15500	17000
1998	17500	17200
1999	16500	17300
2000	18000	17400
2001	18500	17500
2002	20000	17600
2003	18500	17800
2004	18000	17900
2005	17500	18000
2006	17000	18100
2007	17000	18200
2008	17000	18400
2009	20000	18500
2010	17500	18600
2011	17000	18700
2012	21500	18800
2015 Opening Year Trend		
2015	N/A	19200
2025 Mid-Year Trend		
2025	N/A	20400
2035 Design Year Trend		
2035	N/A	21600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	121
Trend R-squared:	14.57%
Trend Annual Historic Growth Rate:	0.71%
Trend Growth Rate (2012 to Design Year):	0.65%
Printed:	27-Dec-13

Straight Line Growth Option

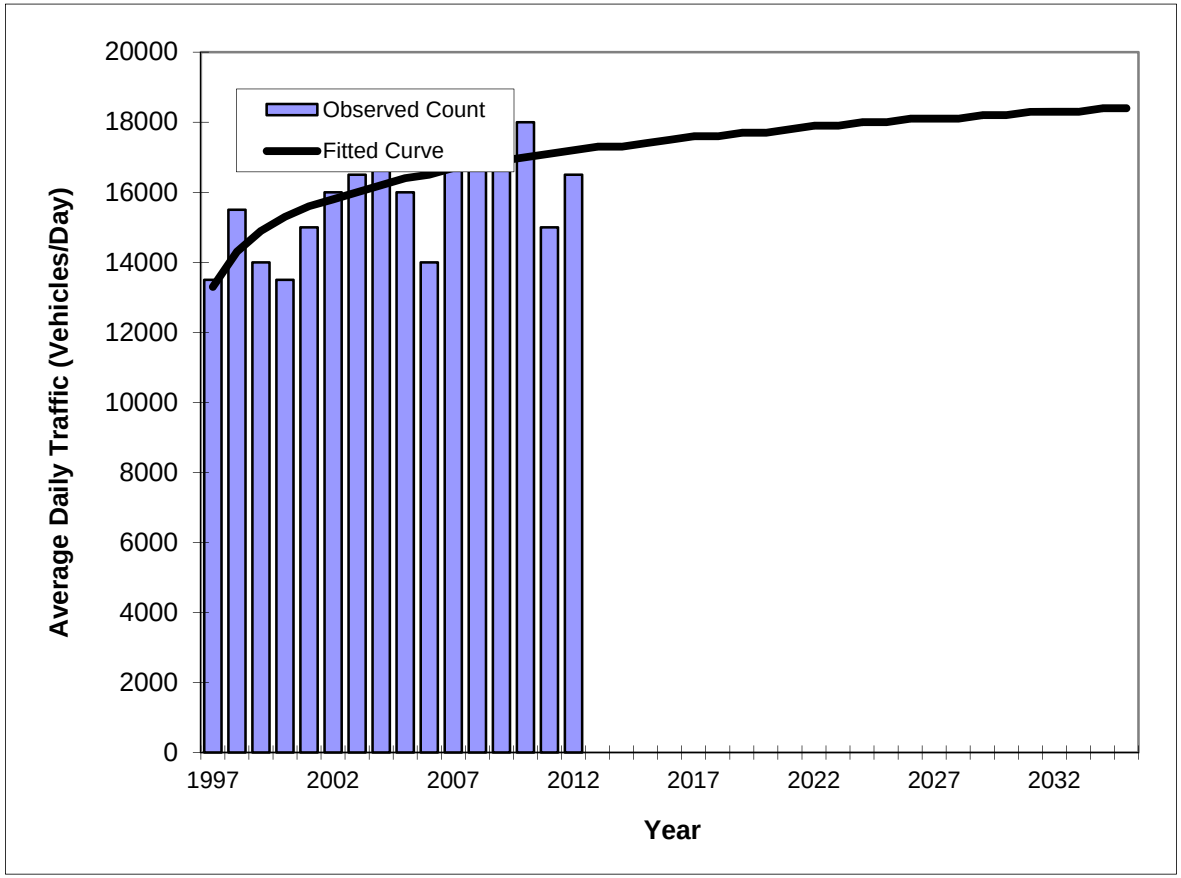
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5105
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	13500	13300
1998	15500	14300
1999	14000	14900
2000	13500	15300
2001	15000	15600
2002	16000	15800
2003	16500	16000
2004	18000	16200
2005	16000	16400
2006	14000	16500
2007	18500	16700
2008	18500	16800
2009	17500	16900
2010	18000	17000
2011	15000	17100
2012	16500	17200
2015 Opening Year Trend		
2015	N/A	17400
2025 Mid-Year Trend		
2025	N/A	18000
2035 Design Year Trend		
2035	N/A	18400
TRANPLAN Forecasts/Trends		

Trend R-squared:	38.84%
Compounded Annual Historic Growth Rate:	1.73%
Compounded Growth Rate (2012 to Design Year):	0.29%
Printed:	27-Dec-13

Decaying Exponential Growth Option

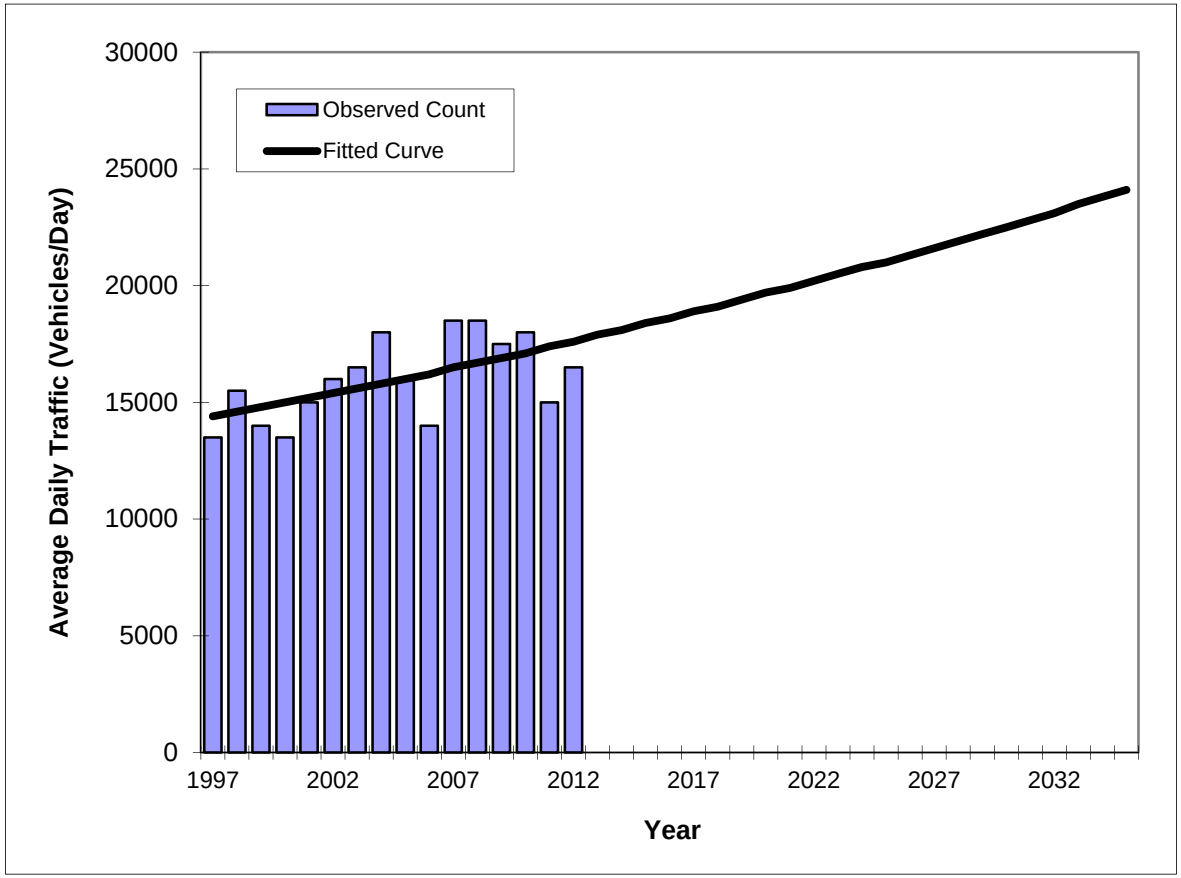
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5105
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	13500	14400
1998	15500	14600
1999	14000	14800
2000	13500	15000
2001	15000	15200
2002	16000	15400
2003	16500	15600
2004	18000	15800
2005	16000	16000
2006	14000	16200
2007	18500	16500
2008	18500	16700
2009	17500	16900
2010	18000	17100
2011	15000	17400
2012	16500	17600
2015 Opening Year Trend		
2015	N/A	18400
2025 Mid-Year Trend		
2025	N/A	21000
2035 Design Year Trend		
2035	N/A	24100
TRANPLAN Forecasts/Trends		

Trend R-squared:	34.69%
Compounded Annual Historic Growth Rate:	1.35%
Compounded Growth Rate (2012 to Design Year):	1.38%
Printed:	27-Dec-13

Exponential Growth Option

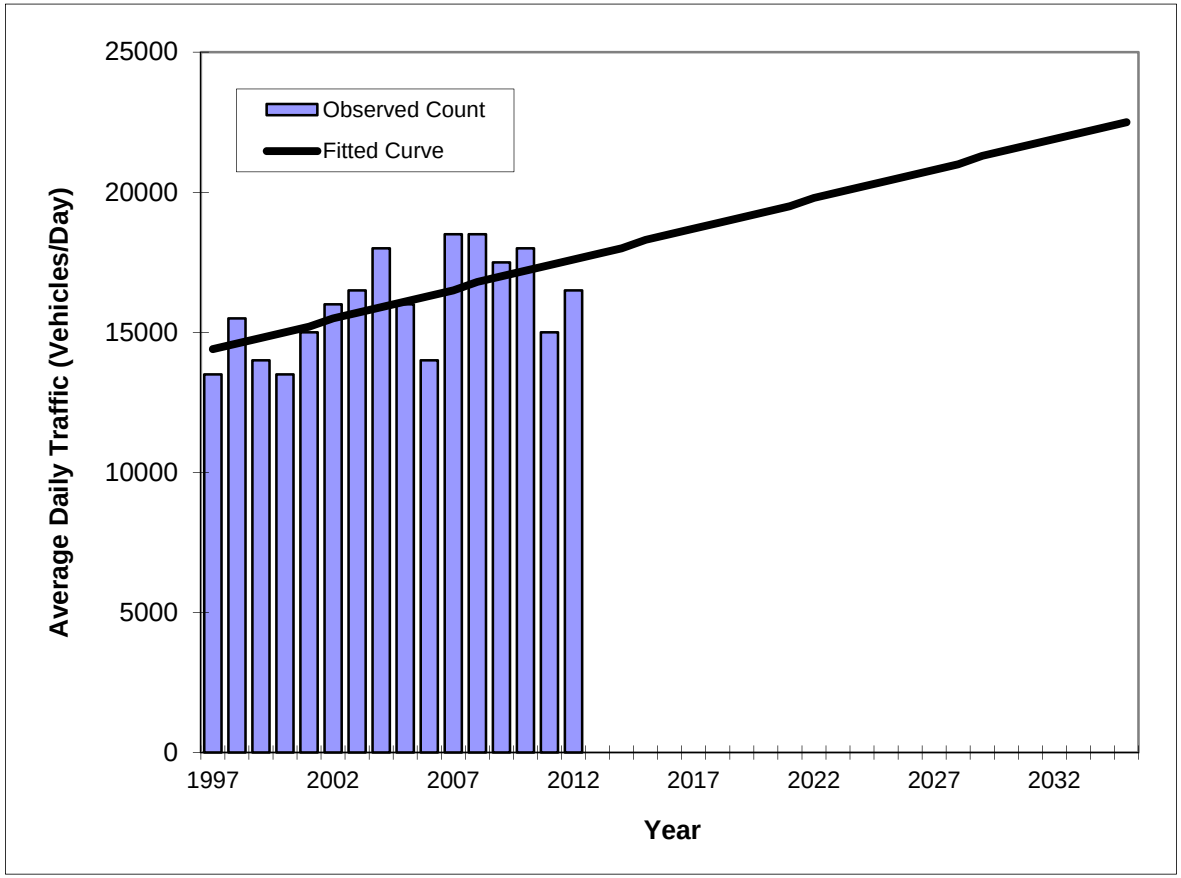
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5105
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	13500	14400
1998	15500	14600
1999	14000	14800
2000	13500	15000
2001	15000	15200
2002	16000	15500
2003	16500	15700
2004	18000	15900
2005	16000	16100
2006	14000	16300
2007	18500	16500
2008	18500	16800
2009	17500	17000
2010	18000	17200
2011	15000	17400
2012	16500	17600
2015 Opening Year Trend		
2015	N/A	18300
2025 Mid-Year Trend		
2025	N/A	20400
2035 Design Year Trend		
2035	N/A	22500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	215
Trend R-squared:	34.07%
Trend Annual Historic Growth Rate:	1.48%
Trend Growth Rate (2012 to Design Year):	1.21%
Printed:	27-Dec-13

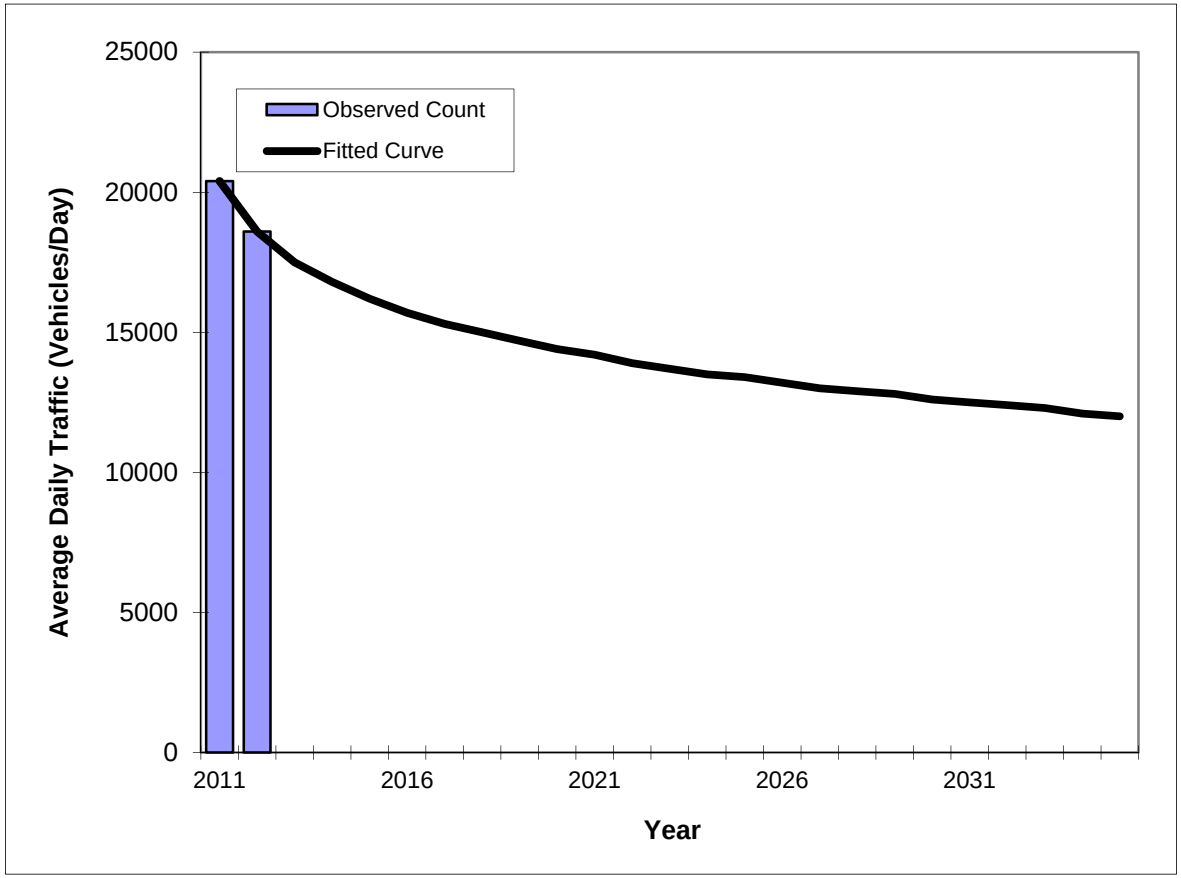
Straight Line Growth Option

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5389
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2011	20400	20400
2012	18600	18600
2015 Opening Year Trend		
2015	N/A	16200
2025 Mid-Year Trend		
2025	N/A	13400
2035 Design Year Trend		
2035	N/A	12000
TRANPLAN Forecasts/Trends		

Trend R-squared:	100.00%
Compounded Annual Historic Growth Rate:	-8.82%
Compounded Growth Rate (2012 to Design Year):	-1.89%
Printed:	27-Dec-13

Decaying Exponential Growth Option

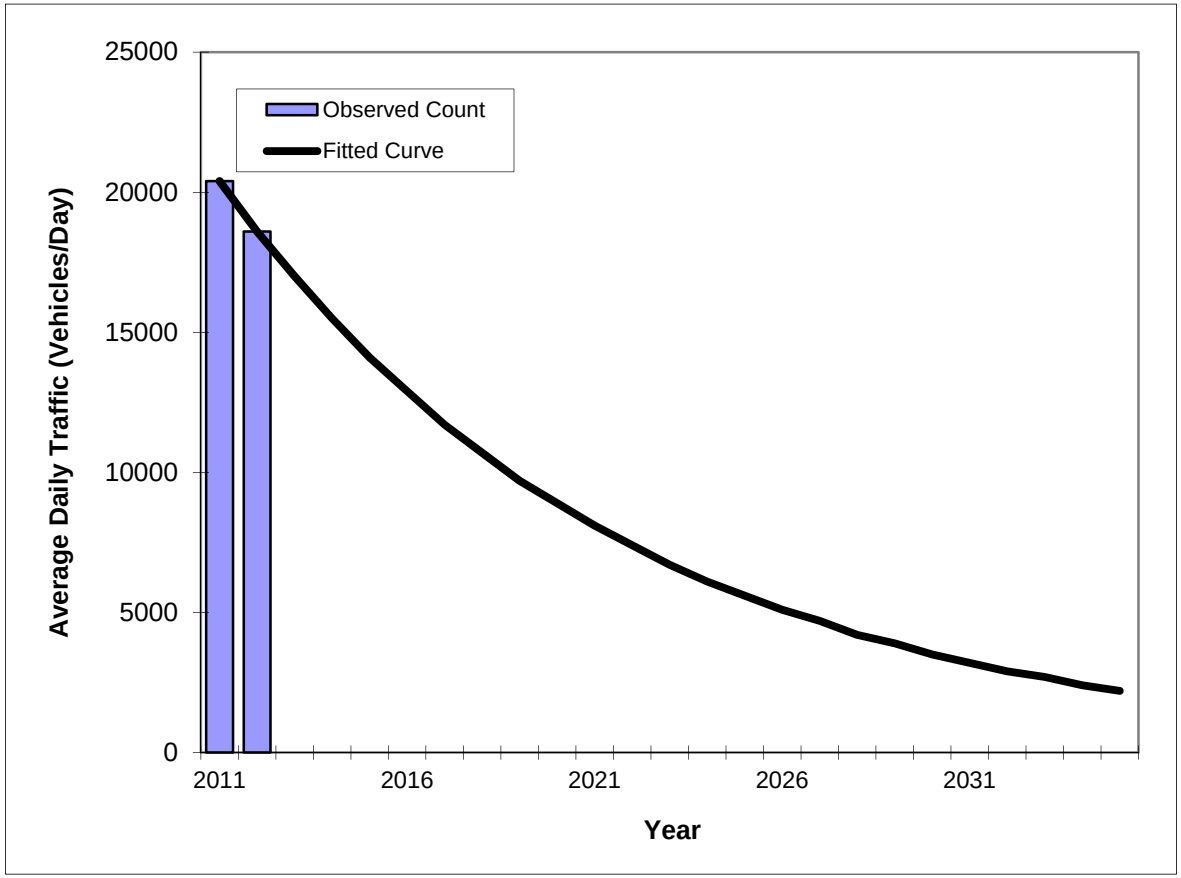
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5389
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2011	20400	20400
2012	18600	18600
2015 Opening Year Trend		
2015	N/A	14100
2025 Mid-Year Trend		
2025	N/A	5600
2035 Design Year Trend		
2035	N/A	2200
TRANPLAN Forecasts/Trends		

Trend R-squared:	100.00%
Compounded Annual Historic Growth Rate:	-8.82%
Compounded Growth Rate (2012 to Design Year):	-8.86%
Printed:	27-Dec-13

Exponential Growth Option

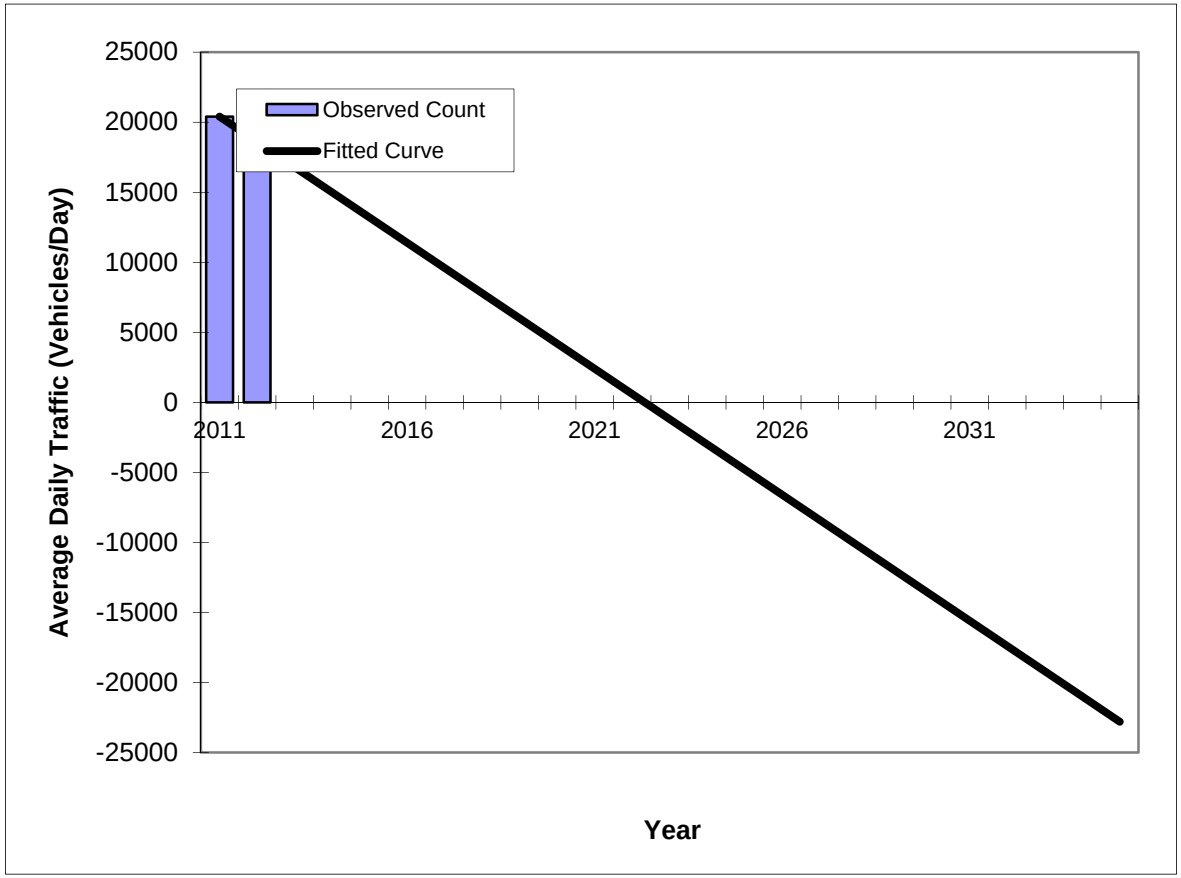
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5389
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2011	20400	20400
2012	18600	18600
2015 Opening Year Trend		
2015	N/A	13200
2025 Mid-Year Trend		
2025	N/A	-4800
2035 Design Year Trend		
2035	N/A	-22800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-1,800
Trend R-squared:	100.00%
Trend Annual Historic Growth Rate:	-8.82%
Trend Growth Rate (2012 to Design Year):	-9.68%
Printed:	27-Dec-13

Straight Line Growth Option

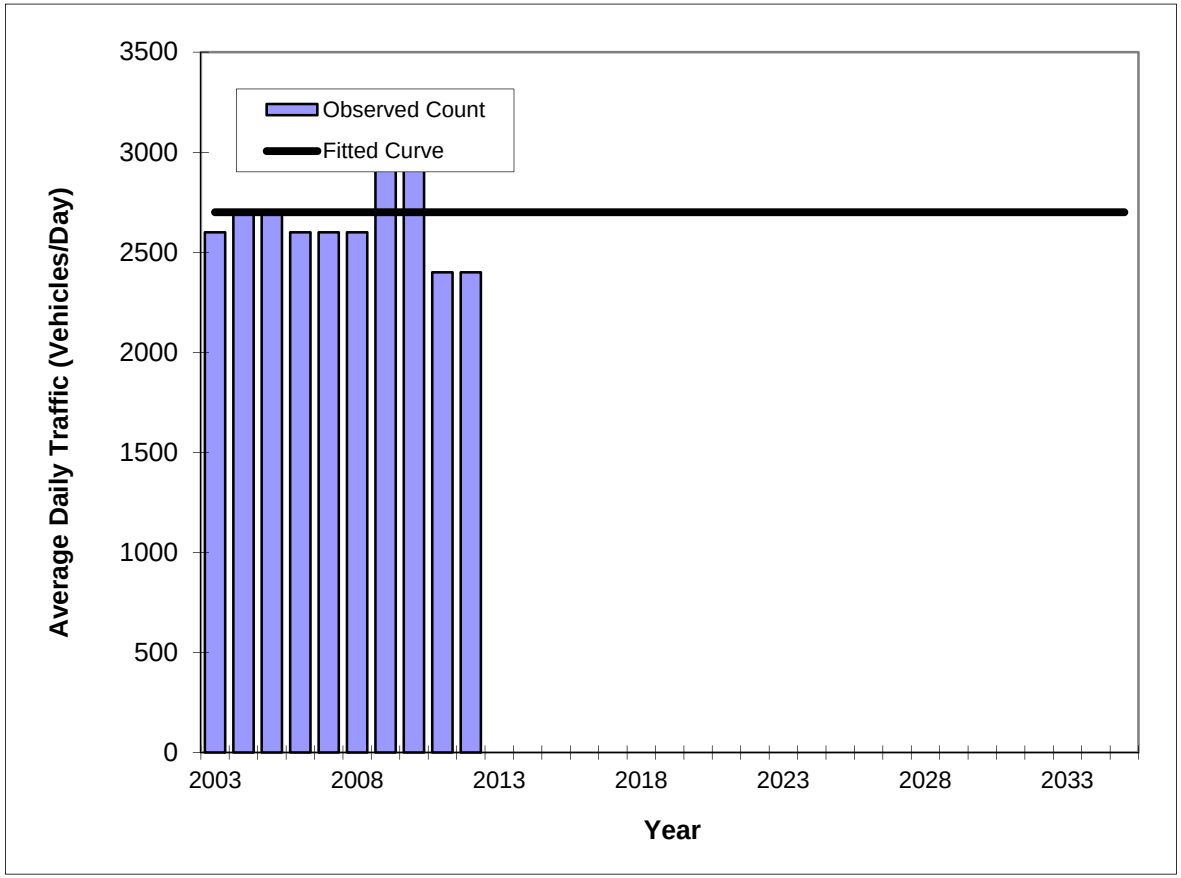
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	6301
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2003	2600	2700
2004	2700	2700
2005	2700	2700
2006	2600	2700
2007	2600	2700
2008	2600	2700
2009	3000	2700
2010	3000	2700
2011	2400	2700
2012	2400	2700
2015 Opening Year Trend		
2015	N/A	2700
2025 Mid-Year Trend		
2025	N/A	2700
2035 Design Year Trend		
2035	N/A	2700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	0.02%
Compounded Annual Historic Growth Rate:	0.00%
Compounded Growth Rate (2012 to Design Year):	0.00%
Printed:	27-Dec-13

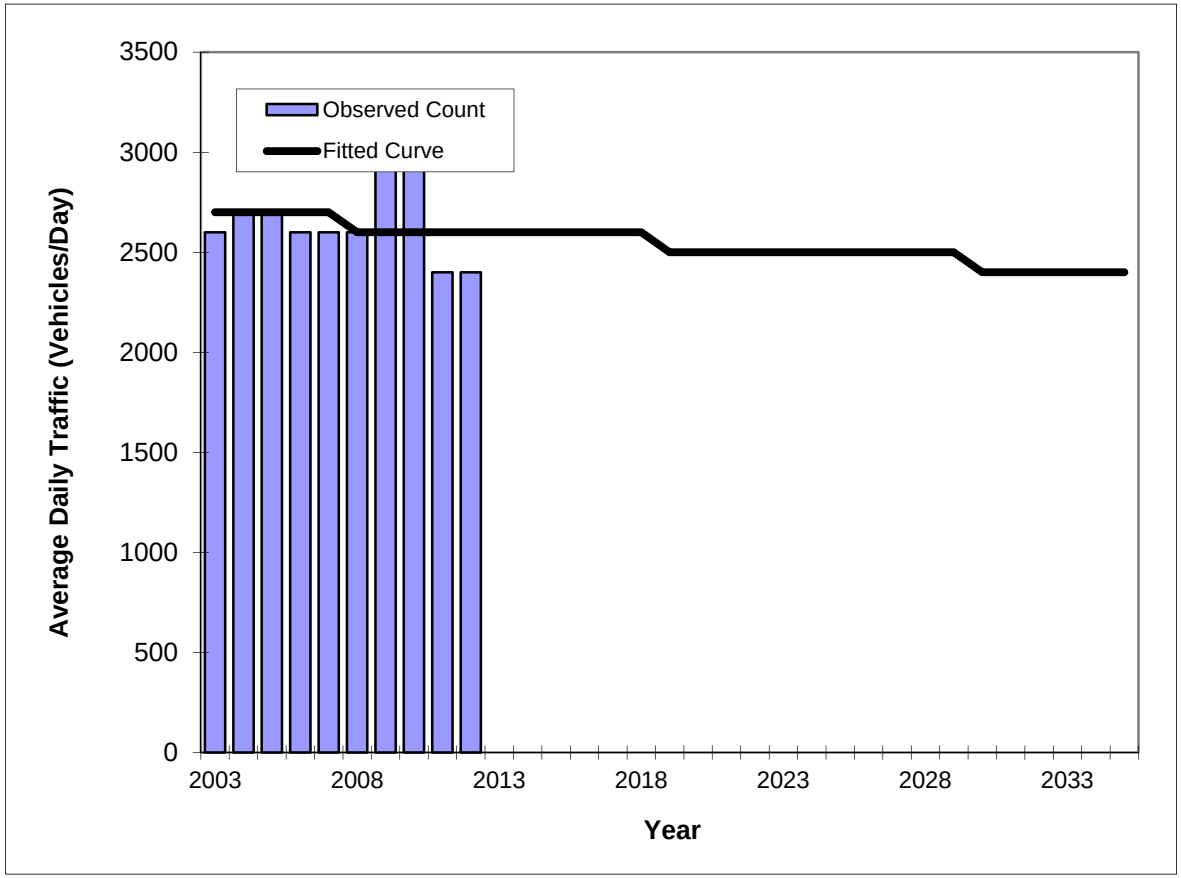
Decaying Exponential Growth Option

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	6301
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2003	2600	2700
2004	2700	2700
2005	2700	2700
2006	2600	2700
2007	2600	2700
2008	2600	2600
2009	3000	2600
2010	3000	2600
2011	2400	2600
2012	2400	2600
2015 Opening Year Trend		
2015	N/A	2600
2025 Mid-Year Trend		
2025	N/A	2500
2035 Design Year Trend		
2035	N/A	2400
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.00%
Compounded Annual Historic Growth Rate:	-0.42%
Compounded Growth Rate (2012 to Design Year):	-0.35%
Printed:	27-Dec-13

Exponential Growth Option

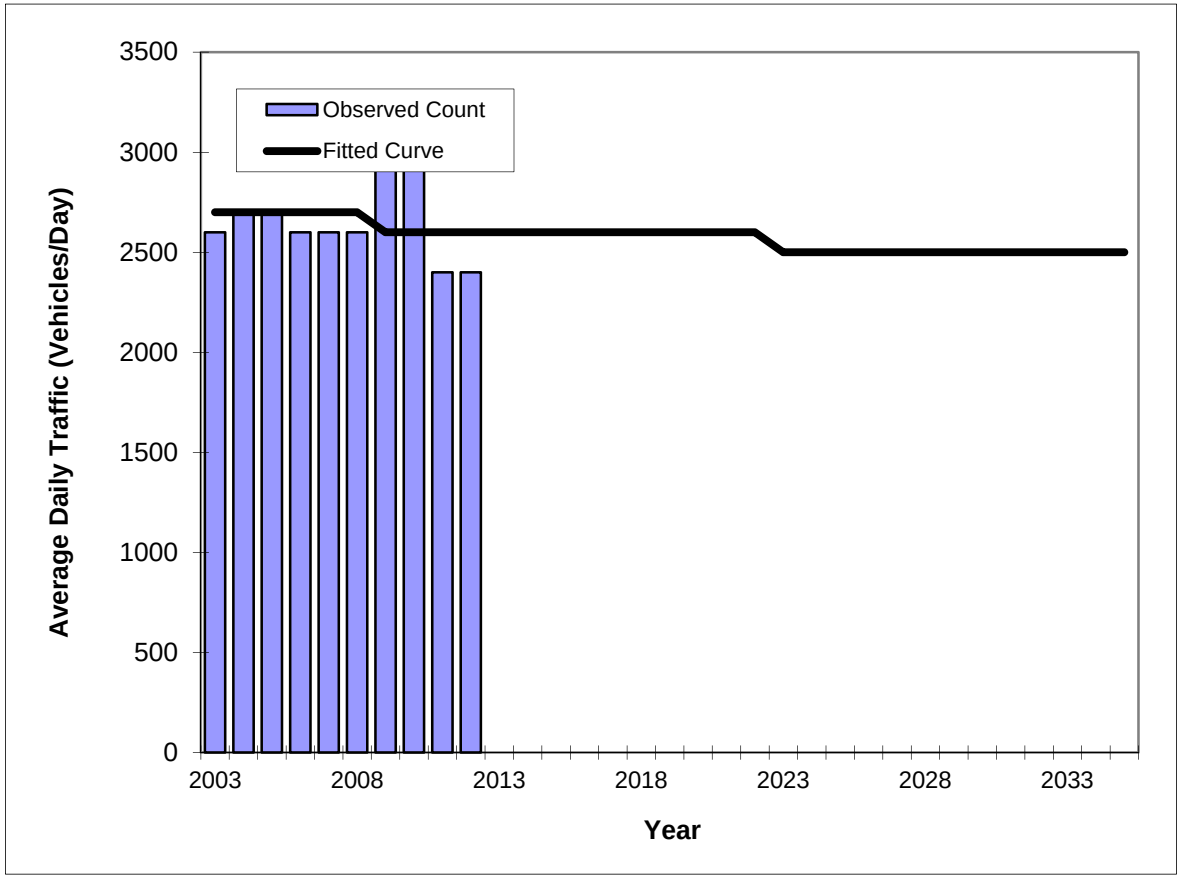
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	6301
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2003	2600	2700
2004	2700	2700
2005	2700	2700
2006	2600	2700
2007	2600	2700
2008	2600	2700
2009	3000	2600
2010	3000	2600
2011	2400	2600
2012	2400	2600
2015 Opening Year Trend		
2015	N/A	2600
2025 Mid-Year Trend		
2025	N/A	2500
2035 Design Year Trend		
2035	N/A	2500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-7
Trend R-squared:	1.14%
Trend Annual Historic Growth Rate:	-0.41%
Trend Growth Rate (2012 to Design Year):	-0.17%
Printed:	27-Dec-13

Straight Line Growth Option

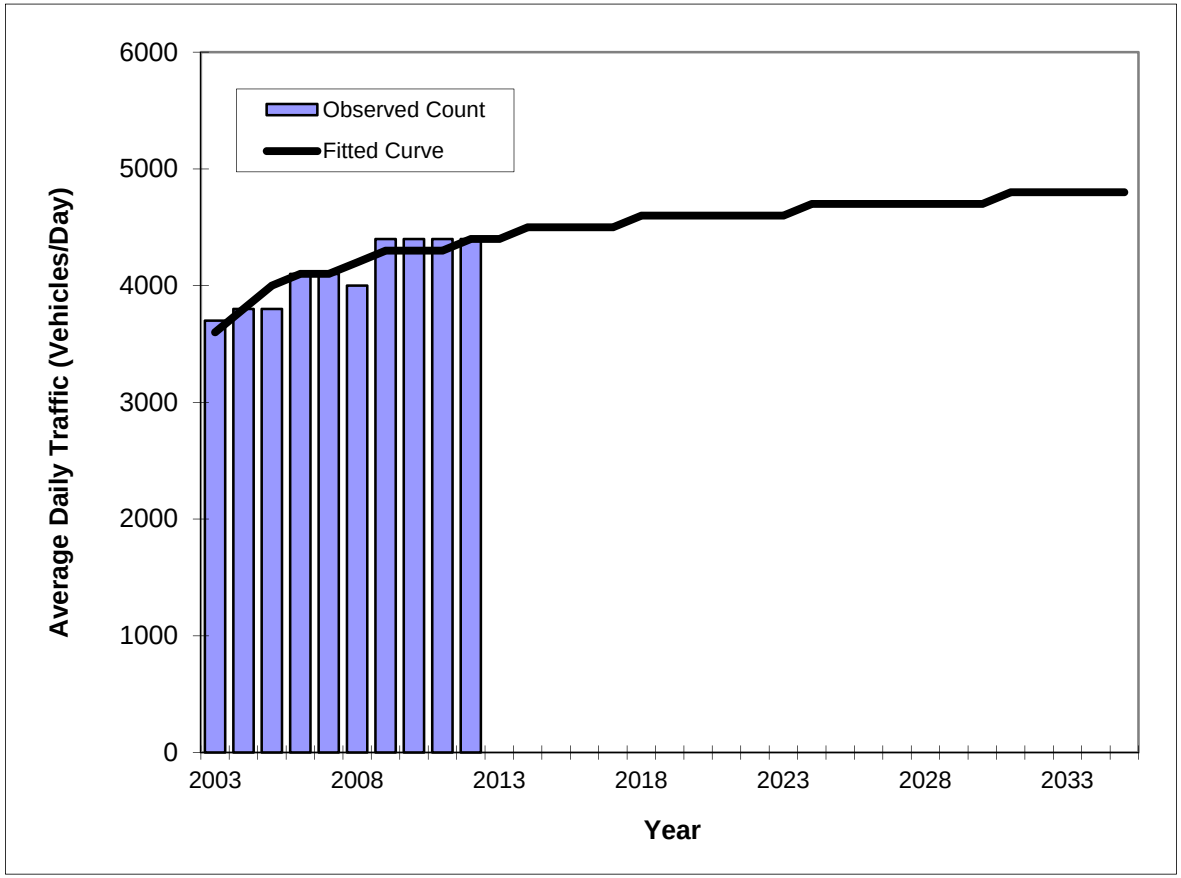
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	6302
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2003	3700	3600
2004	3800	3800
2005	3800	4000
2006	4100	4100
2007	4100	4100
2008	4000	4200
2009	4400	4300
2010	4400	4300
2011	4400	4300
2012	4400	4400
2015 Opening Year Trend		
2015	N/A	4500
2025 Mid-Year Trend		
2025	N/A	4700
2035 Design Year Trend		
2035	N/A	4800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	83.28%
Compounded Annual Historic Growth Rate:	2.25%
Compounded Growth Rate (2012 to Design Year):	0.38%
Printed:	27-Dec-13

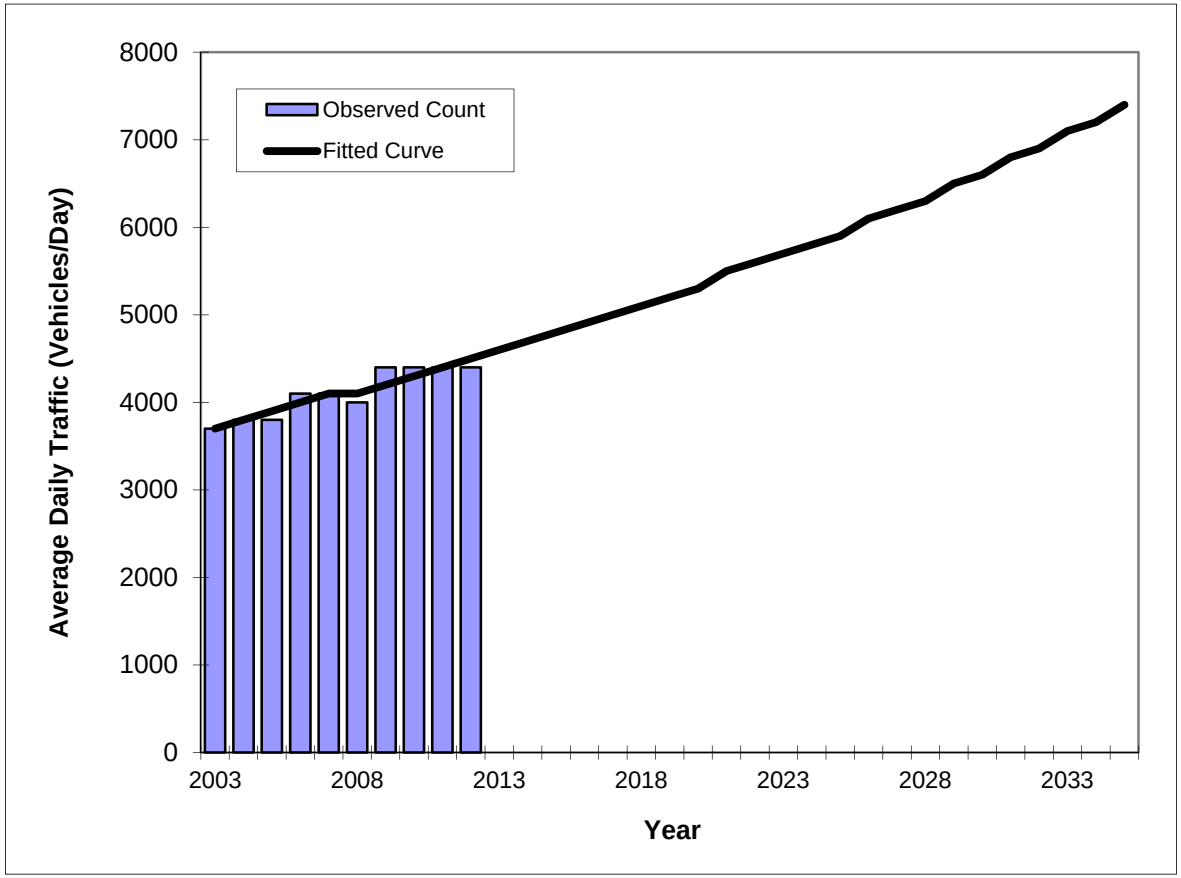
Decaying Exponential Growth Option

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	6302
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2003	3700	3700
2004	3800	3800
2005	3800	3900
2006	4100	4000
2007	4100	4100
2008	4000	4100
2009	4400	4200
2010	4400	4300
2011	4400	4400
2012	4400	4500
2015 Opening Year Trend		
2015	N/A	4800
2025 Mid-Year Trend		
2025	N/A	5900
2035 Design Year Trend		
2035	N/A	7400
TRANPLAN Forecasts/Trends		

Trend R-squared:	87.34%
Compounded Annual Historic Growth Rate:	2.20%
Compounded Growth Rate (2012 to Design Year):	2.19%
Printed:	27-Dec-13

Exponential Growth Option

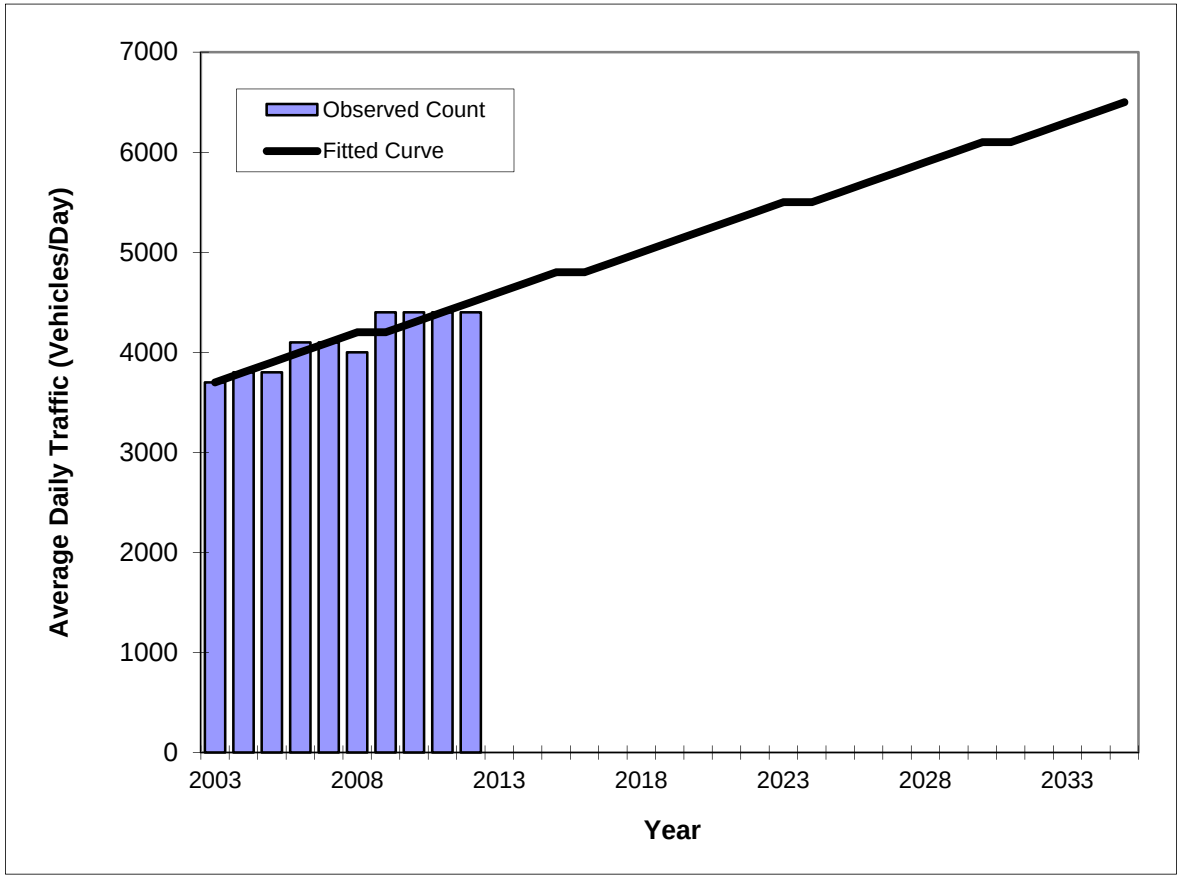
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	6302
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2003	3700	3700
2004	3800	3800
2005	3800	3900
2006	4100	4000
2007	4100	4100
2008	4000	4200
2009	4400	4200
2010	4400	4300
2011	4400	4400
2012	4400	4500
2015 Opening Year Trend		
2015	N/A	4800
2025 Mid-Year Trend		
2025	N/A	5600
2035 Design Year Trend		
2035	N/A	6500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	87
Trend R-squared:	87.40%
Trend Annual Historic Growth Rate:	2.40%
Trend Growth Rate (2012 to Design Year):	1.93%
Printed:	27-Dec-13

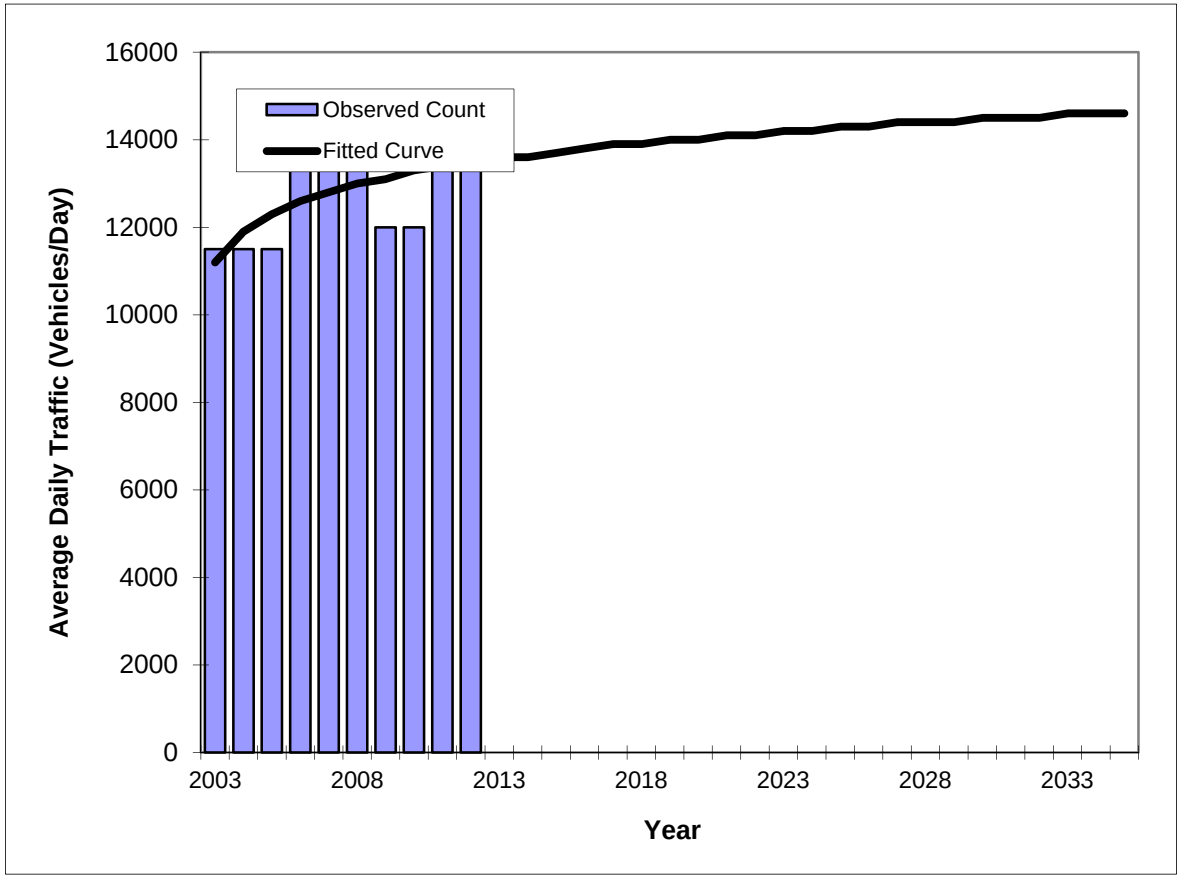
Straight Line Growth Option

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	6303
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2003	11500	11200
2004	11500	11900
2005	11500	12300
2006	13500	12600
2007	13500	12800
2008	13500	13000
2009	12000	13100
2010	12000	13300
2011	14000	13400
2012	14000	13500
2015 Opening Year Trend		
2015	N/A	13700
2025 Mid-Year Trend		
2025	N/A	14300
2035 Design Year Trend		
2035	N/A	14600
TRANPLAN Forecasts/Trends		

Trend R-squared:	43.31%
Compounded Annual Historic Growth Rate:	2.10%
Compounded Growth Rate (2012 to Design Year):	0.34%
Printed:	27-Dec-13

Decaying Exponential Growth Option

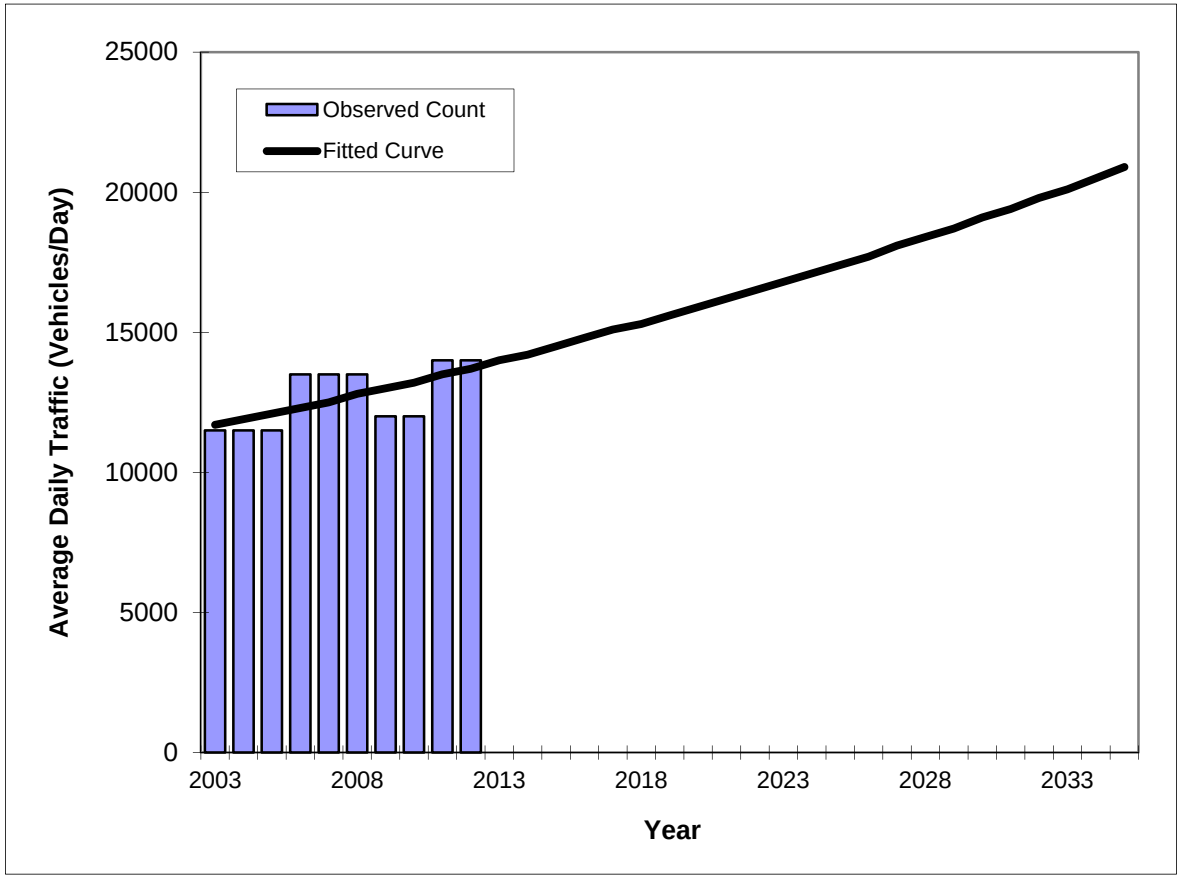
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	6303
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2003	11500	11700
2004	11500	11900
2005	11500	12100
2006	13500	12300
2007	13500	12500
2008	13500	12800
2009	12000	13000
2010	12000	13200
2011	14000	13500
2012	14000	13700
2015 Opening Year Trend		
2015	N/A	14500
2025 Mid-Year Trend		
2025	N/A	17400
2035 Design Year Trend		
2035	N/A	20900
TRANPLAN Forecasts/Trends		

Trend R-squared:	41.47%
Compounded Annual Historic Growth Rate:	1.77%
Compounded Growth Rate (2012 to Design Year):	1.85%
Printed:	27-Dec-13

Exponential Growth Option

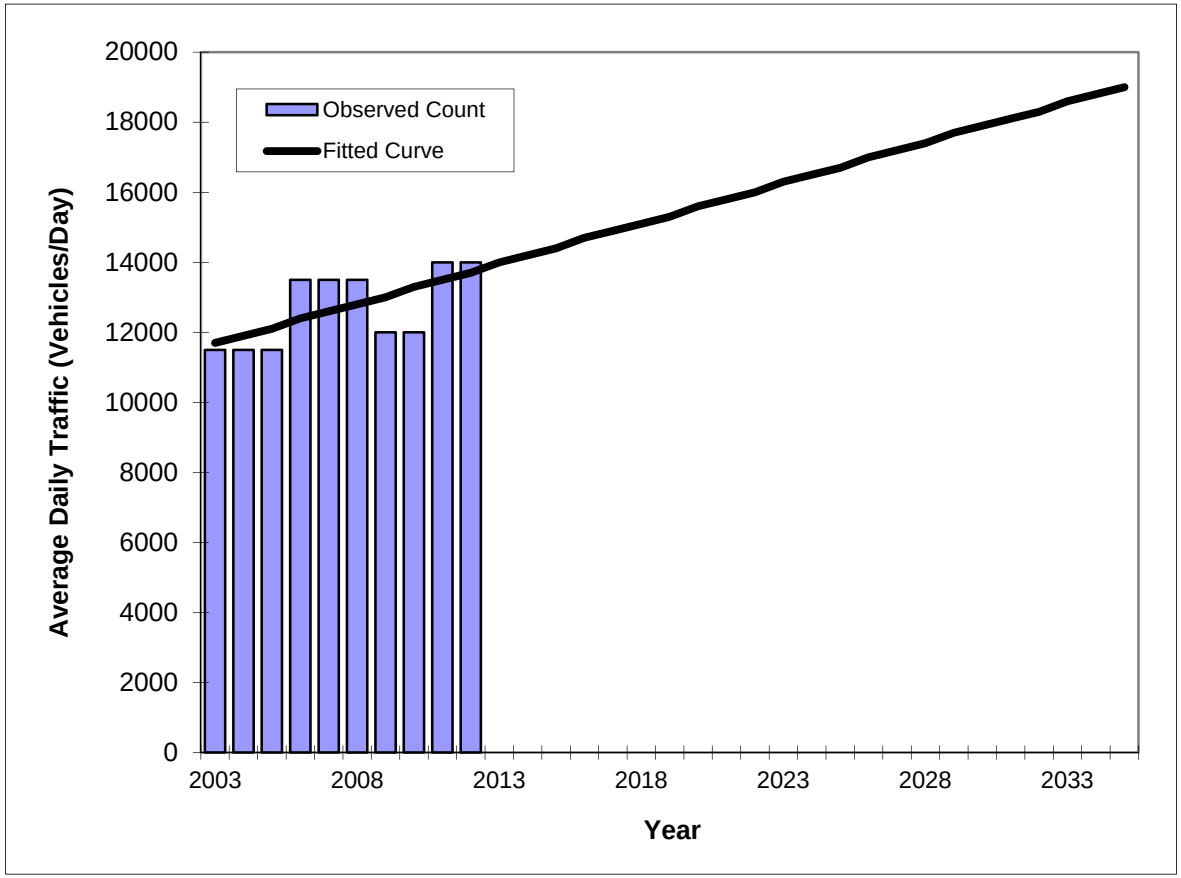
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	6303
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2003	11500	11700
2004	11500	11900
2005	11500	12100
2006	13500	12400
2007	13500	12600
2008	13500	12800
2009	12000	13000
2010	12000	13300
2011	14000	13500
2012	14000	13700
2015 Opening Year Trend		
2015	N/A	14400
2025 Mid-Year Trend		
2025	N/A	16700
2035 Design Year Trend		
2035	N/A	19000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	230
Trend R-squared:	41.28%
Trend Annual Historic Growth Rate:	1.90%
Trend Growth Rate (2012 to Design Year):	1.68%
Printed:	27-Dec-13

Straight Line Growth Option

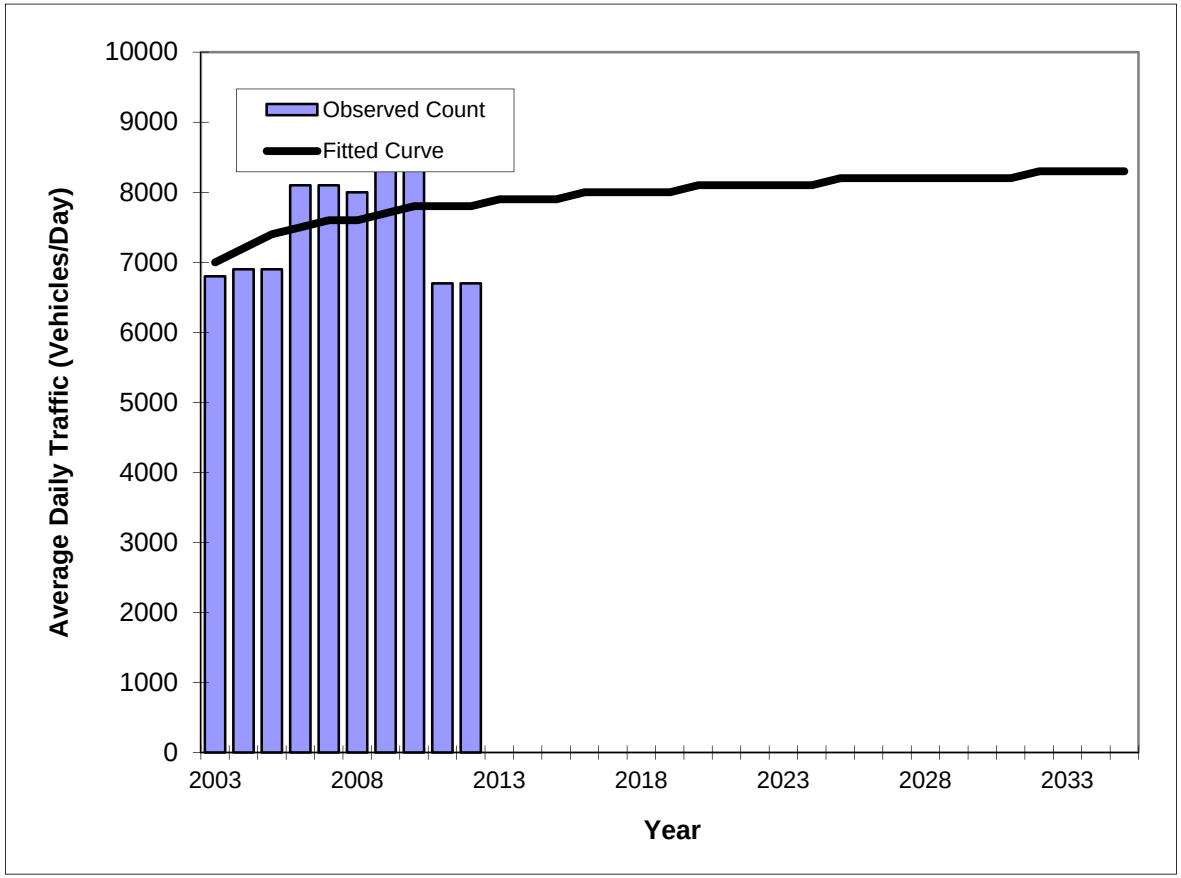
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	6356
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2003	6800	7000
2004	6900	7200
2005	6900	7400
2006	8100	7500
2007	8100	7600
2008	8000	7600
2009	8600	7700
2010	8600	7800
2011	6700	7800
2012	6700	7800
2015 Opening Year Trend		
2015	N/A	7900
2025 Mid-Year Trend		
2025	N/A	8200
2035 Design Year Trend		
2035	N/A	8300
TRANPLAN Forecasts/Trends		

Trend R-squared:	11.97%
Compounded Annual Historic Growth Rate:	1.21%
Compounded Growth Rate (2012 to Design Year):	0.27%
Printed:	27-Dec-13

Decaying Exponential Growth Option

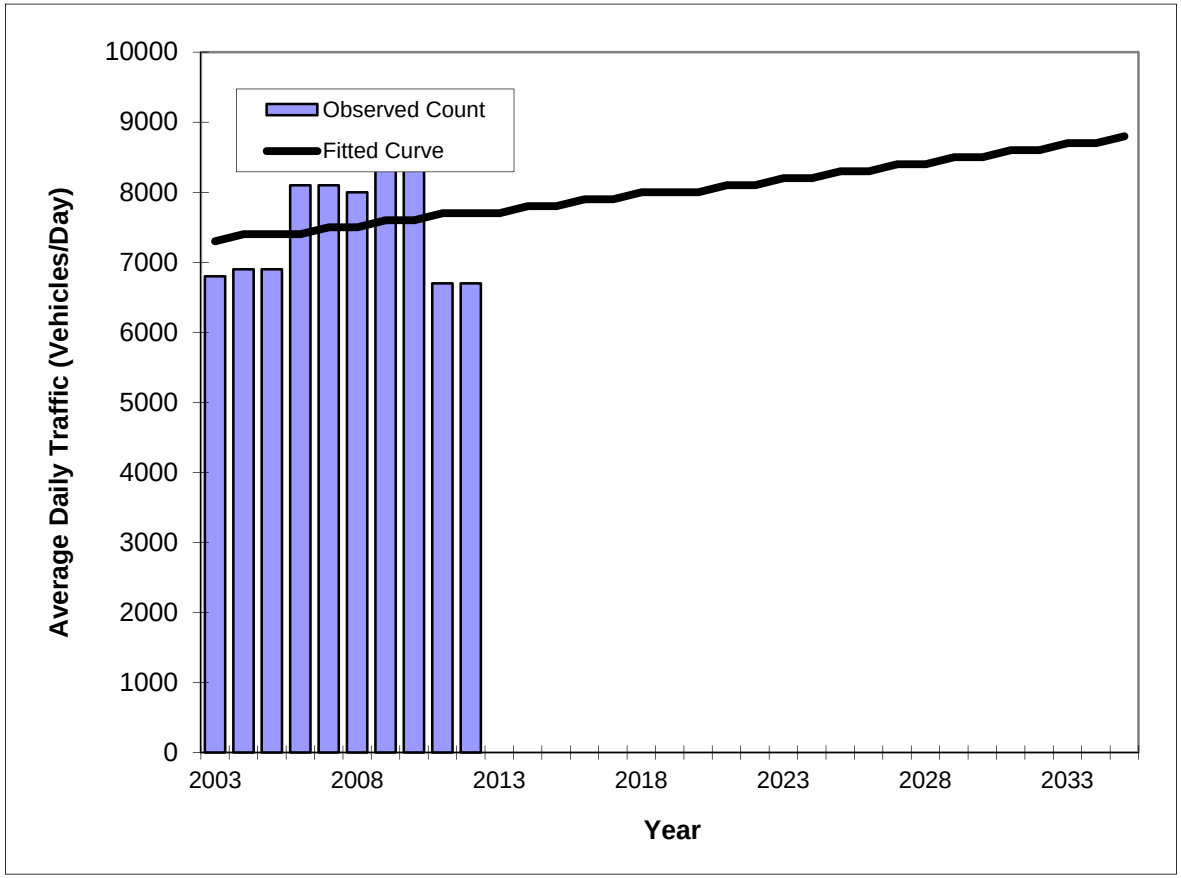
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	6356
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2003	6800	7300
2004	6900	7400
2005	6900	7400
2006	8100	7400
2007	8100	7500
2008	8000	7500
2009	8600	7600
2010	8600	7600
2011	6700	7700
2012	6700	7700
2015 Opening Year Trend		
2015	N/A	7800
2025 Mid-Year Trend		
2025	N/A	8300
2035 Design Year Trend		
2035	N/A	8800
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.55%
Compounded Annual Historic Growth Rate:	0.59%
Compounded Growth Rate (2012 to Design Year):	0.58%
Printed:	27-Dec-13

Exponential Growth Option

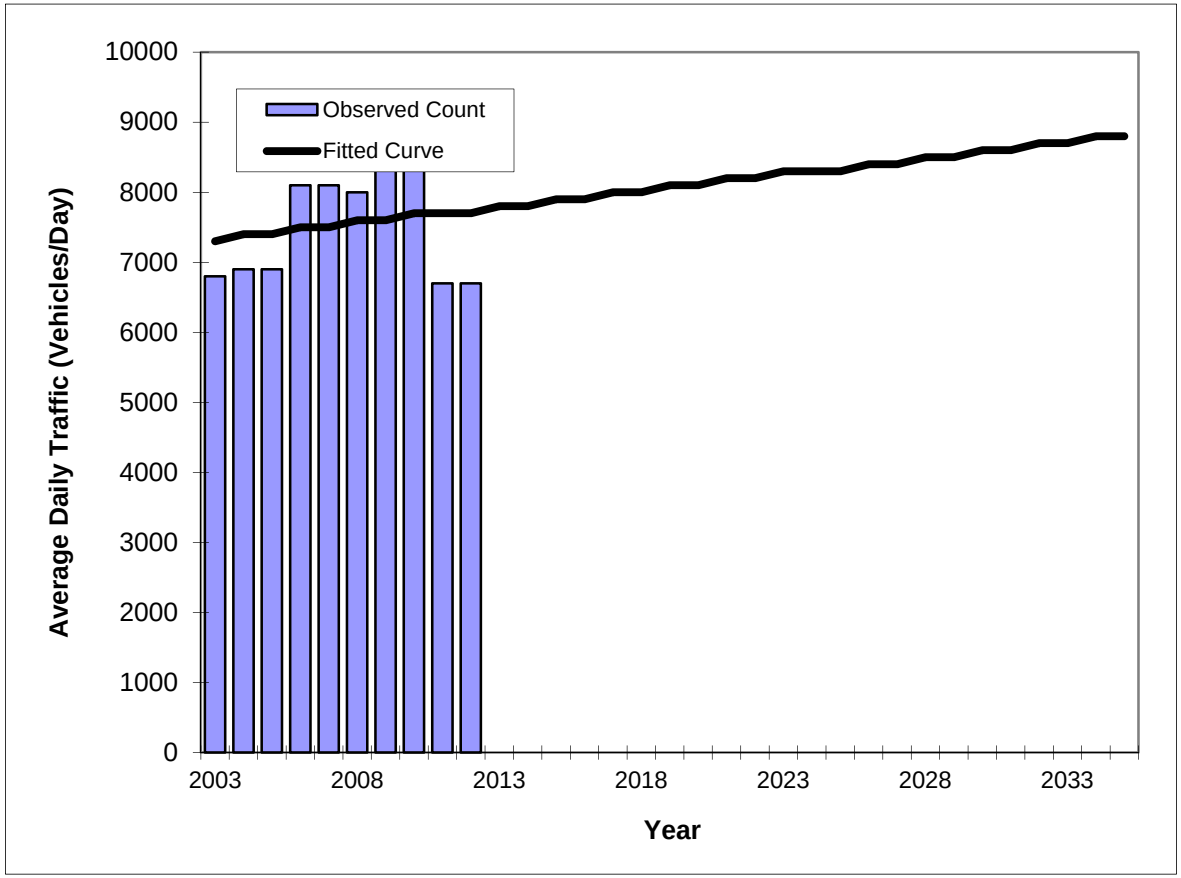
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	6356
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2003	6800	7300
2004	6900	7400
2005	6900	7400
2006	8100	7500
2007	8100	7500
2008	8000	7600
2009	8600	7600
2010	8600	7700
2011	6700	7700
2012	6700	7700
2015 Opening Year Trend		
2015	N/A	7900
2025 Mid-Year Trend		
2025	N/A	8300
2035 Design Year Trend		
2035	N/A	8800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	46
Trend R-squared:	2.98%
Trend Annual Historic Growth Rate:	0.61%
Trend Growth Rate (2012 to Design Year):	0.62%
Printed:	27-Dec-13

Straight Line Growth Option

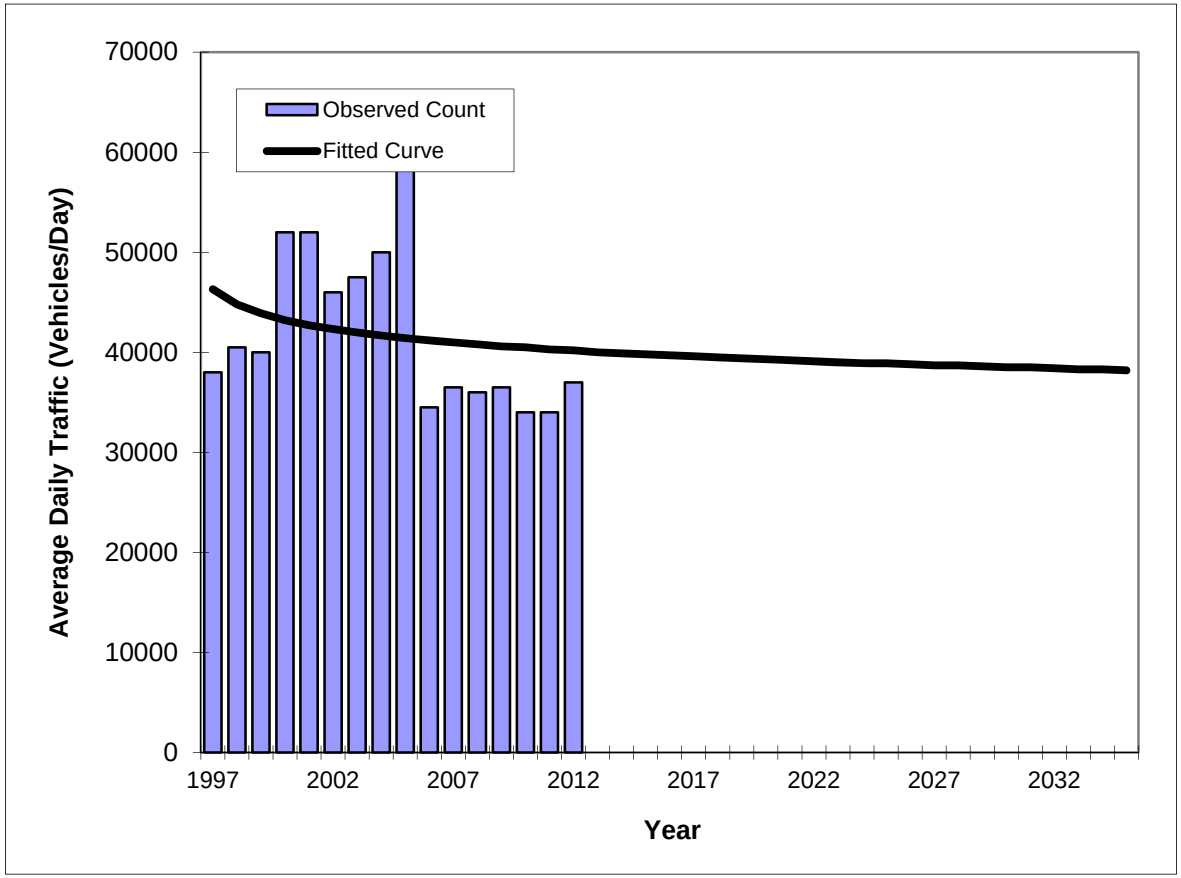
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5126
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	38000	46300
1998	40500	44800
1999	40000	43900
2000	52000	43200
2001	52000	42700
2002	46000	42300
2003	47500	42000
2004	50000	41700
2005	58500	41400
2006	34500	41200
2007	36500	41000
2008	36000	40800
2009	36500	40600
2010	34000	40500
2011	34000	40300
2012	37000	40200
2015 Opening Year Trend		
2015	N/A	39800
2025 Mid-Year Trend		
2025	N/A	38900
2035 Design Year Trend		
2035	N/A	38200
TRANPLAN Forecasts/Trends		

Trend R-squared:	4.97%
Compounded Annual Historic Growth Rate:	-0.94%
Compounded Growth Rate (2012 to Design Year):	-0.22%
Printed:	27-Dec-13

Decaying Exponential Growth Option

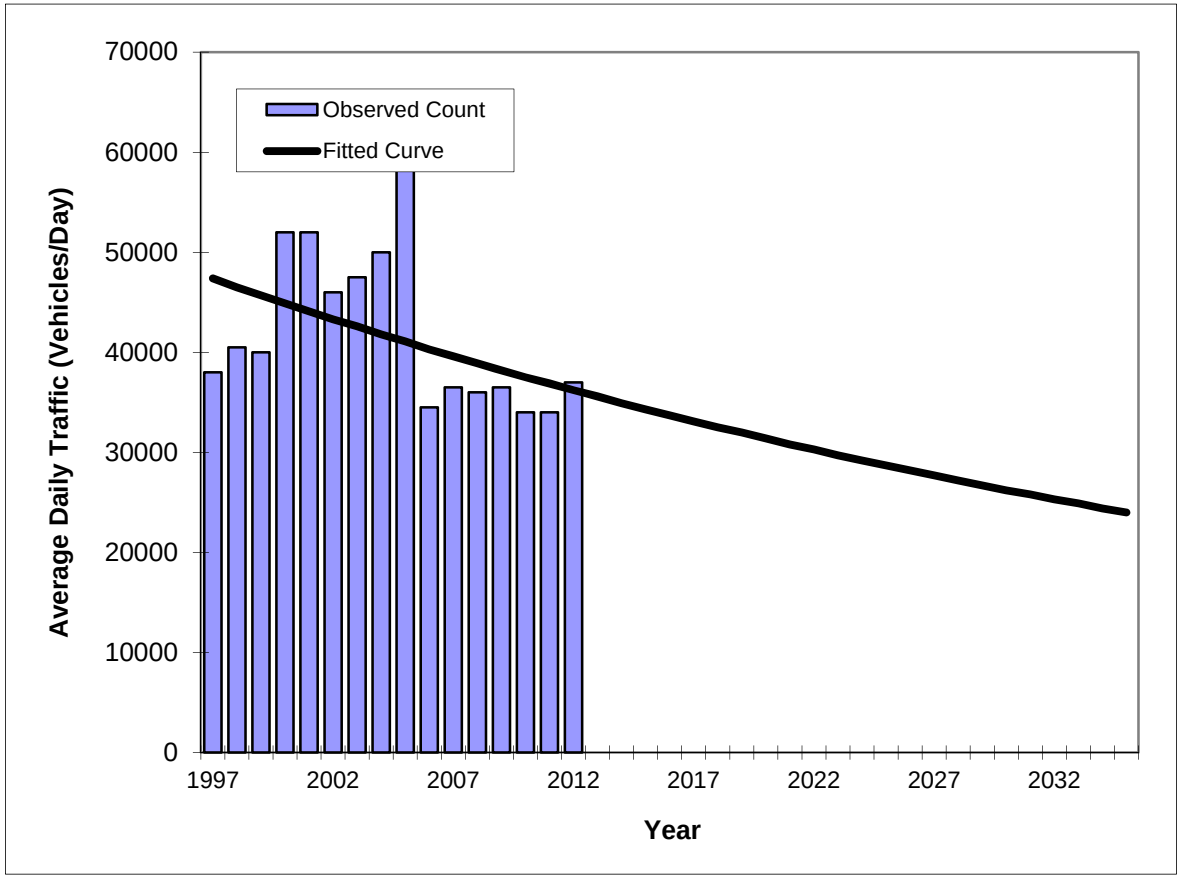
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5126
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	38000	47400
1998	40500	46500
1999	40000	45700
2000	52000	44900
2001	52000	44100
2002	46000	43300
2003	47500	42600
2004	50000	41800
2005	58500	41100
2006	34500	40300
2007	36500	39600
2008	36000	38900
2009	36500	38200
2010	34000	37500
2011	34000	36900
2012	37000	36200
2015 Opening Year Trend		
2015	N/A	34300
2025 Mid-Year Trend		
2025	N/A	28700
2035 Design Year Trend		
2035	N/A	24000
TRANPLAN Forecasts/Trends		

Trend R-squared:	23.07%
Compounded Annual Historic Growth Rate:	-1.78%
Compounded Growth Rate (2012 to Design Year):	-1.77%
Printed:	27-Dec-13

Exponential Growth Option

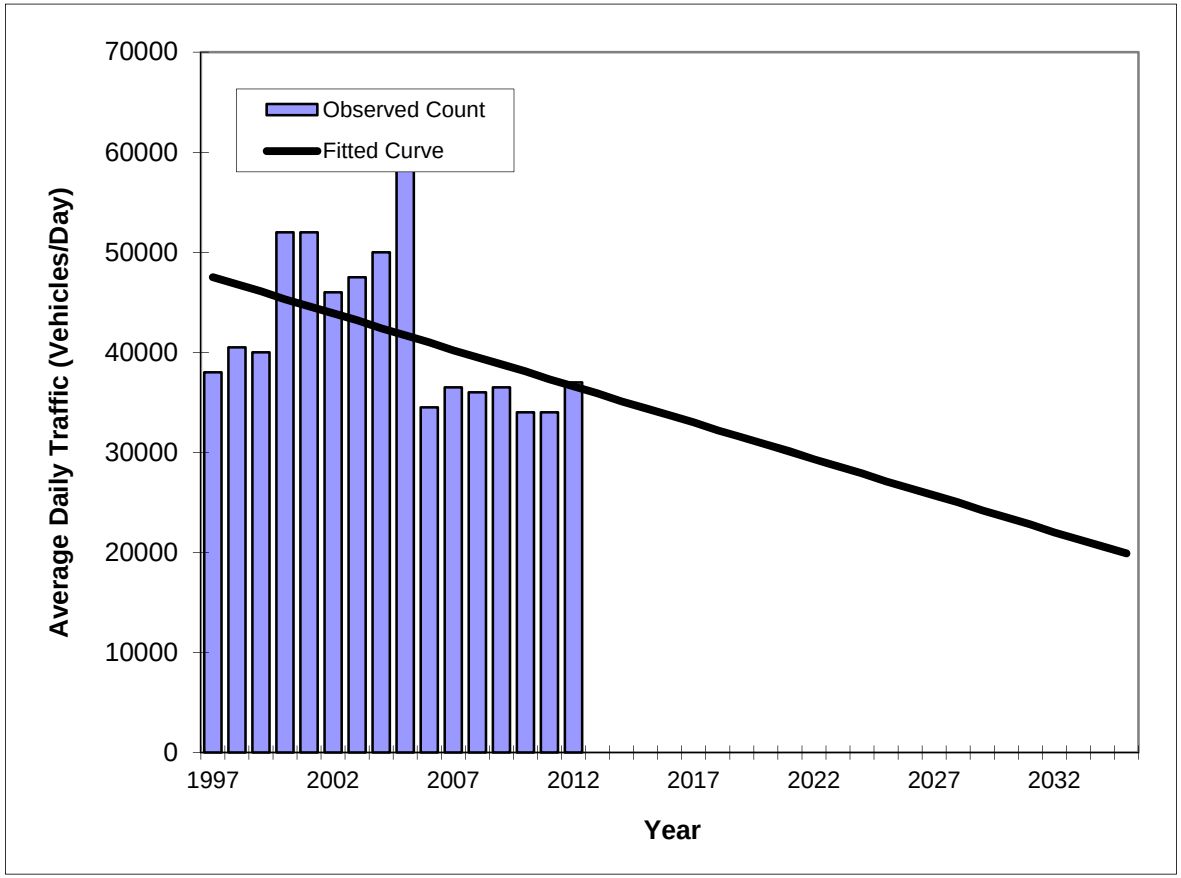
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5126
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	38000	47500
1998	40500	46800
1999	40000	46100
2000	52000	45300
2001	52000	44600
2002	46000	43900
2003	47500	43200
2004	50000	42400
2005	58500	41700
2006	34500	41000
2007	36500	40200
2008	36000	39500
2009	36500	38800
2010	34000	38100
2011	34000	37300
2012	37000	36600
2015 Opening Year Trend		
2015	N/A	34400
2025 Mid-Year Trend		
2025	N/A	27100
2035 Design Year Trend		
2035	N/A	19900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-728
Trend R-squared:	19.79%
Trend Annual Historic Growth Rate:	-1.53%
Trend Growth Rate (2012 to Design Year):	-1.98%
Printed:	27-Dec-13

Straight Line Growth Option

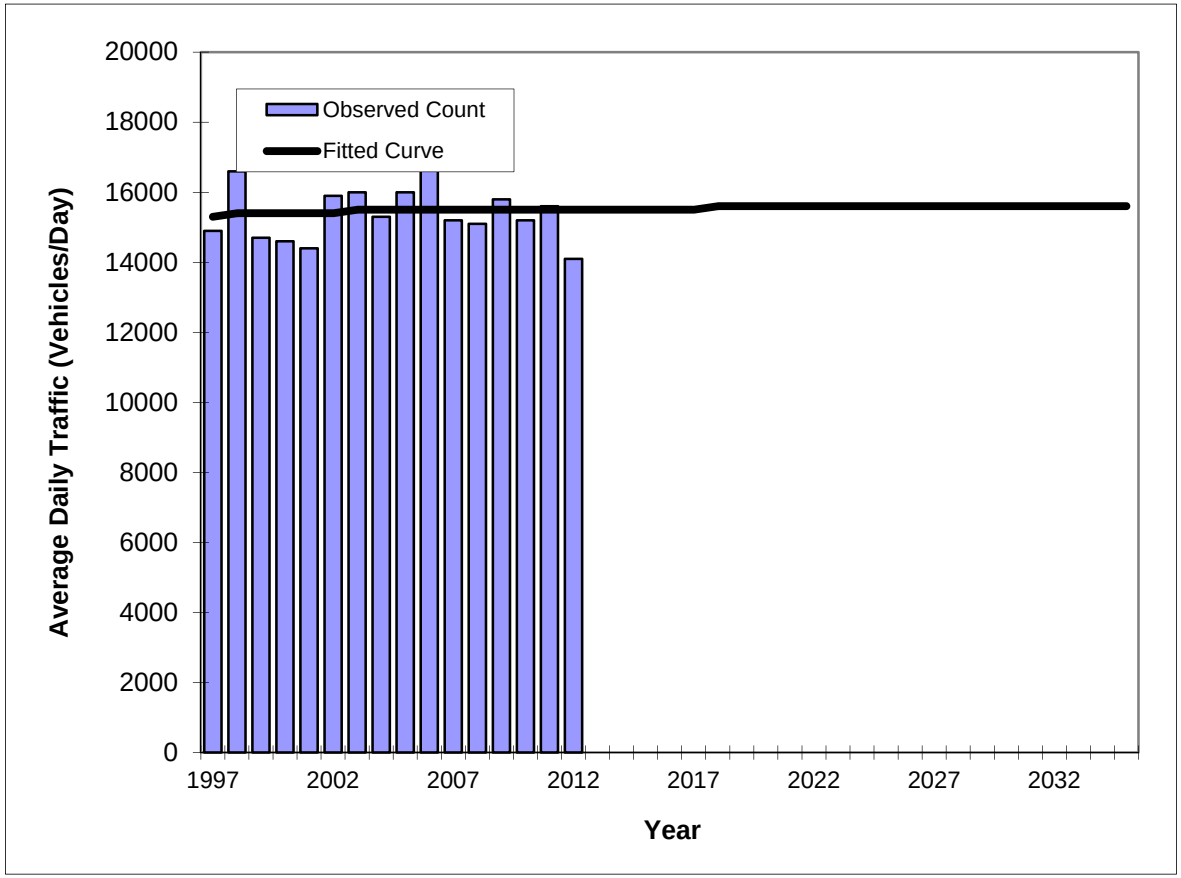
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5011
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	14900	15300
1998	16600	15400
1999	14700	15400
2000	14600	15400
2001	14400	15400
2002	15900	15400
2003	16000	15500
2004	15300	15500
2005	16000	15500
2006	17900	15500
2007	15200	15500
2008	15100	15500
2009	15800	15500
2010	15200	15500
2011	15600	15500
2012	14100	15500
2015 Opening Year Trend		
2015	N/A	15500
2025 Mid-Year Trend		
2025	N/A	15600
2035 Design Year Trend		
2035	N/A	15600
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.47%
Compounded Annual Historic Growth Rate:	0.09%
Compounded Growth Rate (2012 to Design Year):	0.03%
Printed:	27-Dec-13

Decaying Exponential Growth Option

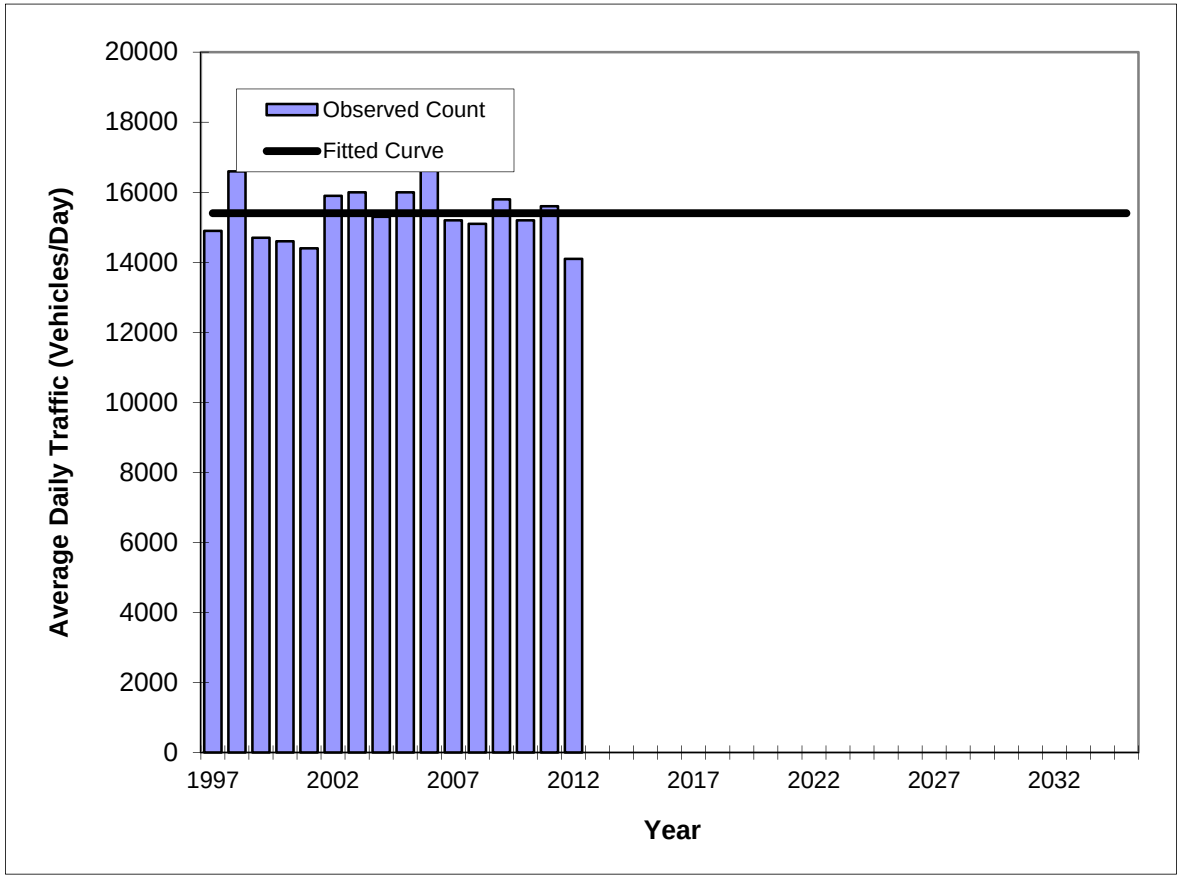
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5011
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	14900	15400
1998	16600	15400
1999	14700	15400
2000	14600	15400
2001	14400	15400
2002	15900	15400
2003	16000	15400
2004	15300	15400
2005	16000	15400
2006	17900	15400
2007	15200	15400
2008	15100	15400
2009	15800	15400
2010	15200	15400
2011	15600	15400
2012	14100	15400
2015 Opening Year Trend		
2015	N/A	15400
2025 Mid-Year Trend		
2025	N/A	15400
2035 Design Year Trend		
2035	N/A	15400
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.01%
Compounded Annual Historic Growth Rate:	0.00%
Compounded Growth Rate (2012 to Design Year):	0.00%
Printed:	27-Dec-13

Exponential Growth Option

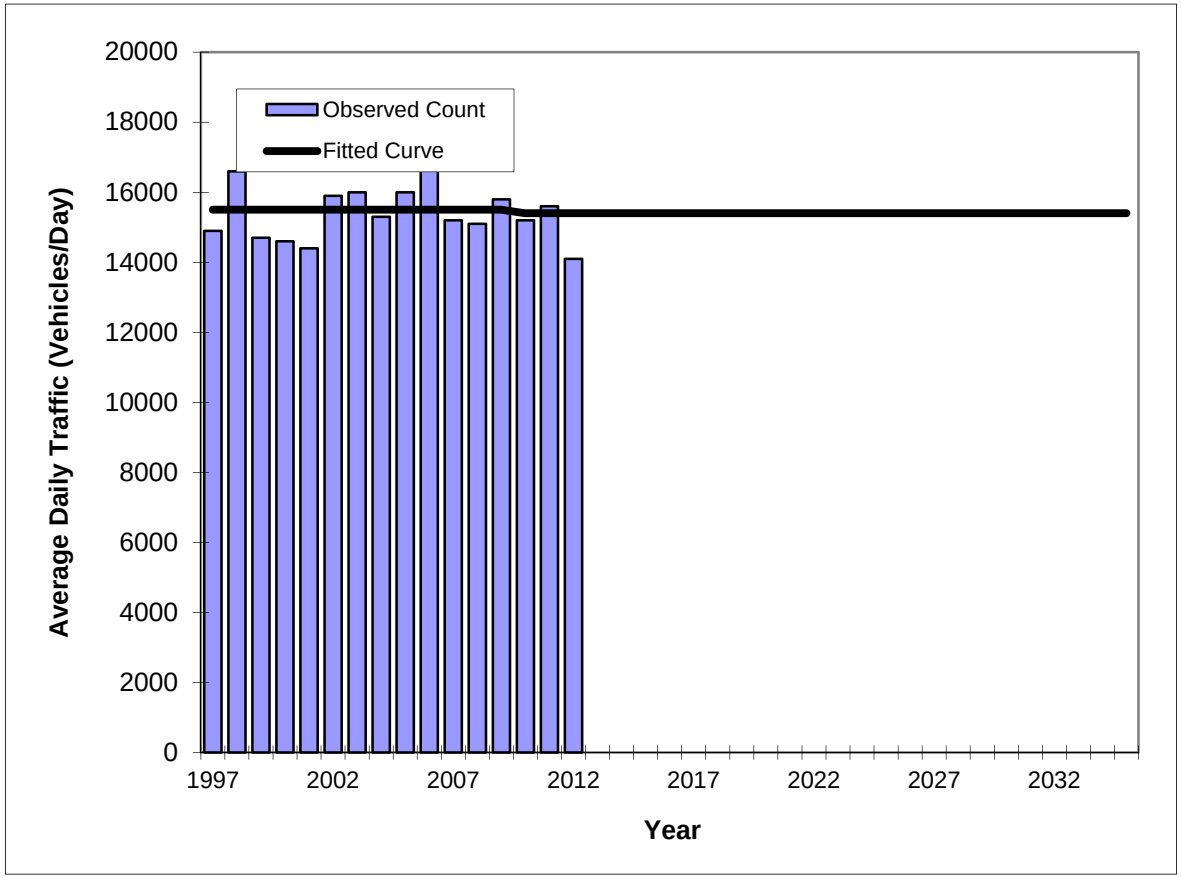
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5011
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	14900	15500
1998	16600	15500
1999	14700	15500
2000	14600	15500
2001	14400	15500
2002	15900	15500
2003	16000	15500
2004	15300	15500
2005	16000	15500
2006	17900	15500
2007	15200	15500
2008	15100	15500
2009	15800	15500
2010	15200	15400
2011	15600	15400
2012	14100	15400
2015 Opening Year Trend		
2015	N/A	15400
2025 Mid-Year Trend		
2025	N/A	15400
2035 Design Year Trend		
2035	N/A	15400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-1
Trend R-squared:	0.00%
Trend Annual Historic Growth Rate:	-0.04%
Trend Growth Rate (2012 to Design Year):	0.00%
Printed:	27-Dec-13

Straight Line Growth Option

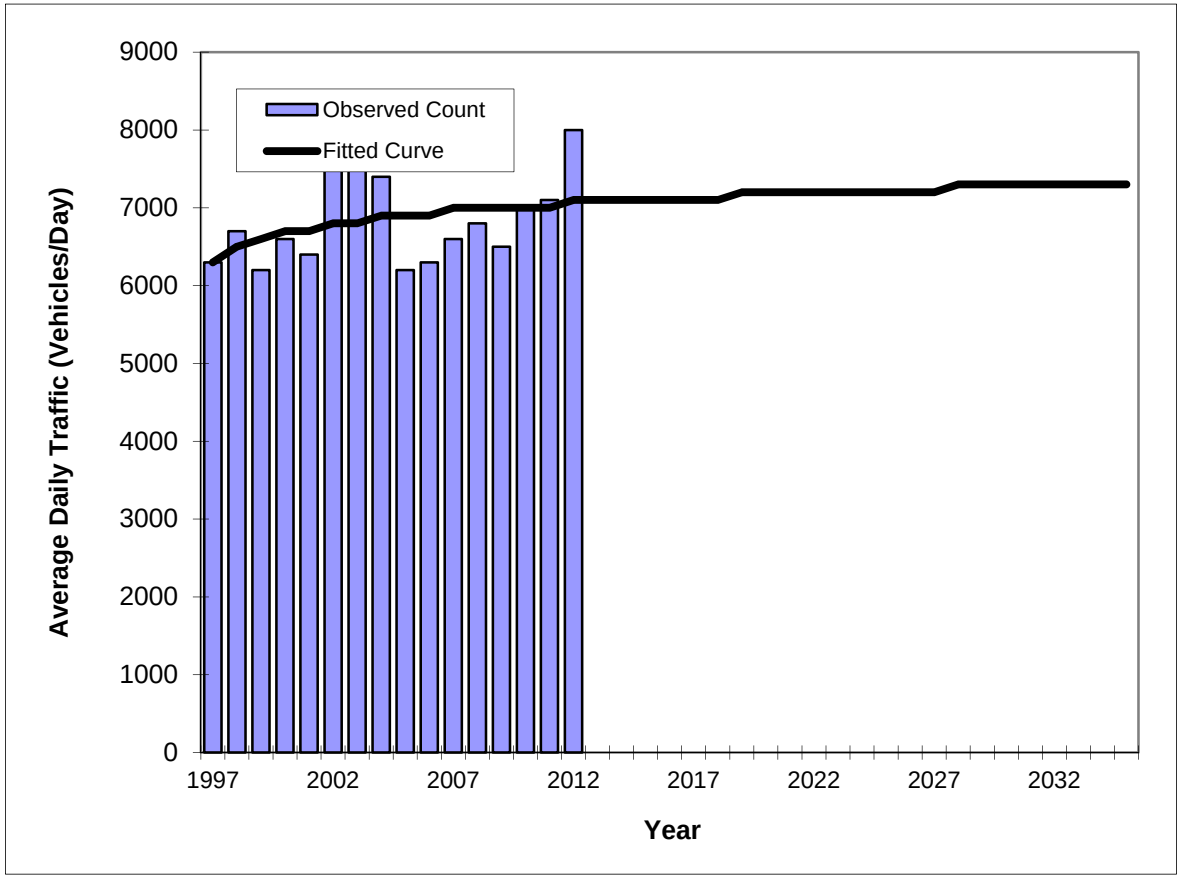
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5000
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	6300	6300
1998	6700	6500
1999	6200	6600
2000	6600	6700
2001	6400	6700
2002	7600	6800
2003	7500	6800
2004	7400	6900
2005	6200	6900
2006	6300	6900
2007	6600	7000
2008	6800	7000
2009	6500	7000
2010	7000	7000
2011	7100	7000
2012	8000	7100
2015 Opening Year Trend		
2015	N/A	7100
2025 Mid-Year Trend		
2025	N/A	7200
2035 Design Year Trend		
2035	N/A	7300
TRANPLAN Forecasts/Trends		

Trend R-squared:	15.40%
Compounded Annual Historic Growth Rate:	0.80%
Compounded Growth Rate (2012 to Design Year):	0.12%
Printed:	27-Dec-13

Decaying Exponential Growth Option

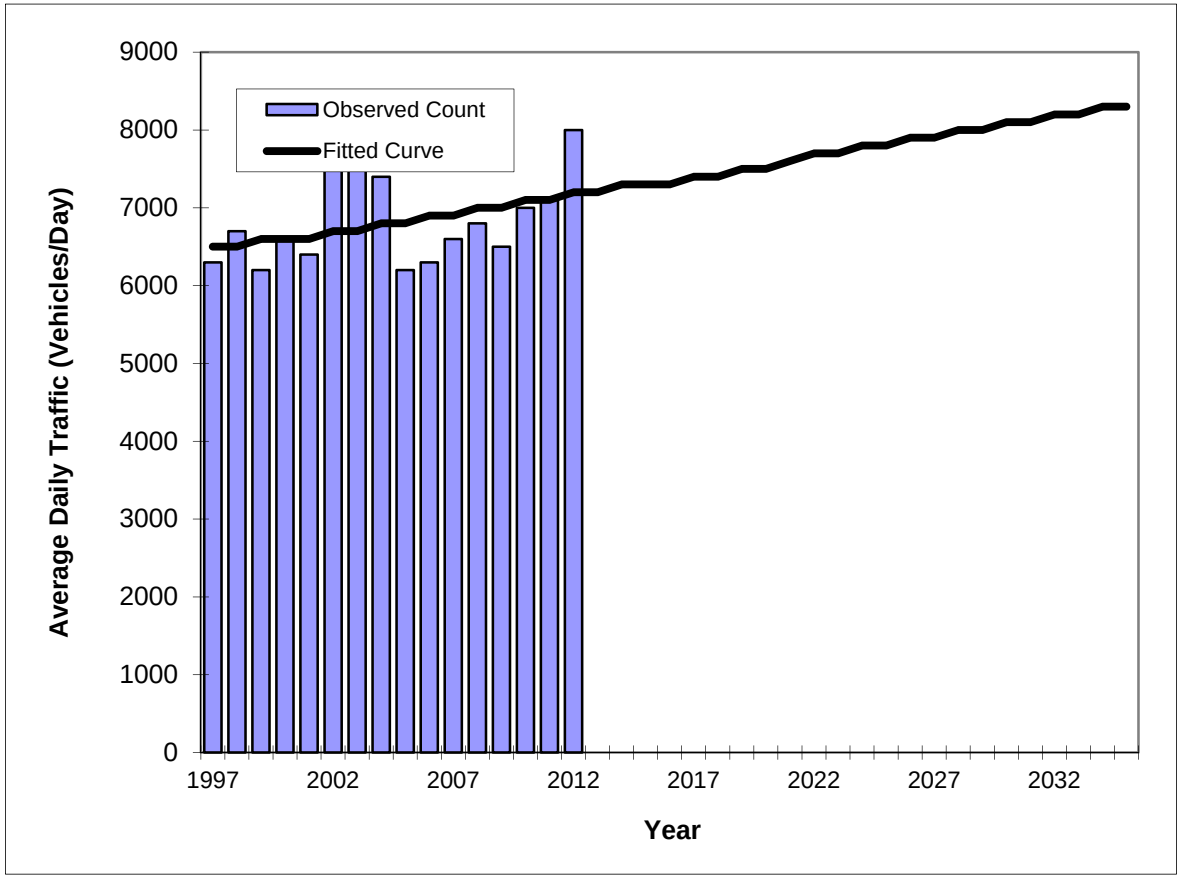
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5000
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	6300	6500
1998	6700	6500
1999	6200	6600
2000	6600	6600
2001	6400	6600
2002	7600	6700
2003	7500	6700
2004	7400	6800
2005	6200	6800
2006	6300	6900
2007	6600	6900
2008	6800	7000
2009	6500	7000
2010	7000	7100
2011	7100	7100
2012	8000	7200
2015 Opening Year Trend		
2015	N/A	7300
2025 Mid-Year Trend		
2025	N/A	7800
2035 Design Year Trend		
2035	N/A	8300
TRANPLAN Forecasts/Trends		

Trend R-squared:	16.11%
Compounded Annual Historic Growth Rate:	0.68%
Compounded Growth Rate (2012 to Design Year):	0.62%
Printed:	27-Dec-13

Exponential Growth Option

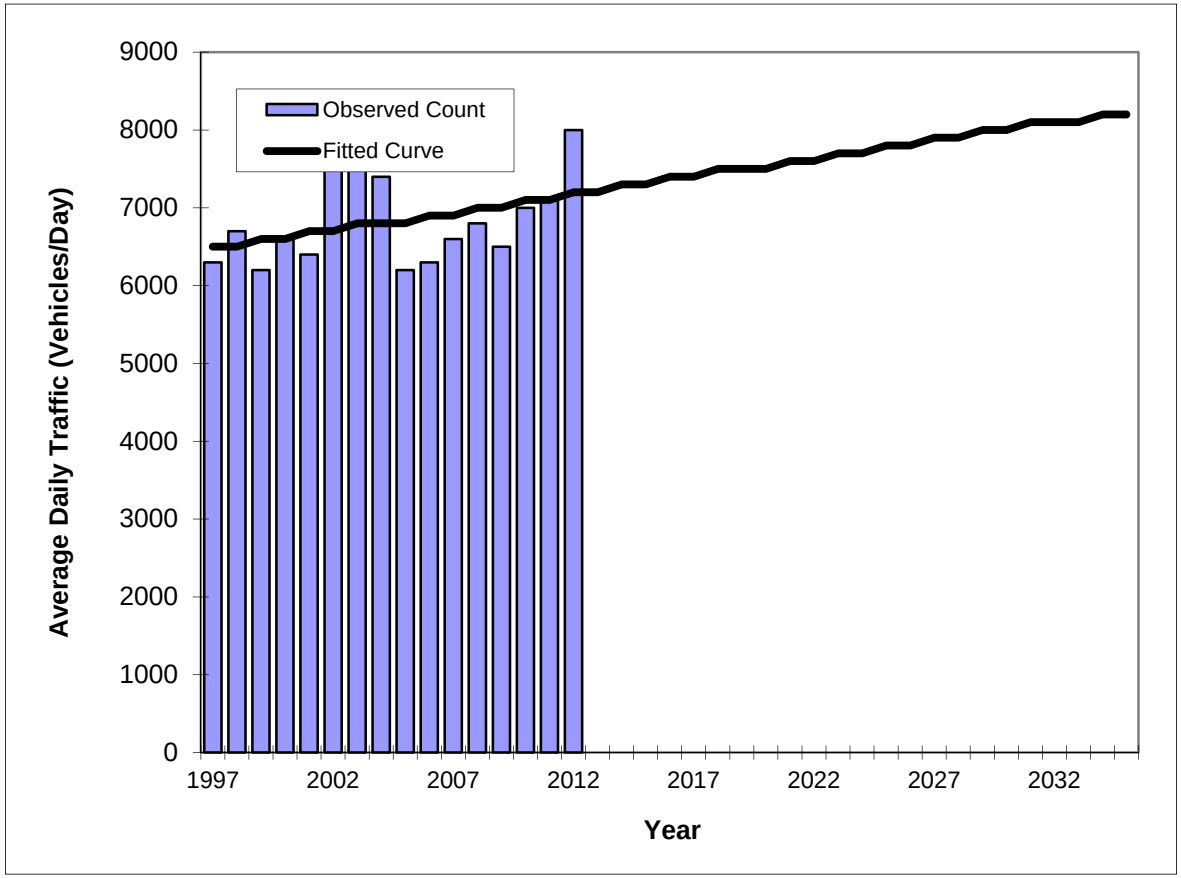
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5000
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	6300	6500
1998	6700	6500
1999	6200	6600
2000	6600	6600
2001	6400	6700
2002	7600	6700
2003	7500	6800
2004	7400	6800
2005	6200	6800
2006	6300	6900
2007	6600	6900
2008	6800	7000
2009	6500	7000
2010	7000	7100
2011	7100	7100
2012	8000	7200
2015 Opening Year Trend		
2015	N/A	7300
2025 Mid-Year Trend		
2025	N/A	7800
2035 Design Year Trend		
2035	N/A	8200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	46
Trend R-squared:	15.93%
Trend Annual Historic Growth Rate:	0.72%
Trend Growth Rate (2012 to Design Year):	0.60%
Printed:	27-Dec-13

Straight Line Growth Option

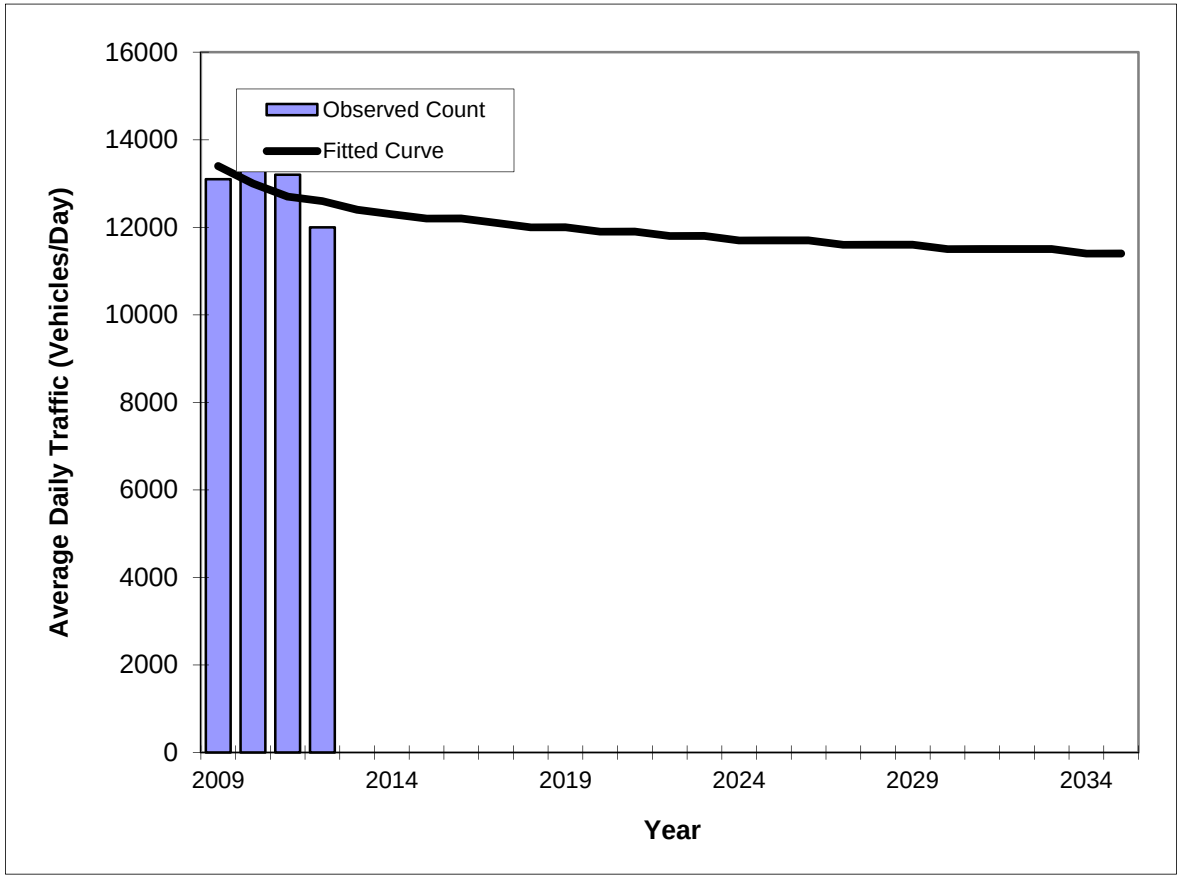
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	7061
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2009	13100	13400
2010	13400	13000
2011	13200	12700
2012	12000	12600
2015 Opening Year Trend		
2015	N/A	12200
2025 Mid-Year Trend		
2025	N/A	11700
2035 Design Year Trend		
2035	N/A	11400
TRANPLAN Forecasts/Trends		

Trend R-squared:	32.91%
Compounded Annual Historic Growth Rate:	-2.03%
Compounded Growth Rate (2012 to Design Year):	-0.43%
Printed:	27-Dec-13

Decaying Exponential Growth Option

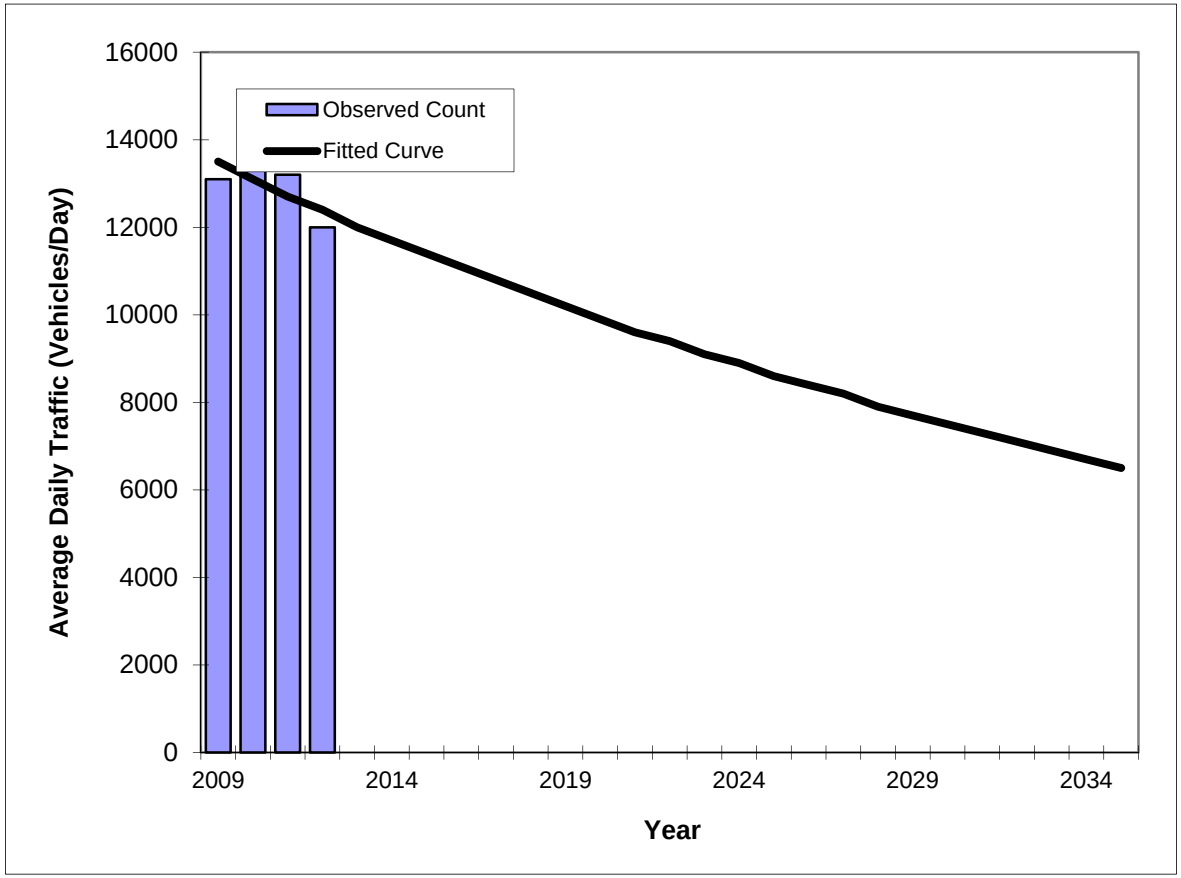
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	7061
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2009	13100	13500
2010	13400	13100
2011	13200	12700
2012	12000	12400
2015 Opening Year Trend		
2015	N/A	11400
2025 Mid-Year Trend		
2025	N/A	8600
2035 Design Year Trend		
2035	N/A	6500
TRANPLAN Forecasts/Trends		

Trend R-squared:	52.01%
Compounded Annual Historic Growth Rate:	-2.79%
Compounded Growth Rate (2012 to Design Year):	-2.77%
Printed:	27-Dec-13

Exponential Growth Option

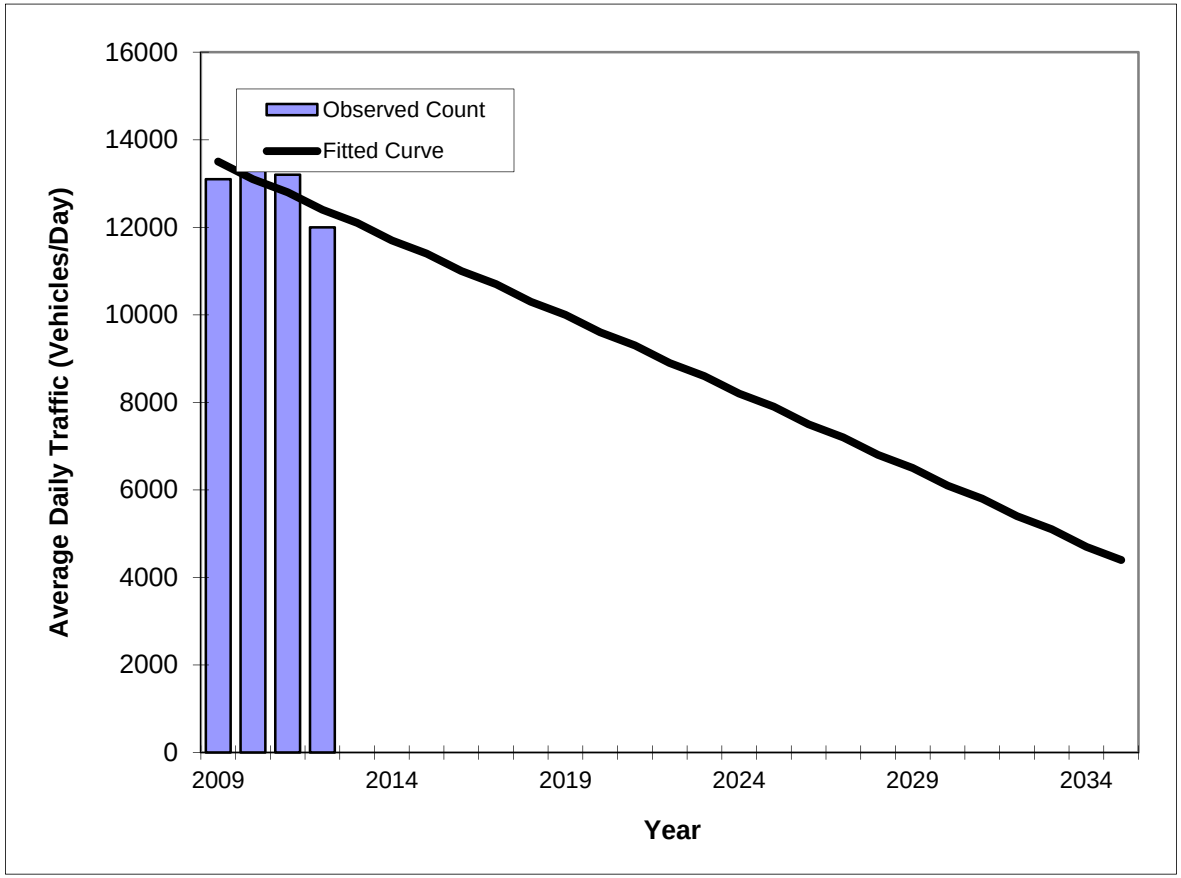
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	7061
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2009	13100	13500
2010	13400	13100
2011	13200	12800
2012	12000	12400
2015 Opening Year Trend		
2015	N/A	11400
2025 Mid-Year Trend		
2025	N/A	7900
2035 Design Year Trend		
2035	N/A	4400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-350
Trend R-squared:	51.58%
Trend Annual Historic Growth Rate:	-2.72%
Trend Growth Rate (2012 to Design Year):	-2.81%
Printed:	27-Dec-13

Straight Line Growth Option

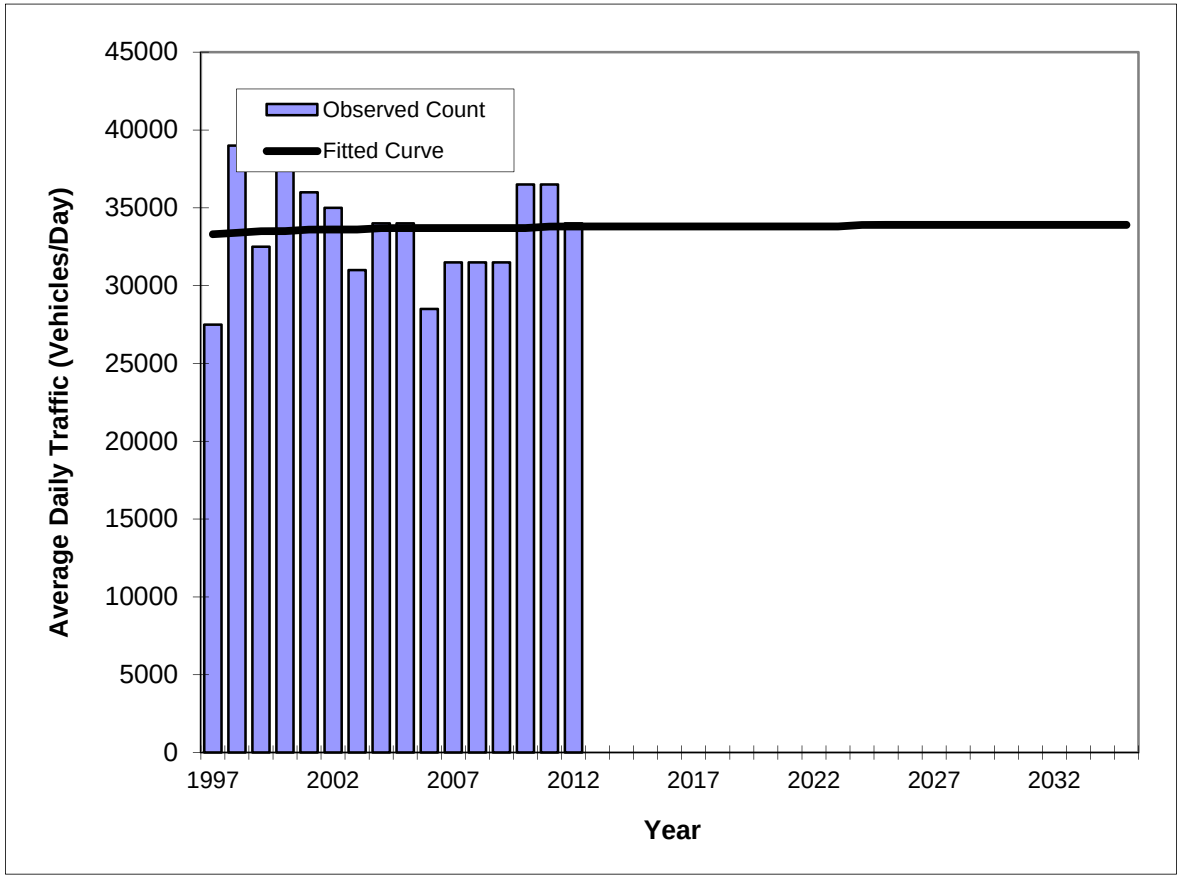
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	0550
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	27500	33300
1998	39000	33400
1999	32500	33500
2000	39000	33500
2001	36000	33600
2002	35000	33600
2003	31000	33600
2004	34000	33700
2005	34000	33700
2006	28500	33700
2007	31500	33700
2008	31500	33700
2009	31500	33700
2010	36500	33700
2011	36500	33800
2012	34000	33800
2015 Opening Year Trend		
2015	N/A	33800
2025 Mid-Year Trend		
2025	N/A	33900
2035 Design Year Trend		
2035	N/A	33900
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.15%
Compounded Annual Historic Growth Rate:	0.10%
Compounded Growth Rate (2012 to Design Year):	0.01%
Printed:	27-Dec-13

Decaying Exponential Growth Option

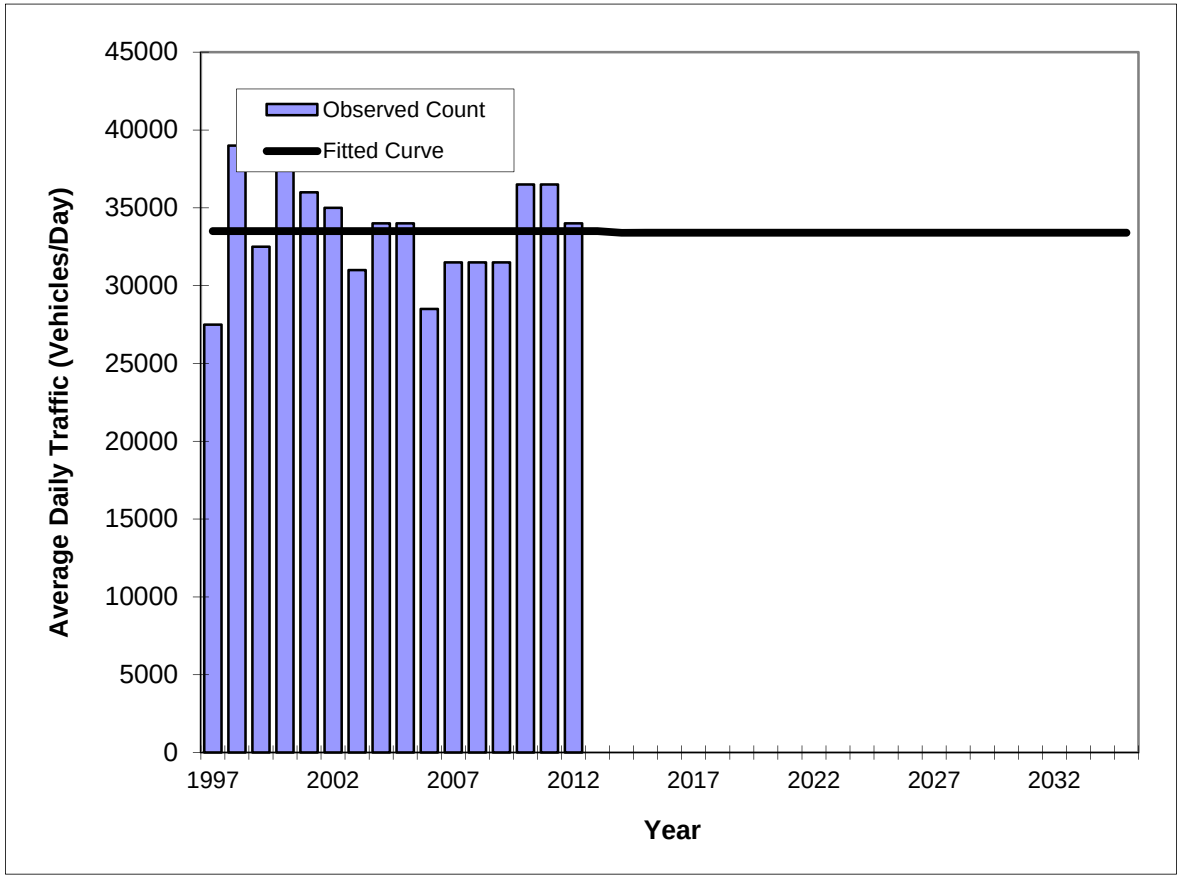
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	0550
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	27500	33500
1998	39000	33500
1999	32500	33500
2000	39000	33500
2001	36000	33500
2002	35000	33500
2003	31000	33500
2004	34000	33500
2005	34000	33500
2006	28500	33500
2007	31500	33500
2008	31500	33500
2009	31500	33500
2010	36500	33500
2011	36500	33500
2012	34000	33500
2015 Opening Year Trend		
2015	N/A	33400
2025 Mid-Year Trend		
2025	N/A	33400
2035 Design Year Trend		
2035	N/A	33400
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.00%
Compounded Annual Historic Growth Rate:	0.00%
Compounded Growth Rate (2012 to Design Year):	-0.01%
Printed:	27-Dec-13

Exponential Growth Option

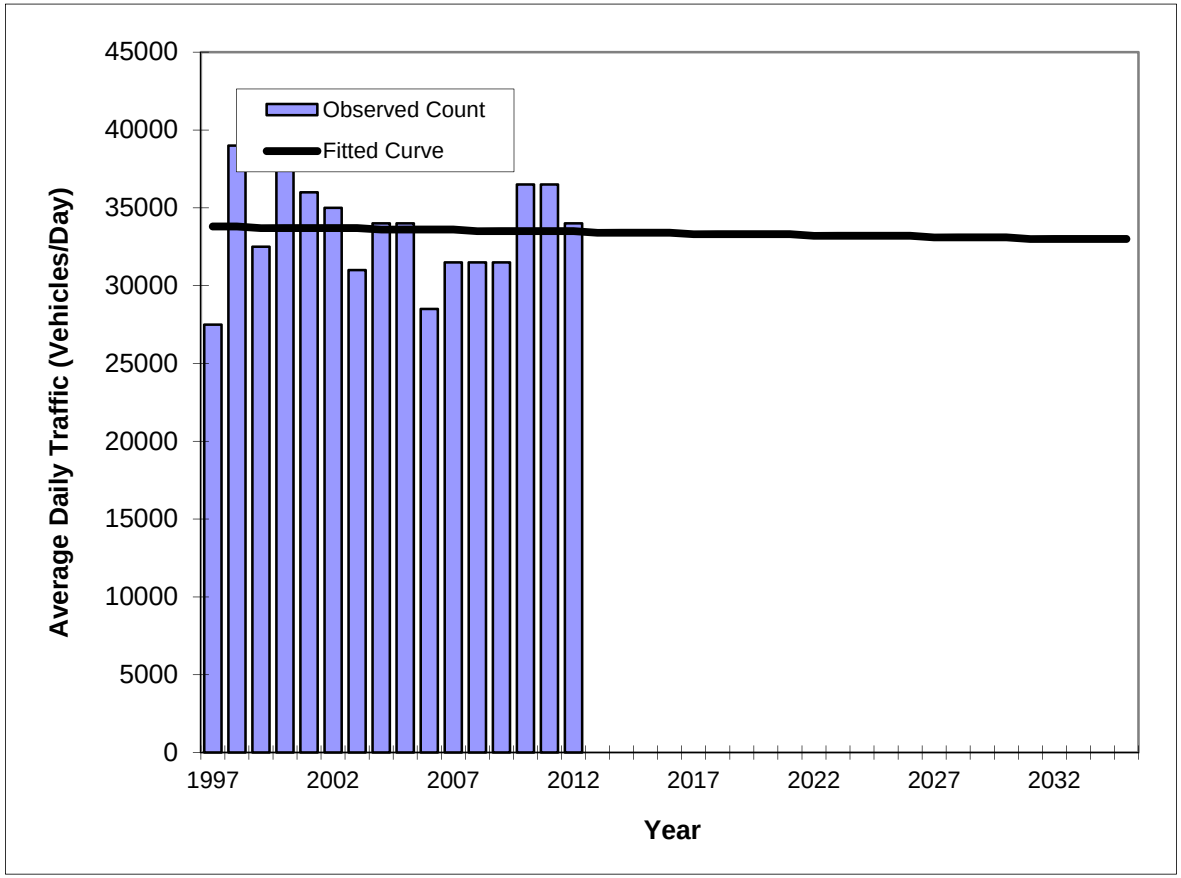
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	0550
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	27500	33800
1998	39000	33800
1999	32500	33700
2000	39000	33700
2001	36000	33700
2002	35000	33700
2003	31000	33700
2004	34000	33600
2005	34000	33600
2006	28500	33600
2007	31500	33600
2008	31500	33500
2009	31500	33500
2010	36500	33500
2011	36500	33500
2012	34000	33500
2015 Opening Year Trend		
2015	N/A	33400
2025 Mid-Year Trend		
2025	N/A	33200
2035 Design Year Trend		
2035	N/A	33000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-22
Trend R-squared:	0.10%
Trend Annual Historic Growth Rate:	-0.06%
Trend Growth Rate (2012 to Design Year):	-0.06%
Printed:	27-Dec-13

Straight Line Growth Option

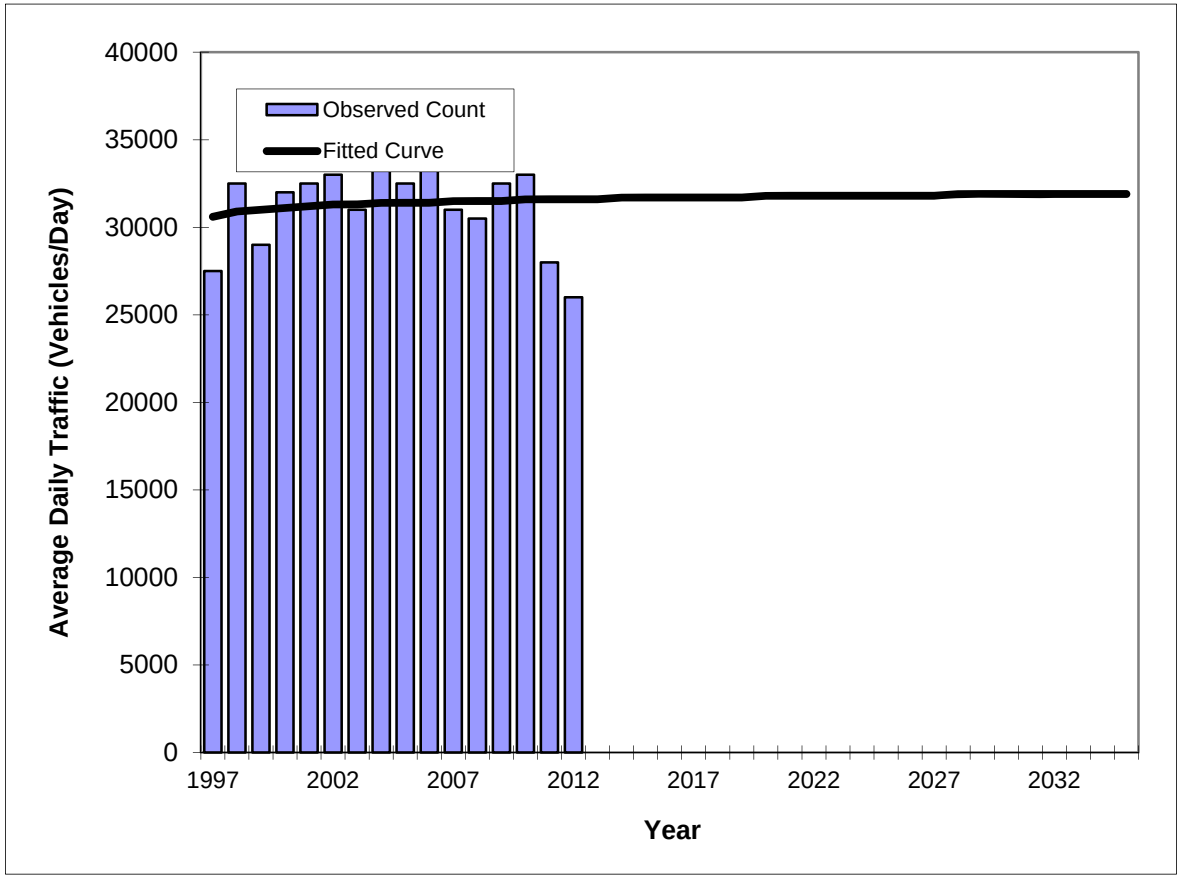
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5042
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	27500	30600
1998	32500	30900
1999	29000	31000
2000	32000	31100
2001	32500	31200
2002	33000	31300
2003	31000	31300
2004	35500	31400
2005	32500	31400
2006	34500	31400
2007	31000	31500
2008	30500	31500
2009	32500	31500
2010	33000	31600
2011	28000	31600
2012	26000	31600
2015 Opening Year Trend		
2015	N/A	31700
2025 Mid-Year Trend		
2025	N/A	31800
2035 Design Year Trend		
2035	N/A	31900
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.14%
Compounded Annual Historic Growth Rate:	0.21%
Compounded Growth Rate (2012 to Design Year):	0.04%
Printed:	27-Dec-13

Decaying Exponential Growth Option

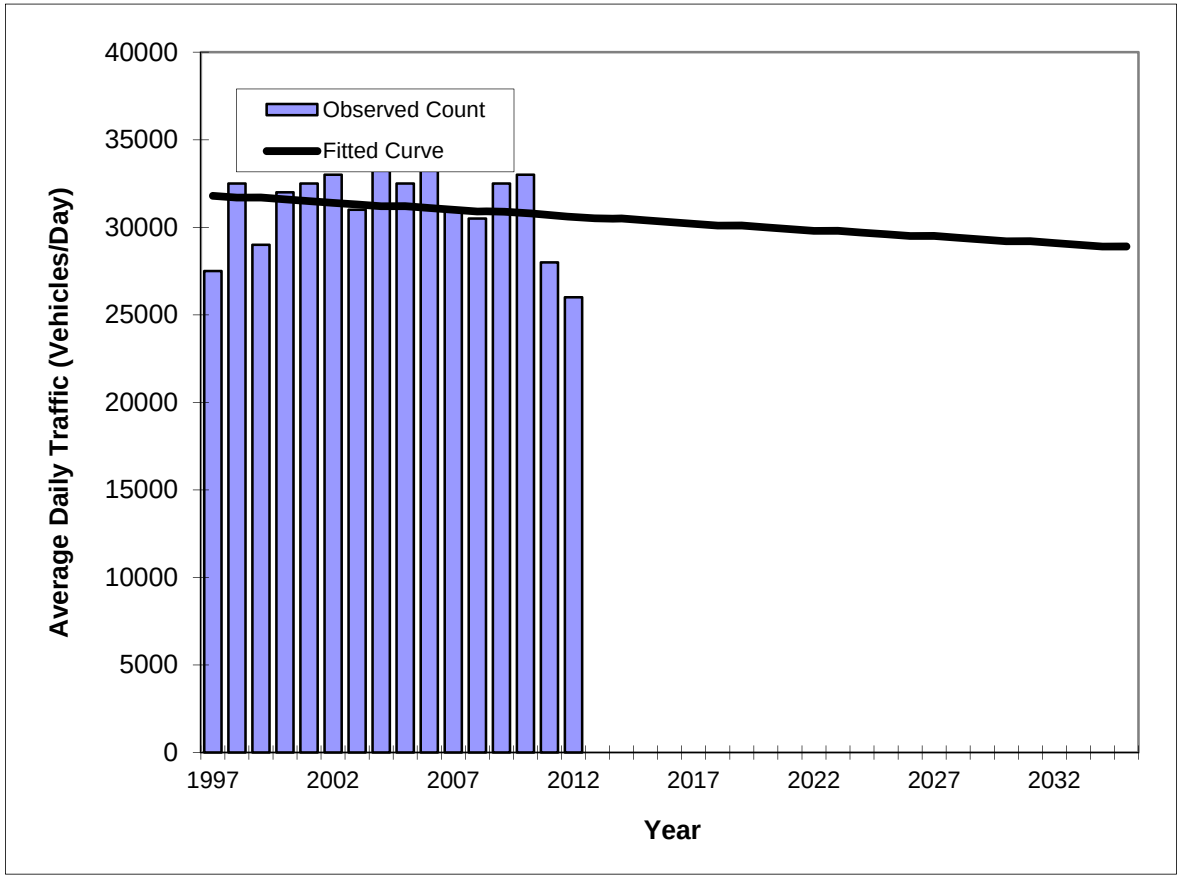
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5042
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	27500	31800
1998	32500	31700
1999	29000	31700
2000	32000	31600
2001	32500	31500
2002	33000	31400
2003	31000	31300
2004	35500	31200
2005	32500	31200
2006	34500	31100
2007	31000	31000
2008	30500	30900
2009	32500	30900
2010	33000	30800
2011	28000	30700
2012	26000	30600
2015 Opening Year Trend		
2015	N/A	30400
2025 Mid-Year Trend		
2025	N/A	29600
2035 Design Year Trend		
2035	N/A	28900
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.08%
Compounded Annual Historic Growth Rate:	-0.26%
Compounded Growth Rate (2012 to Design Year):	-0.25%
Printed:	27-Dec-13

Exponential Growth Option

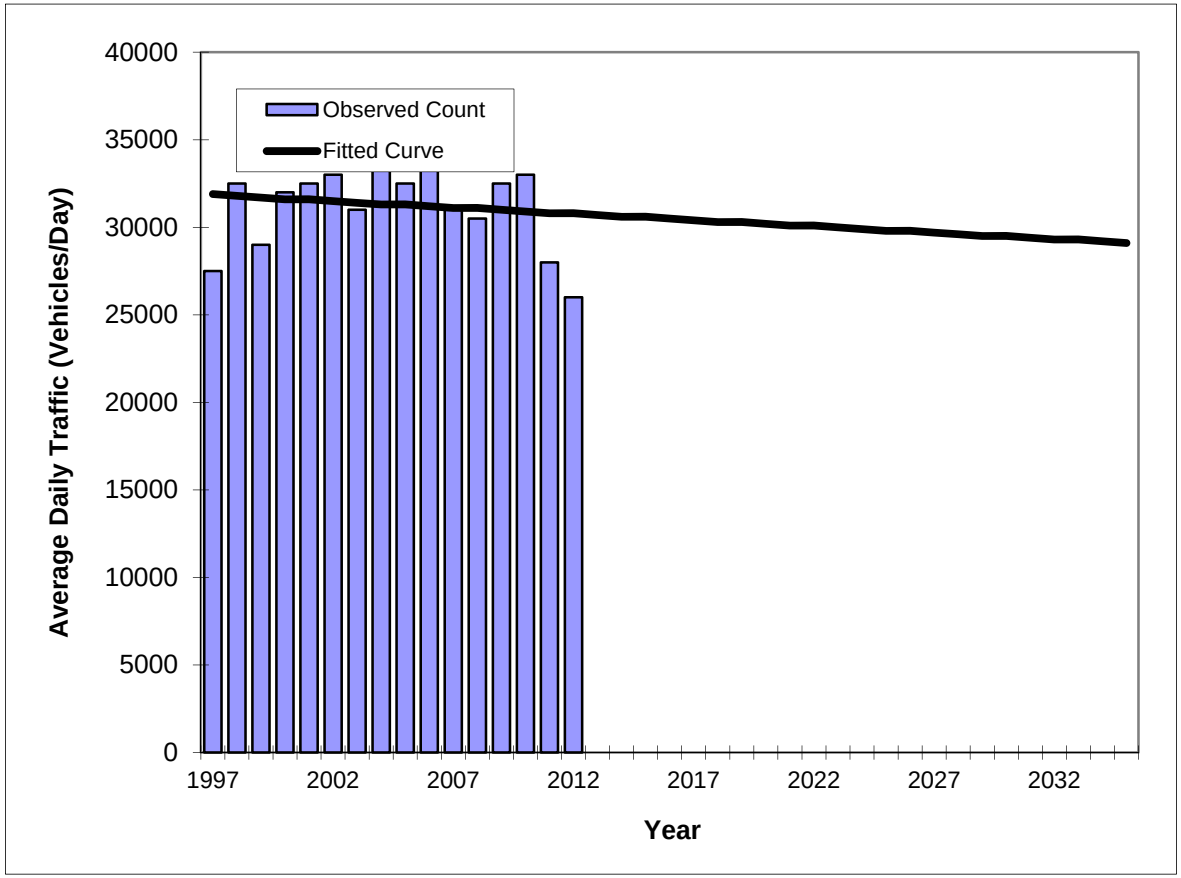
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5042
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	27500	31900
1998	32500	31800
1999	29000	31700
2000	32000	31600
2001	32500	31600
2002	33000	31500
2003	31000	31400
2004	35500	31300
2005	32500	31300
2006	34500	31200
2007	31000	31100
2008	30500	31100
2009	32500	31000
2010	33000	30900
2011	28000	30800
2012	26000	30800
2015 Opening Year Trend		
2015	N/A	30600
2025 Mid-Year Trend		
2025	N/A	29800
2035 Design Year Trend		
2035	N/A	29100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-72
Trend R-squared:	1.78%
Trend Annual Historic Growth Rate:	-0.23%
Trend Growth Rate (2012 to Design Year):	-0.24%
Printed:	27-Dec-13

Straight Line Growth Option

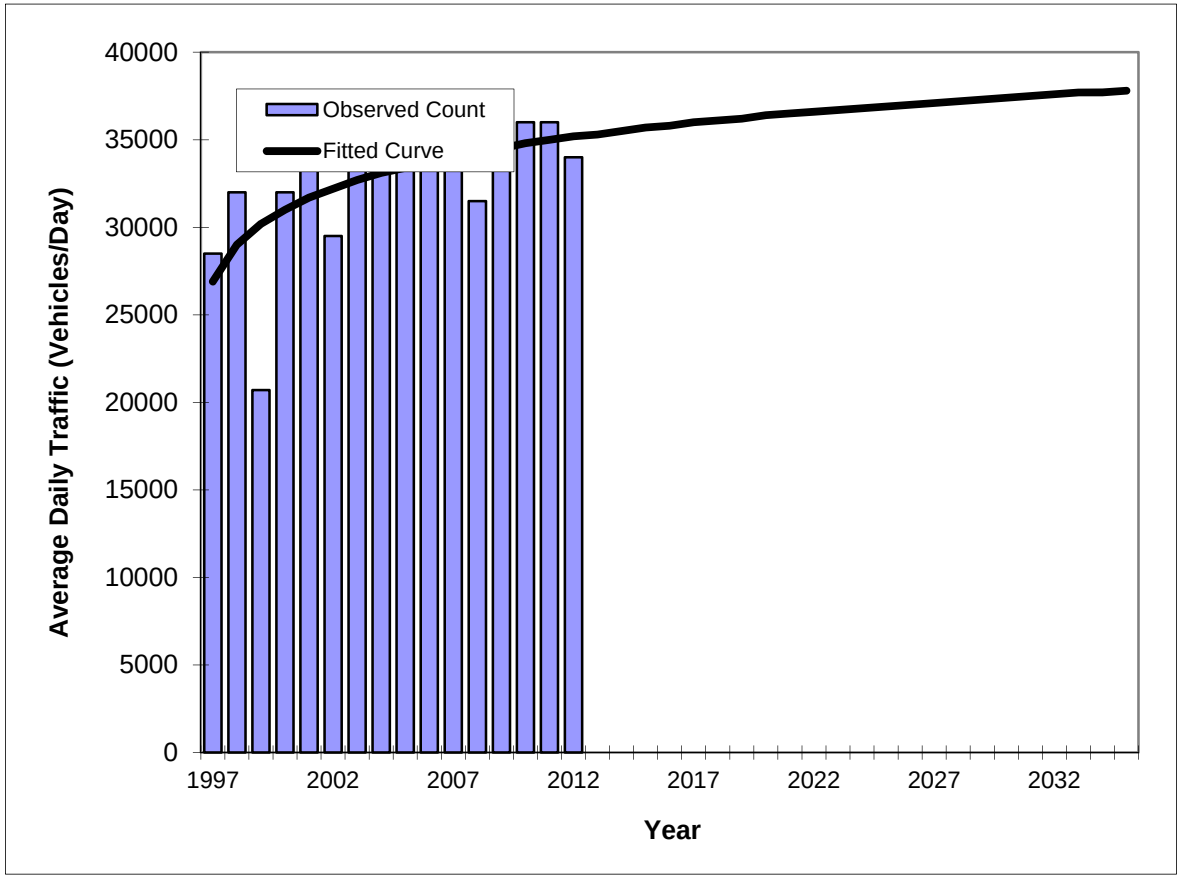
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5104
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	28500	26900
1998	32000	29000
1999	20700	30200
2000	32000	31000
2001	33500	31700
2002	29500	32200
2003	37000	32700
2004	34000	33100
2005	33500	33400
2006	35500	33800
2007	33500	34000
2008	31500	34300
2009	34500	34500
2010	36000	34800
2011	36000	35000
2012	34000	35200
2015 Opening Year Trend		
2015	N/A	35700
2025 Mid-Year Trend		
2025	N/A	36900
2035 Design Year Trend		
2035	N/A	37800
TRANPLAN Forecasts/Trends		

Trend R-squared:	36.02%
Compounded Annual Historic Growth Rate:	1.81%
Compounded Growth Rate (2012 to Design Year):	0.31%
Printed:	30-Dec-13

Decaying Exponential Growth Option

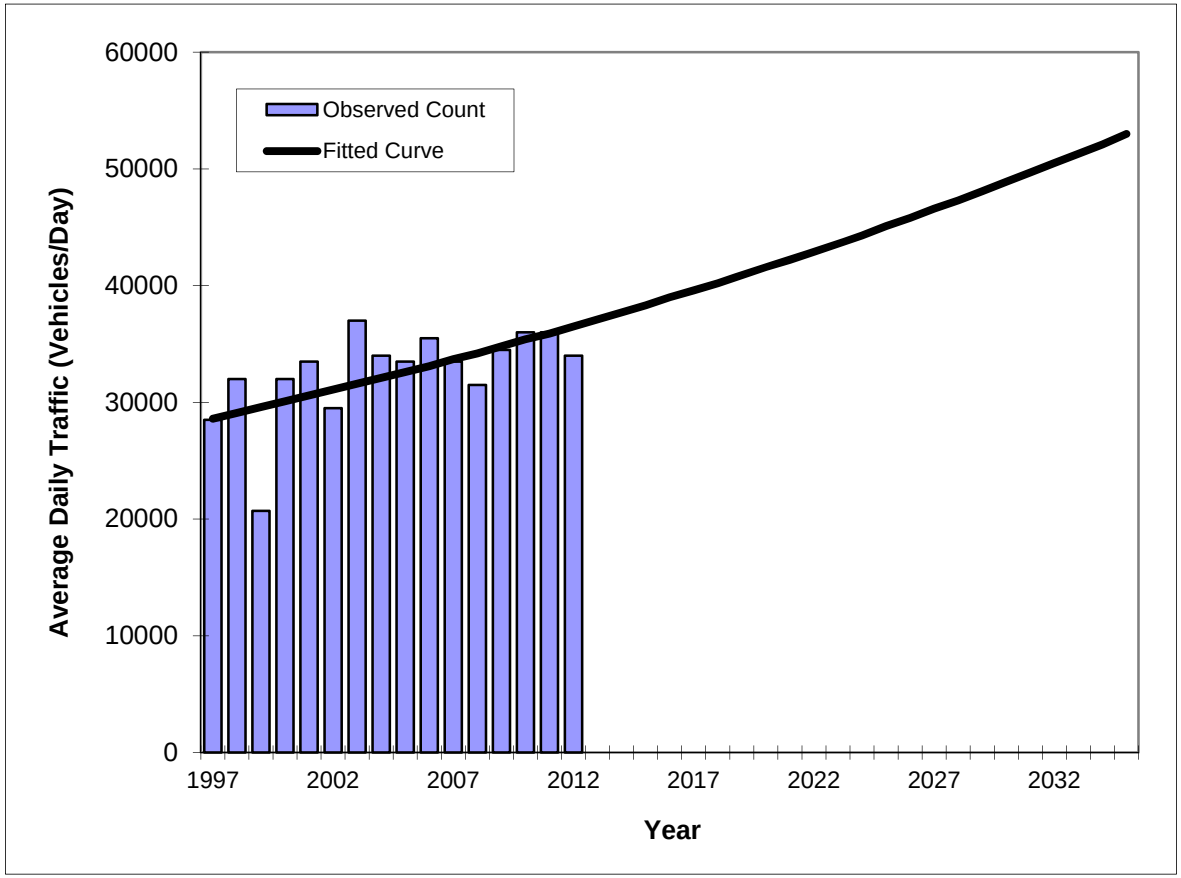
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5104
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	28500	28600
1998	32000	29100
1999	20700	29600
2000	32000	30100
2001	33500	30600
2002	29500	31100
2003	37000	31600
2004	34000	32100
2005	33500	32600
2006	35500	33100
2007	33500	33700
2008	31500	34200
2009	34500	34800
2010	36000	35400
2011	36000	35900
2012	34000	36500
2015 Opening Year Trend		
2015	N/A	38300
2025 Mid-Year Trend		
2025	N/A	45100
2035 Design Year Trend		
2035	N/A	53000
TRANPLAN Forecasts/Trends		

Trend R-squared:	31.03%
Compounded Annual Historic Growth Rate:	1.64%
Compounded Growth Rate (2012 to Design Year):	1.63%
Printed:	30-Dec-13

Exponential Growth Option

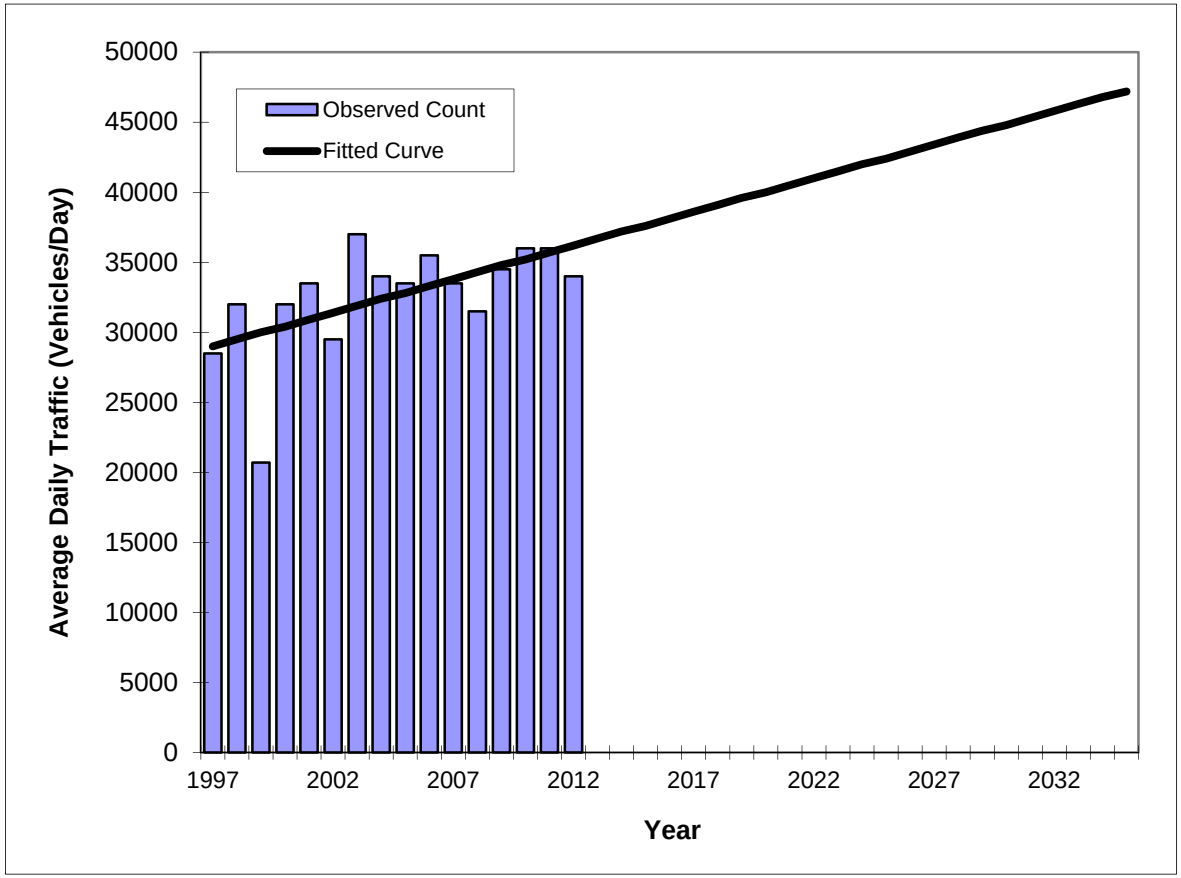
*Axle-Adjusted

Traffic Trends - V2.0

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PIN#	**973215-1**
Location	**1**

County:	Miami (87)
Station #:	5104
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
1997	28500	29000
1998	32000	29500
1999	20700	30000
2000	32000	30400
2001	33500	30900
2002	29500	31400
2003	37000	31900
2004	34000	32400
2005	33500	32800
2006	35500	33300
2007	33500	33800
2008	31500	34300
2009	34500	34800
2010	36000	35200
2011	36000	35700
2012	34000	36200
2015 Opening Year Trend		
2015	N/A	37600
2025 Mid-Year Trend		
2025	N/A	42400
2035 Design Year Trend		
2035	N/A	47200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	480
Trend R-squared:	33.92%
Trend Annual Historic Growth Rate:	1.66%
Trend Growth Rate (2012 to Design Year):	1.32%
Printed:	30-Dec-13

Straight Line Growth Option

*Axle-Adjusted

Appendix H

Level of Service Analyses/Synchro Output Reports

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1119	60	0	1102	21	182	1559	317	190	1366	94
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	186.3	190.0	0.0	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Lanes	0	2	0	0	2	0	1	3	0	1	2	1
Cap, veh/h	0	1469	79	0	1528	29	205	1732	348	203	1428	607
Arrive On Green	0.00	0.42	0.41	0.00	0.42	0.41	0.08	0.38	0.38	0.08	0.38	0.38
Sat Flow, veh/h	0	3504	188	0	3645	68	1774	4519	909	1774	3725	1583
Grp Volume(v), veh/h	0	632	622	0	599	595	194	1365	631	202	1453	100
Grp Sat Flow(s),veh/h/ln	0	1863	1830	0	1863	1851	1774	1863	1702	1774	1863	1583
Q Serve(g_s), s	0.0	35.8	35.9	0.0	33.0	33.0	8.7	42.8	43.6	9.4	46.0	5.0
Cycle Q Clear(g_c), s	0.0	35.8	35.9	0.0	33.0	33.0	8.7	42.8	43.6	9.4	46.0	5.0
Prop In Lane	0.00		0.10	0.00		0.04	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	0	781	767	0	781	776	205	1428	653	203	1428	607
V/C Ratio(X)	0.00	0.81	0.81	0.00	0.77	0.77	0.95	0.96	0.97	0.99	1.02	0.16
Avail Cap(c_a), veh/h	0	781	767	0	781	776	205	1428	653	203	1428	607
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)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	0.0	30.6	30.7	0.0	29.8	29.9	31.6	36.0	36.5	33.3	37.0	24.4
Incr Delay (d2), s/veh	0.0	8.9	9.1	0.0	7.1	7.2	47.8	15.4	28.0	53.5	25.3	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 Back of Q (50%), veh/ln	0.0	18.6	18.4	0.0	16.8	16.8	8.8	23.0	23.7	9.3	26.4	2.0
Lane Grp Delay (d), s/veh	0.0	39.5	39.8	0.0	36.9	37.0	79.4	51.4	64.5	86.7	62.3	24.8
Lane Grp LOS		D	D		D	D	E	D	E	F	F	C
Approach Vol, veh/h		1254			1194			2190			1755	
Approach Delay, s/veh		39.7			37.0			57.7			62.9	
Approach LOS		D			D			E			E	

Timer												
Assigned Phs		6			2		7	4		3	8	
Phs Duration (G+Y+Rc), s		56.0			56.0		13.0	51.0		13.0	51.0	
Change Period (Y+Rc), s		6.7			6.7		3.0	6.0		3.0	6.0	
Max Green Setting (Gmax), s		49.3			49.3		10.0	45.0		10.0	45.0	
Max Q Clear Time (g_c+I1), s		37.9			35.0		10.7	45.6		11.4	48.0	
Green Ext Time (p_c), s		7.0			8.1		0.0	0.0		0.0	0.0	

Intersection Summary		
HCM 2010 Ctrl Delay		51.7
HCM 2010 LOS		D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	1378	37	0	0	0	0	49	67	37	57	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0	190.0	186.3	0.0
Lanes	0	3	0				0	1	0	0	1	0
Cap, veh/h	133	3964	110				0	88	120	89	107	0
Arrive On Green	0.75	0.76	0.75				0.00	0.12	0.12	0.12	0.12	0.00
Sat Flow, veh/h	176	5233	145				0	715	976	271	877	0
Grp Volume(v), veh/h	548	501	494				0	0	123	99	0	0
Grp Sat Flow(s),veh/h/ln	1854	1863	1837				0	0	1691	1148	0	0
Q Serve(g_s), s	9.2	8.0	8.0				0.0	0.0	6.2	2.3	0.0	0.0
Cycle Q Clear(g_c), s	9.2	8.0	8.0				0.0	0.0	6.2	8.5	0.0	0.0
Prop In Lane	0.09		0.08				0.00		0.58	0.39		0.00
Lane Grp Cap(c), veh/h	1404	1411	1392				0	0	207	196	0	0
V/C Ratio(X)	0.39	0.35	0.35				0.00	0.00	0.59	0.50	0.00	0.00
Avail Cap(c_a), veh/h	1404	1411	1392				0	0	394	370	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.8	3.6	3.6				0.0	0.0	37.4	38.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.7	0.7				0.0	0.0	2.7	2.0	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 Back of Q (50%), veh/ln	3.5	3.1	3.0				0.0	0.0	2.8	2.3	0.0	0.0
Lane Grp Delay (d), s/veh	4.6	4.3	4.3				0.0	0.0	40.1	40.0	0.0	0.0
Lane Grp LOS	A	A	A						D	D		
Approach Vol, veh/h		1542						123			99	
Approach Delay, s/veh		4.4						40.1			40.0	
Approach LOS		A						D			D	

Timer												
Assigned Phs		6						4			8	
Phs Duration (G+Y+Rc), s		73.0						17.0			17.0	
Change Period (Y+Rc), s		5.8						6.0			6.0	
Max Green Setting (Gmax), s		67.2						21.0			21.0	
Max Q Clear Time (g_c+I1), s		11.2						8.2			10.5	
Green Ext Time (p_c), s		8.8						0.7			0.6	

Intersection Summary												
HCM 2010 Ctrl Delay			8.9									
HCM 2010 LOS			A									

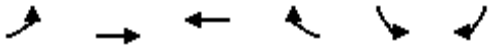
Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	97	1448	74	0	0	0	0	817	162	130	1010	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	0	3	0				0	2	0	1	2	0
Cap, veh/h	151	2396	126				0	867	172	205	1497	0
Arrive On Green	0.16	0.16	0.16				0.00	0.29	0.28	0.02	0.13	0.00
Sat Flow, veh/h	311	4955	260				0	3021	599	1774	3725	0
Grp Volume(v), veh/h	647	593	579				0	566	534	146	1135	0
Grp Sat Flow(s),veh/h/ln	1847	1863	1817				0	1863	1757	1774	1863	0
Q Serve(g_s), s	33.4	30.0	30.0				0.0	28.8	28.8	5.6	29.5	0.0
Cycle Q Clear(g_c), s	33.4	30.0	30.0				0.0	28.8	28.8	5.6	29.5	0.0
Prop In Lane	0.17		0.14				0.00		0.34	1.00		0.00
Lane Grp Cap(c), veh/h	893	901	879				0	535	504	205	1497	0
V/C Ratio(X)	0.72	0.66	0.66				0.00	1.06	1.06	0.71	0.76	0.00
Avail Cap(c_a), veh/h	893	901	879				0	535	504	213	1497	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	0.92	0.92	0.92				0.00	1.00	1.00	0.44	0.44	0.00
Uniform Delay (d), s/veh	35.8	34.4	34.4				0.0	35.8	35.9	27.4	38.8	0.0
Incr Delay (d2), s/veh	4.7	3.5	3.6				0.0	55.2	56.6	4.7	1.6	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
%ile Back of Q (50%), veh/ln	17.8	16.0	15.7				0.0	21.7	20.7	4.2	15.4	0.0
Lane Grp Delay (d), s/veh	40.5	37.8	38.0				0.0	90.9	92.5	32.1	40.4	0.0
Lane Grp LOS	D	D	D					F	F	C	D	
Approach Vol, veh/h		1819						1100			1281	
Approach Delay, s/veh		38.8						91.7			39.5	
Approach LOS		D						F			D	

Timer												
Assigned Phs		6						4		3	8	
Phs Duration (G+Y+Rc), s		55.0						33.8		11.5	45.3	
Change Period (Y+Rc), s		6.5						6.0		4.0	6.0	
Max Green Setting (Gmax), s		48.5						27.0		8.0	39.3	
Max Q Clear Time (g_c+I1), s		35.4						30.8		7.6	31.5	
Green Ext Time (p_c), s		5.8						0.0		0.0	5.2	

Intersection Summary												
HCM 2010 Ctrl Delay			52.9									
HCM 2010 LOS			D									

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	61	1853	0	0	35	0
Number	1	6			3	18
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus Adj	1.00	1.00			1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3			186.3	0.0
Lanes	0	3			1	0
Cap, veh/h	98	3220			0	0
Arrive On Green	0.31	0.31			0.00	0.00
Sat Flow, veh/h	0	3390			0	
Grp Volume(v), veh/h	66	1992			0.0	
Grp Sat Flow(s),veh/h/ln	0	1695				
Q Serve(g_s), s	0.0	36.9				
Cycle Q Clear(g_c), s	70.0	36.9				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	98	3220				
V/C Ratio(X)	0.68	0.62				
Avail Cap(c_a), veh/h	98	3220				
HCM Platoon Ratio	0.33	0.33				
Upstream Filter(I)	0.56	0.56				
Uniform Delay (d), s/veh	60.3	13.9				
Incr Delay (d2), s/veh	19.0	0.5				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile Back of Q (50%), veh/ln	0.5	14.4				
Lane Grp Delay (d), s/veh	79.3	14.4				
Lane Grp LOS	E	B				
Approach Vol, veh/h		2058				
Approach Delay, s/veh		16.5				
Approach LOS		B				

Timer	
Assigned Phs	6
Phs Duration (G+Y+Rc), s	73.7
Change Period (Y+Rc), s	4.7
Max Green Setting (Gmax), s	69.0
Max Q Clear Time (g_c+I1), s	72.0
Green Ext Time (p_c), s	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.5
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	57	1835	24	0	0	0	0	69	85	44	73	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	193.7	190.0	190.0	193.7	0.0
Lanes	0	3	0				0	1	0	0	1	0
Cap, veh/h	105	3573	47				0	206	253	159	247	0
Arrive On Green	0.22	0.22	0.22				0.00	0.26	0.25	0.09	0.09	0.00
Sat Flow, veh/h	157	5340	71				0	794	972	421	950	0
Grp Volume(v), veh/h	746	681	678				0	0	169	128	0	0
Grp Sat Flow(s),veh/h/ln	1855	1863	1850				0	0	1766	1372	0	0
Q Serve(g_s), s	36.1	32.4	32.5				0.0	0.0	7.9	3.6	0.0	0.0
Cycle Q Clear(g_c), s	36.1	32.4	32.5				0.0	0.0	7.9	11.4	0.0	0.0
Prop In Lane	0.08		0.04				0.00		0.55	0.37		0.00
Lane Grp Cap(c), veh/h	1241	1246	1238				0	0	459	406	0	0
V/C Ratio(X)	0.60	0.55	0.55				0.00	0.00	0.37	0.32	0.00	0.00
Avail Cap(c_a), veh/h	1241	1246	1238				0	0	459	406	0	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	0.88	0.88	0.88				0.00	0.00	1.00	0.74	0.00	0.00
Uniform Delay (d), s/veh	27.0	25.5	25.5				0.0	0.0	30.5	38.8	0.0	0.0
Incr Delay (d2), s/veh	1.9	1.5	1.5				0.0	0.0	2.3	1.5	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 Back of Q (50%), veh/ln	19.2	17.2	17.2				0.0	0.0	3.8	3.5	0.0	0.0
Lane Grp Delay (d), s/veh	28.9	27.1	27.1				0.0	0.0	32.8	40.3	0.0	0.0
Lane Grp LOS	C	C	C						C	D		
Approach Vol, veh/h		2105						169			128	
Approach Delay, s/veh		27.7						32.8			40.3	
Approach LOS		C						C			D	

Timer												
Assigned Phs		6						4			8	
Phs Duration (G+Y+Rc), s		70.7						29.3			29.3	
Change Period (Y+Rc), s		4.8						4.3			4.3	
Max Green Setting (Gmax), s		65.9						25.0			25.0	
Max Q Clear Time (g_c+I1), s		38.1						9.9			13.4	
Green Ext Time (p_c), s		9.6						0.8			0.7	

Intersection Summary		
HCM 2010 Ctrl Delay		28.7
HCM 2010 LOS		C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	187	1523	78	0	0	0	0	698	189	217	978	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	0	3	0				0	2	0	1	2	0
Cap, veh/h	244	2123	111				0	1006	272	290	1735	0
Arrive On Green	0.45	0.45	0.44				0.00	0.36	0.35	0.05	0.31	0.00
Sat Flow, veh/h	543	4727	247				0	2825	765	1774	3725	0
Grp Volume(v), veh/h	652	602	589				0	475	440	224	1008	0
Grp Sat Flow(s),veh/h/ln	1836	1863	1819				0	1863	1728	1774	1863	0
Q Serve(g_s), s	27.7	24.0	24.1				0.0	20.1	20.2	7.0	20.8	0.0
Cycle Q Clear(g_c), s	27.7	24.0	24.1				0.0	20.1	20.2	7.0	20.8	0.0
Prop In Lane	0.30		0.14				0.00		0.44	1.00		0.00
Lane Grp Cap(c), veh/h	824	836	817				0	663	615	290	1735	0
V/C Ratio(X)	0.79	0.72	0.72				0.00	0.72	0.72	0.77	0.58	0.00
Avail Cap(c_a), veh/h	824	836	817				0	840	780	290	2089	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.68	0.68	0.00
Uniform Delay (d), s/veh	21.5	20.5	20.6				0.0	25.4	25.6	21.5	23.9	0.0
Incr Delay (d2), s/veh	7.7	5.3	5.5				0.0	2.1	2.3	8.4	0.2	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 Back of Q (50%), veh/ln	14.1	12.1	11.9				0.0	9.5	8.9	4.2	10.0	0.0
Lane Grp Delay (d), s/veh	29.2	25.8	26.0				0.0	27.5	27.9	29.9	24.1	0.0
Lane Grp LOS	C	C	C					C	C	C	C	
Approach Vol, veh/h		1843						915			1232	
Approach Delay, s/veh		27.1						27.7			25.2	
Approach LOS		C						C			C	

Timer												
Assigned Phs		6						4		3	8	
Phs Duration (G+Y+Rc), s		45.0						36.3		10.0	46.3	
Change Period (Y+Rc), s		5.0						4.8		3.0	4.8	
Max Green Setting (Gmax), s		40.0						40.2		7.0	50.2	
Max Q Clear Time (g_c+I1), s		29.7						22.2		9.0	22.8	
Green Ext Time (p_c), s		6.2						9.3		0.0	11.4	

Intersection Summary		
HCM 2010 Ctrl Delay		26.6
HCM 2010 LOS		C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	193	1831	97	0	0	0	0	452	88	124	333	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0	190.0	186.3	0.0
Lanes	0	3	0				0	2	0	0	2	0
Cap, veh/h	198	2011	109				0	1525	296	350	1264	0
Arrive On Green	0.42	0.42	0.41				0.00	0.50	0.49	0.16	0.17	0.00
Sat Flow, veh/h	472	4787	260				0	3033	589	574	1948	0
Grp Volume(v), veh/h	783	719	706				0	288	275	238	238	0
Grp Sat Flow(s),veh/h/ln	1839	1863	1817				0	1863	1759	1224	1863	0
Q Serve(g_s), s	42.0	36.5	36.9				0.0	9.1	9.3	0.1	11.1	0.0
Cycle Q Clear(g_c), s	42.0	36.5	36.9				0.0	9.1	9.3	50.3	11.1	0.0
Prop In Lane	0.26		0.14				0.00		0.33	0.72		0.00
Lane Grp Cap(c), veh/h	772	782	763				0	937	885	76	937	0
V/C Ratio(X)	1.01	0.92	0.93				0.00	0.31	0.31	3.11	0.25	0.00
Avail Cap(c_a), veh/h	772	782	763				0	937	885	76	937	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.95	0.95	0.00
Uniform Delay (d), s/veh	29.0	27.4	27.6				0.0	14.6	14.7	57.5	25.4	0.0
Incr Delay (d2), s/veh	35.9	17.7	18.8				0.0	0.9	0.9	983.4	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
%ile Back of Q (50%), veh/ln	26.4	20.4	20.3				0.0	4.2	4.1	20.9	5.6	0.0
Lane Grp Delay (d), s/veh	64.9	45.1	46.4				0.0	15.5	15.7	1040.9	25.5	0.0
Lane Grp LOS	F	D	D					B	B	F	C	
Approach Vol, veh/h		2209						563			476	
Approach Delay, s/veh		52.5						15.6			533.2	
Approach LOS		D						B			F	

Timer												
Assigned Phs		6						4		3	8	
Phs Duration (G+Y+Rc), s		46.0						54.0		0.0	54.0	
Change Period (Y+Rc), s		5.0						4.7		4.0	4.7	
Max Green Setting (Gmax), s		41.0						35.3		10.0	49.3	
Max Q Clear Time (g_c+I1), s		44.0						11.3		0.0	52.3	
Green Ext Time (p_c), s		0.0						5.1		0.0	0.0	

Intersection Summary	
HCM 2010 Ctrl Delay	116.6
HCM 2010 LOS	F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1821	36	0	0	0	0	0	27	83	55	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	0	3	0				0	1	0	1	1	0
Cap, veh/h	0	3713	74				0	0	359	363	423	0
Arrive On Green	0.00	0.22	0.22				0.00	0.00	0.23	0.23	0.23	0.00
Sat Flow, veh/h	0	5460	109				0	0	1583	1374	1863	0
Grp Volume(v), veh/h	0	1365	676				0	0	30	91	60	0
Grp Sat Flow(s),veh/h/ln	0	1863	1844				0	0	1583	1374	1863	0
Q Serve(g_s), s	0.0	32.3	32.4				0.0	0.0	1.5	5.6	2.6	0.0
Cycle Q Clear(g_c), s	0.0	32.3	32.4				0.0	0.0	1.5	7.1	2.6	0.0
Prop In Lane	0.00		0.06				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2533	1254				0	0	359	363	423	0
V/C Ratio(X)	0.00	0.54	0.54				0.00	0.00	0.08	0.25	0.14	0.00
Avail Cap(c_a), veh/h	0	2533	1254				0	0	359	363	423	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	24.9	25.0				0.0	0.0	30.5	33.2	30.9	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2				0.0	0.0	0.5	0.4	0.2	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 Back of Q (50%), veh/ln	0.0	16.2	16.1				0.0	0.0	0.6	2.0	1.2	0.0
Lane Grp Delay (d), s/veh	0.0	25.0	25.1				0.0	0.0	30.9	33.6	31.0	0.0
Lane Grp LOS		C	C						C	C	C	
Approach Vol, veh/h		2041						30			151	
Approach Delay, s/veh		25.0						30.9			32.6	
Approach LOS		C						C			C	

Timer												
Assigned Phs		6						4			8	
Phs Duration (G+Y+Rc), s		73.0						27.0			27.0	
Change Period (Y+Rc), s		5.0						4.3			4.3	
Max Green Setting (Gmax), s		68.0						22.7			22.7	
Max Q Clear Time (g_c+I1), s		34.4						3.5			9.1	
Green Ext Time (p_c), s		14.5						0.6			0.5	

Intersection Summary												
HCM 2010 Ctrl Delay			25.6									
HCM 2010 LOS			C									

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	148	1556	52	0	0	0	0	146	49	164	115	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0	190.0	186.3	0.0
Lanes	0	3	0				0	1	0	0	1	0
Cap, veh/h	239	2680	92				0	456	154	262	170	0
Arrive On Green	0.18	0.18	0.18				0.00	0.34	0.34	0.11	0.11	0.00
Sat Flow, veh/h	439	4927	170				0	1333	450	600	496	0
Grp Volume(v), veh/h	654	602	593				0	0	206	294	0	0
Grp Sat Flow(s),veh/h/ln	1841	1863	1833				0	0	1783	1096	0	0
Q Serve(g_s), s	33.0	29.7	29.7				0.0	0.0	8.6	0.1	0.0	0.0
Cycle Q Clear(g_c), s	33.0	29.7	29.7				0.0	0.0	8.6	27.9	0.0	0.0
Prop In Lane	0.24		0.09				0.00		0.25	0.59		0.00
Lane Grp Cap(c), veh/h	1001	1013	997				0	0	610	432	0	0
V/C Ratio(X)	0.65	0.59	0.59				0.00	0.00	0.34	0.68	0.00	0.00
Avail Cap(c_a), veh/h	1001	1013	997				0	0	610	432	0	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	0.75	0.75	0.75				0.00	0.00	1.00	0.79	0.00	0.00
Uniform Delay (d), s/veh	32.3	30.9	30.9				0.0	0.0	24.5	44.4	0.0	0.0
Incr Delay (d2), s/veh	2.5	1.9	2.0				0.0	0.0	1.5	6.7	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 Back of Q (50%), veh/ln	17.2	15.6	15.3				0.0	0.0	4.0	8.5	0.0	0.0
Lane Grp Delay (d), s/veh	34.8	32.8	32.9				0.0	0.0	26.0	51.1	0.0	0.0
Lane Grp LOS	C	C	C						C	D		
Approach Vol, veh/h		1849						206			294	
Approach Delay, s/veh		33.5						26.0			51.1	
Approach LOS		C						C			D	

Timer												
Assigned Phs		6						4		3	8	
Phs Duration (G+Y+Rc), s		60.0						40.0		0.0	40.0	
Change Period (Y+Rc), s		5.6						5.8		3.0	5.8	
Max Green Setting (Gmax), s		54.4						19.2		12.0	34.2	
Max Q Clear Time (g_c+I1), s		35.0						10.6		0.0	29.9	
Green Ext Time (p_c), s		7.0						1.2		0.0	0.8	

Intersection Summary												
HCM 2010 Ctrl Delay			35.0									
HCM 2010 LOS			D									

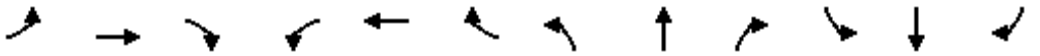
Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	121	1593	16	0	0	0	0	85	204	0	0	0
Number	1	6	16				7	4	14			
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			
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0			
Lanes	0	3	0				0	1	0			
Cap, veh/h	60	1954	20				0	170	410			
Arrive On Green	0.58	0.58	0.58				0.00	0.35	0.35			
Sat Flow, veh/h	0	3350	34				0	486	1170			
Grp Volume(v), veh/h	133	886	883				0	0	317			
Grp Sat Flow(s),veh/h/ln	0	1695	1689				0	0	1656			
Q Serve(g_s), s	0.0	54.7	54.8				0.0	0.0	18.5			
Cycle Q Clear(g_c), s	70.0	54.7	54.8				0.0	0.0	18.5			
Prop In Lane	1.00		0.02				0.00		0.71			
Lane Grp Cap(c), veh/h	60	989	985				0	0	580			
V/C Ratio(X)	2.22	0.90	0.90				0.00	0.00	0.55			
Avail Cap(c_a), veh/h	60	989	985				0	0	580			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00			
Uniform Delay (d), s/veh	60.0	21.8	21.8				0.0	0.0	31.4			
Incr Delay (d2), s/veh	597.6	12.4	12.5				0.0	0.0	3.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	11.8	25.6	25.5				0.0	0.0	8.3			
Lane Grp Delay (d), s/veh	657.6	34.2	34.3				0.0	0.0	35.0			
Lane Grp LOS	F	C	C						D			
Approach Vol, veh/h		1902						317				
Approach Delay, s/veh		77.8						35.0				
Approach LOS		E						D				

Timer	
Assigned Phs	6	4
Phs Duration (G+Y+Rc), s	74.0	46.0
Change Period (Y+Rc), s	4.0	4.0
Max Green Setting (Gmax), s	70.0	42.0
Max Q Clear Time (g_c+I1), s	72.0	20.5
Green Ext Time (p_c), s	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	71.7
HCM 2010 LOS	E

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1608	75	0	0	0	0	0	0	2456	523	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7	6.7							6.0	6.0	
Lane Util. Factor		0.91	1.00							0.86	0.86	
Frt		1.00	0.85							1.00	1.00	
Flt Protected		1.00	1.00							0.95	0.97	
Satd. Flow (prot)		4424	1425							2739	2798	
Flt Permitted		1.00	1.00							0.95	0.97	
Satd. Flow (perm)		4424	1425							2739	2798	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	1848	86	0	0	0	0	0	0	2823	601	0
RTOR Reduction (vph)	0	0	26	0	0	0	0	0	0	16	16	0
Lane Group Flow (vph)	0	1848	60	0	0	0	0	0	0	1875	1517	0
Parking (#/hr)		0										
Turn Type		NA	Perm							Perm	NA	
Protected Phases		6									8	
Permitted Phases			6							8		
Actuated Green, G (s)		44.3	44.3							63.0	63.0	
Effective Green, g (s)		44.3	44.3							63.0	63.0	
Actuated g/C Ratio		0.37	0.37							0.52	0.52	
Clearance Time (s)		6.7	6.7							6.0	6.0	
Vehicle Extension (s)		2.0	2.0							2.0	2.0	
Lane Grp Cap (vph)		1633	526							1437	1468	
v/s Ratio Prot		c0.42										
v/s Ratio Perm			0.04							c0.68	0.54	
v/c Ratio		1.13	0.11							1.30	1.20dl	
Uniform Delay, d1		37.9	24.9							28.5	28.5	
Progression Factor		0.89	0.76							1.03	1.02	
Incremental Delay, d2		65.9	0.3							142.1	32.0	
Delay (s)		99.5	19.2							171.3	61.1	
Level of Service		F	B							F	E	
Approach Delay (s)		95.9			0.0			0.0			122.0	
Approach LOS		F			A			A			F	

Intersection Summary			
HCM 2000 Control Delay	112.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.7
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	2063	180	0	0	0	0	194	233	15	327	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	171.0	167.6	171.0				0.0	167.6	167.6	167.6	167.6	0.0
Lanes	0	3	0				0	1	1	1	1	0
Cap, veh/h	47	3216	0				0	408	347	199	408	0
Arrive On Green	0.65	0.65	0.00				0.00	0.24	0.24	0.49	0.49	0.00
Sat Flow, veh/h	72	4954	0				0	1676	1425	840	1676	0
Grp Volume(v), veh/h	790	1439	0				0	206	248	16	348	0
Grp Sat Flow(s),veh/h/ln	1673	1676	0				0	1676	1425	840	1676	0
Q Serve(g_s), s	26.8	22.6	0.0				0.0	9.1	13.6	1.2	15.6	0.0
Cycle Q Clear(g_c), s	26.8	22.6	0.0				0.0	9.1	13.6	10.3	15.6	0.0
Prop In Lane	0.04		0.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1086	2177	0				0	408	347	199	408	0
V/C Ratio(X)	0.73	0.66	0.00				0.00	0.51	0.72	0.08	0.85	0.00
Avail Cap(c_a), veh/h	1760	3528	0				0	408	347	199	408	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.0	9.2	0.0				0.0	27.9	29.7	22.7	20.6	0.0
Incr Delay (d2), s/veh	0.7	0.3	0.0				0.0	4.4	12.0	0.1	15.7	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
%ile Back of Q (50%), veh/ln	9.6	8.1	0.0				0.0	4.3	6.0	0.2	6.6	0.0
Lane Grp Delay (d), s/veh	10.7	9.5	0.0				0.0	32.3	41.6	22.8	36.3	0.0
Lane Grp LOS	B	A						C	D	C	D	
Approach Vol, veh/h		2229						454			364	
Approach Delay, s/veh		9.9						37.4			35.7	
Approach LOS		A						D			D	

Timer												
Assigned Phs		6						4			8	
Phs Duration (G+Y+Rc), s		60.0						25.5			25.5	
Change Period (Y+Rc), s		4.5						4.7			4.7	
Max Green Setting (Gmax), s		90.0						20.8			20.8	
Max Q Clear Time (g_c+I1), s		28.8						15.6			17.6	
Green Ext Time (p_c), s		26.7						1.9			1.3	

Intersection Summary												
HCM 2010 Ctrl Delay			17.1									
HCM 2010 LOS			B									

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	386	1651	248	0	0	0	0	896	81	129	216	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	171.0	166.0	171.0				0.0	166.0	171.0	171.0	166.0	0.0
Lanes	0	3	0				0	2	0	0	2	0
Cap, veh/h	409	1880	284				0	1093	99	86	1161	0
Arrive On Green	0.18	0.18	0.18				0.00	0.36	0.36	0.12	0.12	0.00
Sat Flow, veh/h	771	3541	536				0	3001	271	72	1511	0
Grp Volume(v), veh/h	892	821	798				0	545	529	190	189	0
Grp Sat Flow(s),veh/h/ln	1622	1660	1566				0	1660	1612	1600	1660	0
Q Serve(g_s), s	63.7	58.5	60.6				0.0	37.3	37.3	0.1	12.5	0.0
Cycle Q Clear(g_c), s	63.7	58.5	60.6				0.0	37.3	37.3	43.7	12.5	0.0
Prop In Lane	0.48		0.34				0.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	861	881	831				0	605	587	60	605	0
V/C Ratio(X)	1.04	0.93	0.96				0.00	0.90	0.90	3.16	0.31	0.00
Avail Cap(c_a), veh/h	861	881	831				0	605	587	60	605	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	0.60	0.60	0.60				0.00	1.00	1.00	0.96	0.96	0.00
Uniform Delay (d), s/veh	49.5	47.3	48.2				0.0	36.1	36.1	74.6	39.1	0.0
Incr Delay (d2), s/veh	33.7	12.0	16.4				0.0	19.0	19.5	1011.5	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	36.4	29.6	29.8				0.0	18.9	18.5	16.9	5.9	0.0
Lane Grp Delay (d), s/veh	83.2	59.4	64.6				0.0	55.1	55.6	1086.2	40.4	0.0
Lane Grp LOS	F	E	E					E	E	F	D	
Approach Vol, veh/h		2511						1074			379	
Approach Delay, s/veh		69.5						55.3			563.3	
Approach LOS		E						E			F	

Timer												
Assigned Phs		6						4		3	8	
Phs Duration (G+Y+Rc), s		70.0						50.0		0.0	50.0	
Change Period (Y+Rc), s		6.3						6.3		3.0	6.3	
Max Green Setting (Gmax), s		63.7						32.7		8.0	43.7	
Max Q Clear Time (g_c+I1), s		65.7						39.3		0.0	45.7	
Green Ext Time (p_c), s		0.0						0.0		0.0	0.0	

Intersection Summary		
HCM 2010 Ctrl Delay		112.9
HCM 2010 LOS		F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1554	493	0	0	0	0	0	0	207	463	0
Number	1	6	16							3	8	18
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
Adj Sat Flow veh/h/ln	0.0	166.0	171.0							171.0	166.0	0.0
Lanes	0	3	0							0	2	0
Cap, veh/h	0	2567	796							60	332	0
Arrive On Green	0.00	0.23	0.23							0.07	0.07	0.00
Sat Flow, veh/h	0	3649	1132							0	1511	0
Grp Volume(v), veh/h	0	1470	663							216	482	0
Grp Sat Flow(s),veh/h/ln	0	1660	1461							0	1511	0
Q Serve(g_s), s	0.0	47.8	49.2							0.0	26.4	0.0
Cycle Q Clear(g_c), s	0.0	47.8	49.2							26.4	26.4	0.0
Prop In Lane	0.00		0.77							1.00		0.00
Lane Grp Cap(c), veh/h	0	2335	1027							60	332	0
V/C Ratio(X)	0.00	0.63	0.65							3.60	1.45	0.00
Avail Cap(c_a), veh/h	0	2335	1027							60	332	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	0.09	0.09							0.60	0.60	0.00
Uniform Delay (d), s/veh	0.0	32.0	32.6							68.8	55.6	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.3							1194.5	212.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	21.7	19.7							21.9	30.5	0.0
Lane Grp Delay (d), s/veh	0.0	32.1	32.9							1263.4	268.2	0.0
Lane Grp LOS		C	C							F	F	
Approach Vol, veh/h		2133									698	
Approach Delay, s/veh		32.4									576.2	
Approach LOS		C									F	

Timer	
Assigned Phs	6	8
Phs Duration (G+Y+Rc), s	89.0	31.0
Change Period (Y+Rc), s	4.6	4.6
Max Green Setting (Gmax), s	84.4	26.4
Max Q Clear Time (g_c+I1), s	51.2	28.4
Green Ext Time (p_c), s	22.4	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	166.4
HCM 2010 LOS	F

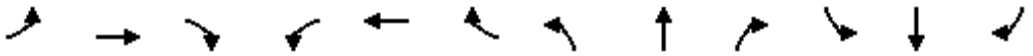
Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	231	1638	0	0	0	0	0	597	69	0	0	0
Number	1	6	16				7	4	14			
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			
Adj Sat Flow veh/h/ln	171.0	166.0	0.0				0.0	166.0	171.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	67	2179	0				0	847	97			
Arrive On Green	0.24	0.24	0.00				0.00	0.19	0.19			
Sat Flow, veh/h	0	3022	0				0	4389	502			
Grp Volume(v), veh/h	241	1706	0				0	469	225			
Grp Sat Flow(s),veh/h/ln	0	1511	0				0	1660	1572			
Q Serve(g_s), s	0.0	56.7	0.0				0.0	14.2	14.5			
Cycle Q Clear(g_c), s	77.4	56.7	0.0				0.0	14.2	14.5			
Prop In Lane	1.00		0.00				0.00		0.32			
Lane Grp Cap(c), veh/h	67	2179	0				0	641	303			
V/C Ratio(X)	3.59	0.78	0.00				0.00	0.73	0.74			
Avail Cap(c_a), veh/h	67	2179	0				0	1033	489			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.66	0.66	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	79.6	33.0	0.0				0.0	40.7	40.8			
Incr Delay (d2), s/veh	1190.6	1.9	0.0				0.0	1.6	3.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	24.1	23.8	0.0				0.0	6.2	6.1			
Lane Grp Delay (d), s/veh	1270.2	35.0	0.0				0.0	42.3	44.4			
Lane Grp LOS	F	C						D	D			
Approach Vol, veh/h		1947						694				
Approach Delay, s/veh		187.8						43.0				
Approach LOS		F						D				

Timer	
Assigned Phs	6	4
Phs Duration (G+Y+Rc), s	82.0	25.3
Change Period (Y+Rc), s	4.6	4.6
Max Green Setting (Gmax), s	77.4	33.4
Max Q Clear Time (g_c+I1), s	79.4	16.5
Green Ext Time (p_c), s	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	149.8
HCM 2010 LOS	F

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	534	705	221	233	0	589	0	848	233	346	816	0
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		6.2	6.2	4.0	6.2	
Lane Util. Factor	0.97	0.95		1.00		1.00		0.95	1.00	0.97	0.95	
Frt	1.00	0.96		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3060	3041		1577		1411		3154	1411	3060	3154	
Flt Permitted	0.95	1.00		0.10		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3060	3041		173		1411		3154	1411	3060	3154	
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)	568	750	235	248	0	627	0	902	248	368	868	0
RTOR Reduction (vph)	0	21	0	0	0	128	0	0	147	0	0	0
Lane Group Flow (vph)	568	964	0	248	0	499	0	902	101	368	868	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split	NA		D.Pm		custom		NA	Perm	Prot	NA	
Protected Phases	8	8						6		5	2	
Permitted Phases				8		4			6			
Actuated Green, G (s)	38.3	38.3		38.3		28.3		39.8	39.8	10.0	53.8	
Effective Green, g (s)	38.3	38.3		38.3		28.3		39.8	39.8	10.0	53.8	
Actuated g/C Ratio	0.27	0.27		0.27		0.20		0.28	0.28	0.07	0.38	
Clearance Time (s)	6.7	6.7		6.7		6.7		6.2	6.2	4.0	6.2	
Vehicle Extension (s)	3.0	3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	837	831		47		285		896	401	218	1212	
v/s Ratio Prot	0.19	0.32						c0.29		c0.12	0.28	
v/s Ratio Perm				c1.43		c0.35			0.07			
v/c Ratio	0.68	1.16		5.28		1.75		1.01	0.25	1.69	0.72	
Uniform Delay, d1	45.4	50.9		50.9		55.9		50.1	38.6	65.0	36.6	
Progression Factor	1.00	1.00		1.00		1.00		1.00	1.00	0.79	1.51	
Incremental Delay, d2	2.2	85.2		1970.6		352.6		31.7	1.5	325.3	3.0	
Delay (s)	47.6	136.1		2021.5		408.4		81.8	40.1	376.8	58.3	
Level of Service	D	F		F		F		F	D	F	E	
Approach Delay (s)		103.7			865.6			72.8			153.1	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	247.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.64		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	23.6
Intersection Capacity Utilization	99.8%	ICU Level of Service	F
Analysis Period (min)	15		

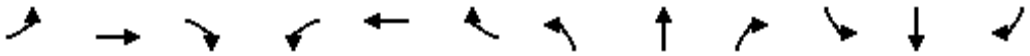
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	4	40	44	369	1308	256	205	1149	166
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		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
Adj Sat Flow veh/h/ln				171.0	166.0	171.0	166.0	166.0	171.0	166.0	166.0	166.0
Lanes				0	2	0	2	3	0	1	2	1
Cap, veh/h				7	79	74	482	2918	570	326	2132	906
Arrive On Green				0.05	0.05	0.05	0.16	0.72	0.72	0.07	0.64	0.64
Sat Flow, veh/h				141	1512	1411	3067	4050	791	1581	3320	1411
Grp Volume(v), veh/h				47	0	47	397	1152	529	220	1235	178
Grp Sat Flow(s),veh/h/ln				1653	0	1411	1534	1660	1521	1581	1660	1411
Q Serve(g_s), s				3.0	0.0	3.5	13.4	15.9	15.9	5.0	22.7	5.5
Cycle Q Clear(g_c), s				3.0	0.0	3.5	13.4	15.9	15.9	5.0	22.7	5.5
Prop In Lane				0.09		1.00	1.00		0.52	1.00		1.00
Lane Grp Cap(c), veh/h				86	0	74	482	2392	1096	326	2132	906
V/C Ratio(X)				0.54	0.00	0.64	0.82	0.48	0.48	0.68	0.58	0.20
Avail Cap(c_a), veh/h				466	0	397	1062	2392	1096	453	2132	906
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh				49.4	0.0	49.7	43.6	6.4	6.4	6.9	10.9	7.8
Incr Delay (d2), s/veh				5.2	0.0	8.8	0.3	0.1	0.1	2.4	1.2	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
%ile Back of Q (50%), veh/ln				1.4	0.0	1.5	5.3	5.6	5.2	1.9	8.9	1.9
Lane Grp Delay (d), s/veh				54.6	0.0	58.5	44.0	6.5	6.5	9.3	12.1	8.3
Lane Grp LOS				D		E	D	A	A	A	B	A
Approach Vol, veh/h					94			2078			1633	
Approach Delay, s/veh					56.6			13.6			11.3	
Approach LOS					E			B			B	

Timer												
Assigned Phs					4		1	6		5	2	
Phs Duration (G+Y+Rc), s					12.3		19.8	83.2		11.4	74.8	
Change Period (Y+Rc), s					6.7		3.0	6.2		4.0	6.2	
Max Green Setting (Gmax), s					30.1		37.0	77.0		16.0	57.0	
Max Q Clear Time (g_c+I1), s					5.5		15.4	17.9		7.0	24.7	
Green Ext Time (p_c), s					0.5		1.4	45.4		0.4	27.7	

Intersection Summary		
HCM 2010 Ctrl Delay		13.7
HCM 2010 LOS		B

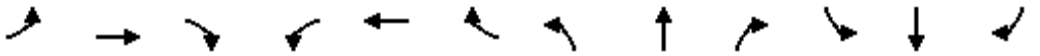
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	660	74	283	531	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.2		4.2	4.2				
Lane Util. Factor					0.91		0.91	0.91				
Frt					0.98		1.00	1.00				
Flt Protected					1.00		0.95	1.00				
Satd. Flow (prot)					4464		1435	3014				
Flt Permitted					1.00		0.95	1.00				
Satd. Flow (perm)					4464		1435	3014				
Peak-hour factor, PHF	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)	0	0	0	0	680	76	292	547	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	151	5	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	756	0	112	571	0	0	0	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Actuated Green, G (s)					215.3		16.3	16.3				
Effective Green, g (s)					215.3		16.3	16.3				
Actuated g/C Ratio					0.90		0.07	0.07				
Clearance Time (s)					4.2		4.2	4.2				
Vehicle Extension (s)					3.0		3.0	3.0				
Lane Grp Cap (vph)					4004		97	204				
v/s Ratio Prot					c0.17							
v/s Ratio Perm							0.08	0.19				
v/c Ratio					0.19		1.15	2.80				
Uniform Delay, d1					1.5		111.8	111.8				
Progression Factor					1.00		1.30	1.06				
Incremental Delay, d2					0.1		130.8	821.5				
Delay (s)					1.6		276.1	940.0				
Level of Service					A		F	F				
Approach Delay (s)		0.0			1.6			731.9			0.0	
Approach LOS		A			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	385.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	240.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	126	783	0	0	0	0	0	611	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.8						4.6	4.6
Lane Util. Factor					0.91						0.91	0.91
Frt					1.00						0.99	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					4501						3000	1284
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					4501						3000	1284
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)	0	0	0	131	816	0	0	0	0	0	636	317
RTOR Reduction (vph)	0	0	0	0	13	0	0	0	0	0	3	69
Lane Group Flow (vph)	0	0	0	0	934	0	0	0	0	0	665	216
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type				Perm	NA						NA	Perm
Protected Phases					2						8	
Permitted Phases				2								8
Actuated Green, G (s)					73.3						36.3	36.3
Effective Green, g (s)					73.3						36.3	36.3
Actuated g/C Ratio					0.61						0.30	0.30
Clearance Time (s)					5.8						4.6	4.6
Vehicle Extension (s)					3.0						3.0	3.0
Lane Grp Cap (vph)					2749						907	388
v/s Ratio Prot											c0.22	
v/s Ratio Perm					0.21							0.17
v/c Ratio					0.34						0.73	0.56
Uniform Delay, d1					11.5						37.5	35.1
Progression Factor					1.20						1.00	1.00
Incremental Delay, d2					0.3						3.1	1.7
Delay (s)					14.1						40.6	36.8
Level of Service					B						D	D
Approach Delay (s)		0.0			14.1			0.0			39.5	
Approach LOS		A			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	96	655	106	252	632	0	0	214	85
Number				5	2	12	7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln				171.0	166.0	171.0	166.0	166.0	0.0	0.0	166.0	171.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				213	1549	257	519	1671	0	0	776	301
Arrive On Green				0.14	0.14	0.14	0.28	1.00	0.00	0.00	0.34	0.34
Sat Flow, veh/h				512	3719	616	1581	3320	0	0	2279	885
Grp Volume(v), veh/h				345	318	300	283	710	0	0	173	163
Grp Sat Flow(s),veh/h/ln				1635	1660	1551	1581	1660	0	0	1660	1504
Q Serve(g_s), s				23.5	21.2	21.4	14.2	0.0	0.0	0.0	9.2	9.6
Cycle Q Clear(g_c), s				23.5	21.2	21.4	14.2	0.0	0.0	0.0	9.2	9.6
Prop In Lane				0.31		0.40	1.00		0.00	0.00		0.59
Lane Grp Cap(c), veh/h				681	692	646	519	1671	0	0	565	512
V/C Ratio(X)				0.51	0.46	0.46	0.54	0.42	0.00	0.00	0.31	0.32
Avail Cap(c_a), veh/h				681	692	646	578	1671	0	0	565	512
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.92	0.92	0.92	0.22	0.22	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				40.3	39.3	39.4	16.5	0.0	0.0	0.0	29.1	29.3
Incr Delay (d2), s/veh				2.5	2.0	2.2	0.2	0.2	0.0	0.0	1.4	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				10.9	9.9	9.4	4.5	0.0	0.0	0.0	4.1	3.9
Lane Grp Delay (d), s/veh				42.8	41.3	41.6	16.7	0.2	0.0	0.0	30.5	30.9
Lane Grp LOS				D	D	D	B	A			C	C
Approach Vol, veh/h					963			993			336	
Approach Delay, s/veh					41.9			4.9			30.7	
Approach LOS					D			A			C	

Timer												
Assigned Phs					2		7	4			8	
Phs Duration (G+Y+Rc), s					55.0		19.6	65.0			45.4	
Change Period (Y+Rc), s					5.0		3.0	4.6			4.6	
Max Green Setting (Gmax), s					50.0		21.0	60.4			36.4	
Max Q Clear Time (g_c+I1), s					25.5		16.2	2.0			11.6	
Green Ext Time (p_c), s					6.6		0.4	9.1			7.7	

Intersection Summary		
HCM 2010 Ctrl Delay	24.2	
HCM 2010 LOS	C	

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	224	762	81	94	72	0	0	0	0
Number				5	2	12	7	4	14			
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			
Adj Sat Flow veh/h/ln				171.0	166.0	171.0	166.0	166.0	0.0			
Lanes				0	3	0	1	1	0			
Cap, veh/h				60	1742	184	60	466	0			
Arrive On Green				0.21	0.21	0.21	0.47	0.47	0.00			
Sat Flow, veh/h				0	2687	284	1581	1660	0			
Grp Volume(v), veh/h				233	446	432	98	75	0			
Grp Sat Flow(s),veh/h/ln				0	1511	1461	1581	1660	0			
Q Serve(g_s), s				0.0	30.9	30.9	0.0	3.1	0.0			
Cycle Q Clear(g_c), s				77.8	30.9	30.9	33.7	3.1	0.0			
Prop In Lane				1.00		0.19	1.00		0.00			
Lane Grp Cap(c), veh/h				60	979	947	60	466	0			
V/C Ratio(X)				3.88	0.46	0.46	1.63	0.16	0.00			
Avail Cap(c_a), veh/h				60	979	947	60	466	0			
HCM Platoon Ratio				0.33	0.33	0.33	1.67	1.67	1.00			
Upstream Filter(I)				0.84	0.84	0.84	0.68	0.68	0.00			
Uniform Delay (d), s/veh				86.1	28.7	28.7	48.7	23.7	0.0			
Incr Delay (d2), s/veh				1330.5	1.3	1.3	330.7	0.5	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				24.2	13.2	12.8	7.3	1.3	0.0			
Lane Grp Delay (d), s/veh				1416.5	30.0	30.1	379.4	24.2	0.0			
Lane Grp LOS				F	C	C	F	C				
Approach Vol, veh/h					1111			173				
Approach Delay, s/veh					320.8			225.4				
Approach LOS					F			F				

Timer	
Assigned Phs	2 4
Phs Duration (G+Y+Rc), s	82.0 38.0
Change Period (Y+Rc), s	4.2 4.3
Max Green Setting (Gmax), s	77.8 33.7
Max Q Clear Time (g_c+I1), s	79.8 35.7
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	308.0
HCM 2010 LOS	F

Notes



Movement	WBL	WBT	SBT	SBR	SWL	SWR
Lane Configurations						
Volume (vph)	316	454	279	12	952	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	7.0		7.0	7.0
Lane Util. Factor	0.91	0.91	0.95		0.97	0.91
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	0.99	1.00		0.95	1.00
Satd. Flow (prot)	1449	3032	3165		3088	1297
Flt Permitted	0.95	0.99	1.00		0.95	1.00
Satd. Flow (perm)	1449	3032	3165		3088	1297
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	336	483	297	13	1013	299
RTOR Reduction (vph)	71	71	3	0	0	0
Lane Group Flow (vph)	194	483	307	0	1043	269
Turn Type	Perm	NA	NA		NA	Perm
Protected Phases		2	9		8	
Permitted Phases	2					8
Actuated Green, G (s)	35.2	35.2	16.1		48.2	48.2
Effective Green, g (s)	35.2	35.2	16.1		48.2	48.2
Actuated g/C Ratio	0.29	0.29	0.13		0.40	0.40
Clearance Time (s)	6.5	6.5	7.0		7.0	7.0
Vehicle Extension (s)	1.0	1.0	3.0		3.0	3.0
Lane Grp Cap (vph)	425	889	424		1240	520
v/s Ratio Prot			c0.10		c0.34	
v/s Ratio Perm	0.13	0.16				0.21
v/c Ratio	0.46	0.54	0.73		0.84	0.52
Uniform Delay, d1	34.6	35.6	49.8		32.4	27.1
Progression Factor	1.24	1.11	1.00		1.00	1.00
Incremental Delay, d2	3.3	2.3	6.1		5.3	0.9
Delay (s)	46.3	42.0	55.9		37.8	28.0
Level of Service	D	D	E		D	C
Approach Delay (s)		43.3	55.9		35.8	
Approach LOS		D	E		D	

Intersection Summary			
HCM 2000 Control Delay	40.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	47	563	62	65	286	0	0	256	88
Number				5	2	12	7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	193.7	190.0
Lanes				0	3	0	0	1	0	0	1	0
Cap, veh/h				192	2432	275	102	394	0	0	497	171
Arrive On Green				0.53	0.53	0.52	0.12	0.12	0.00	0.00	0.36	0.36
Sat Flow, veh/h				362	4596	520	158	1093	0	0	1379	474
Grp Volume(v), veh/h				270	248	238	394	0	0	0	0	387
Grp Sat Flow(s),veh/h/ln				1845	1863	1771	1251	0	0	0	0	1854
Q Serve(g_s), s				7.7	6.8	7.0	14.5	0.0	0.0	0.0	0.0	16.0
Cycle Q Clear(g_c), s				7.7	6.8	7.0	30.5	0.0	0.0	0.0	0.0	16.0
Prop In Lane				0.20		0.29	0.19		0.00	0.00		0.26
Lane Grp Cap(c), veh/h				976	986	937	495	0	0	0	0	668
V/C Ratio(X)				0.28	0.25	0.25	0.80	0.00	0.00	0.00	0.00	0.58
Avail Cap(c_a), veh/h				976	986	937	582	0	0	0	0	768
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.81	0.81	0.81	0.95	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				12.3	12.1	12.2	40.9	0.0	0.0	0.0	0.0	24.5
Incr Delay (d2), s/veh				0.6	0.5	0.5	5.8	0.0	0.0	0.0	0.0	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
%ile Back of Q (50%), veh/ln				3.5	3.1	3.0	10.8	0.0	0.0	0.0	0.0	7.4
Lane Grp Delay (d), s/veh				12.9	12.6	12.8	46.7	0.0	0.0	0.0	0.0	25.2
Lane Grp LOS				B	B	B	D					C
Approach Vol, veh/h					756			394			387	
Approach Delay, s/veh					12.8			46.7			25.2	
Approach LOS					B			D			C	
Timer												
Assigned Phs					2			4			8	
Phs Duration (G+Y+Rc), s					55.0			39.9			39.9	
Change Period (Y+Rc), s					5.8			5.7			5.7	
Max Green Setting (Gmax), s					49.2			39.3			39.3	
Max Q Clear Time (g_c+I1), s					9.7			32.5			18.0	
Green Ext Time (p_c), s					2.4			1.6			2.5	
Intersection Summary												
HCM 2010 Ctrl Delay			24.6									
HCM 2010 LOS			C									
Notes												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	75	752	71	147	520	0	0	380	114
Number				5	2	12	7	4	14	3	8	18
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	0.99
Adj Sat Flow veh/h/ln				190.0	184.5	190.0	190.0	184.5	0.0	0.0	177.1	190.0
Lanes				0	3	0	0	2	0	0	2	0
Cap, veh/h				151	1615	158	342	1427	0	0	1438	427
Arrive On Green				0.35	0.35	0.34	1.00	1.00	0.00	0.00	0.55	0.54
Sat Flow, veh/h				426	4563	445	517	2086	0	0	2614	776
Grp Volume(v), veh/h				368	339	325	384	383	0	0	295	273
Grp Sat Flow(s),veh/h/ln				1823	1845	1766	1268	1845	0	0	1771	1620
Q Serve(g_s), s				16.3	14.5	14.6	0.1	0.0	0.0	0.0	9.0	9.2
Cycle Q Clear(g_c), s				16.3	14.5	14.6	55.0	0.0	0.0	0.0	9.0	9.2
Prop In Lane				0.23		0.25	0.59		0.00	0.00		0.48
Lane Grp Cap(c), veh/h				645	653	625	83	1015	0	0	974	891
V/C Ratio(X)				0.57	0.52	0.52	4.62	0.38	0.00	0.00	0.30	0.31
Avail Cap(c_a), veh/h				645	653	625	83	1015	0	0	974	891
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.95	0.95	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				26.1	25.6	25.7	26.0	0.0	0.0	0.0	12.1	12.3
Incr Delay (d2), s/veh				3.6	2.9	3.1	1657.0	1.0	0.0	0.0	0.8	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
%ile Back of Q (50%), veh/ln				8.0	7.2	7.0	40.4	0.3	0.0	0.0	3.9	3.7
Lane Grp Delay (d), s/veh				29.8	28.5	28.8	1683.0	1.0	0.0	0.0	12.9	13.2
Lane Grp LOS				C	C	C	F	A			B	B
Approach Vol, veh/h					1032			767			568	
Approach Delay, s/veh					29.0			842.0			13.1	
Approach LOS					C			F			B	

Timer												
Assigned Phs					2		7	4			8	
Phs Duration (G+Y+Rc), s					40.0		0.0	60.0			60.0	
Change Period (Y+Rc), s					5.6		5.0	6.0			6.0	
Max Green Setting (Gmax), s					34.4		7.0	54.0			42.0	
Max Q Clear Time (g_c+I1), s					18.3		0.0	57.0			11.2	
Green Ext Time (p_c), s					4.1		0.0	0.0			7.6	

Intersection Summary		
HCM 2010 Ctrl Delay	288.6	
HCM 2010 LOS	F	

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	42	911	0	0	0	0	0	36	17
Number				5	2	12				3	8	18
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
Adj Sat Flow veh/h/ln				190.0	182.7	0.0				0.0	190.0	190.0
Lanes				0	3	0				0	1	0
Cap, veh/h				72	2560	0				0	183	87
Arrive On Green				0.25	0.25	0.00				0.00	0.15	0.15
Sat Flow, veh/h				0	3325	0				0	1220	578
Grp Volume(v), veh/h				45	969	0				0	0	56
Grp Sat Flow(s),veh/h/ln				0	1663	0				0	0	1798
Q Serve(g_s), s				0.0	24.1	0.0				0.0	0.0	2.7
Cycle Q Clear(g_c), s				77.0	24.1	0.0				0.0	0.0	2.7
Prop In Lane				1.00		0.00				0.00		0.32
Lane Grp Cap(c), veh/h				72	2560	0				0	0	270
V/C Ratio(X)				0.62	0.38	0.00				0.00	0.00	0.21
Avail Cap(c_a), veh/h				72	2560	0				0	0	270
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.74	0.74	0.00				0.00	0.00	1.00
Uniform Delay (d), s/veh				75.8	17.5	0.0				0.0	0.0	37.3
Incr Delay (d2), s/veh				26.6	0.3	0.0				0.0	0.0	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				1.7	10.9	0.0				0.0	0.0	1.4
Lane Grp Delay (d), s/veh				102.4	17.9	0.0				0.0	0.0	39.0
Lane Grp LOS				F	B							D
Approach Vol, veh/h					1014						56	
Approach Delay, s/veh					21.6						39.0	
Approach LOS					C						D	

Timer	
Assigned Phs	2	8
Phs Duration (G+Y+Rc), s	81.0	19.0
Change Period (Y+Rc), s	5.0	4.0
Max Green Setting (Gmax), s	76.0	15.0
Max Q Clear Time (g_c+I1), s	79.0	4.7
Green Ext Time (p_c), s	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	22.5
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	122	808	129	96	661	0	0	922	118
Number				5	2	12	7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln				190.0	184.5	190.0	184.5	184.5	0.0	0.0	184.5	190.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				191	1349	222	306	2221	0	0	1623	208
Arrive On Green				0.11	0.11	0.10	0.11	1.00	0.00	0.00	0.51	0.51
Sat Flow, veh/h				583	4124	678	1757	3689	0	0	3206	411
Grp Volume(v), veh/h				417	385	361	105	726	0	0	583	560
Grp Sat Flow(s),veh/h/ln				1816	1845	1725	1757	1845	0	0	1845	1772
Q Serve(g_s), s				22.2	20.0	20.1	2.6	0.0	0.0	0.0	22.8	22.8
Cycle Q Clear(g_c), s				22.2	20.0	20.1	2.6	0.0	0.0	0.0	22.8	22.8
Prop In Lane				0.32		0.39	1.00		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				594	603	564	306	2221	0	0	934	897
V/C Ratio(X)				0.70	0.64	0.64	0.34	0.33	0.00	0.00	0.62	0.62
Avail Cap(c_a), veh/h				594	603	564	314	2221	0	0	934	897
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.97	0.97	0.97	0.50	0.50	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				39.9	38.9	39.0	12.1	0.0	0.0	0.0	17.8	17.8
Incr Delay (d2), s/veh				6.6	5.0	5.4	0.1	0.2	0.0	0.0	3.1	3.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				12.1	10.9	10.3	1.0	0.1	0.0	0.0	10.8	10.5
Lane Grp Delay (d), s/veh				46.5	43.9	44.4	12.2	0.2	0.0	0.0	21.0	21.1
Lane Grp LOS				D	D	D	B	A			C	C
Approach Vol, veh/h					1164			831			1143	
Approach Delay, s/veh					45.0			1.7			21.0	
Approach LOS					D			A			C	

Timer												
Assigned Phs					2		7	4			8	
Phs Duration (G+Y+Rc), s					36.0		8.6	64.0			55.4	
Change Period (Y+Rc), s					4.3		4.2	4.8			4.8	
Max Green Setting (Gmax), s					31.7		4.8	59.2			50.2	
Max Q Clear Time (g_c+I1), s					24.2		4.6	2.0			24.8	
Green Ext Time (p_c), s					0.9		0.0	2.2			2.2	

Intersection Summary		
HCM 2010 Ctrl Delay	24.8	
HCM 2010 LOS	C	

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	46	858	16	55	52	0	0	105	47
Number				5	2	12	7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	0	1	0	0	1	0
Cap, veh/h				180	3605	69	140	113	0	0	226	101
Arrive On Green				0.23	0.23	0.22	0.18	0.18	0.00	0.00	0.18	0.17
Sat Flow, veh/h				260	5199	99	390	611	0	0	1222	544
Grp Volume(v), veh/h				370	339	336	121	0	0	0	0	172
Grp Sat Flow(s),veh/h/ln				1850	1863	1845	1002	0	0	0	0	1767
Q Serve(g_s), s				13.1	11.9	11.9	3.9	0.0	0.0	0.0	0.0	7.0
Cycle Q Clear(g_c), s				13.1	11.9	11.9	10.9	0.0	0.0	0.0	0.0	7.0
Prop In Lane				0.14		0.05	0.51		0.00	0.00		0.31
Lane Grp Cap(c), veh/h				1283	1292	1280	253	0	0	0	0	326
V/C Ratio(X)				0.29	0.26	0.26	0.48	0.00	0.00	0.00	0.00	0.53
Avail Cap(c_a), veh/h				1283	1292	1280	627	0	0	0	0	779
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.63	0.63	0.63	0.95	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				14.5	14.0	14.0	31.3	0.0	0.0	0.0	0.0	29.5
Incr Delay (d2), s/veh				0.4	0.3	0.3	1.0	0.0	0.0	0.0	0.0	1.0
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 Back of Q (50%), veh/ln				6.7	6.1	6.1	2.4	0.0	0.0	0.0	0.0	3.2
Lane Grp Delay (d), s/veh				14.8	14.3	14.3	32.3	0.0	0.0	0.0	0.0	30.4
Lane Grp LOS				B	B	B	C					C
Approach Vol, veh/h					1045			121			172	
Approach Delay, s/veh					14.5			32.3			30.4	
Approach LOS					B			C			C	

Timer	
Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	60.0	19.6	19.6
Change Period (Y+Rc), s	5.8	5.9	5.9
Max Green Setting (Gmax), s	54.2	34.1	34.1
Max Q Clear Time (g_c+I1), s	15.1	12.9	9.0
Green Ext Time (p_c), s	3.5	0.8	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	18.2
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	128	850	78	83	769	0	0	703	65
Number				5	2	12	7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				192	1360	128	413	2002	0	0	1290	119
Arrive On Green				0.31	0.31	0.29	0.03	0.18	0.00	0.00	0.38	0.37
Sat Flow, veh/h				626	4440	417	1774	3725	0	0	3362	309
Grp Volume(v), veh/h				395	365	352	87	809	0	0	410	398
Grp Sat Flow(s),veh/h/ln				1831	1863	1789	1774	1863	0	0	1863	1808
Q Serve(g_s), s				13.7	12.1	12.2	1.9	13.8	0.0	0.0	12.5	12.5
Cycle Q Clear(g_c), s				13.7	12.1	12.2	1.9	13.8	0.0	0.0	12.5	12.5
Prop In Lane				0.34		0.23	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				561	571	548	413	2002	0	0	715	694
V/C Ratio(X)				0.70	0.64	0.64	0.21	0.40	0.00	0.00	0.57	0.57
Avail Cap(c_a), veh/h				1286	1308	1256	413	2002	0	0	715	694
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.09	0.09	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				22.0	21.4	21.6	12.2	19.3	0.0	0.0	17.4	17.5
Incr Delay (d2), s/veh				7.2	5.4	5.7	0.1	0.0	0.0	0.0	3.3	3.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				7.1	6.2	6.1	0.8	7.0	0.0	0.0	6.1	6.0
Lane Grp Delay (d), s/veh				29.2	26.9	27.2	12.3	19.3	0.0	0.0	20.8	21.0
Lane Grp LOS				C	C	C	B	B			C	C
Approach Vol, veh/h					1112			896			808	
Approach Delay, s/veh					27.8			18.6			20.9	
Approach LOS					C			B			C	

Timer												
Assigned Phs					2		7	4			8	
Phs Duration (G+Y+Rc), s					27.7		11.0	44.0			33.0	
Change Period (Y+Rc), s					6.7		3.0	6.5			6.5	
Max Green Setting (Gmax), s					49.3		8.0	37.5			26.5	
Max Q Clear Time (g_c+I1), s					15.7		3.9	15.8			14.5	
Green Ext Time (p_c), s					5.3		0.1	8.2			6.1	

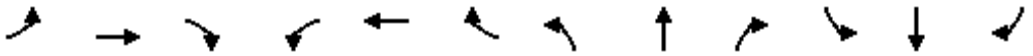
Intersection Summary		
HCM 2010 Ctrl Delay	22.9	
HCM 2010 LOS	C	

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	0	0	430	515	0	165	248	0	0	297	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	10	12	11	10	12	12	13	12
Total Lost time (s)				6.7	6.7		3.0	6.5			6.5	
Lane Util. Factor				0.91	0.91		1.00	0.95			0.95	
Frt				1.00	1.00		1.00	1.00			0.92	
Flt Protected				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (prot)				1610	3123		1711	3303			3354	
Flt Permitted				0.95	0.99		0.19	1.00			1.00	
Satd. Flow (perm)				1610	3123		334	3303			3354	
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	0	0	467	560	0	179	270	0	0	323	399
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	195	0
Lane Group Flow (vph)	0	0	0	266	761	0	179	270	0	0	527	0
Turn Type				Perm	NA		pm+pt	NA			NA	
Protected Phases					2		7	4			8	
Permitted Phases				2			4					
Actuated Green, G (s)				44.0	44.0		42.8	42.8			28.0	
Effective Green, g (s)				44.0	44.0		42.8	42.8			28.0	
Actuated g/C Ratio				0.44	0.44		0.43	0.43			0.28	
Clearance Time (s)				6.7	6.7		3.0	6.5			6.5	
Vehicle Extension (s)				2.5	2.5		3.0	2.0			2.5	
Lane Grp Cap (vph)				708	1374		305	1413			939	
v/s Ratio Prot							c0.07	0.08			0.16	
v/s Ratio Perm				0.17	0.24		c0.18					
v/c Ratio				0.38	0.55		0.59	0.19			0.56	
Uniform Delay, d1				18.8	20.7		20.0	17.8			30.8	
Progression Factor				0.29	0.40		1.00	1.00			1.00	
Incremental Delay, d2				1.4	1.5		2.9	0.3			2.4	
Delay (s)				6.8	9.8		22.8	18.1			33.2	
Level of Service				A	A		C	B			C	
Approach Delay (s)		0.0			9.0			20.0			33.2	
Approach LOS		A			A			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	137	0	41	192	99	214	0	1281	0	0	1966	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	12	9	11	11	11	12	10	12	12	10	12
Total Lost time (s)	3.9		3.9	3.9	3.9	3.9		3.6			4.0	
Lane Util. Factor	1.00		1.00	0.97	1.00	1.00		0.91			0.86	
Frt	1.00		0.85	1.00	1.00	0.85		1.00			1.00	
Flt Protected	0.95		1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)	1593		1425	3319	1801	1531		4746			5967	
Flt Permitted	0.69		1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)	1156		1425	3319	1801	1531		4746			5967	
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)	144	0	43	202	104	225	0	1348	0	0	2069	33
RTOR Reduction (vph)	0	0	39	0	0	46	0	0	0	0	2	0
Lane Group Flow (vph)	144	0	4	202	104	179	0	1348	0	0	2100	0
Turn Type	custom		custom	Split	NA	Perm		NA			NA	
Protected Phases			8	4	4			6			2	
Permitted Phases	8					4						
Actuated Green, G (s)	9.1		9.1	32.1	32.1	32.1		64.4			64.0	
Effective Green, g (s)	10.1		10.1	33.1	33.1	33.1		65.4			65.0	
Actuated g/C Ratio	0.08		0.08	0.28	0.28	0.28		0.55			0.54	
Clearance Time (s)	4.9		4.9	4.9	4.9	4.9		4.6			5.0	
Vehicle Extension (s)	2.5		2.5	2.5	2.5	2.5		2.5			2.5	
Lane Grp Cap (vph)	97		119	915	496	422		2586			3232	
v/s Ratio Prot			0.00	0.06	0.06			0.28			c0.35	
v/s Ratio Perm	c0.12					c0.12						
v/c Ratio	1.48		0.03	0.22	0.21	0.43		0.52			0.65	
Uniform Delay, d1	55.0		50.5	33.5	33.4	35.6		17.4			19.5	
Progression Factor	1.00		1.00	1.00	1.00	1.00		0.70			1.00	
Incremental Delay, d2	264.8		0.5	0.6	1.0	3.1		0.1			1.0	
Delay (s)	319.8		50.9	34.1	34.4	38.8		12.3			20.5	
Level of Service	F		D	C	C	D		B			C	
Approach Delay (s)		258.0			36.1			12.3			20.5	
Approach LOS		F			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.8
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	885	43	0	1265	38	180	1329	223	262	1320	136
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	186.3	190.0	0.0	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Lanes	0	2	0	0	2	0	1	3	0	1	2	1
Cap, veh/h	0	1337	65	0	1364	41	262	1867	313	290	1614	686
Arrive On Green	0.00	0.38	0.37	0.00	0.38	0.37	0.08	0.40	0.39	0.22	0.87	0.87
Sat Flow, veh/h	0	3525	170	0	3598	108	1774	4667	783	1774	3725	1583
Grp Volume(v), veh/h	0	503	495	0	703	698	194	1140	529	282	1419	146
Grp Sat Flow(s),veh/h/ln	0	1863	1833	0	1863	1844	1774	1863	1725	1774	1863	1583
Q Serve(g_s), s	0.0	29.9	29.9	0.0	49.0	49.1	8.5	34.4	34.5	13.7	27.7	2.0
Cycle Q Clear(g_c), s	0.0	29.9	29.9	0.0	49.0	49.1	8.5	34.4	34.5	13.7	27.7	2.0
Prop In Lane	0.00		0.09	0.00		0.06	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	0	706	695	0	706	699	262	1490	690	290	1614	686
V/C Ratio(X)	0.00	0.71	0.71	0.00	1.00	1.00	0.74	0.77	0.77	0.97	0.88	0.21
Avail Cap(c_a), veh/h	0	706	695	0	706	699	322	1490	690	290	1614	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	0.0	34.3	34.4	0.0	40.2	40.3	25.8	33.7	34.0	27.9	6.8	5.0
Incr Delay (d2), s/veh	0.0	6.0	6.1	0.0	32.9	33.5	5.0	3.8	8.0	43.8	6.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	15.3	15.1	0.0	29.5	29.6	4.4	16.9	16.5	12.4	4.9	0.8
Lane Grp Delay (d), s/veh	0.0	40.3	40.5	0.0	73.1	73.8	30.8	37.5	41.9	71.7	13.5	5.7
Lane Grp LOS		D	D		E	E	C	D	D	E	B	A
Approach Vol, veh/h		998			1401			1863			1847	
Approach Delay, s/veh		40.4			73.5			38.1			21.8	
Approach LOS		D			E			D			C	

Timer												
Assigned Phs		6			2		7	4		3	8	
Phs Duration (G+Y+Rc), s		55.0			55.0		13.7	57.0		18.0	61.3	
Change Period (Y+Rc), s		6.7			6.7		3.0	6.0		3.0	6.0	
Max Green Setting (Gmax), s		48.3			48.3		15.0	51.0		15.0	51.0	
Max Q Clear Time (g_c+I1), s		31.9			51.1		10.5	36.5		15.7	29.7	
Green Ext Time (p_c), s		8.7			0.0		0.2	11.3		0.0	15.2	

Intersection Summary		
HCM 2010 Ctrl Delay		41.6
HCM 2010 LOS		D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	1342	32	0	0	0	0	47	50	59	88	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0	190.0	186.3	0.0
Lanes	0	3	0				0	1	0	0	1	0
Cap, veh/h	136	3936	98				0	122	132	107	133	0
Arrive On Green	0.74	0.75	0.74				0.00	0.15	0.15	0.15	0.15	0.00
Sat Flow, veh/h	181	5245	130				0	820	887	401	895	0
Grp Volume(v), veh/h	532	486	480				0	0	102	155	0	0
Grp Sat Flow(s),veh/h/ln	1854	1863	1840				0	0	1706	1296	0	0
Q Serve(g_s), s	10.8	9.4	9.4				0.0	0.0	5.8	7.3	0.0	0.0
Cycle Q Clear(g_c), s	10.8	9.4	9.4				0.0	0.0	5.8	13.1	0.0	0.0
Prop In Lane	0.10		0.07				0.00		0.52	0.40		0.00
Lane Grp Cap(c), veh/h	1391	1398	1381				0	0	253	239	0	0
V/C Ratio(X)	0.38	0.35	0.35				0.00	0.00	0.40	0.65	0.00	0.00
Avail Cap(c_a), veh/h	1391	1398	1381				0	0	463	434	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.7	4.5	4.5				0.0	0.0	41.2	44.8	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.7	0.7				0.0	0.0	1.0	2.9	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 Back of Q (50%), veh/ln	4.5	3.9	3.9				0.0	0.0	2.6	4.3	0.0	0.0
Lane Grp Delay (d), s/veh	5.5	5.2	5.2				0.0	0.0	42.2	47.8	0.0	0.0
Lane Grp LOS	A	A	A						D	D		
Approach Vol, veh/h		1499						102			155	
Approach Delay, s/veh		5.3						42.2			47.8	
Approach LOS		A						D			D	

Timer												
Assigned Phs		6						4			8	
Phs Duration (G+Y+Rc), s		85.0						21.9			21.9	
Change Period (Y+Rc), s		5.8						6.0			6.0	
Max Green Setting (Gmax), s		79.2						29.0			29.0	
Max Q Clear Time (g_c+I1), s		12.8						7.8			15.1	
Green Ext Time (p_c), s		8.4						0.9			0.8	

Intersection Summary	
HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

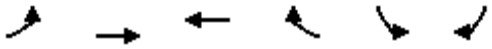
Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	139	1395	62	0	0	0	0	614	126	154	1099	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	0	3	0				0	2	0	1	2	0
Cap, veh/h	243	2601	120				0	806	165	221	1372	0
Arrive On Green	0.18	0.18	0.18				0.00	0.27	0.26	0.13	0.74	0.00
Sat Flow, veh/h	453	4850	223				0	3003	614	1774	3725	0
Grp Volume(v), veh/h	589	543	531				0	397	374	160	1145	0
Grp Sat Flow(s),veh/h/ln	1840	1863	1823				0	1863	1754	1774	1863	0
Q Serve(g_s), s	35.4	31.9	31.9				0.0	23.8	23.9	8.0	25.3	0.0
Cycle Q Clear(g_c), s	35.4	31.9	31.9				0.0	23.8	23.9	8.0	25.3	0.0
Prop In Lane	0.25		0.12				0.00		0.35	1.00		0.00
Lane Grp Cap(c), veh/h	987	999	978				0	500	471	221	1372	0
V/C Ratio(X)	0.60	0.54	0.54				0.00	0.79	0.79	0.73	0.83	0.00
Avail Cap(c_a), veh/h	987	999	978				0	500	471	221	1372	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.92	0.92	0.92				0.00	1.00	1.00	0.29	0.29	0.00
Uniform Delay (d), s/veh	37.6	36.1	36.1				0.0	40.9	41.1	30.0	13.3	0.0
Incr Delay (d2), s/veh	2.5	2.0	2.0				0.0	12.2	13.0	3.5	1.9	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 Back of Q (50%), veh/ln	18.4	16.7	16.4				0.0	12.9	12.4	3.4	7.6	0.0
Lane Grp Delay (d), s/veh	40.0	38.1	38.1				0.0	53.1	54.1	33.5	15.2	0.0
Lane Grp LOS	D	D	D					D	D	C	B	
Approach Vol, veh/h		1663						771			1305	
Approach Delay, s/veh		38.8						53.6			17.5	
Approach LOS		D						D			B	

Timer												
Assigned Phs		6						4		3	8	
Phs Duration (G+Y+Rc), s		71.0						37.3		12.0	49.3	
Change Period (Y+Rc), s		6.5						6.0		4.0	6.0	
Max Green Setting (Gmax), s		64.5						31.0		8.0	43.3	
Max Q Clear Time (g_c+I1), s		37.4						25.9		10.0	27.3	
Green Ext Time (p_c), s		6.6						3.3		0.0	7.2	

Intersection Summary		
HCM 2010 Ctrl Delay		34.4
HCM 2010 LOS		C

Notes



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	68	1598	0	0	55	0
Number	1	6			3	18
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00
Parking Bus Adj	1.00	1.00			1.00	1.00
Adj Sat Flow veh/h/ln	190.0	186.3			186.3	0.0
Lanes	0	3			1	0
Cap, veh/h	77	3256			0	0
Arrive On Green	0.32	0.32			0.00	0.00
Sat Flow, veh/h	0	3390			0	
Grp Volume(v), veh/h	71	1665			0.0	
Grp Sat Flow(s),veh/h/ln	0	1695				
Q Serve(g_s), s	0.0	37.5				
Cycle Q Clear(g_c), s	90.0	37.5				
Prop In Lane	1.00					
Lane Grp Cap(c), veh/h	77	3256				
V/C Ratio(X)	0.92	0.51				
Avail Cap(c_a), veh/h	77	3256				
HCM Platoon Ratio	0.33	0.33				
Upstream Filter(I)	0.71	0.71				
Uniform Delay (d), s/veh	77.0	14.1				
Incr Delay (d2), s/veh	67.5	0.4				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile Back of Q (50%), veh/ln	1.4	14.6				
Lane Grp Delay (d), s/veh	144.5	14.5				
Lane Grp LOS	F	B				
Approach Vol, veh/h		1736				
Approach Delay, s/veh		19.8				
Approach LOS		B				

Timer	
Assigned Phs	6
Phs Duration (G+Y+Rc), s	93.7
Change Period (Y+Rc), s	4.7
Max Green Setting (Gmax), s	89.0
Max Q Clear Time (g_c+I1), s	92.0
Green Ext Time (p_c), s	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.8
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	89	1705	24	0	0	0	0	67	63	120	79	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	193.7	190.0	190.0	193.7	0.0
Lanes	0	3	0				0	1	0	0	1	0
Cap, veh/h	168	3438	50				0	260	246	245	152	0
Arrive On Green	0.22	0.22	0.21				0.00	0.28	0.28	0.09	0.09	0.00
Sat Flow, veh/h	256	5229	77				0	917	867	695	535	0
Grp Volume(v), veh/h	715	655	650				0	0	144	221	0	0
Grp Sat Flow(s),veh/h/ln	1850	1863	1849				0	0	1784	1231	0	0
Q Serve(g_s), s	41.6	37.3	37.4				0.0	0.0	7.6	15.6	0.0	0.0
Cycle Q Clear(g_c), s	41.6	37.3	37.4				0.0	0.0	7.6	23.2	0.0	0.0
Prop In Lane	0.14		0.04				0.00		0.49	0.60		0.00
Lane Grp Cap(c), veh/h	1216	1225	1216				0	0	506	397	0	0
V/C Ratio(X)	0.59	0.53	0.53				0.00	0.00	0.28	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1216	1225	1216				0	0	506	397	0	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	0.92	0.92	0.92				0.00	0.00	1.00	0.81	0.00	0.00
Uniform Delay (d), s/veh	32.4	30.7	30.7				0.0	0.0	33.7	51.7	0.0	0.0
Incr Delay (d2), s/veh	1.9	1.5	1.6				0.0	0.0	1.4	4.5	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 Back of Q (50%), veh/ln	21.9	19.8	19.7				0.0	0.0	3.6	7.5	0.0	0.0
Lane Grp Delay (d), s/veh	34.3	32.3	32.3				0.0	0.0	35.1	56.2	0.0	0.0
Lane Grp LOS	C	C	C						D	E		
Approach Vol, veh/h		2020						144			221	
Approach Delay, s/veh		33.0						35.1			56.2	
Approach LOS		C						D			E	

Timer												
Assigned Phs		6						4			8	
Phs Duration (G+Y+Rc), s		82.7						37.3			37.3	
Change Period (Y+Rc), s		4.8						4.3			4.3	
Max Green Setting (Gmax), s		77.9						33.0			33.0	
Max Q Clear Time (g_c+I1), s		43.6						9.6			25.2	
Green Ext Time (p_c), s		9.4						1.1			0.7	

Intersection Summary												
HCM 2010 Ctrl Delay			35.3									
HCM 2010 LOS			D									

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	126	1487	104	0	0	0	0	602	140	194	703	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	0	3	0				0	2	0	1	2	0
Cap, veh/h	202	2547	184				0	796	185	283	1488	0
Arrive On Green	0.53	0.53	0.52				0.00	0.27	0.26	0.20	0.80	0.00
Sat Flow, veh/h	380	4783	345				0	2925	680	1774	3725	0
Grp Volume(v), veh/h	650	598	579				0	407	382	206	748	0
Grp Sat Flow(s),veh/h/ln	1844	1863	1802				0	1863	1743	1774	1863	0
Q Serve(g_s), s	29.2	25.3	25.4				0.0	23.3	23.4	9.5	7.7	0.0
Cycle Q Clear(g_c), s	29.2	25.3	25.4				0.0	23.3	23.4	9.5	7.7	0.0
Prop In Lane	0.21		0.19				0.00		0.39	1.00		0.00
Lane Grp Cap(c), veh/h	982	992	959				0	507	474	283	1488	0
V/C Ratio(X)	0.66	0.60	0.60				0.00	0.80	0.81	0.73	0.50	0.00
Avail Cap(c_a), veh/h	982	992	959				0	572	536	304	1665	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.72	0.72	0.00
Uniform Delay (d), s/veh	19.3	18.4	18.5				0.0	38.8	39.1	25.4	7.7	0.0
Incr Delay (d2), s/veh	3.5	2.7	2.8				0.0	7.4	7.9	5.8	0.2	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 Back of Q (50%), veh/ln	14.0	12.2	11.9				0.0	12.1	11.5	4.4	2.3	0.0
Lane Grp Delay (d), s/veh	22.9	21.1	21.3				0.0	46.2	47.0	31.2	7.9	0.0
Lane Grp LOS	C	C	C					D	D	C	A	
Approach Vol, veh/h		1827						789			954	
Approach Delay, s/veh		21.8						46.6			12.9	
Approach LOS		C						D			B	

Timer												
Assigned Phs		6						4		3	8	
Phs Duration (G+Y+Rc), s		65.0						35.0		14.6	49.6	
Change Period (Y+Rc), s		5.0						4.8		3.0	4.8	
Max Green Setting (Gmax), s		60.0						34.2		13.0	50.2	
Max Q Clear Time (g_c+I1), s		31.2						25.4		11.5	9.7	
Green Ext Time (p_c), s		10.6						4.7		0.1	9.0	

Intersection Summary	
HCM 2010 Ctrl Delay	24.9
HCM 2010 LOS	C

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	174	1403	78	0	0	0	0	452	87	163	516	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0	190.0	186.3	0.0
Lanes	0	3	0				0	2	0	0	2	0
Cap, veh/h	213	1841	105				0	1651	317	352	1378	0
Arrive On Green	0.39	0.39	0.38				0.00	0.54	0.53	1.00	1.00	0.00
Sat Flow, veh/h	544	4700	269				0	3038	584	554	1984	0
Grp Volume(v), veh/h	651	601	587				0	307	292	377	377	0
Grp Sat Flow(s),veh/h/ln	1836	1863	1815				0	1863	1760	1227	1863	0
Q Serve(g_s), s	39.6	34.3	34.4				0.0	10.7	10.8	0.1	0.0	0.0
Cycle Q Clear(g_c), s	39.6	34.3	34.4				0.0	10.7	10.8	64.3	0.0	0.0
Prop In Lane	0.30		0.15				0.00		0.33	0.68		0.00
Lane Grp Cap(c), veh/h	719	730	711				0	1012	956	66	1012	0
V/C Ratio(X)	0.91	0.82	0.83				0.00	0.30	0.31	5.72	0.37	0.00
Avail Cap(c_a), veh/h	744	755	736				0	1012	956	66	1012	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	33.9	32.3	32.4				0.0	14.8	14.9	31.1	0.0	0.0
Incr Delay (d2), s/veh	17.2	10.2	10.5				0.0	0.8	0.8	2152.3	0.2	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 Back of Q (50%), veh/ln	21.5	17.9	17.7				0.0	5.1	4.9	41.6	0.1	0.0
Lane Grp Delay (d), s/veh	51.1	42.5	43.0				0.0	15.5	15.7	2183.4	0.2	0.0
Lane Grp LOS	D	D	D					B	B	F	A	
Approach Vol, veh/h		1839						599			754	
Approach Delay, s/veh		45.7						15.6			1091.8	
Approach LOS		D						B			F	

Timer												
Assigned Phs		6						4		3	8	
Phs Duration (G+Y+Rc), s		50.4						68.0		0.0	68.0	
Change Period (Y+Rc), s		5.0						4.7		4.0	4.7	
Max Green Setting (Gmax), s		47.0						45.3		14.0	63.3	
Max Q Clear Time (g_c+I1), s		41.6						12.8		0.0	66.3	
Green Ext Time (p_c), s		3.7						8.0		0.0	0.0	

Intersection Summary		
HCM 2010 Ctrl Delay		287.2
HCM 2010 LOS		F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1500	55	0	0	0	0	0	38	82	67	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	0	3	0				0	1	0	1	1	0
Cap, veh/h	0	3838	142				0	0	326	312	383	0
Arrive On Green	0.00	0.24	0.24				0.00	0.00	0.21	0.21	0.21	0.00
Sat Flow, veh/h	0	5355	198				0	0	1583	1362	1863	0
Grp Volume(v), veh/h	0	1110	545				0	0	40	87	71	0
Grp Sat Flow(s),veh/h/ln	0	1863	1828				0	0	1583	1362	1863	0
Q Serve(g_s), s	0.0	30.3	30.3				0.0	0.0	2.5	6.7	3.8	0.0
Cycle Q Clear(g_c), s	0.0	30.3	30.3				0.0	0.0	2.5	9.1	3.8	0.0
Prop In Lane	0.00		0.11				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2670	1310				0	0	326	312	383	0
V/C Ratio(X)	0.00	0.42	0.42				0.00	0.00	0.12	0.28	0.19	0.00
Avail Cap(c_a), veh/h	0	2670	1310				0	0	326	312	383	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.14	0.14				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	24.5	24.5				0.0	0.0	38.8	42.5	39.3	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1				0.0	0.0	0.8	0.5	0.2	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 Back of Q (50%), veh/ln	0.0	15.3	15.0				0.0	0.0	1.1	2.4	1.8	0.0
Lane Grp Delay (d), s/veh	0.0	24.6	24.7				0.0	0.0	39.6	43.0	39.6	0.0
Lane Grp LOS		C	C						D	D	D	
Approach Vol, veh/h		1655						40			158	
Approach Delay, s/veh		24.6						39.6			41.5	
Approach LOS		C						D			D	

Timer												
Assigned Phs		6						4			8	
Phs Duration (G+Y+Rc), s		91.0						29.0			29.0	
Change Period (Y+Rc), s		5.0						4.3			4.3	
Max Green Setting (Gmax), s		86.0						24.7			24.7	
Max Q Clear Time (g_c+I1), s		32.3						4.5			11.1	
Green Ext Time (p_c), s		11.3						0.7			0.6	

Intersection Summary												
HCM 2010 Ctrl Delay			26.4									
HCM 2010 LOS			C									

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	168	1563	51	0	0	0	0	128	35	100	142	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0	190.0	186.3	0.0
Lanes	0	3	0				0	1	0	0	1	0
Cap, veh/h	296	2943	100				0	426	116	187	248	0
Arrive On Green	0.20	0.20	0.20				0.00	0.30	0.30	0.10	0.10	0.00
Sat Flow, veh/h	491	4879	165				0	1412	383	478	823	0
Grp Volume(v), veh/h	637	587	578				0	0	164	244	0	0
Grp Sat Flow(s),veh/h/ln	1838	1863	1834				0	0	1795	1301	0	0
Q Serve(g_s), s	37.6	33.8	33.8				0.0	0.0	8.4	0.1	0.0	0.0
Cycle Q Clear(g_c), s	37.6	33.8	33.8				0.0	0.0	8.4	23.9	0.0	0.0
Prop In Lane	0.27		0.09				0.00		0.21	0.41		0.00
Lane Grp Cap(c), veh/h	1109	1124	1106				0	0	542	435	0	0
V/C Ratio(X)	0.57	0.52	0.52				0.00	0.00	0.30	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1109	1124	1106				0	0	542	435	0	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	0.87	0.87	0.87				0.00	0.00	1.00	0.89	0.00	0.00
Uniform Delay (d), s/veh	34.1	32.6	32.6				0.0	0.0	32.2	50.0	0.0	0.0
Incr Delay (d2), s/veh	1.9	1.5	1.5				0.0	0.0	1.4	4.6	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 Back of Q (50%), veh/ln	19.4	17.7	17.4				0.0	0.0	4.0	8.2	0.0	0.0
Lane Grp Delay (d), s/veh	36.0	34.1	34.1				0.0	0.0	33.6	54.6	0.0	0.0
Lane Grp LOS	D	C	C						C	D		
Approach Vol, veh/h		1801						164			244	
Approach Delay, s/veh		34.8						33.6			54.6	
Approach LOS		C						C			D	

Timer												
Assigned Phs		6						4		3	8	
Phs Duration (G+Y+Rc), s		78.0						42.0		0.0	42.0	
Change Period (Y+Rc), s		5.6						5.8		3.0	5.8	
Max Green Setting (Gmax), s		72.4						20.2		13.0	36.2	
Max Q Clear Time (g_c+I1), s		39.6						10.4		0.0	25.9	
Green Ext Time (p_c), s		7.7						1.0		0.0	1.0	

Intersection Summary												
HCM 2010 Ctrl Delay			36.9									
HCM 2010 LOS			D									

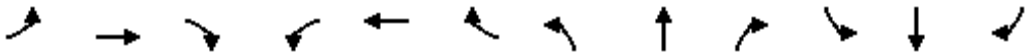
Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	166	1494	66	0	0	0	0	133	304	0	0	0
Number	1	6	16				7	4	14			
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			
Adj Sat Flow veh/h/ln	190.0	186.3	190.0				0.0	186.3	190.0			
Lanes	0	3	0				0	1	0			
Cap, veh/h	55	1983	88				0	163	373			
Arrive On Green	0.62	0.62	0.62				0.00	0.32	0.32			
Sat Flow, veh/h	0	3222	143				0	506	1153			
Grp Volume(v), veh/h	173	818	807				0	0	456			
Grp Sat Flow(s),veh/h/ln	0	1695	1670				0	0	1659			
Q Serve(g_s), s	0.0	46.7	46.7				0.0	0.0	33.4			
Cycle Q Clear(g_c), s	80.0	46.7	46.7				0.0	0.0	33.4			
Prop In Lane	1.00		0.09				0.00		0.70			
Lane Grp Cap(c), veh/h	55	1043	1028				0	0	536			
V/C Ratio(X)	3.12	0.78	0.79				0.00	0.00	0.85			
Avail Cap(c_a), veh/h	55	1043	1028				0	0	536			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00			
Uniform Delay (d), s/veh	65.0	18.6	18.6				0.0	0.0	41.1			
Incr Delay (d2), s/veh	1001.2	5.9	6.0				0.0	0.0	15.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	17.3	20.6	20.3				0.0	0.0	16.4			
Lane Grp Delay (d), s/veh	1066.2	24.5	24.6				0.0	0.0	56.6			
Lane Grp LOS	F	C	C						E			
Approach Vol, veh/h		1798						456				
Approach Delay, s/veh		124.8						56.6				
Approach LOS		F						E				

Timer	
Assigned Phs	6	4
Phs Duration (G+Y+Rc), s	84.0	46.0
Change Period (Y+Rc), s	4.0	4.0
Max Green Setting (Gmax), s	80.0	42.0
Max Q Clear Time (g_c+I1), s	82.0	35.4
Green Ext Time (p_c), s	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	111.0
HCM 2010 LOS	F

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1574	129	0	0	0	0	0	0	1424	627	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7	6.7							6.0	6.0	
Lane Util. Factor		0.91	1.00							0.86	0.86	
Frt		1.00	0.85							1.00	1.00	
Flt Protected		1.00	1.00							0.95	0.98	
Satd. Flow (prot)		4424	1425							2739	2827	
Flt Permitted		1.00	1.00							0.95	0.98	
Satd. Flow (perm)		4424	1425							2739	2827	
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)	0	1606	132	0	0	0	0	0	0	1453	640	0
RTOR Reduction (vph)	0	0	42	0	0	0	0	0	0	17	17	0
Lane Group Flow (vph)	0	1606	90	0	0	0	0	0	0	1015	1044	0
Parking (#/hr)		0										
Turn Type		NA	Perm							Perm	NA	
Protected Phases		6									8	
Permitted Phases			6							8		
Actuated Green, G (s)		58.0	58.0							59.3	59.3	
Effective Green, g (s)		58.0	58.0							59.3	59.3	
Actuated g/C Ratio		0.45	0.45							0.46	0.46	
Clearance Time (s)		6.7	6.7							6.0	6.0	
Vehicle Extension (s)		2.0	2.0							2.0	2.0	
Lane Grp Cap (vph)		1973	635							1249	1289	
v/s Ratio Prot		c0.36										
v/s Ratio Perm			0.06							c0.37	0.37	
v/c Ratio		0.81	0.14							0.81	0.81	
Uniform Delay, d1		31.3	21.3							30.6	30.5	
Progression Factor		1.25	1.65							0.78	0.78	
Incremental Delay, d2		3.0	0.4							3.7	3.5	
Delay (s)		42.2	35.5							27.4	27.2	
Level of Service		D	D							C	C	
Approach Delay (s)		41.7			0.0			0.0			27.3	
Approach LOS		D			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	33.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.7
Intersection Capacity Utilization	77.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	88	1467	64	0	0	0	0	180	176	15	466	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	171.0	167.6	171.0				0.0	167.6	167.6	167.6	167.6	0.0
Lanes	0	3	0				0	1	1	1	1	0
Cap, veh/h	131	2324	0				0	688	585	371	688	0
Arrive On Green	0.49	0.49	0.00				0.00	0.41	0.41	0.82	0.82	0.00
Sat Flow, veh/h	267	4749	0				0	1676	1425	886	1676	0
Grp Volume(v), veh/h	610	1118	0				0	200	196	17	518	0
Grp Sat Flow(s),veh/h/ln	1663	1676	0				0	1676	1425	886	1676	0
Q Serve(g_s), s	27.2	23.5	0.0				0.0	7.3	8.7	0.6	13.3	0.0
Cycle Q Clear(g_c), s	27.2	23.5	0.0				0.0	7.3	8.7	8.0	13.3	0.0
Prop In Lane	0.16		0.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	814	1641	0				0	688	585	371	688	0
V/C Ratio(X)	0.75	0.68	0.00				0.00	0.29	0.33	0.05	0.75	0.00
Avail Cap(c_a), veh/h	1500	3023	0				0	688	585	371	688	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.9	18.0	0.0				0.0	18.2	18.5	6.9	6.0	0.0
Incr Delay (d2), s/veh	1.0	0.4	0.0				0.0	1.1	1.5	0.0	4.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	10.9	9.4	0.0				0.0	3.2	3.2	0.1	3.1	0.0
Lane Grp Delay (d), s/veh	20.0	18.4	0.0				0.0	19.2	20.1	6.9	10.5	0.0
Lane Grp LOS	B	B						B	C	A	B	
Approach Vol, veh/h		1728						396			535	
Approach Delay, s/veh		18.9						19.6			10.4	
Approach LOS		B						B			B	

Timer												
Assigned Phs		6						4			8	
Phs Duration (G+Y+Rc), s		49.5						42.5			42.5	
Change Period (Y+Rc), s		4.5						4.7			4.7	
Max Green Setting (Gmax), s		83.0						37.8			37.8	
Max Q Clear Time (g_c+I1), s		29.2						10.7			15.3	
Green Ext Time (p_c), s		15.8						5.1			4.9	

Intersection Summary												
HCM 2010 Ctrl Delay			17.3									
HCM 2010 LOS			B									

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	316	1130	375	0	0	0	0	869	82	146	351	0
Number	1	6	16				7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln	171.0	167.6	171.0				0.0	167.6	171.0	171.0	167.6	0.0
Lanes	0	3	0				0	2	0	0	2	0
Cap, veh/h	374	1429	485				0	1228	116	149	1263	0
Arrive On Green	0.16	0.16	0.16				0.00	0.41	0.41	0.13	0.13	0.00
Sat Flow, veh/h	787	3005	1019				0	3016	286	201	1526	0
Grp Volume(v), veh/h	679	631	568				0	498	483	257	256	0
Grp Sat Flow(s),veh/h/ln	1637	1676	1497				0	1676	1626	1628	1676	0
Q Serve(g_s), s	43.5	38.9	39.3				0.0	26.9	26.9	0.1	15.0	0.0
Cycle Q Clear(g_c), s	43.5	38.9	39.3				0.0	26.9	26.9	43.7	15.0	0.0
Prop In Lane	0.48		0.68				0.00		0.18	1.00		0.00
Lane Grp Cap(c), veh/h	779	797	712				0	682	662	67	682	0
V/C Ratio(X)	0.87	0.79	0.80				0.00	0.73	0.73	3.83	0.38	0.00
Avail Cap(c_a), veh/h	1124	1151	1027				0	682	662	67	682	0
HCM Platoon Ratio	0.33	0.33	0.33				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	0.68	0.68	0.68				0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	42.1	40.1	40.3				0.0	26.9	26.9	68.3	34.0	0.0
Incr Delay (d2), s/veh	9.2	5.5	6.4				0.0	6.8	7.0	1301.0	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	21.4	19.1	17.3				0.0	12.5	12.1	24.2	7.1	0.0
Lane Grp Delay (d), s/veh	51.2	45.6	46.7				0.0	33.6	33.8	1369.3	35.4	0.0
Lane Grp LOS	D	D	D					C	C	F	D	
Approach Vol, veh/h		1878						981			513	
Approach Delay, s/veh		48.0						33.7			702.3	
Approach LOS		D						C			F	

Timer												
Assigned Phs		6						4		3	8	
Phs Duration (G+Y+Rc), s		57.4						50.0		0.0	50.0	
Change Period (Y+Rc), s		6.3						6.3		3.0	6.3	
Max Green Setting (Gmax), s		73.7						29.7		11.0	43.7	
Max Q Clear Time (g_c+I1), s		45.5						28.9		0.0	45.7	
Green Ext Time (p_c), s		5.6						0.5		0.0	0.0	

Intersection Summary		
HCM 2010 Ctrl Delay		143.4
HCM 2010 LOS		F

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1044	340	0	0	0	0	0	0	138	712	0
Number	1	6	16							3	8	18
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
Adj Sat Flow veh/h/ln	0.0	166.0	171.0							171.0	166.0	0.0
Lanes	0	3	0							0	2	0
Cap, veh/h	0	2088	681							55	528	0
Arrive On Green	0.00	0.19	0.19							0.12	0.12	0.00
Sat Flow, veh/h	0	3600	1173							0	1511	0
Grp Volume(v), veh/h	0	1036	453							148	766	0
Grp Sat Flow(s),veh/h/ln	0	1660	1453							0	1511	0
Q Serve(g_s), s	0.0	36.6	36.6							0.0	45.4	0.0
Cycle Q Clear(g_c), s	0.0	36.6	36.6							45.4	45.4	0.0
Prop In Lane	0.00		0.81							1.00		0.00
Lane Grp Cap(c), veh/h	0	1926	843							55	528	0
V/C Ratio(X)	0.00	0.54	0.54							2.67	1.45	0.00
Avail Cap(c_a), veh/h	0	1926	843							55	528	0
HCM Platoon Ratio	1.00	0.33	0.33							0.33	0.33	1.00
Upstream Filter(I)	0.00	0.44	0.44							0.60	0.60	0.00
Uniform Delay (d), s/veh	0.0	36.9	36.9							80.2	57.5	0.0
Incr Delay (d2), s/veh	0.0	0.5	1.1							782.5	209.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.0	16.7	14.8							14.0	49.4	0.0
Lane Grp Delay (d), s/veh	0.0	37.3	37.9							862.7	267.2	0.0
Lane Grp LOS		D	D							F	F	
Approach Vol, veh/h		1489									914	
Approach Delay, s/veh		37.5									363.6	
Approach LOS		D									F	

Timer	
Assigned Phs	6	8
Phs Duration (G+Y+Rc), s	80.0	50.0
Change Period (Y+Rc), s	4.6	4.6
Max Green Setting (Gmax), s	75.4	45.4
Max Q Clear Time (g_c+I1), s	38.6	47.4
Green Ext Time (p_c), s	14.7	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	161.6
HCM 2010 LOS	F

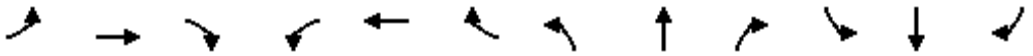
Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	286	951	0	0	0	0	0	686	51	0	0	0
Number	1	6	16				7	4	14			
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			
Adj Sat Flow veh/h/ln	171.0	166.0	0.0				0.0	166.0	171.0			
Lanes	0	3	0				0	3	0			
Cap, veh/h	60	2190	0				0	910	68			
Arrive On Green	0.24	0.24	0.00				0.00	0.20	0.20			
Sat Flow, veh/h	0	3022	0				0	4579	341			
Grp Volume(v), veh/h	295	980	0				0	511	249			
Grp Sat Flow(s),veh/h/ln	0	1511	0				0	1660	1600			
Q Serve(g_s), s	0.0	33.3	0.0				0.0	17.6	17.8			
Cycle Q Clear(g_c), s	87.4	33.3	0.0				0.0	17.6	17.8			
Prop In Lane	1.00		0.00				0.00		0.21			
Lane Grp Cap(c), veh/h	60	2190	0				0	660	318			
V/C Ratio(X)	4.94	0.45	0.00				0.00	0.77	0.78			
Avail Cap(c_a), veh/h	60	2190	0				0	920	443			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.80	0.80	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	89.6	25.3	0.0				0.0	45.7	45.8			
Incr Delay (d2), s/veh	1802.9	0.5	0.0				0.0	2.8	5.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln	31.9	14.1	0.0				0.0	7.8	7.8			
Lane Grp Delay (d), s/veh	1892.5	25.8	0.0				0.0	48.5	51.7			
Lane Grp LOS	F	C						D	D			
Approach Vol, veh/h		1275						760				
Approach Delay, s/veh		457.7						49.6				
Approach LOS		F						D				

Timer	
Assigned Phs	6	4
Phs Duration (G+Y+Rc), s	92.0	28.6
Change Period (Y+Rc), s	4.6	4.6
Max Green Setting (Gmax), s	87.4	33.4
Max Q Clear Time (g_c+I1), s	89.4	19.8
Green Ext Time (p_c), s	0.0	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	305.3
HCM 2010 LOS	F

Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	261	448	197	278	0	518	0	921	191	313	1065	0
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		6.2	6.2	4.0	6.2	
Lane Util. Factor	0.97	0.95		1.00		1.00		0.95	1.00	0.97	0.95	
Frt	1.00	0.95		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3060	3010		1577		1411		3154	1411	3060	3154	
Flt Permitted	0.95	1.00		0.20		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3060	3010		324		1411		3154	1411	3060	3154	
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)	278	477	210	296	0	551	0	980	203	333	1133	0
RTOR Reduction (vph)	0	33	0	0	0	204	0	0	104	0	0	0
Lane Group Flow (vph)	278	654	0	296	0	347	0	980	99	333	1133	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Split	NA		D.Pm		custom		NA	Perm	Prot	NA	
Protected Phases	8	8						6		5	2	
Permitted Phases				8		4			6			
Actuated Green, G (s)	41.3	41.3		41.3		33.3		40.8	40.8	11.0	55.8	
Effective Green, g (s)	41.3	41.3		41.3		33.3		40.8	40.8	11.0	55.8	
Actuated g/C Ratio	0.28	0.28		0.28		0.22		0.27	0.27	0.07	0.37	
Clearance Time (s)	6.7	6.7		6.7		6.7		6.2	6.2	4.0	6.2	
Vehicle Extension (s)	3.0	3.0		3.0		3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	842	828		89		313		857	383	224	1173	
v/s Ratio Prot	0.09	0.22						c0.31		c0.11	0.36	
v/s Ratio Perm				c0.91		c0.25			0.07			
v/c Ratio	0.33	0.79		3.33		1.11		1.14	0.26	1.49	0.97	
Uniform Delay, d1	43.3	50.3		54.4		58.4		54.6	42.8	69.5	46.2	
Progression Factor	1.00	1.00		1.00		1.00		1.00	1.00	1.15	0.51	
Incremental Delay, d2	0.2	5.0		1074.8		83.5		78.4	1.6	232.0	13.2	
Delay (s)	43.6	55.4		1129.1		141.8		133.0	44.4	312.2	36.8	
Level of Service	D	E		F		F		F	D	F	D	
Approach Delay (s)		52.0			486.9			117.8			99.4	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	167.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.87		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	23.6
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

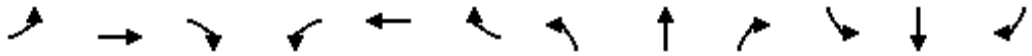
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	67	231	100	518	1195	11	23	1277	366
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		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
Adj Sat Flow veh/h/ln				171.0	166.0	171.0	166.0	166.0	171.0	166.0	166.0	166.0
Lanes				0	2	0	2	3	0	1	2	1
Cap, veh/h				84	299	135	608	3424	32	281	1709	726
Arrive On Green				0.16	0.16	0.16	0.40	1.00	1.00	0.02	0.51	0.51
Sat Flow, veh/h				511	1819	820	3067	4926	47	1581	3320	1411
Grp Volume(v), veh/h				227	0	196	551	857	426	24	1359	389
Grp Sat Flow(s),veh/h/ln				1635	0	1516	1534	1660	1652	1581	1660	1411
Q Serve(g_s), s				17.5	0.0	16.1	22.0	0.0	0.0	0.9	43.6	24.0
Cycle Q Clear(g_c), s				17.5	0.0	16.1	22.0	0.0	0.0	0.9	43.6	24.0
Prop In Lane				0.31		0.54	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h				269	0	249	608	2308	1148	281	1709	726
V/C Ratio(X)				0.84	0.00	0.79	0.91	0.37	0.37	0.09	0.80	0.54
Avail Cap(c_a), veh/h				379	0	352	875	2308	1148	459	1709	726
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.10	0.10	0.10	1.00	1.00	1.00
Uniform Delay (d), s/veh				52.6	0.0	52.0	38.0	0.0	0.0	14.4	25.9	21.1
Incr Delay (d2), s/veh				11.5	0.0	7.5	1.2	0.0	0.1	0.1	3.9	2.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				8.3	0.0	6.9	7.8	0.0	0.0	0.4	18.7	8.9
Lane Grp Delay (d), s/veh				64.1	0.0	59.6	39.2	0.0	0.1	14.5	29.8	23.9
Lane Grp LOS				E		E	D	A	A	B	C	C
Approach Vol, veh/h					423			1834			1772	
Approach Delay, s/veh					62.0			11.8			28.3	
Approach LOS					E			B			C	

Timer												
Assigned Phs					4		1	6		5	2	
Phs Duration (G+Y+Rc), s					28.0		28.7	96.4		5.3	73.0	
Change Period (Y+Rc), s					6.7		3.0	6.2		3.0	6.2	
Max Green Setting (Gmax), s					30.1		37.0	87.0		17.0	66.8	
Max Q Clear Time (g_c+I1), s					19.5		24.0	2.0		2.9	45.6	
Green Ext Time (p_c), s					1.9		1.7	54.5		0.0	18.6	

Intersection Summary		
HCM 2010 Ctrl Delay		24.3
HCM 2010 LOS		C

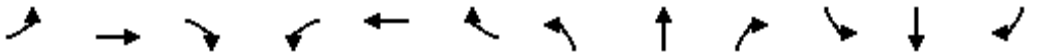
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1011	113	422	509	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.2		4.2	4.2				
Lane Util. Factor					0.91		0.91	0.91				
Frt					0.98		1.00	1.00				
Flt Protected					1.00		0.95	0.99				
Satd. Flow (prot)					4464		1435	2993				
Flt Permitted					1.00		0.95	0.99				
Satd. Flow (perm)					4464		1435	2993				
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	0	0	0	1064	119	444	536	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	208	8	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1183	0	112	652	0	0	0	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type					NA		Perm	NA				
Protected Phases					2			4				
Permitted Phases							4					
Actuated Green, G (s)					230.8		15.8	15.8				
Effective Green, g (s)					230.8		15.8	15.8				
Actuated g/C Ratio					0.91		0.06	0.06				
Clearance Time (s)					4.2		4.2	4.2				
Vehicle Extension (s)					3.0		3.0	3.0				
Lane Grp Cap (vph)					4040		88	185				
v/s Ratio Prot					c0.27							
v/s Ratio Perm							0.08	0.22				
v/c Ratio					0.29		1.27	3.53				
Uniform Delay, d1					1.6		119.6	119.6				
Progression Factor					1.00		1.00	1.00				
Incremental Delay, d2					0.2		184.7	1150.6				
Delay (s)					1.7		304.3	1270.2				
Level of Service					A		F	F				
Approach Delay (s)		0.0			1.7			954.8			0.0	
Approach LOS		A			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	433.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	255.0	Sum of lost time (s)	8.4
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	203	1178	0	0	0	0	0	646	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.8						4.6	4.6
Lane Util. Factor					0.91						0.91	0.91
Frt					1.00						0.99	0.85
Flt Protected					0.99						1.00	1.00
Satd. Flow (prot)					4499						3002	1284
Flt Permitted					0.99						1.00	1.00
Satd. Flow (perm)					4499						3002	1284
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)	0	0	0	211	1227	0	0	0	0	0	673	298
RTOR Reduction (vph)	0	0	0	0	12	0	0	0	0	0	3	16
Lane Group Flow (vph)	0	0	0	0	1426	0	0	0	0	0	700	252
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type				Perm	NA						NA	Perm
Protected Phases					2						8	
Permitted Phases				2								8
Actuated Green, G (s)					78.3						41.3	41.3
Effective Green, g (s)					78.3						41.3	41.3
Actuated g/C Ratio					0.60						0.32	0.32
Clearance Time (s)					5.8						4.6	4.6
Vehicle Extension (s)					3.0						3.0	3.0
Lane Grp Cap (vph)					2709						953	407
v/s Ratio Prot											c0.23	
v/s Ratio Perm					0.32							0.20
v/c Ratio					0.53						0.73	0.62
Uniform Delay, d1					15.1						39.5	37.7
Progression Factor					1.00						1.00	1.00
Incremental Delay, d2					0.7						3.0	2.8
Delay (s)					15.8						42.4	40.5
Level of Service					B						D	D
Approach Delay (s)		0.0			15.8			0.0			41.9	
Approach LOS		A			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	10.4
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	86	1148	84	253	458	0	0	264	179
Number				5	2	12	7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln				171.0	166.0	171.0	166.0	166.0	0.0	0.0	166.0	171.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				145	2077	156	389	1466	0	0	540	354
Arrive On Green				0.16	0.16	0.16	0.04	0.15	0.00	0.00	0.29	0.29
Sat Flow, veh/h				300	4287	322	1581	3320	0	0	1874	1229
Grp Volume(v), veh/h				505	464	448	272	492	0	0	251	225
Grp Sat Flow(s),veh/h/ln				1645	1660	1603	1581	1660	0	0	1660	1443
Q Serve(g_s), s				37.3	33.6	33.6	14.8	17.3	0.0	0.0	16.4	17.1
Cycle Q Clear(g_c), s				37.3	33.6	33.6	14.8	17.3	0.0	0.0	16.4	17.1
Prop In Lane				0.18		0.20	1.00		0.00	0.00		0.85
Lane Grp Cap(c), veh/h				797	805	777	389	1466	0	0	478	416
V/C Ratio(X)				0.63	0.58	0.58	0.70	0.34	0.00	0.00	0.52	0.54
Avail Cap(c_a), veh/h				797	805	777	414	1466	0	0	478	416
HCM Platoon Ratio				0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.82	0.82	0.82	0.47	0.47	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				43.8	42.3	42.3	30.0	38.4	0.0	0.0	38.8	39.1
Incr Delay (d2), s/veh				3.1	2.5	2.6	2.3	0.3	0.0	0.0	4.1	5.0
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 Back of Q (50%), veh/ln				17.4	15.7	15.2	6.6	7.9	0.0	0.0	7.6	6.9
Lane Grp Delay (d), s/veh				46.9	44.7	44.8	32.3	38.7	0.0	0.0	42.9	44.1
Lane Grp LOS				D	D	D	C	D			D	D
Approach Vol, veh/h					1416			764			476	
Approach Delay, s/veh					45.5			36.4			43.4	
Approach LOS					D			D			D	

Timer												
Assigned Phs					2		7	4			8	
Phs Duration (G+Y+Rc), s					68.0		20.0	62.0			42.0	
Change Period (Y+Rc), s					5.0		3.0	4.6			4.6	
Max Green Setting (Gmax), s					63.0		19.0	57.4			35.4	
Max Q Clear Time (g_c+I1), s					39.3		16.8	19.3			19.1	
Green Ext Time (p_c), s					10.4		0.2	7.6			5.8	

Intersection Summary		
HCM 2010 Ctrl Delay		42.5
HCM 2010 LOS		D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	266	992	164	122	156	0	0	0	0
Number				5	2	12	7	4	14			
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			
Adj Sat Flow veh/h/ln				171.0	167.6	171.0	167.6	167.6	0.0			
Lanes				0	3	0	1	1	0			
Cap, veh/h				55	1725	286	55	435	0			
Arrive On Green				0.22	0.22	0.22	0.34	0.34	0.00			
Sat Flow, veh/h				0	2554	423	1597	1676	0			
Grp Volume(v), veh/h				309	689	655	142	181	0			
Grp Sat Flow(s),veh/h/ln				0	1526	1451	1597	1676	0			
Q Serve(g_s), s				0.0	53.6	53.6	0.0	10.7	0.0			
Cycle Q Clear(g_c), s				87.8	53.6	53.6	33.7	10.7	0.0			
Prop In Lane				1.00		0.29	1.00		0.00			
Lane Grp Cap(c), veh/h				55	1030	980	55	435	0			
V/C Ratio(X)				5.58	0.67	0.67	2.56	0.42	0.00			
Avail Cap(c_a), veh/h				55	1030	980	55	435	0			
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00			
Upstream Filter(I)				0.70	0.70	0.70	0.96	0.96	0.00			
Uniform Delay (d), s/veh				94.4	37.2	37.2	59.4	35.1	0.0			
Incr Delay (d2), s/veh				2087.9	2.4	2.5	751.6	2.8	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (50%), veh/ln				34.1	23.3	22.2	13.4	4.8	0.0			
Lane Grp Delay (d), s/veh				2182.3	39.6	39.8	811.0	37.9	0.0			
Lane Grp LOS				F	D	D	F	D				
Approach Vol, veh/h					1653			323				
Approach Delay, s/veh					440.2			377.8				
Approach LOS					F			F				

Timer	
Assigned Phs	2 4
Phs Duration (G+Y+Rc), s	92.0 38.0
Change Period (Y+Rc), s	4.2 4.3
Max Green Setting (Gmax), s	87.8 33.7
Max Q Clear Time (g_c+I1), s	89.8 35.7
Green Ext Time (p_c), s	0.0 0.0

Intersection Summary	
HCM 2010 Ctrl Delay	430.0
HCM 2010 LOS	F

Notes



Movement	WBL	WBT	SBT	SBR	SWL	SWR
Lane Configurations						
Volume (vph)	259	744	177	36	709	478
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	7.0		7.0	7.0
Lane Util. Factor	0.91	0.91	0.95		0.97	0.91
Frt	1.00	1.00	0.97		0.98	0.85
Flt Protected	0.95	1.00	1.00		0.96	1.00
Satd. Flow (prot)	1449	3046	3105		3055	1297
Flt Permitted	0.95	1.00	1.00		0.96	1.00
Satd. Flow (perm)	1449	3046	3105		3055	1297
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	288	827	197	40	788	531
RTOR Reduction (vph)	57	57	13	0	0	0
Lane Group Flow (vph)	202	799	224	0	910	409
Turn Type	Perm	NA	NA		NA	Perm
Protected Phases		2	9		8	
Permitted Phases	2					8
Actuated Green, G (s)	49.0	49.0	12.7		47.8	47.8
Effective Green, g (s)	49.0	49.0	12.7		47.8	47.8
Actuated g/C Ratio	0.38	0.38	0.10		0.37	0.37
Clearance Time (s)	6.5	6.5	7.0		7.0	7.0
Vehicle Extension (s)	1.0	1.0	3.0		3.0	3.0
Lane Grp Cap (vph)	546	1148	303		1123	476
v/s Ratio Prot			c0.07		0.30	
v/s Ratio Perm	0.14	0.26				c0.32
v/c Ratio	0.37	0.70	0.74		0.81	0.86
Uniform Delay, d1	29.3	34.2	57.0		37.0	38.0
Progression Factor	1.45	1.28	1.00		1.00	1.00
Incremental Delay, d2	1.7	3.0	9.4		4.5	14.3
Delay (s)	44.0	46.9	66.4		41.5	52.3
Level of Service	D	D	E		D	D
Approach Delay (s)		46.3	66.4		44.9	
Approach LOS		D	E		D	

Intersection Summary			
HCM 2000 Control Delay	47.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	64	1261	63	92	193	0	0	173	66
Number				5	2	12	7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	193.7	190.0
Lanes				0	3	0	0	1	0	0	1	0
Cap, veh/h				147	3059	157	133	255	0	0	402	154
Arrive On Green				0.61	0.61	0.60	0.10	0.10	0.00	0.00	0.30	0.30
Sat Flow, veh/h				241	5032	257	306	847	0	0	1336	511
Grp Volume(v), veh/h				537	492	480	310	0	0	0	0	260
Grp Sat Flow(s),veh/h/ln				1851	1863	1817	1153	0	0	0	0	1847
Q Serve(g_s), s				18.5	16.2	16.3	18.5	0.0	0.0	0.0	0.0	13.2
Cycle Q Clear(g_c), s				18.5	16.2	16.3	31.8	0.0	0.0	0.0	0.0	13.2
Prop In Lane				0.13		0.14	0.32		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				1125	1133	1105	388	0	0	0	0	556
V/C Ratio(X)				0.48	0.43	0.43	0.80	0.00	0.00	0.00	0.00	0.47
Avail Cap(c_a), veh/h				1125	1133	1105	448	0	0	0	0	629
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.57	0.57	0.57	0.96	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				12.5	12.1	12.1	53.1	0.0	0.0	0.0	0.0	32.8
Incr Delay (d2), s/veh				0.8	0.7	0.7	7.8	0.0	0.0	0.0	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
%ile Back of Q (50%), veh/ln				8.3	7.3	7.3	10.5	0.0	0.0	0.0	0.0	6.3
Lane Grp Delay (d), s/veh				13.3	12.7	12.8	60.9	0.0	0.0	0.0	0.0	33.3
Lane Grp LOS				B	B	B	E					C
Approach Vol, veh/h					1509			310			260	
Approach Delay, s/veh					13.0			60.9			33.3	
Approach LOS					B			E			C	
Timer												
Assigned Phs					2			4			8	
Phs Duration (G+Y+Rc), s					75.0			40.5			40.5	
Change Period (Y+Rc), s					5.8			5.7			5.7	
Max Green Setting (Gmax), s					69.2			39.3			39.3	
Max Q Clear Time (g_c+I1), s					20.5			33.8			15.2	
Green Ext Time (p_c), s					6.0			1.0			1.8	
Intersection Summary												
HCM 2010 Ctrl Delay			22.7									
HCM 2010 LOS			C									
Notes												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	120	1389	95	173	497	0	0	534	108
Number				5	2	12	7	4	14	3	8	18
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	0.99
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	178.8	190.0
Lanes				0	3	0	0	2	0	0	2	0
Cap, veh/h				163	2010	141	314	1254	0	0	1440	290
Arrive On Green				0.42	0.42	0.41	0.98	1.00	0.00	0.00	0.50	0.49
Sat Flow, veh/h				387	4786	336	517	1793	0	0	2880	580
Grp Volume(v), veh/h				614	564	547	360	360	0	0	356	334
Grp Sat Flow(s),veh/h/ln				1843	1863	1803	1163	1863	0	0	1788	1672
Q Serve(g_s), s				34.7	30.2	30.3	0.1	0.0	0.0	0.0	14.9	15.1
Cycle Q Clear(g_c), s				34.7	30.2	30.3	60.0	0.0	0.0	0.0	14.9	15.1
Prop In Lane				0.21		0.19	0.86		0.00	0.00		0.35
Lane Grp Cap(c), veh/h				774	782	757	61	931	0	0	894	836
V/C Ratio(X)				0.79	0.72	0.72	5.91	0.39	0.00	0.00	0.40	0.40
Avail Cap(c_a), veh/h				774	782	757	61	931	0	0	894	836
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.95	0.95	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.3	29.0	29.1	29.6	0.0	0.0	0.0	18.7	18.9
Incr Delay (d2), s/veh				8.2	5.7	5.9	2242.8	1.1	0.0	0.0	1.3	1.4
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 Back of Q (50%), veh/ln				17.8	15.3	14.9	39.9	0.3	0.0	0.0	6.9	6.5
Lane Grp Delay (d), s/veh				38.4	34.7	35.0	2272.4	1.1	0.0	0.0	20.0	20.3
Lane Grp LOS				D	C	C	F	A			C	C
Approach Vol, veh/h					1725			720			690	
Approach Delay, s/veh					36.1			1136.8			20.2	
Approach LOS					D			F			C	

Timer												
Assigned Phs					2		7	4			8	
Phs Duration (G+Y+Rc), s					55.0		0.0	65.0			65.0	
Change Period (Y+Rc), s					5.6		5.0	6.0			6.0	
Max Green Setting (Gmax), s					49.4		13.0	59.0			41.0	
Max Q Clear Time (g_c+I1), s					36.7		0.0	62.0			17.1	
Green Ext Time (p_c), s					6.6		0.0	0.0			8.3	

Intersection Summary		
HCM 2010 Ctrl Delay	285.4	
HCM 2010 LOS	F	

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	66	1459	0	0	0	0	0	40	24
Number				5	2	12				3	8	18
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
Adj Sat Flow veh/h/ln				190.0	186.3	0.0				0.0	193.7	190.0
Lanes				0	3	0				0	1	0
Cap, veh/h				60	2543	0				0	209	124
Arrive On Green				0.25	0.25	0.00				0.00	0.18	0.18
Sat Flow, veh/h				0	3390	0				0	1142	676
Grp Volume(v), veh/h				80	1779	0				0	0	78
Grp Sat Flow(s),veh/h/ln				0	1695	0				0	0	1818
Q Serve(g_s), s				0.0	57.3	0.0				0.0	0.0	4.4
Cycle Q Clear(g_c), s				90.0	57.3	0.0				0.0	0.0	4.4
Prop In Lane				1.00		0.00				0.00		0.37
Lane Grp Cap(c), veh/h				60	2543	0				0	0	333
V/C Ratio(X)				1.33	0.70	0.00				0.00	0.00	0.23
Avail Cap(c_a), veh/h				60	2543	0				0	0	333
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.37	0.37	0.00				0.00	0.00	1.00
Uniform Delay (d), s/veh				90.2	32.8	0.0				0.0	0.0	41.8
Incr Delay (d2), s/veh				185.4	0.6	0.0				0.0	0.0	1.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				5.0	26.4	0.0				0.0	0.0	2.2
Lane Grp Delay (d), s/veh				275.6	33.4	0.0				0.0	0.0	43.5
Lane Grp LOS				F	C							D
Approach Vol, veh/h					1859						78	
Approach Delay, s/veh					43.9						43.5	
Approach LOS					D						D	

Timer	
Assigned Phs	2	8
Phs Duration (G+Y+Rc), s	94.0	26.0
Change Period (Y+Rc), s	5.0	4.0
Max Green Setting (Gmax), s	89.0	22.0
Max Q Clear Time (g_c+I1), s	92.0	6.4
Green Ext Time (p_c), s	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	43.9
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	161	1237	97	109	589	0	0	869	157
Number				5	2	12	7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				198	1627	131	298	2179	0	0	1541	278
Arrive On Green				0.12	0.12	0.11	0.10	1.00	0.00	0.00	0.50	0.50
Sat Flow, veh/h				556	4572	368	1774	3725	0	0	3072	555
Grp Volume(v), veh/h				565	522	504	116	627	0	0	560	531
Grp Sat Flow(s),veh/h/ln				1835	1863	1798	1774	1863	0	0	1863	1765
Q Serve(g_s), s				36.3	32.7	32.7	3.6	0.0	0.0	0.0	25.7	25.7
Cycle Q Clear(g_c), s				36.3	32.7	32.7	3.6	0.0	0.0	0.0	25.7	25.7
Prop In Lane				0.30		0.20	1.00		0.00	0.00		0.31
Lane Grp Cap(c), veh/h				653	663	640	298	2179	0	0	934	885
V/C Ratio(X)				0.86	0.79	0.79	0.39	0.29	0.00	0.00	0.60	0.60
Avail Cap(c_a), veh/h				653	663	640	298	2179	0	0	934	885
HCM Platoon Ratio				0.33	0.33	0.33	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.85	0.85	0.85	0.37	0.37	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				50.1	48.5	48.6	14.9	0.0	0.0	0.0	21.3	21.3
Incr Delay (d2), s/veh				12.5	7.9	8.2	0.1	0.1	0.0	0.0	2.8	3.0
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 Back of Q (50%), veh/ln				20.5	18.1	17.6	1.4	0.0	0.0	0.0	12.4	11.8
Lane Grp Delay (d), s/veh				62.6	56.5	56.8	15.0	0.1	0.0	0.0	24.1	24.3
Lane Grp LOS				E	E	E	B	A			C	C
Approach Vol, veh/h					1590			743			1091	
Approach Delay, s/veh					58.7			2.4			24.2	
Approach LOS					E			A			C	

Timer												
Assigned Phs					2		7	4			8	
Phs Duration (G+Y+Rc), s					46.0		9.0	74.0			65.0	
Change Period (Y+Rc), s					4.3		4.2	4.8			4.8	
Max Green Setting (Gmax), s					41.7		4.8	69.2			60.2	
Max Q Clear Time (g_c+I1), s					38.3		5.6	2.0			27.7	
Green Ext Time (p_c), s					0.9		0.0	1.9			1.9	

Intersection Summary		
HCM 2010 Ctrl Delay	35.5	
HCM 2010 LOS	D	

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	78	1222	34	64	59	0	0	92	43
Number				5	2	12	7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	0	1	0	0	1	0
Cap, veh/h				221	3681	107	136	108	0	0	214	99
Arrive On Green				0.24	0.24	0.24	0.06	0.06	0.00	0.00	0.18	0.17
Sat Flow, veh/h				305	5094	148	450	608	0	0	1204	560
Grp Volume(v), veh/h				508	467	460	132	0	0	0	0	145
Grp Sat Flow(s),veh/h/ln				1847	1863	1837	1058	0	0	0	0	1764
Q Serve(g_s), s				22.4	20.2	20.2	6.3	0.0	0.0	0.0	0.0	7.2
Cycle Q Clear(g_c), s				22.4	20.2	20.2	13.5	0.0	0.0	0.0	0.0	7.2
Prop In Lane				0.17		0.08	0.52		0.00	0.00		0.32
Lane Grp Cap(c), veh/h				1335	1346	1327	244	0	0	0	0	313
V/C Ratio(X)				0.38	0.35	0.35	0.54	0.00	0.00	0.00	0.00	0.46
Avail Cap(c_a), veh/h				1335	1346	1327	591	0	0	0	0	728
HCM Platoon Ratio				0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.33	0.33	0.33	0.98	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				18.8	18.0	18.0	45.0	0.0	0.0	0.0	0.0	35.9
Incr Delay (d2), s/veh				0.3	0.2	0.2	1.3	0.0	0.0	0.0	0.0	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
%ile Back of Q (50%), veh/ln				11.2	10.2	10.1	3.5	0.0	0.0	0.0	0.0	3.3
Lane Grp Delay (d), s/veh				19.1	18.2	18.2	46.3	0.0	0.0	0.0	0.0	36.7
Lane Grp LOS				B	B	B	D					D
Approach Vol, veh/h					1435			132			145	
Approach Delay, s/veh					18.5			46.3			36.7	
Approach LOS					B			D			D	

Timer												
Assigned Phs					2			4			8	
Phs Duration (G+Y+Rc), s					75.0			22.1			22.1	
Change Period (Y+Rc), s					5.8			5.9			5.9	
Max Green Setting (Gmax), s					69.2			39.1			39.1	
Max Q Clear Time (g_c+I1), s					24.4			15.5			9.2	
Green Ext Time (p_c), s					5.5			0.8			0.8	

Intersection Summary		
HCM 2010 Ctrl Delay	22.2	
HCM 2010 LOS	C	

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	215	1095	152	95	724	0	0	781	75
Number				5	2	12	7	4	14	3	8	18
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
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				289	1575	224	341	1852	0	0	1199	115
Arrive On Green				0.38	0.38	0.37	0.14	0.66	0.00	0.00	0.36	0.35
Sat Flow, veh/h				753	4110	584	1774	3725	0	0	3348	321
Grp Volume(v), veh/h				543	504	476	99	754	0	0	453	439
Grp Sat Flow(s),veh/h/ln				1825	1863	1760	1774	1863	0	0	1863	1806
Q Serve(g_s), s				24.4	21.4	21.5	2.9	8.8	0.0	0.0	19.3	19.3
Cycle Q Clear(g_c), s				24.4	21.4	21.5	2.9	8.8	0.0	0.0	19.3	19.3
Prop In Lane				0.41		0.33	1.00		0.00	0.00		0.18
Lane Grp Cap(c), veh/h				699	714	674	341	1852	0	0	667	647
V/C Ratio(X)				0.78	0.71	0.71	0.29	0.41	0.00	0.00	0.68	0.68
Avail Cap(c_a), veh/h				1215	1241	1172	341	1852	0	0	667	647
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.35	0.35	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				25.3	24.4	24.6	16.4	9.5	0.0	0.0	25.5	25.5
Incr Delay (d2), s/veh				8.2	5.8	6.1	0.7	0.0	0.0	0.0	5.5	5.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				12.5	10.8	10.4	1.3	3.3	0.0	0.0	9.9	9.7
Lane Grp Delay (d), s/veh				33.6	30.2	30.7	17.1	9.5	0.0	0.0	31.0	31.2
Lane Grp LOS				C	C	C	B	A			C	C
Approach Vol, veh/h					1523			853			892	
Approach Delay, s/veh					31.6			10.4			31.1	
Approach LOS					C			B			C	

Timer												
Assigned Phs					2		7	4			8	
Phs Duration (G+Y+Rc), s					41.5		13.0	52.0			39.0	
Change Period (Y+Rc), s					6.7		3.0	6.5			6.5	
Max Green Setting (Gmax), s					61.3		10.0	42.5			32.5	
Max Q Clear Time (g_c+I1), s					26.4		4.9	10.8			21.3	
Green Ext Time (p_c), s					8.4		0.1	9.4			5.9	

Intersection Summary		
HCM 2010 Ctrl Delay		25.9
HCM 2010 LOS		C

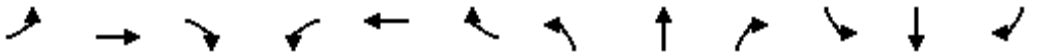
Notes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	0	0	0	591	600	0	126	221	0	0	319	302
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	10	12	11	10	12	12	13	12
Total Lost time (s)				6.7	6.7		6.5	6.5			4.0	
Lane Util. Factor				0.91	0.91		1.00	0.95			0.95	
Frt				1.00	1.00		1.00	1.00			0.93	
Flt Protected				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (prot)				1610	3118		1711	3303			3391	
Flt Permitted				0.95	0.99		0.27	1.00			1.00	
Satd. Flow (perm)				1610	3118		492	3303			3391	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	679	690	0	145	254	0	0	367	347
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	92	0
Lane Group Flow (vph)	0	0	0	387	982	0	145	254	0	0	622	0
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					2			4			8	
Permitted Phases				2			4					
Actuated Green, G (s)				57.3	57.3		49.5	49.5			52.0	
Effective Green, g (s)				57.3	57.3		49.5	49.5			52.0	
Actuated g/C Ratio				0.48	0.48		0.41	0.41			0.43	
Clearance Time (s)				6.7	6.7		6.5	6.5			4.0	
Vehicle Extension (s)				2.5	2.5		2.0	2.0			2.5	
Lane Grp Cap (vph)				768	1488		202	1362			1469	
v/s Ratio Prot								0.08			0.18	
v/s Ratio Perm				0.24	0.31		c0.29					
v/c Ratio				0.50	0.66		0.72	0.19			0.42	
Uniform Delay, d1				21.6	23.9		29.4	22.4			23.6	
Progression Factor				0.31	0.39		1.00	1.00			1.00	
Incremental Delay, d2				1.9	1.9		19.6	0.3			0.9	
Delay (s)				8.7	11.3		49.1	22.7			24.5	
Level of Service				A	B		D	C			C	
Approach Delay (s)		0.0			10.5			32.3			24.5	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.2
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	113	0	21	213	346	268	0	1272	0	0	1218	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	12	9	11	11	11	12	10	12	12	10	12
Total Lost time (s)	3.9		3.9	3.9	3.9	3.9		3.6			4.0	
Lane Util. Factor	1.00		1.00	0.97	1.00	1.00		0.91			0.86	
Frt	1.00		0.85	1.00	1.00	0.85		1.00			1.00	
Flt Protected	0.95		1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)	1593		1425	3319	1801	1531		4746			5964	
Flt Permitted	0.14		1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)	230		1425	3319	1801	1531		4746			5964	
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)	120	0	22	227	368	285	0	1353	0	0	1296	24
RTOR Reduction (vph)	0	0	20	0	0	151	0	0	0	0	2	0
Lane Group Flow (vph)	120	0	2	227	368	134	0	1353	0	0	1318	0
Turn Type	D.Pm		custom	Split	NA	Perm		NA			NA	
Protected Phases			8	4	4			6			2	
Permitted Phases	4					4						
Actuated Green, G (s)	28.1		12.1	28.1	28.1	28.1		75.4			75.0	
Effective Green, g (s)	29.1		13.1	29.1	29.1	29.1		76.4			76.0	
Actuated g/C Ratio	0.22		0.10	0.22	0.22	0.22		0.59			0.58	
Clearance Time (s)	4.9		4.9	4.9	4.9	4.9		4.6			5.0	
Vehicle Extension (s)	2.5		2.5	2.5	2.5	2.5		2.5			2.5	
Lane Grp Cap (vph)	51		143	742	403	342		2789			3486	
v/s Ratio Prot			c0.00	0.07	0.20			c0.29			0.22	
v/s Ratio Perm	c0.52					0.09						
v/c Ratio	2.35		0.02	0.31	0.91	0.39		0.49			0.38	
Uniform Delay, d1	50.5		52.6	42.0	49.2	42.9		15.5			14.4	
Progression Factor	1.00		1.00	1.00	1.00	1.00		0.06			1.00	
Incremental Delay, d2	665.0		0.2	1.1	27.5	3.4		0.3			0.3	
Delay (s)	715.5		52.8	43.1	76.8	46.3		1.2			14.7	
Level of Service	F		D	D	E	D		A			B	
Approach Delay (s)		612.8			58.2			1.2			14.7	
Approach LOS		F			E			A			B	

Intersection Summary			
HCM 2000 Control Delay	43.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.8
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	SR 90/SW 8 St.	**Study Period**	**Standard K**
Date Prepared	11/13/2014 8:20:08 AM	**From**	SR 9/SW 27 Ave.	**Modal Analysis**	Multimodal
Agency		**To**	US 1	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Eastbound	**Version Date**	12/12/2012
Arterial Class	2				
File Name	G:\PROJECTS\57675_Jacobs-FDOT SR7-SW8th St to Tamiami\05 Project Wking Files\Calcs\Operational Analyses\ARTPLAN\Base Year\EB SR 90 Base Year.xap				
User Notes	Base Year (2013) Conditions				

Arterial Data

K	0.09	**PHF**	0.95	**Control Type**	CoordinatedActuated
D	0.999	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 24 Ave.	100	0.42	3	3	3	3	No	None	N/A	N/A	N/A	No
SW 22 Ave.	100	0.77	3	3	9	4	No	None	N/A	N/A	N/A	No
SW 19 Ave.	100	0.64	3	3	5	1	No	None	N/A	N/A	N/A	No
SW 17 Ave.	100	0.47	3	3	7	6	No	None	N/A	N/A	N/A	No
SR 933/SW 12 Ave.	100	0.42	3	3	9	5	No	None	N/A	N/A	N/A	No
SR 7/SW 8 Ave.	100	0.54	3	3	8	3	No	None	N/A	N/A	N/A	No
SW 5 Ave.	120	0.58	3	3	7	1	No	None	N/A	N/A	N/A	No
SW 4 Ave.	120	0.37	3	3	0	4	No	None	N/A	N/A	N/A	No
SW 3 Ave.	120	0.76	3	3	1	8	No	None	N/A	N/A	N/A	No
SW 2 Ave.	120	0.53	3	3	17	11	No	None	N/A	N/A	N/A	No
SW 1 Ave.	120	0.7	3	3	0	21	No	None	N/A	N/A	N/A	No
S. Miami Ave.	120	0.72	3	3	12	0	No	None	N/A	N/A	N/A	No
US 1	150	0.45	3	2	37	15	Yes	Protected	2	1000	0.25	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 24 Ave.)	1361	17200	1546	3	30	35	None	Yes	Low
2 (to SW 22 Ave.)	1341	17200	1546	3	30	35	None	Yes	Low
3 (to SW 19 Ave.)	1890	17200	1546	3	30	35	None	Yes	Low
4 (to SW 17 Ave.)	813	17200	1546	3	30	35	None	Yes	Low
5 (to SR 933/SW 12 Ave.)	2656	21400	1924	3	30	35	None	Yes	Low
6 (to SR 7/SW 8 Ave.)	2313	21400	1924	3	30	35	None	Yes	Low
7 (to SW 5 Ave.)	1653	21200	1906	3	30	35	None	Yes	Low
8 (to SW 4 Ave.)	554	21200	1906	3	30	35	None	Yes	Low
9 (to SW 3 Ave.)	539	17900	1609	3	30	35	None	Yes	Low
10 (to SW 2 Ave.)	576	17900	1609	3	30	35	None	Yes	Low
11 (to SW 1 Ave.)	581	19000	1708	3	30	35	None	Yes	Low
12 (to S. Miami Ave.)	655	19000	1708	3	30	35	None	Yes	Low
13 (to US 1)	898	19000	1708	3	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 24 Ave.)	1627	3751	1.033	47.30	D	0.00	12.42	E
2 (to SW 22 Ave.)	1627	3748	0.564	4.75	A	0.00	27.23	B
3 (to SW 19 Ave.)	1627	3756	0.677	12.69	B	0.00	24.67	B
4 (to SW 17 Ave.)	1627	3743	0.925	31.95	C	0.00	11.40	E
5 (to SR 933/SW 12 Ave.)	2025	3789	1.272	160.12	F	0.00	8.52	F
6 (to SR 7/SW 8 Ave.)	2025	3795	0.988	26.55	C	0.00	21.06	C
7 (to SW 5 Ave.)	2006	3843	0.900	22.99	C	0.00	19.50	C
8 (to SW 4 Ave.)	2006	4794	1.131	102.55	F	0.00	3.54	F
9 (to SW 3 Ave.)	1694	3782	0.589	6.34	A	0.00	18.74	C
10 (to SW 2 Ave.)	1694	3774	0.847	27.72	C	0.00	9.91	F
11 (to SW 1 Ave.)	1798	4703	0.546	9.02	A	0.00	17.36	C
12 (to S. Miami Ave.)	1798	3818	0.654	9.90	A	0.00	17.85	C
13 (to US 1)	1133	3169	0.794	38.63	D	0.38	10.78	E

Arterial Length	3.1458	Weighted g/C	0.48	FFS Delay	561.95	Threshold Delay	0.00	Auto Speed	###	Auto LOS	###

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1					
2					
3					
4					
*					
Lanes	**Hourly Volume In Both Directions**				
2					
4					
6					
8					
*					
Lanes	**Annual Average Daily Traffic**				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to SW 24 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
2 (to SW 22 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
3 (to SW 19 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
4 (to SW 17 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
5 (to SR 933/SW 12 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
6 (to SR 7/SW 8 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
7 (to SW 5 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
8 (to SW 4 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
9 (to SW 3 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
10 (to SW 2 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
11 (to SW 1 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
12 (to S. Miami Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
13 (to US 1)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SW 24 Ave.)	100			Yes			Adjacent			No		
2 (to SW 22 Ave.)	100			Yes			Adjacent			No		
3 (to SW 19 Ave.)	100			Yes			Adjacent			No		
4 (to SW 17 Ave.)	100			Yes			Adjacent			No		
5 (to SR 933/SW 12 Ave.)	100			Yes			Adjacent			No		
6 (to SR 7/SW 8 Ave.)	100			Yes			Adjacent			No		
7 (to SW 5 Ave.)	100			Yes			Adjacent			No		
8 (to SW 4 Ave.)	100			Yes			Adjacent			No		
9 (to SW 3 Ave.)	100			Yes			Adjacent			No		
10 (to SW 2 Ave.)	100			Yes			Adjacent			No		
11 (to SW 1 Ave.)	100			Yes			Adjacent			No		
12 (to S. Miami Ave.)	100			Yes			Adjacent			No		
13 (to US 1)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	**Score**	**LOS**	**Score**	**LOS**	**1**	**2**	**3**	**Score**	**LOS**	**Adj. Buses**	**LOS**

1 (to SW 24 Ave.)	3.54	D	N/A	N/A		2.80	C	5.99	B
2 (to SW 22 Ave.)	3.54	D	N/A	N/A		2.80	C	5.39	B
3 (to SW 19 Ave.)	3.56	D	N/A	N/A		2.82	C	5.99	B
4 (to SW 17 Ave.)	3.48	C	N/A	N/A		2.75	B	5.64	B
5 (to SR 933/SW 12 Ave.)	3.71	D	N/A	N/A		3.12	C	7.56	A
6 (to SR 7/SW 8 Ave.)	3.70	D	N/A	N/A		3.12	C	6.30	A
7 (to SW 5 Ave.)	3.69	D	N/A	N/A		3.09	C	6.30	A
8 (to SW 4 Ave.)	3.50	C	N/A	N/A		2.97	C	6.30	A
9 (to SW 3 Ave.)	3.39	C	N/A	N/A		2.73	B	4.62	B
10 (to SW 2 Ave.)	3.42	C	N/A	N/A		2.74	B	5.94	B
11 (to SW 1 Ave.)	3.47	C	N/A	N/A		2.82	C	4.41	B
12 (to S. Miami Ave.)	3.51	D	N/A	N/A		2.85	C	4.41	B
13 (to US 1)	3.57	D	N/A	N/A		2.89	C	6.30	A
	Bicycle LOS	**3.60**	**D**			**Pedestrian LOS**	**2.95**	**C**	**Bus LOS**	**6.10**	**A**

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	**Hourly Volume In Both Directions**				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	**Annual Average Daily Traffic**				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	**Hourly Volume In Both Directions**				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	**Annual Average Daily Traffic**				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	WB SR 90/SW 7 St.	**Study Period**	**Standard K**
Date Prepared	11/13/2014 12:41:23 PM	**From**	US 1	**Modal Analysis**	Multimodal
Agency		**To**	SR 9/SW 27 Ave.	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/2012
Arterial Class	2				
File Name	G:\PROJECTS\57675_Jacobs-FDOT SR7-SW8th St to Tamiami\05 Project Wking Files\Calcs\Operational Analyses\ARTPLAN\Base Year\WB SR 90 Base Year.xap				
User Notes	Westbound				

Arterial Data

K	0.09	**PHF**	0.95	**Control Type**	CoordinatedActuated
D	0.999	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
S. Miami Ave.	240	0.9	3	3	0	10	No	None	N/A	N/A	N/A	No
SW 1 Ave.	120	0.61	3	3	14	0	No	None	N/A	N/A	N/A	No
SW 2 Ave.	120	0.42	3	3	11	12	No	None	N/A	N/A	N/A	No
SW 3 Ave.	120	0.65	3	3	21	8	No	None	N/A	N/A	N/A	No
SW 4 Ave.	120	0.29	3	2	41	0	Yes	ProtPerm	2	1000	0.25	No
SR 7/SW 8 Ave.	100	0.55	3	3	7	9	No	None	N/A	N/A	N/A	No
SR 933/SW 12 Ave.	100	0.35	3	3	8	8	No	None	N/A	N/A	N/A	No
SW 16 Ave.	100	0.77	3	3	8	8	No	None	N/A	N/A	N/A	No
SW 17 Ave.	100	0.33	3	3	12	12	No	None	N/A	N/A	N/A	No
SW 19 Ave.	100	0.76	3	3	5	2	No	None	N/A	N/A	N/A	No
SW 22 Ave.	100	0.33	3	3	12	7	No	None	N/A	N/A	N/A	No
Beacom Blvd.	100	0.44	3	2	45	0	Yes	ProtPerm	1	1000	0.25	No
SR 9/SW 27 Ave.	100	0.28	3	1	38	24	Yes	Protected	2	438	0.25	Yes

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to S. Miami Ave.)	966	17000	1528	3	30	35	Restrictive	No	N/A
2 (to SW 1 Ave.)	576	17000	1528	3	30	35	Restrictive	No	N/A
3 (to SW 2 Ave.)	781	17000	1528	3	30	35	Restrictive	No	N/A
4 (to SW 3 Ave.)	554	20700	1861	3	30	35	Restrictive	No	N/A
5 (to SW 4 Ave.)	533	20700	1861	3	30	35	Restrictive	No	N/A
6 (to SR 7/SW 8 Ave.)	2218	15800	1421	3	30	35	Restrictive	No	N/A
7 (to SR 933/SW 12 Ave.)	2313	13700	1232	3	30	35	Restrictive	No	N/A
8 (to SW 16 Ave.)	2196	13700	1232	3	30	35	Restrictive	No	N/A
9 (to SW 17 Ave.)	465	13700	1232	3	30	35	Restrictive	No	N/A
10 (to SW 19 Ave.)	1352	13700	1232	3	30	35	Restrictive	No	N/A
11 (to SW 22 Ave.)	1341	13700	1232	3	30	35	Restrictive	No	N/A
12 (to Beacom Blvd.)	2096	11500	1034	3	30	35	Restrictive	No	N/A
13 (to SR 9/SW 27 Ave.)	438	5500	495	1	30	35	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to S. Miami Ave.)	1608	5154	0.347	1.94	A	0.00	28.70	A
2 (to SW 1 Ave.)	1608	3992	0.661	16.64	B	0.00	13.56	D
3 (to SW 2 Ave.)	1608	3958	0.967	46.27	D	0.00	8.78	F
4 (to SW 3 Ave.)	1959	4019	0.750	14.68	B	0.00	14.05	D
5 (to SW 4 Ave.)	1156	3210	0.520	36.82	D	0.36	7.84	F
6 (to SR 7/SW 8 Ave.)	1496	3917	0.694	17.96	B	0.00	24.27	B
7 (to SR 933/SW 12 Ave.)	1297	3897	0.951	42.82	D	0.00	17.71	C
8 (to SW 16 Ave.)	1297	3897	0.432	4.06	A	0.00	30.61	A
9 (to SW 17 Ave.)	1297	3886	1.011	60.39	E	0.00	4.84	F
10 (to SW 19 Ave.)	1297	3913	0.436	4.35	A	0.00	28.36	A
11 (to SW 22 Ave.)	1297	3900	1.008	59.36	E	0.00	10.76	E
12 (to Beacom Blvd.)	599	3212	0.424	19.36	B	0.42	23.22	B
13 (to SR 9/SW 27 Ave.)	198	1279	0.553	36.17	D	0.14	6.87	F

Arterial Length	3.1456	Weighted g/C	0.41	FFS Delay	409.66	Threshold Delay	0.00	Auto Speed	15.77	Auto LOS	D

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1					
2					
3					
4					
*					
Lanes	**Hourly Volume In Both Directions**				
2					
4					
6					
8					
*					
Lanes	**Annual Average Daily Traffic**				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to S. Miami Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
2 (to SW 1 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
3 (to SW 2 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
4 (to SW 3 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
5 (to SW 4 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
6 (to SR 7/SW 8 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
7 (to SR 933/SW 12 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
8 (to SW 16 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
9 (to SW 17 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
10 (to SW 19 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
11 (to SW 22 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
12 (to Beacom Blvd.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical
13 (to SR 9/SW 27 Ave.)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	6	0.5	Fair	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to S. Miami Ave.)	100			Yes			Adjacent			No		
2 (to SW 1 Ave.)	100			Yes			Adjacent			No		
3 (to SW 2 Ave.)	100			Yes			Adjacent			No		
4 (to SW 3 Ave.)	100			Yes			Adjacent			No		
5 (to SW 4 Ave.)	100			Yes			Adjacent			No		
6 (to SR 7/SW 8 Ave.)	100			Yes			Adjacent			No		
7 (to SR 933/SW 12 Ave.)	100			Yes			Adjacent			No		
8 (to SW 16 Ave.)	100			Yes			Adjacent			No		
9 (to SW 17 Ave.)	100			Yes			Adjacent			No		
10 (to SW 19 Ave.)	100			Yes			Adjacent			No		
11 (to SW 22 Ave.)	100			Yes			Adjacent			No		
12 (to Beacom Blvd.)	100			Yes			Adjacent			No		
13 (to SR 9/SW 27 Ave.)	100			Yes			Adjacent			No		

Multimodal LOS

	Bicycle	Bicycle	Pedestrian	Bus

	Street		Sidepath								
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to S. Miami Ave.)	4.08	D	N/A	N/A				3.15	C	4.63	B
2 (to SW 1 Ave.)	3.99	D	N/A	N/A				3.08	C	4.63	B
3 (to SW 2 Ave.)	4.05	D	N/A	N/A				3.13	C	6.62	A
4 (to SW 3 Ave.)	4.10	D	N/A	N/A				3.34	C	4.63	B
5 (to SW 4 Ave.)	4.08	D	N/A	N/A				3.33	C	5.95	B
6 (to SR 7/SW 8 Ave.)	3.65	D	N/A	N/A				2.62	B	6.93	A
7 (to SR 933/SW 12 Ave.)	3.97	D	N/A	N/A				2.97	C	6.62	A
8 (to SW 16 Ave.)	3.97	D	N/A	N/A				2.97	C	6.62	A
9 (to SW 17 Ave.)	3.75	D	N/A	N/A				2.81	C	6.62	A
10 (to SW 19 Ave.)	3.95	D	N/A	N/A				2.95	C	5.95	B
11 (to SW 22 Ave.)	3.95	D	N/A	N/A				2.95	C	6.62	A
12 (to Beacom Blvd.)	3.84	D	N/A	N/A				2.82	C	6.62	A
13 (to SR 9/SW 27 Ave.)	3.85	D	N/A	N/A				2.99	C	5.95	B

Bicycle LOS	3.92	D	Pedestrian LOS	2.95	C	Bus LOS	6.29	A

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	**Hourly Volume In Both Directions**				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	**Annual Average Daily Traffic**				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	**Hourly Volume In Both Directions**				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	**Annual Average Daily Traffic**				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.