April 2025

SYSTEMS INTERCHANGE MODIFICATION REPORT

I-95/State Road (SR) 9 Project Development and Environment (PD&E) Study
From South of SR 860/Miami Gardens Drive to North of Broward County Line
Miami-Dade County, Florida

Financial Management Number: 414964-1-22-01
Federal Aid Project Number: N/A
Efficient Transportation Decision Making (ETDM): 14419

DISTRICT VI

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

Project Development and Environment (PD&E) Study

SR 9/I-95 from
South of SR 860/Miami Gardens Drive to North of Broward County Line
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Miami-Dade County, Florida

Systems Interchange Modification Report

Florida Department of Transportation
District 6

April 2025

SYSTEMS INTERCHANGE MODIFICATION REPORT (SIMR)
DETERMINATION OF SAFETY, OPERATIONAL AND ENGINEERING ACCEPTABILITY

Study Information:
SR 9/I-95 from South of SR 860/Miami Gardens Drive to North of Broward County Line
Systems Interchange Modification Report (SIMR)
FM 414964-1-22-01

Acceptance of this document indicates successful completion of the review and determination of safety, operational and engineering acceptability of the Interchange Access Request. Approval of the access request is contingent upon compliance with applicable Federal requirements, specifically the National Environmental Policy Act (NEPA) or Department's Project Development and Environment (PD&E) Procedures. Completion of the NEPA/PD&E process is considered approval of the project location design concept described in the environmental document.

Requestor	Auraliz Benitez, PE *FDOT District 6 – Project Manager*	*Date*
Interchange Review Coordinator	Ken Jeffries *FDOT District 6 – Transportation Planning Manager*	*Date*
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SYSTEMS IMPLEMENTATION OFFICE

QUALITY CONTROL CERTIFICATION FOR INTERCHANGE ACCESS REQUEST SUBMITTAL

Submittal Date: March 10, 2025

FM Number: 414964-1-22-01

Project Title: SR 9/I-95 from South of SR 860/Miami Gardens Drive to North of Broward County Line SIMR

District: Six

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Document Type: ☐ MLOU ☐ IJR ☐IMR ☐IOAR ☑ OTHER SIMR

Status of Document (Only complete documents will be submitted for review; however, depending on the complexity of the project, interim reviews may be submitted as agreed upon in the MLOU)

Draft Submittal

Quality Control (QC) Statement

This document has been prepared following FDOT Procedure Topic No. 525-030-160 (New or Modified Interchanges) and complies with the FHWA two policy requirements. Appropriate District level quality control reviews have been conducted and all comments and issues have been resolved to their satisfaction. A record of all comments and responses provided during QC review is available in the project file or Electronic Review Comments (ERC) system.

Requestor _____ Date: _____
Auraliz Benitez, PE

IRC _____ Date: _____
Ken Jeffries

ENGINEER'S CERTIFICATION

I, John Arrieta, PE # 61370, certify that I currently hold an active Professional Engineer's License in the State of Florida; and I am competent through education or experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I also certify that I provide these services under, the firm Colliers Engineering & Design, Inc., which holds Vendor Number F22-2651610-001 from the Florida Department of Transportation. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.011 F.A.C. and that all statements, conclusions, and recommendations made herein are true and correct to the best of my knowledge and ability.

Study Information:
SR 9/I-95 from South of SR 860/Miami Gardens Drive to North of Broward County Line PD&E
Systems Interchange Modification Report (SIMR)
FPID No. 414964-1-22-01

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

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ON THE DATE ADJACENT TO THE SEAL

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TABLE OF CONTENTS

LIST OF FIGURES vii
LIST OF TABLES viii
LIST OF APPENDICES ix

EXECUTIVE SUMMARY x

1 PROJECT OVERVIEW 1-1
1.1 Introduction 1-1
1.2 Purpose and Need for Project 1-1
1.3 Project Location 1-2
1.4 Planned and Programmed Transportation Projects 1-2
1.5 Requestor Information 1-2

2 METHODOLOGY 2-1
2.1 Area of Influence 2-1
2.1.1 SR 9/I-95 Mainline 2-1
2.1.2 Crossroads 2-1
2.2 Analysis Years 2-1
2.2.1 Traffic Forecasting 2-1
2.2.2 Traffic Operational Analysis 2-1
2.3 Travel Demand Forecasting 2-3
2.3.1 Selected Travel Demand Model 2-3
2.3.2 Projected Traffic Forecast Development Methodology 2-4
2.4 Traffic Factors 2-4
2.5 Traffic Operational Analysis 2-5
2.5.1 Measures of Effectiveness (MOE) 2-6
2.6 Safety Analysis 2-7

3 EXISTING YEAR 2021 CONDITIONS 3-1
3.1 Existing Land Use 3-1
3.2 Existing Roadway Characteristics 3-1
3.2.1 SR 9/I-95 3-1
3.2.2 SR 860/Miami Gardens Drive 3-5
3.2.3 CR 854/Ives Dairy Road 3-5
3.3 Existing Traffic Data 3-5
3.4 Existing Traffic Volumes 3-5
3.5 Existing Traffic Operational Analysis 3-6
3.5.1 Vissim Freeway, Express Lanes, and Ramp Terminal Intersection Analysis 3-6
3.5.2 Vissim Freeway Complex Weaving Analysis 3-15
3.5.3 Adjacent Intersection Synchro Operational Analysis 3-15
3.6 Existing Crash Data Analysis 3-18

4 DESIGN CONCEPTS 4-1
4.1 Future Land Use Changes 4-1
4.1.1 SR 860/Miami Gardens Drive 4-1
4.1.2 CR 854/Ives Dairy Road 4-1
4.2 Travel Demand Forecasting 4-1
4.3 No-Build Alternative – Transportation Network & Traffic Volume Projections 4-4
4.4 Build Alternative 1 – Transportation Network & Traffic Volume Projections 4-4
4.5 Build Alternative 2 – Transportation Network & Traffic Volume Projections 4-11
4.6 Build Alternative 3 – Transportation Network & Traffic Volume Projections 4-11

5 OPERATIONAL ANALYSIS 5-1
5.1 No-Build Alternative 5-1
5.1.1 Vissim Freeway, Express Lanes, and Ramp Terminal Intersection Analysis 5-2
5.1.2 Vissim Freeway Complex Weaving Analysis 5-2
5.1.3 Adjacent Intersection Synchro Operational Analysis 5-2
5.2 Build Alternative 1 5-13
5.2.1 Vissim Freeway, Express Lanes, and Ramp Terminal Intersection Analysis 5-13
5.2.2 Vissim Freeway Complex Weaving Analysis 5-13
5.2.3 Adjacent Intersection Synchro Operational Analysis 5-20
5.3 Build Alternative 2 5-25
5.3.1 Vissim Freeway, Express Lanes, and Ramp Terminal Intersection Analysis 5-25
5.3.2 Vissim Freeway Complex Weaving Analysis 5-25
5.3.3 Adjacent Intersection Synchro Operational Analysis 5-32
5.4 Build Alternative 3 5-37
5.4.1 Vissim Freeway, Express Lanes, and Ramp Terminal Intersection Analysis 5-37
5.4.2 Vissim Freeway Complex Weaving Analysis 5-37
5.4.3 Adjacent Intersection Synchro Operational Analysis 5-44
5.5 Network-wide Analysis 5-49

6 SAFETY ANALYSIS 6-1
6.1 Quantitative Analysis 6-1
6.2 Qualitative Safety Assessment 6-5

7 OTHER CONSIDERATIONS 7-1
7.1 Environmental Considerations 7-1
7.2 Anticipated Design Exceptions and Variations 7-1
7.3 Conceptual Signing Plan 7-3
7.4 Access Management Plan 7-3

8 FHWA INTERSTATE ACCESS POLICY 8-1
8.1 Policy Point 1 8-1
8.2 Policy Point 2 8-2

9 CONCEPTUAL FUNDING 9-1

10 CONCLUSIONS AND RECOMMENDATIONS 10-1

LIST OF FIGURES

Figure 1.1: Project Location Map 1-3
Figure 2.1: Area of Influence Map 2-2
Figure 3.1: Interchange Aerial Views – SR 860/Miami Gardens Drive, Existing Year 2021 3-2
Figure 3.2: Interchange Aerial Views – CR 854/Ives Dairy Road, Existing Year 2021 3-3
Figure 3.3: Roadway and Intersection Lane Configuration – Existing Year 2021 3-4
Figure 3.4: 2019, 2020, and 2021 Hourly Volumes at Count Station Number 86-0331 3-6
Figure 3.5: Traffic Volumes – Existing Year 2021 3-7
Figure 3.6: Freeway Operational Analysis Summary – Existing Year 2021 3-12
Figure 3.7: High Crash Location - Segments 3-25
Figure 3.8: CR 854/Ives Dairy Road – Collisions with Pedestrians or Bicyclists 3-27
Figure 4.1: No-Build Alternative: Roadway and Intersection Lane Configuration 4-5
Figure 4.2: No-Build Alternative: Opening Year 2030 Traffic Volumes 4-6
Figure 4.3: No-Build Alternative: Design Year 2050 Traffic Volumes 4-7
Figure 4.4: Build Alternative 1: Roadway and Intersection Lane Configuration 4-8
Figure 4.5: Build Alternative 1: Opening Year 2030 Traffic Volumes 4-9
Figure 4.6: Build Alternative 1: Design Year 2050 Traffic Volumes 4-10
Figure 4.7: Build Alternative 2: Roadway and Intersection Lane Configuration 4-12
Figure 4.8: Build Alternative 2: Opening Year 2030 Traffic Volumes 4-13
Figure 4.9: Build Alternative 2: Design Year 2050 Traffic Volumes 4-14
Figure 4.10: Build Alternative 3: Roadway and Intersection Lane Configuration 4-15
Figure 4.11: Build Alternative 3: Opening Year 2030 Traffic Volumes 4-16
Figure 4.12: Build Alternative 3: Design Year 2050 Traffic Volumes 4-17
Figure 5.1: No-Build Alternative: Freeway Operational Analysis Summary – Opening Year 2030 5-3
Figure 5.2: No-Build Alternative: Freeway Operational Analysis Summary – Design Year 2050 5-4
Figure 5.3: Build Alternative 1: Freeway Operational Analysis Summary – Opening Year 2030 5-14
Figure 5.4: Build Alternative 1: Freeway Operational Analysis Summary – Design Year 2050 5-15
Figure 5.5: Build Alternative 2: Freeway Operational Analysis Summary – Opening Year 2030 5-26
Figure 5.6: Build Alternative 2: Freeway Operational Analysis Summary – Design Year 2050 5-27
Figure 5.7: Build Alternative 3: Freeway Operational Analysis Summary – Opening Year 2030 5-38
Figure 5.8: Build Alternative 3: Freeway Operational Analysis Summary – Design Year 2050 5-39
Figure 6.1: Interactive Highway Safety Design Module (IHSDM) Segmentation & Opening Year 2030 AADTs 6-2
Figure 6.2: Interactive Highway Safety Design Module (IHSDM) Segmentation & Design Year 2050 AADTs 6-3

LIST OF TABLES

Table 1.1 – Existing Year 2021: SR 9/I-95 Interchange Spacing 1-2
Table 2.1 – Congestion Level Thresholds 2-7
Table 3.1 – Peak Period Vehicle Input Distributions 3-8
Table 3.2 – 2021 AM Peak Hour Volume Calibration Results for SR 9/I-95 Roadway Segments 3-9
Table 3.3 – 2021 PM Peak Hour Volume Calibration Results for SR 9/I-95 Roadway Segments 3-10
Table 3.4 – Existing Year 2021 AM & PM: Speed Calibration Parameters 3-11
Table 3.5 – Existing Year 2021 AM: Ramp Terminal Intersection Vissim Operational Analysis Summary 3-13
Table 3.6 – Existing Year 2021 PM: Ramp Terminal Intersection Vissim Operational Analysis Summary 3-14
Table 3.7 – Existing Year 2021 AM: Adjacent Intersection Synchro Operational Analysis Summary 3-15
Table 3.8 – Existing Year 2021 PM: Adjacent Intersection Synchro Operational Analysis Summary 3-16
Table 3.9 – Crash Data Summary SR 9/I-95 2019-2023 3-18
Table 3.10 – Crash Data Summary SR 860/Miami Gardens Drive 2019-2023 3-20
Table 3.11 – Crash Data Summary CR 854/Ives Dairy Road 2019-2023 3-22
Table 4.1 – Subarea Validation SR 9/I-95 4-2
Table 4.2 – Subarea Validation Arterials 4-2
Table 5.1 – No-Build Alternative, Opening Year 2030 AM,
Ramp Terminal Intersection Vissim Operational Analysis Summary 5-5
Table 5.2 – No-Build Alternative, Opening Year 2030 PM,
Ramp Terminal Intersection Vissim Operational Analysis Summary 5-6
Table 5.3 – No-Build Alternative, Design Year 2050 AM,
Ramp Terminal Intersection Vissim Operational Analysis Summary 5-7
Table 5.4 – No-Build Alternative, Design Year 2050 PM,
Ramp Terminal Intersection Vissim Operational Analysis Summary 5-8
Table 5.5 – No-Build Alternative, Opening Year 2030 AM,
Adjacent Intersection Synchro Operational Analysis Summary 5-9
Table 5.6 – No-Build Alternative, Opening Year 2030 PM,
Adjacent Intersection Synchro Operational Analysis Summary 5-10
Table 5.7 – No-Build Alternative, Design Year 2050 AM,
Adjacent Intersection Synchro Operational Analysis Summary 5-11
Table 5.8 – No-Build Alternative, Design Year 2050 PM,
Adjacent Intersection Synchro Operational Analysis Summary 5-12
Table 5.9 – Build Alternative 1, Opening Year 2030 AM,
Ramp Terminal Intersection Vissim Operational Analysis 5-16
Table 5.10 – Build Alternative 1, Opening Year 2030 PM,
Ramp Terminal Intersection Vissim Operational Analysis 5-17
Table 5.11 – Build Alternative 1, Design Year 2050 AM,
Ramp Terminal Intersection Vissim Operational Analysis 5-18
Table 5.12 – Build Alternative 1, Design Year 2050 PM,
Ramp Terminal Intersection Vissim Operational Analysis 5-19
Table 5.13 – Build Alternative 1, Opening Year 2030 AM,
Adjacent Intersection Synchro Operational Analysis 5-21
Table 5.14 – Build Alternative 1, Opening Year 2030 PM,
Adjacent Intersection Synchro Operational Analysis 5-22

Table 5.15 – Build Alternative 1, Design Year 2050 AM,
Adjacent Intersection Synchro Operational Analysis 5-23
Table 5.16 – Build Alternative 1, Design Year 2050 PM,
Adjacent Intersection Synchro Operational Analysis 5-24
Table 5.17 – Build Alternative 2, Opening Year 2030 AM,
Ramp Terminal Intersection Vissim Operational Analysis 5-28
Table 5.18 – Build Alternative 2, Opening Year 2030 PM,
Ramp Terminal Intersection Vissim Operational Analysis 5-29
Table 5.19 – Build Alternative 2, Design Year 2050 AM,
Ramp Terminal Intersection Vissim Operational Analysis 5-30
Table 5.20 – Build Alternative 2, Design Year 2050 PM,
Ramp Terminal Intersection Vissim Operational Analysis 5-31
Table 5.21 – Build Alternative 2, Opening Year 2030 AM,
Adjacent Intersection Synchro Operational Analysis 5-33
Table 5.22 – Build Alternative 2, Opening Year 2030 PM,
Adjacent Intersection Synchro Operational Analysis 5-34
Table 5.23 – Build Alternative 2, Design Year 2050 AM,
Adjacent Intersection Synchro Operational Analysis 5-35
Table 5.24 – Build Alternative 2, Design Year 2050 PM,
Adjacent Intersection Synchro Operational Analysis 5-36
Table 5.25 – Build Alternative 3, Opening Year 2030 AM,
Ramp Terminal Intersection Vissim Operational Analysis 5-40
Table 5.26 – Build Alternative 3, Opening Year 2030 PM,
Ramp Terminal Intersection Vissim Operational Analysis 5-41
Table 5.27 – Build Alternative 3, Design Year 2050 AM,
Ramp Terminal Intersection Vissim Operational Analysis 5-42
Table 5.28 – Build Alternative 3, Design Year 2050 PM,
Ramp Terminal Intersection Vissim Operational Analysis 5-43
Table 5.29 – Build Alternative 3, Opening Year 2030 AM,
Adjacent Intersection Synchro Operational Analysis 5-45
Table 5.30 – Build Alternative 3, Opening Year 2030 PM,
Adjacent Intersection Synchro Operational Analysis 5-46
Table 5.31 – Build Alternative 3, Design Year 2050 AM,
Adjacent Intersection Synchro Operational Analysis 5-47
Table 5.32 – Build Alternative 3, Design Year 2050 PM,
Adjacent Intersection Synchro Operational Analysis 5-48
Table 5.33 – Opening Year 2030 AM Network-wide Performance Measures 5-49
Table 5.34 – Opening Year 2030 PM Network-wide Performance Measures 5-50
Table 5.35 – Design Year 2050 AM Network-wide Performance Measures 5-51
Table 5.36 – Design Year 2050 PM Network-wide Performance Measures 5-52
Table 6.1 – Safety Analysis Results from 2030-2050 6-4
Table 10.1 – Design Year 2050: No-Build and Build Intersection Operational Analysis Results 10-2
Table 10.2 – Design Year 2050 AM & PM Network-wide Performance Measures 10-2
Table 10.3 – Safety Analysis Results from 2030-2050 10-3

LIST OF APPENDICES

Appendix A: Executed SIMR Methodology Letter of Understanding (MLOU)
Appendix B: Planned and Programmed Transportation Projects
Appendix C: Miami-Dade County Existing Land Use Map and City of North Miami Beach Zoning Map
Appendix D: Existing Traffic Data
Appendix E: Existing Year 2021 Volume Calculations
Appendix F: Vissim Calibration Memorandum for SR 9/I-95 from South of Miami Gardens Drive to North of Miami-Dade/Broward County Line.
Appendix G: Vissim Existing Year 2021 Traffic Operational Analysis SR 9/I-95
Appendix H: Synchro Existing Year 2021, Traffic Operational Analysis, SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road
Appendix I: Five Year (2019-2023) Crash Data Historical Crash Maps and Statistical Summaries
Appendix J: Miami-Dade County Adopted 2030-2040 Comprehensive Development Master Plan and City of North Miami Comprehensive Plan – Future Land Use Map
Appendix K: Traffic Data & Projections Memorandum
Appendix L: Vissim Opening Year 2030 and Design Year 2050, No-Build and Build Alternatives, Traffic Operational Analysis, SR 9/I-95
Appendix M: Synchro Opening Year 2030 and Design Year 2050, No-Build, Alternatives 1, Alternative 2 and Alternative 3 Traffic Operational Analysis
Appendix N: Network-Wide Analysis
Appendix O: No-Build and Build Alternatives Safety Analysis
Appendix P: Conceptual Signing Plan
Appendix Q: Build Alternatives FDOT Long Range Estimate Calculations

EXECUTIVE SUMMARY

This Systems Interchange Modification Report (SIMR) is being prepared as part of the Project Development & Environment (PD&E) to address the proposed improvements at the SR 9/I-95 corridor from south of SR 860/Miami Gardens Drive to north of Broward County Line. This project entails potentially providing additional express and/or general use lanes on SR 9/I-95, from south of SR 860/Miami Gardens Drive Interchange (MP 13.724) to Broward County Line (MP 17.199), in Miami-Dade County, Florida. This project also assesses improvements at the SR 9/I-95 interchanges with SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road.

The purpose of this project is to address the deficient operational capacity and relieve existing/future congestion along the SR 9/I-95 corridor and its interchanges at SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road, which in turn will improve safety and reduce travel time. Other goals of the project are 1) to preserve the operational integrity and regional functionality of SR 9/I-95 (and, therefore, the regional transportation network) by providing similar corridor improvements throughout Miami-Dade, Broward, and Palm Beach Counties and 2) to enhance emergency evacuation and response times.

It is in the national interest to preserve and enhance the Interstate System to meet the needs of the 21st Century by assuring that it provides the highest level of service in terms of safety and mobility. Full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. Therefore, the Federal Highway Administration's (FHWA) decision to approve new or revised access points to the Interstate System under Title 23, United States Code (U.S.C.), Section 111, must be supported by substantiated information justifying and documenting that decision. The FHWA's decision to approve a request is dependent on the proposal satisfying and documenting the following requirements:

Policy Point 1

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

The operational analysis conducted for this SIMR confirmed that the proposed interchange modifications for Build Alternative 3 are not expected to have any significant adverse impacts on safety and operations on the interstate facility, SR 9/I-95. When compared with the No-Build Alternative, the Build Alternative 3 improves or maintains operations along SR 9/I-95 mainline within the study interchange and connection to adjacent interchanges.

For Build Alternative 3, the freeway analysis results indicate that all the freeway segments in the study area will be able to serve 90% or more of the projected demand for all the segments in the southbound and northbound directions during the AM and PM peak hour periods. The analysis also indicates that both directions of the Express Lanes and the northbound direction of the General Use Lanes will operate uncongested during both peak hour periods. In addition, all southbound General Use Lane segments will be improved to indicate lightly congested operations. In contrast, under No-Build Alternative, the freeway analysis results indicate that most of the freeway segments in the study area will experience moderate or heavy congestion during one or both peak hour periods as defined by one of the MOEs, such as speed, density, or demand served. The available capacity will not be able to serve 90% or more of the projected demand for any of the segments in the southbound direction during either the AM or PM peak hour periods. Similarly, all southbound Express Lanes segments during the AM peak hour and southbound Express Lane segment 3 during the PM peak hour will not be able to serve 90% or more of the projected demand. .

The intersection analysis results for Build Alternative 1 indicate that the operations at SR 860/Miami Gardens Drive will deteriorate during both the AM and PM Peak Hour periods compared to the No-Build Alternative. These results are mainly due to the reduction of capacity by consolidating the ramp terminals to a single at-grade ramp terminal intersection. The intersection analysis results for Build Alternative 2 indicate that operations at the intersection SR 860/Miami Gardens Drive and SR 9/I-95 Ramps also deteriorate when compared to the No-Build Alternative. This condition is mainly due to excess weaving and queuing within the short distance between the ramp terminal and the merge point of the northbound and southbound off-ramp upstream of the intersection.

The safety analysis indicates that the majority of SR 9/I-95 within the study area is within a high crash segment. The crash data shows a concentration within the areas with higher traffic friction (i.e., merge, diverge, and weaving), including the access points to and from the Express Lanes. The safety analysis indicates that Rear End and Sideswipe crash types had the highest frequencies; these types of crashes are consistent with reoccurring congestion. To improve safety along the SR 9/I-95 study corridor, the following improvements were recommended for consideration: implement an additional express lane in each direction; implement braided ramps; implement general use and auxiliary lanes; and reduce friction areas.

The quantitative safety analysis indicates that the Build Alternatives will improve safety conditions over the No-Build Alternative. The analysis also indicates that Build Alternative 3 will produce the highest reduction in predicted crashes (i.e., highest safety improvement). Based on the safety analysis results using the FHWA Interactive Highway Safety Design Module and FHWA Interchange Configuration Safety Comparison analysis tools, the proposed Build Alternative 3 would reduce the predicted total project life cycle crashes by a total of 13,270 crashes. Of those 13,270 crashes, 10,437 are predicted to be fatal/injury crashes. These results are consistent with expectations since several of the crashes experienced along SR 9/I-95 are associated with excessive congestion and weaving activities within segments of the corridor. The proposed improvements under Build Alternative 3 will reduce congestion, weaving activities, and corresponding crash risk within the segment of SR 9/I-95 which are currently defined as high crash location segments.

Policy Point 2

The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

This SIMR project does not propose any new interchanges along SR 9/I-95. The existing interchanges provide access to public roads only. The proposed improvements at the interchanges within the study area will maintain full access to the existing crossroads of SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road and all movements are accommodated at both interchanges. The following provide descriptions of the proposed improvements under each Build Alternative.

Build Alternative 1

Alternative 1 is based on the *FDOT District 6 SR 9/I-95 Corridor Planning Study (FM: 414964-6-22-01)*, which evaluated a series of concepts and ultimately refined from 45 initial alternatives to two corridor wide concept alternatives referred as Build Concept 1 and Build Concept 2. Based on the results of the evaluation of Build Concepts 1 and 2 and input from FDOT District 6 staff, a refined or final concept referred to as Refined Build Concept was developed, which is further evaluated as Build Alternative 1 for this PD&E Study.

SR 9/I-95 Mainline and Express Lanes - Alternative 1 proposes a typical section consisting of two continuous express lanes, four general purpose lanes, and one auxiliary lane in each direction from north of the Golden Glades Interchange to the Broward County line. Within the project limits, for Alternative 1 there will continue to be two express lane ingress points. One will be located in the northbound direction between the northbound off- and on-ramps of SR 860/Miami Gardens Drive interchange and the other will be located in the southbound direction north of Snake Creek Canal. There will also continue to be two express lane egress points. One will be located in the southbound direction, south of SR 860/Miami Gardens Drive providing access to the Golden Glades Interchange; and the other in the northbound direction, north of Snake Creek Canal providing access to CR 854/Ives Dairy Road and southern Broward County.

SR 860/Miami Gardens Drive - The proposed improvements at SR 860/Miami Gardens Drive consist of consolidating the ramp terminal to one location for both northbound and southbound on and off ramps. This single ramp terminal intersection would be located at the existing ramp terminal intersection on the east side of the SR 9/I-95 corridor with an expanded Turbo 'T' intersection. The existing signalization conditions will remain in place. The eastbound dual left turn lanes are proposed to remain at-grade similar to existing conditions.

CR 854/Ives Dairy Road - Improvements at CR 854/Ives Diary Road interchange consist of reconfiguring the interchange to a Diverging Diamond Interchange (DDI). An additional eastbound lane is provided to help reduce the congestion of traffic in the area.

Build Alternative 2

Alternative 2 is based on the *FDOT District 4 SR 9/I-95 (SR 9) Planning Study from south of the Golden Glades Interchange to north of the SR 9/I-95 and I-595 Interchange (FM: 436903-1-22-02) in Broward County*. From this Planning Study, an alternative was recommended to be considered in this PD&E Study, which was further evaluated as Build Alternative 2 for this PD&E Study.

SR 9/I-95 Mainline and Express Lanes - Similar to Alternative 1, Alternative 2 proposes a typical section consisting of two continuous express lanes and four general purpose lanes throughout the entire project corridor. A significant difference between Alternative 1 and Alternative 2 is that a series of braided movements are proposed for the express lanes access points, and two auxiliary lanes are provided in each direction for Alternative 2, rather than one auxiliary lane in each direction. In conjunction with the braided ramps, the second auxiliary lane eliminates the need to weave across the general-purpose lanes to access the express lanes.

SR 860/Miami Gardens Drive - The proposed improvements at SR 860/Miami Gardens Drive consist of consolidating the ramp terminal to one location (similar to Alternative 1), but with grade-separated on-ramps. This configuration allows for traffic to free flow onto the mainline, as opposed to Alternative 1, which provides at-grade traffic signal control.

CR 854/Ives Dairy Road - Improvements at CR 854/Ives Diary Road interchange consist of reconfiguring the existing diamond interchange to a Single Point Urban Interchange (SPUI). Similar to Alternative 1, an additional eastbound lane is provided along the arterial.

Build Alternative 3

SR 9/I-95 Mainline and Express Lanes - Alternative 3 was developed based on feedback from the Public Alternatives Workshop. Alternative 3 is based on a combination of Alternative 1 and Alternative 2, with refinements. Alternative 3 proposes a typical section consisting of two continuous express lanes and four general purpose lanes throughout the entire project corridor. Same as in Alternative 2, the braided ramps and additional auxiliary lanes eliminate the need to weave across the general-purpose lanes to access the express lanes.

SR 860/Miami Gardens Drive - Same as in Alternative 2, the proposed improvements at SR 860/Miami Gardens Drive consist of a grade-separated on-ramp. This configuration will allow for traffic to free flow onto the mainline. In addition, the northbound and southbound off ramp will be extended and connected to the west of SR 9/I-95 in advance of the modified single ramp terminal to the east of SR 9/I-95. The purpose for this configuration is to accommodate the weaving friction between these two movements along a longer segment and to increase storage length to avoid spill back into SR 9/I-95 mainline.

CR 854/Ives Dairy Road - Same as in Alternative 1, improvements at CR 854/Ives Diary Road interchange consist of reconfiguring the interchange to a Diverging Diamond Interchange (DDI). An additional eastbound through lane, an additional westbound to northbound on-ramp lane, and new signal timing are provided to help reduce the congestion of traffic in the area.

1 PROJECT OVERVIEW

1.1 Introduction

This Systems Interchange Modification Report (SIMR) is being prepared as part of the Project Development & Environment (PD&E) to address the proposed improvements at the SR 9/I-95 corridor from south of SR 860/Miami Gardens Drive to north of Broward County Line.

Within the project limits, SR 9/I-95 is classified as 'Urban Principal Arterial Interstate' and consists of six to eight general use lanes and two to four express lanes; the typical section varies throughout the project segment. This section of the corridor is located north of the Golden Glades Interchange in northern Miami-Dade County and traverses five U.S. Census Designated Places, including North Miami Beach, Ojus, Ives Estates, Pembroke Park, and Hallandale Beach. It connects to SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road, two important east-west facilities within northern Miami-Dade County. Existing right-of-way along the project segment ranges from approximately 300 feet to over 1,000 feet in width.

It should be noted that the greater SR 9/I-95 corridor is part of Florida's Strategic Intermodal System (SIS) highway network and is a designated state hurricane evacuation route. In addition, SR 9/I-95 serves a critical role in facilitating the north-south movement of traffic in southeast Florida as one of two major expressways (Florida's Turnpike being the other) that connect the major employment centers and residential areas between Miami-Dade, Broward, and Palm Beach Counties. The corridor traverses dense urban areas with predominantly commercial and residential uses, including downtown Miami.

Previous studies have identified the need for capacity improvements, which in turn will also improve safety within this segment of SR 9/I-95. The regional roadway system is also close to build-out and the ability to add more traffic lanes is limited. The proposed improvements analyzed in the SIMR stem from the Build Concepts that were developed as part of the *2019 FDOT District 6 SR 9/I-95 Corridor Planning Study* and *2020 FDOT District 4 Interstate 95 Corridor Planning Study*, that assessed enhancements along the length of the SR 9/I-95 corridor within Miami-Dade. As such, this project is part of a larger effort to improve the SR 9/I-95 corridor within Miami-Dade County and regionally within Broward and Palm Beach Counties.

The studies' preferred alternatives were recommended for further consideration in the Project Development phase to provide additional capacity while minimizing modifications to programmed/planned improvements pertaining to other projects along the SR 9/I-95 corridor, as well as to reduce right-of-way acquisition/impacts and construction costs. General design parameters for the corridor include minimum 11-foot wide travel lanes, 10-foot wide express lane inside shoulders, and 4-foot wide buffers with tubular markers between the express lanes and general use lanes; 12-foot lanes are generally provided in segments that include more extensive reconstruction/widening, and 11-foot lanes are utilized in areas where modifications are less extensive or needed to match the existing/programmed/planned geometry.

1.2 Purpose and Need for Project

The purpose of this project is to address the deficient operational capacity and relieve existing/future congestion along the SR 9/I-95 corridor and its interchanges at SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road, which in turn will improve safety and reduce travel time. Other goals of the project are 1) to preserve the operational integrity and regional functionality of SR 9/I-95 (and, therefore, the regional transportation network) by providing similar corridor improvements throughout Miami-Dade, Broward, and Palm Beach Counties and 2) to enhance emergency evacuation and response times.

1.3 Project Location

This project entails potentially providing additional express and/or general use lanes on SR 9/I-95, from south of SR 860/Miami Gardens Drive Interchange (MP 13.724) to Broward County Line (MP 17.199), in Miami-Dade County, Florida. This project also assesses improvements at the SR 9/I-95 interchanges with SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road. Per Florida Administrative Code (FAC) 14-97.0003, Access Control Classification System and Access Management Standards, the applicable interchange spacing standard is one (1) mile for this segment of SR 9/I-95 classified as Access Class 1, Area Type 1 – CBD & CBD Fringe for Cities in Urbanized. **Figure 1.1** provides a Project Location and **Table 1.1** summarizes the interchange spacing within the project limits.

Table 1.1 – Existing Year 2021: SR 9/I-95 Interchange Spacing

Interchange Crossroad	Approximate Crossroad Centerline Milepost[1]	Approximate Interchange Spacing (Miles)
SR 858/Hallandale Beach Boulevard	0.769[2]	1.447
CR 854/Ives Dairy Road	16.521	1.958
SR 860/Miami Gardens Drive	14.563[3]	1.431
Golden Glades Interchange	13.132[4]	

(1) Based on 87-270-000 Straight-Line Diagram (SLD)
(2) Based on 86-070-000 Straight-Line Diagram
(3) Measured between NB ramps
(4) Measured at SR-7/US-441

1.4 Planned and Programmed Transportation Projects

The improvements will be developed consistent with applicable plans or steps will be taken to achieve consistency. While the SR 9/I-95 project segment from south of SR 860/Miami Gardens Drive to the Broward County Line is identified in various planning documents, it is specifically cited as part of a longer section extending from south of SR 836/I-395 to the Broward County Line. The project is identified as funded in the Miami-Dade Transportation Planning Organization's (TPO) 2050 Long Range Transportation Plan (LRTP). The project is also included within the FDOT Fiscal Year (FY) 2024/2025 – FY 2028/2029 Strategic Intermodal System (SIS) First Five-Year Plan, FDOT FY 2025 – FY 2029 Work Program, FDOT FY 2024/2025 – FY 2028/2029 State Transportation Improvement Program (STIP), and the Miami-Dade TPO's FY 2025-2029 Transportation Improvement Program (TIP) with funding allocated for the Project Development and Environment (PD&E) and Preliminary Engineering phases. It is additionally identified in the FDOT FY 2030 – FY 2050 SIS Long Range Cost Feasible Plan with funding allocated for the Right of Way (ROW) / Construction phase. Relevant information related was extracted from the above referenced documents and presented in **Appendix B** for ease of reference. It should be noted that the most recent documents were reviewed instead of editions listed in the MLOU.

1.5 Requestor Information

This SR 9/I-95 SIMR has been prepared for the Florida Department of Transportation, District Six. For additional information on the SIMR, please contact the Department's Project Manager at:

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FDOT- District 6
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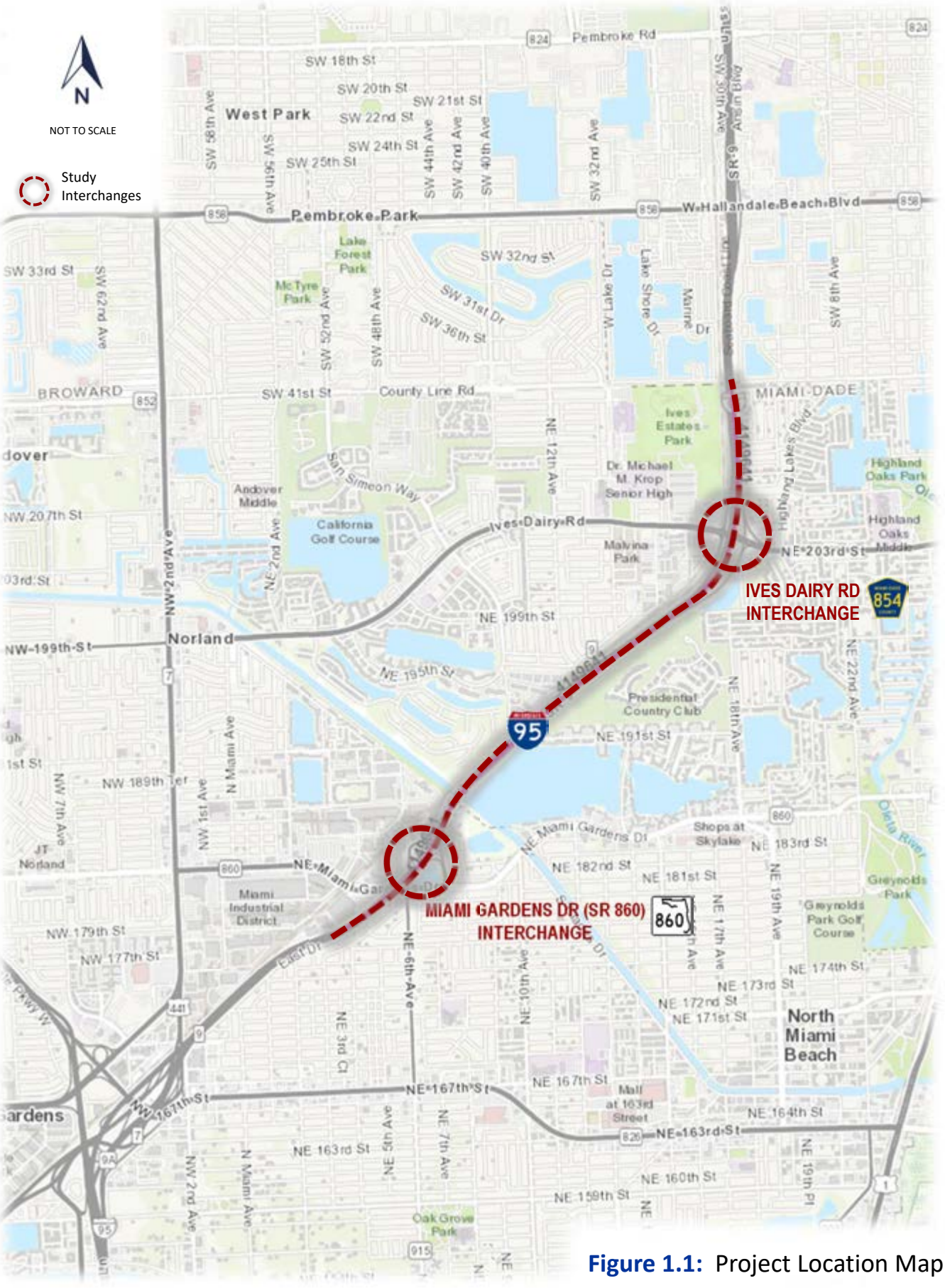


Figure 1.1: Project Location Map

2 METHODOLOGY

The methodology applied for this SR 9/I-95 SIMR is documented in the Methodology Letter of Understanding (MLOU), dated November 2, 2021. The MLOU was approved by FDOT District 6 and FDOT Central Office Systems Implementation Office. The MLOU outlines the criteria, assumptions, processes, analyses and documentation requirements for the project. The approved MLOU is included in **Appendix A** for ease of reference. The following summarizes some of the more prominent issues covered under the MLOU and needed deviations to better serve the project as presented on each section.

2.1 Area of Influence

In urban areas, the area of influence (AOI) as defined in the *2020 Interchange Access Request Users Guide*, includes the on- and off-ramp gore points of the adjacent interchange in each direction and signalized intersections within half-a-mile of the interchanges. However, these limits have been modified, as follows and are shown in **Figure 2.1**:

2.1.1 SR 9/I-95 Mainline

SR 9/I-95 from the on- and off-ramp gore points from/to SR 7/US-441 (on the southern limit) to the off- and on-ramp gore point to/from SR 858/Hallandale Beach Boulevard (on the northern limit).

2.1.2 Crossroads:

The AOI along SR 860/Miami Gardens Drive extends from NE 2nd Avenue to NE 10th Avenue, including the following signalized intersections:

- SR 860/Miami Gardens Drive at NE 2nd Avenue;
- SR 860/Miami Gardens Drive at NE 2nd Court;
- SR 9/I-95 SB Ramp Terminal/NE 6th Avenue (SR 915) at SR 860/Miami Gardens Drive;
- SR 9/I-95 NB Ramp Terminal at SR 860/Miami Gardens Drive; and
- SR 860/Miami Gardens Drive at NE 10th Avenue.

The AOI along CR 854/Ives Dairy Road extends from NE 15th Court to Highland Lakes Boulevard, including the following intersections:

- CR 854/Ives Dairy Road at NE 15th Court;
- CR 854/Ives Dairy Road at NE 16th Avenue;
- SR 9/I-95 SB Ramp Terminal at CR 854/Ives Dairy Road;
- SR 9/I-95 NB Ramp Terminal at CR 854/Ives Dairy Road; and
- CR 854/Ives Dairy Road at Highland Lakes Boulevard.

2.2 Analysis Years

The analysis years for the project were determined as follows:

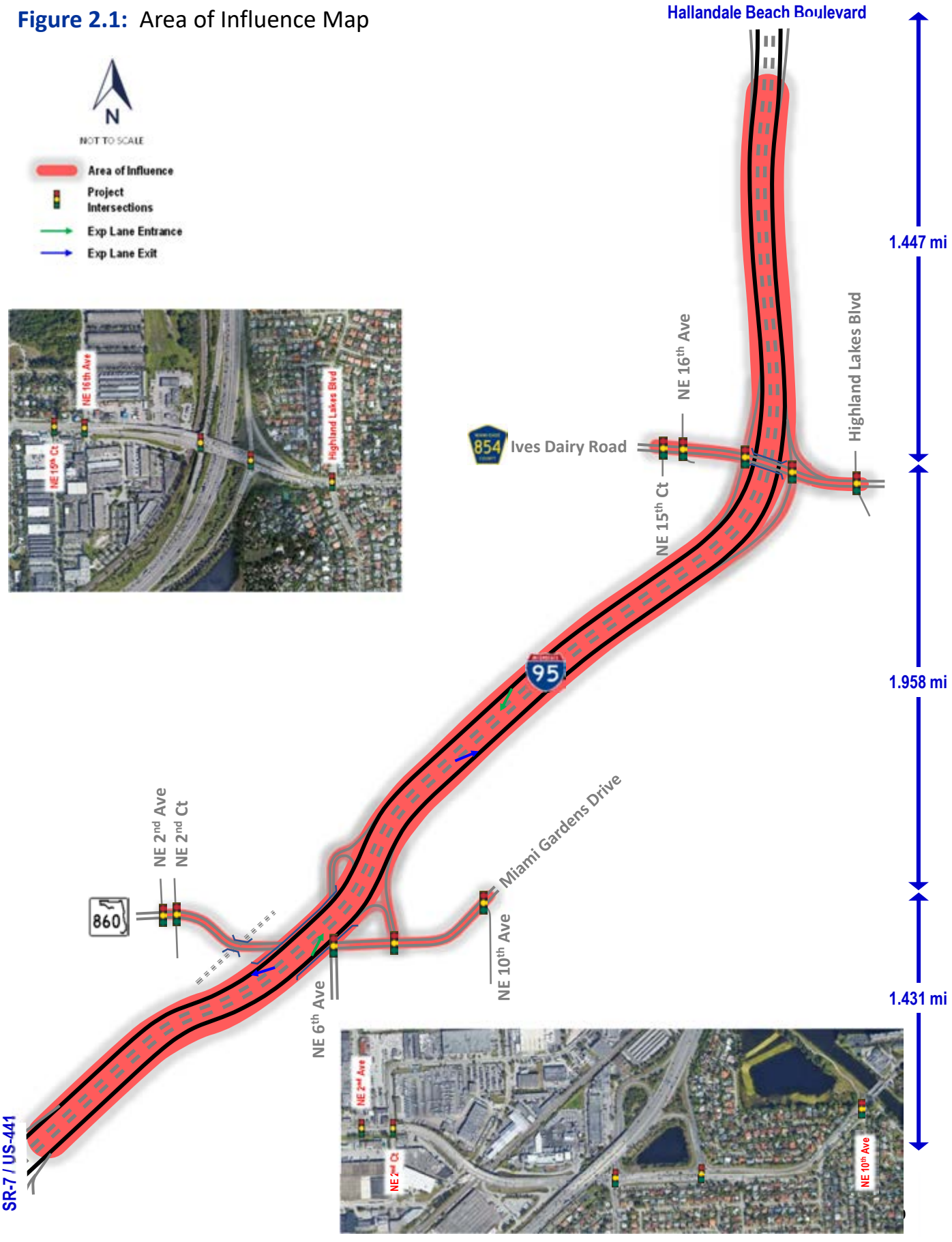
2.2.1 Traffic Forecasting

- Base year 2015
- Horizon year 2045

2.2.2 Traffic Operational Analysis

- Existing year 2021
- Opening year 2030
- Design year 2050

Figure 2.1: Area of Influence Map



2.3 Travel Demand Forecasting

As part of this study, traffic projections were prepared for future Opening Year 2030 and Design Year 2050 under the No-Build and Build Alternative conditions. Based on coordination with the Department, the No-Build conditions are defined as transportation network with the inclusion of Cost Feasible Plan improvements in the adopted TPO 2045 Long Range Transportation Plan (LRTP), which includes improvements to the Golden Glades Interchange (GGI) to the south of the study area for Design Year 2050. The GGI improvements are not included for the No-Build conditions of the Opening Year 2030. In addition, the preferred alternative from the SR 9/I-95 PD&E study from Hallandale Beach Boulevard to Hollywood Boulevard is also included as part of the No-Build conditions.

2.3.1 Selected Travel Demand Model

The modeling efforts were coordinated with the adjacent projects in FDOT District 4 and are shown in the *Traffic Data & Projections Memorandum for SR9/I-95 from South of Miami Gardens Drive to North of Miami-Dade/Broward County Line, dated February 2024* (District 6 segment) and *Traffic Data Collection & Traffic Projections for SR 9/I-95 PD&E Study from Miami-Dade/Broward County Line to North of Griffin Road Report, dated May 20, 2020* (District 4 segment). The Southeast Florida Regional Planning Model (SERPM), Version 8.513 has been used for travel forecasting for this project. The SERPM 8.513 is an Activity-Based Model (ABM) that simulates both household-level and person-level travel choices including intra-household interactions with household members. SERPM 8.513 model is validated to Year 2015 conditions and includes a future year 2045 scenario based on the adopted Cost Feasible plans from Miami-Dade TPO, Broward MPO, and Palm Beach Transportation Planning Agency (TPA). It is approved by the Regional Transportation Technical Advisory Committee - Modeling Subcommittee (RTTAC-MS) in South Florida for transportation engineering and planning studies.

A future year (2045) no-build network in Southeast Florida Regional Planning Model (SERPM) was developed based on the 2045 Cost Feasible Plans adopted by the three planning institutions in the region. The socioeconomic data, network coding, and other model settings were reviewed to make them consistent with subsequent changes. The 2045 No-Build network was developed in close coordination with FDOT District 4 and District 6 Project Managers and District 4's SR 9/I-95 PD&E from SR 858/Hallandale Beach Boulevard to Hollywood Boulevard Team. The 2045 No-Build network was built by incorporating the Locally Preferred Alternative (LPA) from the SR 9/I-95 Corridor Planning Study and Golden Glade Interchange (GGI) Ultimate Design as provided by FDOT.

The Base Year 2015 SERPM has HOV lanes and not Express Managed Lanes. Express Lanes were not fully implemented until 2016 based on Google Earth Pro Historical Imagery. Therefore, the accuracy of the Express Lanes usage prediction cannot be properly assessed. In addition, the subarea validation indicates that the accuracy of the SERPM model predictions deteriorates for arterials, which will also impact the accuracy of origin-destination matrices from the models.

An Origin-Destination/Traffic Assignment analysis was conducted to provide an understanding of the travel patterns along the corridor and provide information for traffic analysis when considering one-sided, two-sided and overlapping weaving. The project to the north used StreetLight data to develop an origin-destination matrix table. However, this information covered only up to Ives Dary Road, it did not include express lane locations as destination-origins, and it was only for daily data.

Therefore, Build Alternatives 1, 2, and 3 were developed by reassigning the 2050 No-Build volumes to each of the Build Alternatives based on the origin-destination and modified roadway network information to better assess the capacity improvements from the proposed roadway modifications. In addition, the volume assignment to/from a ramp from/to another ramp was developed from the total volume assigned at each ramp (including express lane ingress and egress ramps) between the Golden Glades Interchange and I-595.

2.3.2 Projected Traffic Forecast Development Methodology

Traffic projections for Design Year 2050 were developed for both the AM and PM peak periods. The Southeast Florida Regional Planning Model (SERPM), Version 8.513 has been used for this project. Horizon year 2045 No-Build scenario was modeled. Build Alternatives 1, 2, and 3 were developed by reassigning the 2050 No-Build volumes to each of the Build Alternatives based on the origin-destination and modified roadway network information. For Design Year 2050, traffic volumes were extrapolated from future year 2045. For opening year 2030, traffic volumes were interpolated between Existing Year 2021 and Design Year 2050.

The model results were post-processed. Existing Year 2021 model AADTs were developed by interpolating SERPM 2015 and 2045 model volumes and compared to actual existing year 2021 traffic counts. Future year link volumes were adjusted using two factors: the ratio of the actual existing year 2021 traffic counts to the interpolated year 2021 model volumes and the numerical difference between the actual existing year 2021 traffic counts and the interpolated year 2021 model volumes. Where appropriate, forecasted model volumes were used. The resulting growth rates of the SERPM forecasted volumes were compared against growth trends of historical counts and model socio-economic/land use data. Any outlier links were postprocessed. The ratio and difference adjustments were checked against a minimum growth rate of 0.5% per year for reasonableness. DDHVs were developed using the FDOT D4 TMTool based on methodologies presented in the *2021 FDOT Project Traffic Forecasting Handbook*. The volumes were balanced and smoothed as needed. Coordination was carried out to ensure the AADT projections at the county line along SR 9/I-95 are consistent with the AADT forecasted by the SR 9/I-95 PD&E Team north of the county line.

2.4 Traffic Factors

The diurnal factors are the peak period to peak-hour conversion factors and were determined based on the traffic data collected. The diurnal factors were compared against the values used in the previous planning study. The corridor traffic count profile by hour were examined within the peak periods as well as the diurnal factors for the various SR 9/I-95 mainline stations by direction. An average of the factors was considered in the development of the design traffic. The variation in diurnal factors within the study area is not significant from one station to the other.

The T24 factor is the 24-hour percentage of truck traffic. The Design Hour Truck (DHT) factor is the percentage of truck traffic during the peak-hour and is assumed to remain constant through the design year. Design Hour Truck (DHT) values were calculated based on historical data from the FDOT count sites within the study area, mechanical classification counts and turning movement counts conducted by the Department as part of the data collection efforts. DHT values from mechanical counts were calculated as half the daily value in accordance with the FDOT Project Traffic Forecasting Handbook.

The following DHT values were used based on existing and historical data. The closest FDOT permanent telemetered traffic monitoring station along SR 9/I-95, 86-0331, has an average T24 of 5.25; therefore, a calculated DHT value of 3% was selected for SR 9/I-95. For SR 860/Miami Gardens Drive a calculated DHT value of 2% was selected since the T24 shows an average of 4% from the historical data, and the existing TMCs show an average of 3%. For CR 854/Ives Dairy Road a calculated DHT value of 2% was selected since the T24 shows an average of 6% from the historical data, and the existing TMCs show an average of 1%.

2.5 Traffic Operational Analysis

As indicated in the Traffic Analysis Software Used table of the MLOU, there is an overlap on the use of HCS and Vissim software for the analysis of Freeways. Both software will be used for analyzing existing and future No-Build and Build scenarios. However, HCS will be used through the development of enhanced alternatives; and Vissim will be used for final comparison of each scenario and alternatives. It should also be noted that both software will be used for Complex Weave Analysis; Method 1: Individual Elements Analysis (HCM Based); and Method 2: V/C Ratio Using Vissim in compliance with *2021 FDOT Traffic Analysis Handbook*. As stated in the Handbook, MOEs from HCS are not required to be reported when microsimulation analysis is performed.

The operational analysis of the freeway, express lanes, ramp terminal intersections, and the adjacent intersection of CR 854/Ives Dairy Road at Highland Lakes Boulevard was performed in accordance with FDOT's Traffic Analysis Handbook using Vissim microsimulation software. A four-hour analysis period was selected to ensure that traffic operations were accurately modeled. The four-hour analysis period provided adequate time for congestion build-up and dissipation. A 30-minute seeding period was coded. The second hour represented the peak hour. Traffic volumes were entered in 15-minute increments as exact values. The Vissim model was created in compliance with guidance to Vissim Model Development. The number of required runs, calibration targets and calibration parameters were determined using the formulas and tables included in the *2021 FDOT Traffic Analysis Handbook*.

The Vissim microsimulation was error checked and calibrated to volume and speed data obtained from RITIS and FDOT databases. Speed and volume calibration parameters indicate adequate calibration The Vissim Model Verification (Error Checking) Process Checklist was filled out as part of the calibration process. Logical data collection points in the Vissim simulation network were selected to match the RITIS and FDOT data collection locations to obtain comparable results. Speed and processed volumes from the simulation outputs were compared against data from the FDOT RITIS system or other available data sources to ensure that the simulation provides similar trends and areas of congestion.

SR 9/I-95 Off-Ramp queues at ramp terminal intersections were calibrated based on qualitative observations instead of quantitative (to be within 20% difference between simulated and observed queue lengths) as stated in the MLOU. This deviation was necessary since the SR 9/I-95 Off-Ramp queues extend more than 25 vehicles and pass the exclusive turn lane storage. When the queues from one exclusive turning lane(s) extended beyond their storage lengths, this turning traffic gets mixed up with the other turning movement. Under these conditions, Vissim reports the same queue length for all the movements in the same approach. Therefore, the comparison of Vissim model queues to a physical location on the field was considered more appropriate. It should be noted that physical reference for the extent of queue from field observations and Vissim calibration results relate to maximum queues (i.e., not average).

The Vissim Complex Weaving Analysis results are presented in this report. The analysis based on Section 8.8 of the *2021 FDOT Traffic Analysis Handbook*. The analysis considers V/C Ratio, Speed Differential and Vehicles Disappearing. The reduction in the capacity to 1,800 vehicles per hour was used to determine the volume to capacity (V/C) ratio using Equation 2-1 for each complex weave segment within the project.

Equation 2-1

$$V/C = \frac{peak\ hour\ freeway\ demand\ volume\ in\ critical\ weaving\ segment}{per\ lane\ capacity \times number\ of\ lanes}$$

For the Speed Differential analysis, the speeds for weaving and nonweaving vehicles from all origins and destinations within the complex weave segment were extracted from the microsimulation model to assess the impacts of multiple crossing movements. It is recommended that the speed difference between weaving and nonweaving movements be within 10 mph. A higher speed differential indicates slowdown, meaning the length of the complex weave segment is not adequate and there is congestion within the complex weave segment.

For the Vehicle Disappearing analysis, the number of vehicles disappearing within each complex weave segment is reported and compared between no-build and build alternatives. The build alternative should not have more vehicles disappearing than the no-build within the complex weave segment. In addition, the build alternative disappearing vehicles should be less than ten (10) vph within the complex weave segment. This is measured between upstream of the first entry to downstream of the last exit forming the complex weave segment.

The traffic operational analysis for the other five adjacent intersections was performed using Synchro. The calibration process for Synchro intersection analysis consisted of comparing the queuing results and visual field audits. Reasonableness checks were performed by comparing the synchro calculated queues and the queues observed along the arterial intersections. Special consideration was given to 95th percentile queue lengths that are tagged with "#" or "m". These queue results will be examined for the extent of queuing problems. The "#" indicates that the volume for the 95th percentile cycle exceeds capacity. The "m" indicates that volume for the 95th percentile queue is metered by an upstream signal.

The Vissim microsimulation and Synchro operational analyses were performed for the following conditions:

- Existing Year 2021 conditions, AM and PM periods.
- Opening Year 2030 conditions for No-Build and three Build Alternatives, AM and PM periods.
- Design Year 2050 No-Build and three Build Alternatives, AM and PM periods.

2.5.1 Measures of Effectiveness (MOE)

FDOT Topic No. 000-525-006-c provides LOS Targets for the State Highway System (SHS). The automobile mode LOS D target is considered applicable for this SIMR within an urbanized area. It should be noted that LOS is established based on HCM criteria. However, the LOS results from the Vissim microsimulation is reported in accordance with Section 9.5.1 of the *2021 FDOT Traffic Analysis Handbook*. This chapter outlines the approach to estimate density and LOS as well as color code speed thresholds using density and speed results obtained from microsimulation analysis.

Link based density obtained from microsimulation model is in vehicles per mile. Microsimulation model density can be converted to passenger cars per mile per lane (pcpmpl) using the Equations 2-2 and 2-3 below which can then be used to estimate LOS using HCM thresholds.

Equation 2-2

$$Estimated\ Density\ (pcpmpl) = \frac{Density\ (vpm)}{Number\ of\ lanes} * f(hv)$$

Where,
$Density_{(vpm)}$ = Link Density from microsimulation
$f_{(hv)}$ = Adjustment factor for presence of heavy vehicles in traffic stream using HCM 6th Edition

Equation 2-3

$$f_{(hv)} = \frac{1}{1 + P_T\,(E_T - 1)}$$

Where,
$f_{(hv)}$ = Heavy – vehicle adjustment factor (decimal)
PT = Proportion of Single Unit Trucks (SUTs)and Tractor Trailers (TTs) in traffic stream (decimal)
ET = Passenger car equivalent of one (1) heavy vehicle in traffic stream (PCEs)

Table 2.1 shows congestion level thresholds based on speed for a roadway with a posted speed limit of 55 mph, which applies to this segment of SR 9/I-95.

Table 2.1 – Congestion Level Thresholds

Congestion Level	Freeways				
	Posted Speed (mph)				
	50	55	60	65	70
Uncongested	>=50	>=53	>=59	>=61	>=63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

A posted speed limit of 55 mph applies for this segment of SR 9/I-95

Vissim microsimulation measures of effectiveness (MOEs) include Estimated LOS, Density (veh/mi/ln), Speed (mph), Simulated Volume compared to Demand Volume, Total Delay (hours), Average Delay (seconds per vehicle), Total Travel Time (hours), Latent Demand (veh), Average Speed (mph), and maximum queue for SR 9/I-95 Off-Ramps. Synchro MOEs include LOS, Delay (veh/sec), Volume-to-Capacity (v/c) ratio, and 95th Percentile Queue. The storage available for the turn movements, measured from the stop bar to the taper, are clearly reported in figures and tables for comparison with the queue length. At the off-ramp terminal intersections, the queue length is reported in figures and tables along with the storage length for the left and right turning lanes. In addition to the turn lane storage, the total ramp length, measured from the stop bar to the gore point with the freeway is provided.

2.6 Safety Analysis

Detailed crash data within the study area will be analyzed and documented. The latest five year of crash data shall be used. At the time of MLOU signage, the latest five years were defined as years 2016 to 2020. The historical safety analysis has been updated to the latest five years from 2019 to 2023. Similarly, the main FDOT safety data source were State Safety Office GIS (SSOGIS) / CAR Online (The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) data post-processed by FDOT to support safety analyses) at the time of the MLOU signing. On April of 2023, the FDOT State Safety Office announced that Signal 4 Analytics (S4) is now the official crash data repository and the sole source of crash information for FDOT Safety Analyses, which also provides “high crash locations”. Therefore, the crash analysis has been updated accordingly. In addition, the AOI for the safety analysis for future conditions was reduced to exclude adjacent intersections since no improvements are proposed for these intersections. Therefore, future year safety analysis includes SR 9/I-95 mainline, Express Lanes, Ramps and Ramp Terminal Intersections.

3 EXISTING YEAR 2021 CONDITIONS

3.1 Existing Land Use

The west side of the SR 9/I-95 at SR 860/Miami Gardens Drive Interchange is located within unincorporated Miami-Dade County; the east side of the interchange is located within the City of North Miami Beach. The SR 9/I-95 at CR 854/Ives Dairy Road Interchange is located within unincorporated Miami-Dade County. **Appendix C** presents the Miami-Dade County Existing Land Use Map and the City of North Miami Beach Zoning Map, for ease of reference. The maps show the following zone classifications for each of the interchanges:

3.1.1 SR 860/Miami Gardens Drive

- Residential at the NE and SE quadrants of the interchange; and
- Industrial at the NW and SW quadrants of the interchange.

3.1.2 CR 854/Ives Dary Road

- Residential at the NE and SE quadrants of the interchange; and
- Industrial and Communications/Utilities/Terminals at the NW and SW quadrants of the interchange.

3.2 Existing Road Characteristics

The general characteristics of the roadway facilities located within the project limits are described in the sections below. The data below is based on information gathered from the FDOT's Roadway Characteristics Inventory (RCI), Straight Line Diagrams (SLDs), Miami-Dade County TPO, Miami-Dade County Traffic Signals and Signs Division (TS&S) and field reviews. Aerial views of the interchanges are presented in **Figures 3.1** and **3.2**. The existing roadway and intersection lane configurations are depicted in **Figure 3.3**.

3.2.1 SR 9/I-95 from south of SR 860/Miami Gardens Drive to north of CR 854/Ives Dairy Road

Facility Type: Freeway, Limited Access, SIS Facility
Context Classification: Context classification does not apply to limited access facilities.
Functional Classification: Urban Principal Arterial - Interstate
Access Management Classification (FDOT): Class 1
Posted Speed Limit: 55 mph
Typical Section:
North of CR 854/Ives Dairy Road Interchange:

- SB: 1 AUX, 4 GP, 1 EXP / NB: 1 EXP, 4 GP, 1 AUX
- SB: 2 AUX, 4 GP, 1 EXP / NB: 1 EXP, 4 GP, 1 AUX

South of CR 854/Ives Dairy Road Interchange:

- SB: 3 GP, 1 EXP / NB: 1 EXP, 4 GP, 1 AUX

South of Express Lane SB Ingres and NB Egress:

- SB: 3 GP, 2 EXP / NB: 2 EXP, 3 GP, 1 AUX

South of SR 860/Miami Gardens Drive Interchange:

- SB: 3 GP, 2 EXP / NB: 2 EXP, 3 GP

South of Express Lane SB Egress and NB Ingress:

- SB: SB: 4 GP, 1 EXP / NB: 1 EXP, 3 GP

Note: GP-General Purpose Lane / EXP-Express Lanes / AUX-Auxiliary Lane

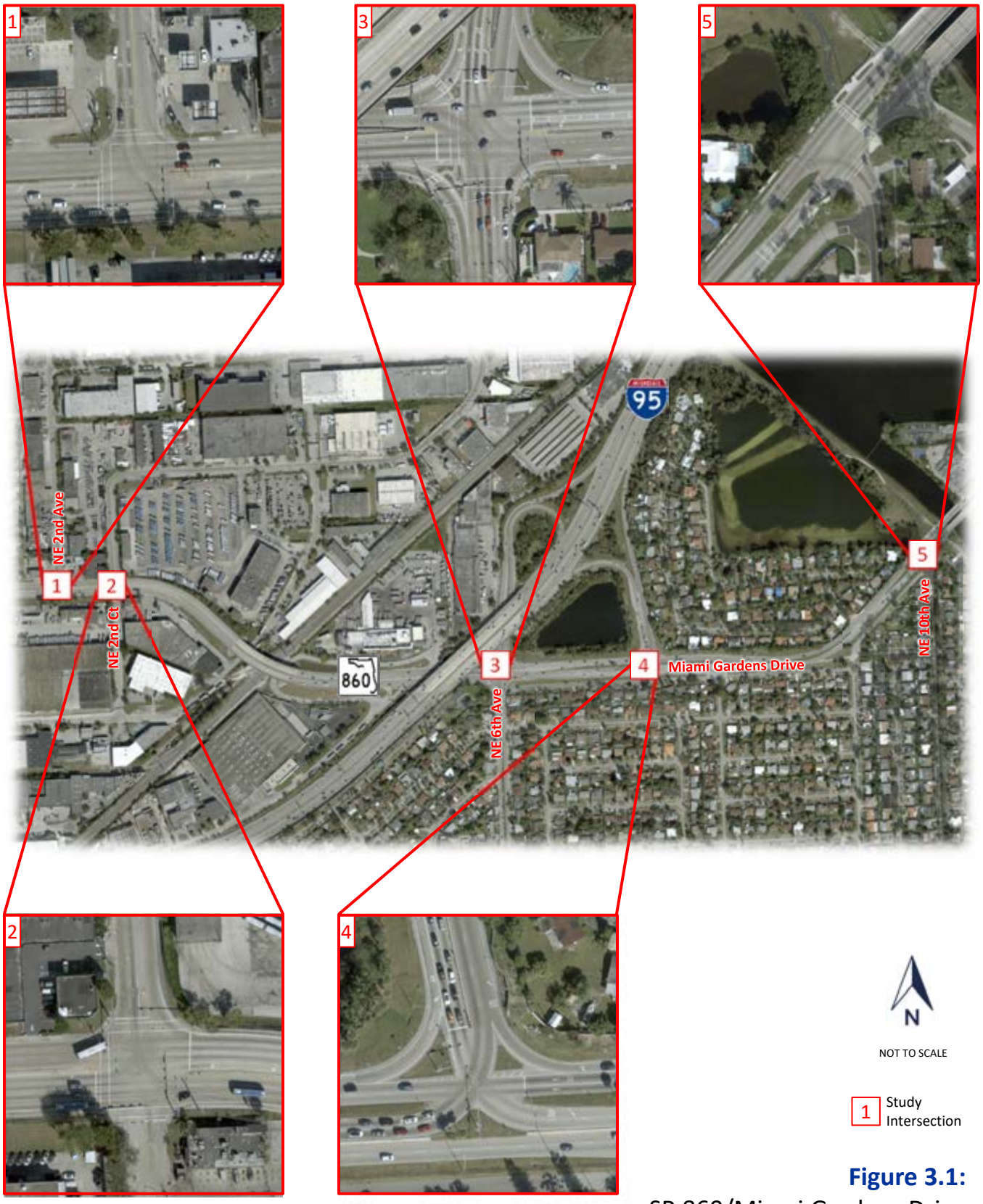
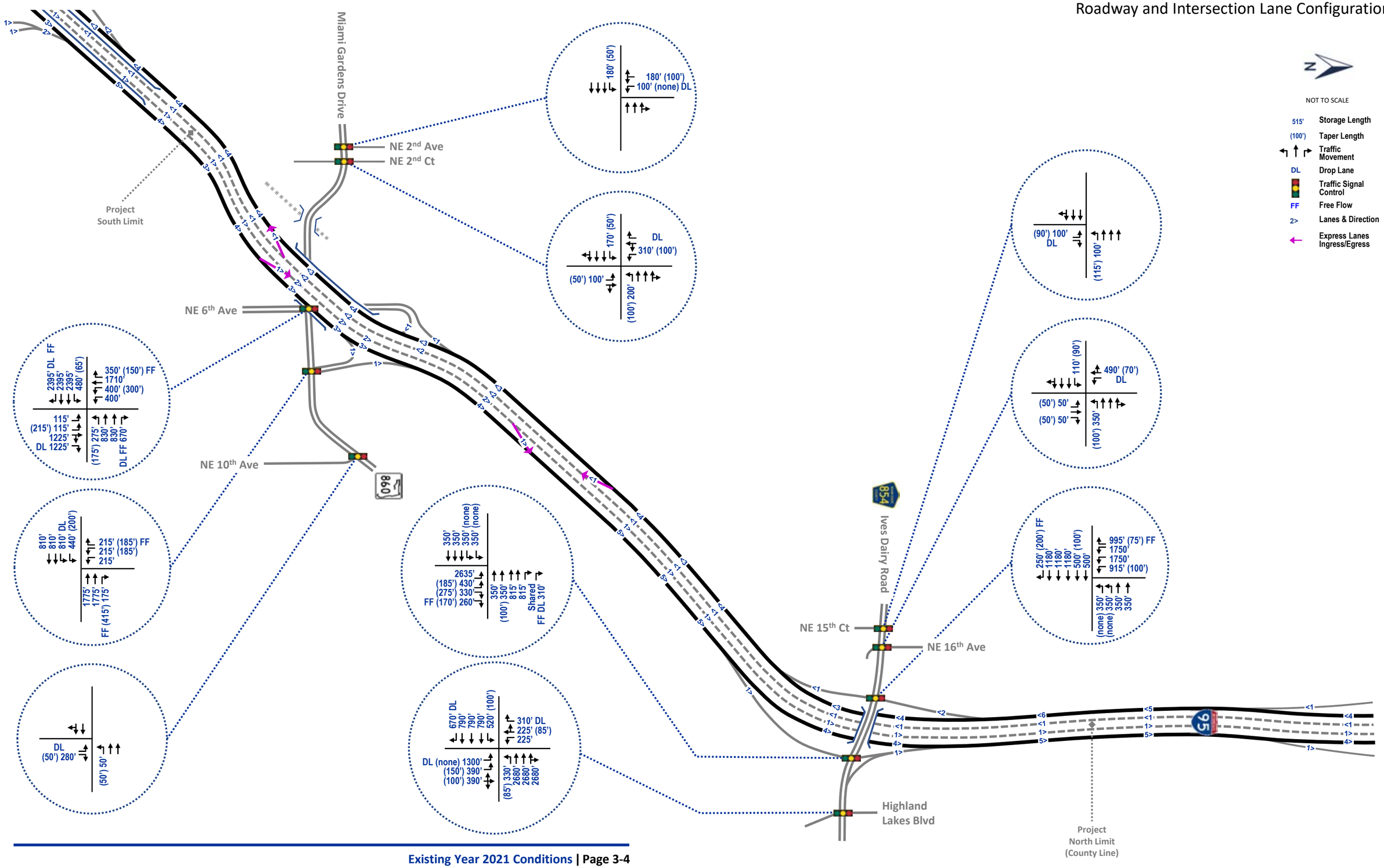


Figure 3.1:
SR 860/Miami Gardens Drive
Interchange Aerial Views
Existing Year 2021

Figure 3.2:
Ives Dairy Road
Interchange Aerial Views
Existing Year 2021

Figure 3.3:
Existing Year 2021
Roadway and Intersection Lane Configuration



3.2.2 SR 860/Miami Gardens Drive from NE 2nd Avenue to NE 10th Avenue

Facility Type: Arterial

Context Classification (Provisional): C3C – Suburban Commercial, west of SR 9/I-95
C3R – Suburban Residential, east of SR 9/I-95

Functional Classification: Urban Minor Arterial

Access Management Classification (FDOT): Class 5

Posted Speed Limit: 40 mph, west of NE 8th Street
30 mph, east of NE 8th Street

Typical Section: EB: 3 Lanes/ Raised Median / WB: 3 Lanes, west of SR 9/I-95
EB: 2 Lanes/ Raised Median / WB: 2 Lanes, east of SR 9/I-95

3.2.3 CR 854/Ives Dairy Road from NE 15 Court to Highland Lakes Boulevard

Facility Type: Arterial

Context Classification (Provisional): Off-System (similar to SR 860/Miami Gardens Drive)
C3C – Suburban Commercial, west of SR 9/I-95
C3R – Suburban Residential, east of SR 9/I-95

Functional Classification: Urban Minor Arterial

Access Management Classification (FDOT: Off-System (similar to SR 860/Miami Gardens Drive)
Class 5

Posted Speed Limit: 40 mph

Typical Section: EB: 3 Lanes/ Raised Median / WB 3: Lanes

3.3 Existing Traffic Data

Traffic data was collected or gathered from different available sources. The following information was gathered within the study area:

- SR 9/I-95 Mainline 72-hour bi-directional vehicle volumes in 15-minute intervals
- Arterial/Ramp 72-hour bi-directional vehicle volumes in 15-minute intervals
- Turning Movement Counts (TMC) in 15-minute intervals (3-hour in the AM and 3-hour in the PM)
- Florida Traffic Online (FTO) 2019, 2020 and 2021 (provided by FDOT in advance of posting) data
- Regional Integrated Transportation Information System (RITIS) volume and speed data
- FDOT Crash Data (Signal Four Analytics)
- *FDOT I-95 Corridor Planning Study from US 1/SR 5 to Broward County Line (FM # 414964-6-22-01)*
- *FDOT I-95 (SR 9) Planning Study from Golden Glades Interchange to I-595 (FM #: 436903-1-22-02)*
- Traffic Signal Information from Miami-Dade County
- Field observations at each signalized intersection

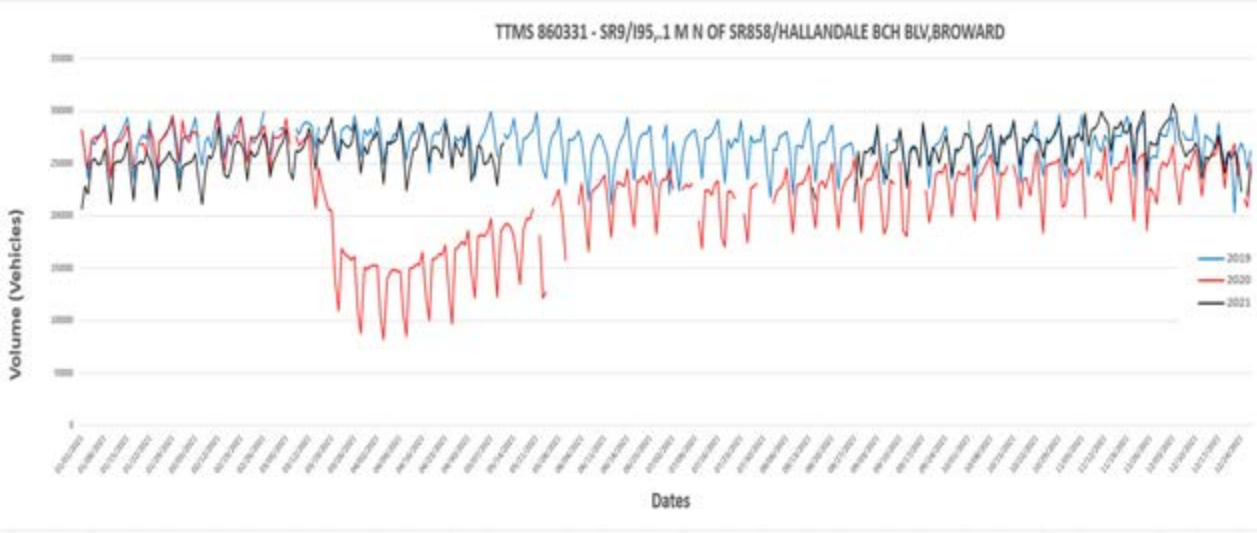
Appendix D presents existing traffic data summaries.

3.4 Existing Traffic Volumes

SR 9/I-95 Mainline 72-hour bi-directional vehicle volumes in 15-minute intervals were obtained from RITIS from Tuesday, September 21, 2021 to Thursday, September 23, 2021. SR 9/I-95 were supplemented with counts from regular FDOT count stations from the Florida Traffic Online (FTO) database. Arterial/Ramp 72-hour bi-directional vehicle volumes and classification in 15-minute intervals were provided by the Department for same period (from Tuesday, September 21, 2021, to Thursday, September 23, 2021). Turning movement counts (TMCs) were provided by the Department. TMCs were collected on Thursday, September 23, 2021 from 6:30 a.m. to 9:30 a.m. and from 3:30 p.m. to 6:30 p.m.

Based on a review of 2019, 2020, and 2021 volume tracking at Count Station Number 86-0331 (the closest permanent count station adjacent to the project), the traffic patterns were deemed to be back to normal prior to the data collection date of September 2021. **Figure 3.4** presents a summary of hourly volumes for years 2019, 2020, and 2021.

Figure 3.4: 2019, 2020, and 2021 Hourly Volumes at Count Station Number 86-0331



Existing Year 2021 volume calculations were coordinated with the adjacent projects to the north within FDOT District 4. The three-day average traffic volumes were used. Link volumes and turning movement counts were balanced between intersections within the project limits. **Figure 3.5** presents a summary of existing volumes. Existing Year 2021 volume calculation summaries are provided in **Appendix E**.

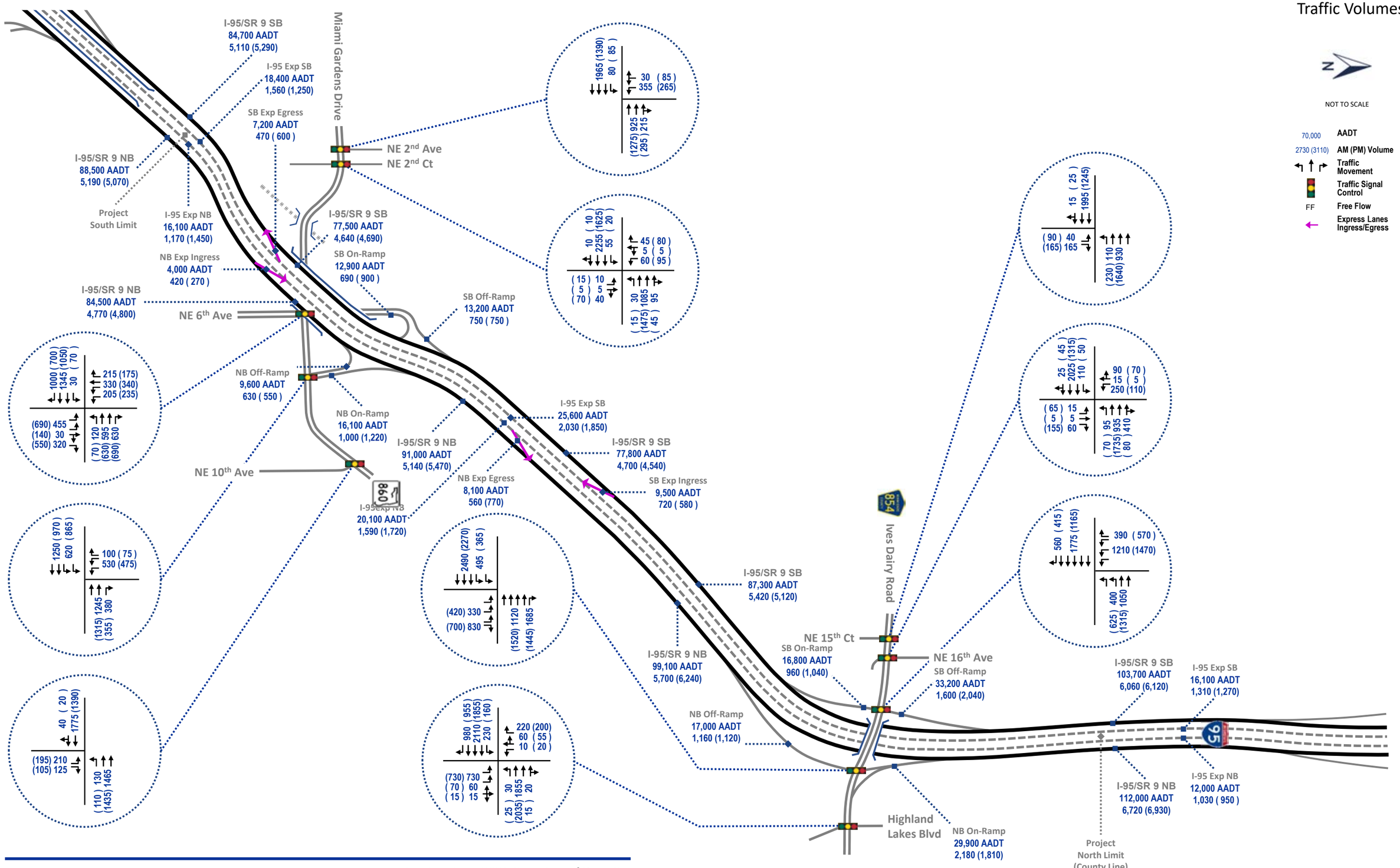
3.5 Existing Traffic Operational Analysis

Traffic operational analysis was conducted to evaluate the existing conditions in the study area. Major analysis parameters include volume, design hour truck (DHT) percentage, and roadway geometry. The calculated DHT values of 3% for SR 9/I-95 and 2% for SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road were used based on existing and historical data. Traffic signal timing information was obtained from the Miami-Dade County Traffic Signals and Signs Division (TS&S) and field checks.

3.5.1 Vissim Freeway, Express Lanes, and Ramp Terminal Intersection Analysis

The operational analysis of the freeway, express lanes, and ramp terminal intersections was performed in accordance with FDOT's Traffic Analysis Handbook using Vissim microsimulation software. The Vissim microsimulation was error checked and calibrated to volume and speed data obtained from FDOT and RITIS databases. Speed calibration parameters indicating adequate calibration as presented in the following section. Similarly, volume calibration parameters are shown in the analysis results figures and tables. **Appendix F** presents the *Vissim Calibration Memorandum for SR 9/I-95 from South of Miami Gardens Drive to North of Miami-Dade/Broward County Line*. The memorandum summarizes the model development and calibration parameters.

Figure 3.5:
Existing Year 2021
Traffic Volumes



A four-hour analysis period was selected to ensure that traffic operations were accurately modeled. The four-hour analysis period provided adequate time for congestion build-up and dissipation. A 30-minute seeding period was coded. The second hour represented the peak hour. Traffic volumes were entered in 15-minute increments as exact values. **Table 3.1** presents the percent of peak hour factors for the analysis.

Table 3.1: Peak Period Vehicle Input Distributions

Hour	Time Interval	AM Period		Time Interval	PM Period	
		Hourly Proportion [1]	Distribution		Hourly Proportion [1]	Distribution
Seeding	6:30	85.55%	19.38%	2:30	88.13%	21.41%
	6:45		23.40%	2:45		22.66%
Pre-Peak (1st)	7:00	92.92%	22.06%	3:00	94.13%	23.00%
	7:15		21.71%	3:15		22.61%
	7:30		23.33%	3:30		23.73%
	7:45		25.82%	3:45		24.79%
Peak (2nd)	8:00	100.00%	25.82%	4:00	100.00%	25.66%
	8:15		24.63%	4:15		25.44%
	8:30		25.29%	4:30		23.84%
	8:45		24.26%	4:45		25.06%
Post Peak (3rd)	9:00	92.99%	24.11%	5:00	96.30%	24.23%
	9:15		23.49%	5:15		24.07%
	9:30		22.69%	5:30		25.08%
	9:45		22.70%	5:45		22.91%
Breaking Hour	10:00	86.09%	20.17%	6:00	98.77%	23.58%
	10:15		21.50%	6:15		25.27%
	10:30		22.43%	6:30		26.24%
	10:45		21.99%	6:45		23.68%

[1]Percent of peak hour

The required number of runs was calculated to be nine (9). However, the Vissim model was conservatively simulated for ten (10) runs, with a simulation resolution of 10-time steps per simulation second. The Vissim microsimulation was error checked and calibrated to volume and speed data obtained from RITIS database. The adjusted Driving Behavior Parameters are presented in the Vissim Calibration Memorandum for SR 9/I-95 from South of Miami Gardens Drive to North of Broward County Line.

A calibration summary of volume (link flows) along SR 9/I-95 during peak hours is presented in **Tables 3.2** and **3.3**, as per the calibration criteria. Traffic volumes for SR 9/I-95 segments in Vissim were obtained from link evaluation output files. Evaluations were based on an average of ten (10) model runs to be conservative. As displayed in Table 3.2., during the year 2021 AM peak hour, all the twenty-two segments (100%) and the sum of all the SR 9/I-95 segments satisfy volume calibration targets. As displayed in Table 3.3, during the year 2021 PM peak hour, all the twenty-two segments (100%) and the sum of all the SR 9/I-95 segments satisfy volume calibration targets.

Table 3.2: 2021 AM Peak Hour Volume Calibration Results for SR 9/I-95 Roadway Segments

	Segment	Demand	Processed	% Served	GEH<5	Acceptance Target
I-95 General-Use Lanes	**I-95 NB**					
	South of Miami Gardens Drive to EL Ingress Point	5,190	5,188	100%	0/Yes	Yes<400
	From EL Ingress Point to Miami Gardens Drive Off-ramp	4,770	4,777	100%	0.1/Yes	Yes<400
	Between Miami Gardens Drive Interchange	4,140	4,153	100%	0.2/Yes	Yes<400
	From Miami Gardens Drive On-Ramp to EL Egress Point	5,140	5,068	99%	0.9/Yes	Yes<400
	From EL Egress Point to Ives Dairy Road Off-Ramp	5,700	5,638	99%	0.7/Yes	Yes<400
	From Ives Dairy Road Off-Ramp to On-Ramp	4,540	4,494	99%	0.6/Yes	Yes<400
	North of Ives Dairy Road	6,720	6,434	96%	2.8/Yes	Yes<400
	I-95 SB					
	North of Ives Dairy Road	6,060	6,071	100%	0.1/Yes	Yes<400
	Between Ives Diary Road Ramps	4,460	4,477	100%	0.2/Yes	Yes<400
	From Ives Diary Road On-Ramp to EL Ingress Point	5,420	5,382	99%	0.3/Yes	Yes<400
	From EL Ingress Point to Miami Gardens Drive Off-Ramp	4,700	4,681	100%	0/Yes	Yes<400
	Between Miami Gardens Drive Ramps	3,950	3,925	99%	0.2/Yes	Yes<400
	South of Miami Gardens Drive to EL Egress Point	4,640	4,593	99%	0.5/Yes	Yes<400
	From Egress Point to South	5,110	5,067	99%	0.3/Yes	Yes<400
		70,540	***69,948***	***99%***	***1.7/Yes***	
I-95 Express Lanes	**I-95 NB**					
	South of Miami Gardens Drive to Ingress Point	1,170	1,171	100%	0/Yes	Yes<15%
	From Ingress Point to Ives Dairy Road Egress Point	1,590	1,581	99%	0.2/Yes	Yes<15%
	From Ives Dairy Road Egress Point to Ives Dairy Road Ingress Point	1,030	1,013	98%	0.5/Yes	Yes<15%
	From Ives Dairy Road Ingress Point to North	1,030	1,016	99%	0.4/Yes	Yes<15%
	I-95 SB					
	North to Ives Dairy Road Egress Point	1,680	1,677	100%	0.1/Yes	Yes<15%
	From Ives Dairy Road Egress Point to Ives Dairy Road Ingress Point	1,310	1,305	100%	0.1/Yes	Yes<15%
	From Ives Diary Road Ingress Point to Egress Point	2,030	1,972	99%	0.4/Yes	Yes<15%
	From Egress Point to South	1,560	1,500	100%	0/Yes	Yes<15%
		11,400	***11,235***	***99%***	***0.6/Yes***	

Table 3.3: 2021 PM Peak Hour Volume Calibration Results for SR 9/I-95 Roadway Segments

	Segment	Demand	Processed	% Served	GEH<5	Acceptance Target
I-95 General-Use Lanes	**I-95 NB**					
	South of Miami Gardens Drive to EL Ingress Point	5,070	5,062	100%	0.1/Yes	Yes<400
	From EL Ingress Point to Miami Gardens Drive Off-ramp	4,800	4,789	100%	0.2/Yes	Yes<400
	Between Miami Gardens Drive Interchange	4,250	4,249	100%	0/Yes	Yes<400
	From Miami Gardens Drive On-Ramp to EL Egress Point	5,470	5,316	97%	1.9/Yes	Yes<400
	From EL Egress Point to Ives Dairy Road Off-Ramp	6,240	6,064	97%	2.1/Yes	Yes<400
	From Ives Dairy Road Off-Ramp to On-Ramp	5,120	4,963	97%	2.1/Yes	Yes<400
	North of Ives Dairy Road	6,930	6,766	98%	2/Yes	Yes<400
	I-95 SB					
	North of Ives Dairy Road	6,120	6,086	99%	0.2/Yes	Yes<400
	Between Ives Diary Road Ramps	4,080	4,072	100%	0.2/Yes	Yes<400
	From Ives Diary Road On-Ramp to EL Ingress Point	5,120	5,116	100%	0.2/Yes	Yes<400
	From EL Ingress Point to Miami Gardens Drive Off-Ramp	4,540	4,546	100%	0.4/Yes	Yes<400
	Between Miami Gardens Drive Ramps	3,790	3,768	99%	0.1/Yes	Yes<400
	South of Miami Gardens Drive to EL Egress Point	4,690	4,608	98%	1/Yes	Yes<400
	From Egress Point to South	5,290	5,232	99%	0.6/Yes	Yes<400
		70,540	***70,637***	***99%***	***1.7/Yes***	
I-95 Express Lanes	**I-95 NB**					
	South of Miami Gardens Drive to Ingress Point	1,450	1,449	100%	0/Yes	Yes<15%
	From Ingress Point to Ives Dairy Road Egress Point	1,720	1,716	100%	0.1/Yes	Yes<15%
	From Ives Dairy Road Egress Point to Ives Dairy Road Ingress Point	950	952	100%	0.1/Yes	Yes<15%
	From Ives Dairy Road Ingress Point to North	950	951	100%	0/Yes	Yes<15%
	I-95 SB					
	North to Ives Dairy Road Egress Point	1,800	1,797	100%	0.1/Yes	Yes<15%
	From Ives Dairy Road Egress Point to Ives Dairy Road Ingress Point	1,270	1,271	100%	0/Yes	Yes<15%
	From Ives Diary Road Ingress Point to Egress Point	1,850	1,838	99%	0.2/Yes	Yes<15%
	From Egress Point to South	1,250	1,225	98%	0.7/Yes	Yes<15%
		11,240	***11,199***	***100%***	***0.4/Yes***	

The model was also calibrated using speed data obtained from HERE/RITIS data (HERE Global B.V. is a company that provides mapping and location data) for the AM and PM peak hours along SR 9/I-95 general-use lanes and express lanes. The simulated speeds derived from data collection points were compared against speed data obtained from RITIS database. **Table 3.4** next page shows comparative results and indicate adequate calibration.

Table 3.4 – Existing Year 2021 AM and PM: Speed Calibration Parameters

Southbound								Northbound							
Loc.	Time	General Use Lanes			Express Lanes			Loc.	Time	Express Lanes			General Use Lanes		
		RITIS	Vissim	Cal.	RITIS	Vissim	Cal.			RITIS	Vissim	Cal.	RITIS	Vissim	Cal.
1	AM	56	**66**	Yes	40	64	No	1	AM	70	65	Yes	65	64	Yes
	PM	42	**65**	No	48	64	No		PM	65	65	Yes	62	64	Yes
2	AM	48	**54**	Yes	59	58	Yes	2	AM	72	60	No	64	56	Yes
	PM	46	**54**	Yes	60	58	Yes		PM	65	60	Yes	59	56	Yes
3	AM	50	**55**	Yes	56	53	Yes	3	AM	72	59	No	65	55	Yes
	PM	49	**55**	Yes	63	61	Yes		PM	66	59	Yes	61	55	Yes
4a	AM	49	**55**	Yes	45	44	Yes								
	PM	50	**55**	Yes	65	61	Yes								
4b	AM	48	**55**	Yes	33	42	Yes	4b	AM	71	61	No	60	56	Yes
	PM	52	**55**	Yes	67	61	Yes		PM	65	61	Yes	56	56	Yes
5	AM	52	**55**	Yes	31	40	Yes	5	AM	70	62	Yes	59	56	Yes
	PM	55	**55**	Yes	65	59	Yes		PM	64	62	Yes	55	56	Yes
6	AM	53	**54**	Yes	32	60	No	6	AM	61	60	Yes	53	54	Yes
	PM	53	**55**	Yes	60	59	Yes		PM	55	59	Yes	47	55	Yes

Location 1 – Between SR 858/Hallandale Beach Boulevard and CR 854/Ives Dary Road and Express Lanes Ingress/Egress (FLD6DOT095SB017.4 / FLD6DOT095NB017.4)
Location 2 – Between CR 854/Ives Dary Road and Express Lanes Ingress/Egress (FLD6DOT095SB015.6 / FLD6DOT095NB015.6)
Location 3 – Between CR 854/Ives Dary Road and SR 860/Miami Gardens Drive & Between Express Lanes Ingress/Egress (FLD6DOT095SB015.2 / FLD6DOT095NB015.2)
Location 4a – Between Express Lanes Ingress/Egress and Miami Gardens Drive (FLD6DOT095SB015.1)
Location 4b – Between Express Lanes Ingress/Egress and SR 860/Miami Gardens Drive (FLD6DOT095SB014.9 / FLD6DOT095NB014.9)
Location 5 – Between SR 860/Miami Gardens Drive Ramps (FLD6DOT095SB014.6 / FLD6DOT095NB014.6)
Location 6 – Between Miami Gardens Drive and Golden Glades Interchange (FLD6DOT095SB014.0 / FLD6DOT095NB014.0)

The calibration results of travel speed show that 45 out of 52 spots (86.5%) satisfy the calibration tolerance and are higher than the acceptance threshold of 85%. As such, the model reaches the calibration target of spot speeds. Note that average spot speeds on SR 9/I-95 northbound express lanes are over 70 MPH at three locations (No. 2, 3, and 4) during the AM peak hour. The posted speed limit on locations 2, 3, and 4 is 55 MPH and apparently a lot of drivers are speeding during the AM peak hours. If the average spot speed at these three locations is capped at 65 MPH (10 MPH over the posted speed limit), the acceptance threshold will increase to 92.3%.

Figure 3.6 summarizes the mainline/basic, weaving, and ramp merge/diverge analysis results. **Tables 3.5** and **3.6** summarize the intersection analysis results. The summaries present the second hour of analysis, which corresponds with the peak hour within the analysis period. Documentation of the existing traffic operational analysis is provided in **Appendix G**, which include all 4-hour analysis period. As displayed in Table 3.5, during the year 2021 AM peak hour, all the forty-two (100%) movements satisfy the volume calibration tolerance. As displayed in Table 3.6, during the year 2021 PM peak hour, thirty-nine (93%) movements satisfy the volume calibration tolerance. In total, eighty one out of eighty-four (96%) movements satisfy the volume calibration tolerance, which is higher than the required 85% threshold, as per the calibration criteria in the FDOT Traffic Analysis Handbook, 2021. As such, the Vissim model satisfies the volume calibration target.

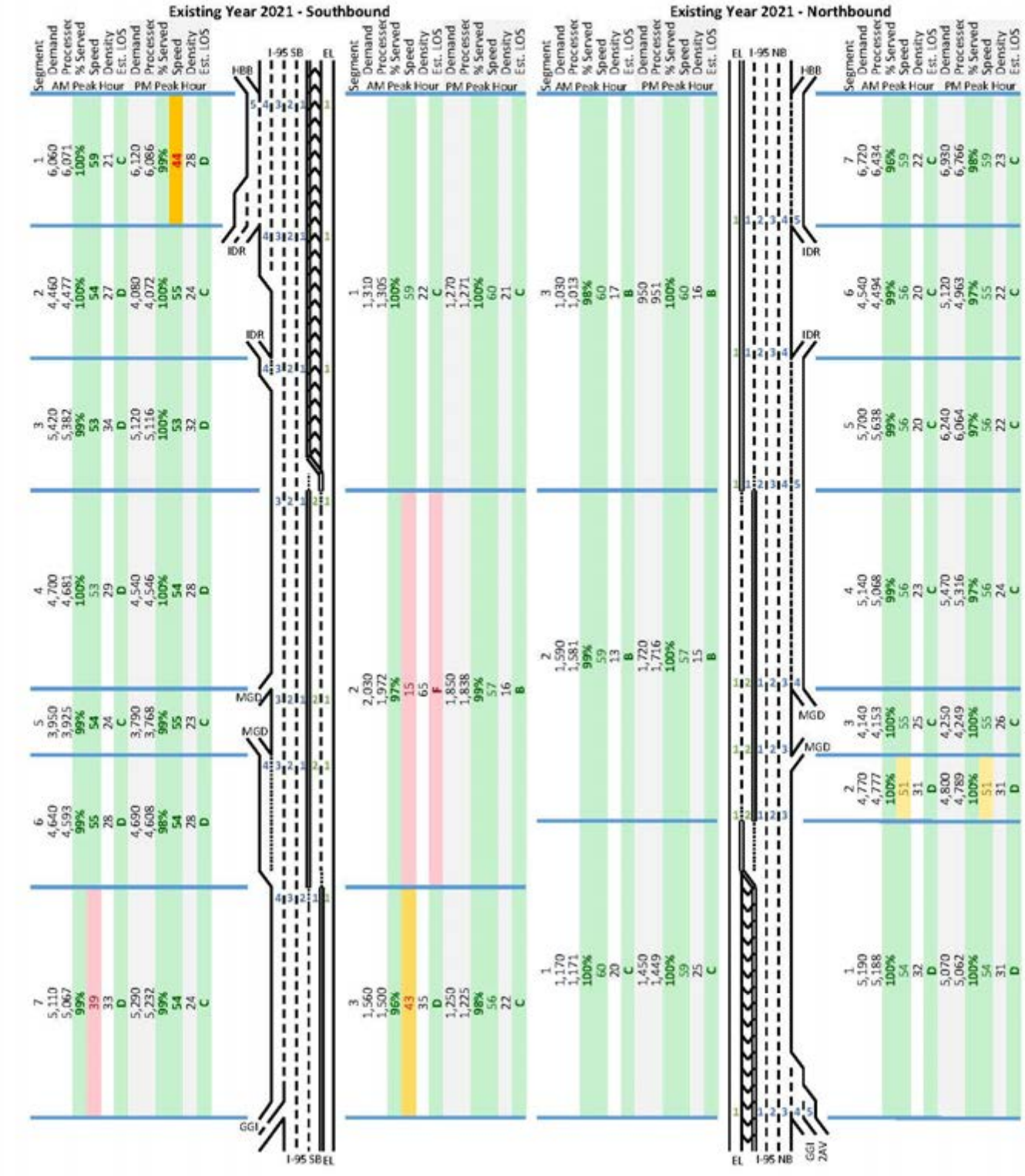


Figure 3.6:
Existing Year 2021
SR 9/I-95 Freeway Operational Analysis

Table 3.5 – Existing Year 2021 AM: Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)	GEH (<5)	Acceptance Target
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5375**	**5205**	**97%**	**93**	F			**0.0**	**Yes<400**
	NBL	455	458	101%	85	F	766	115	0.1	Yes<100
	NBT	30	30	100%	57	E	397	1225	0.0	Yes<100
	NBR	320	323	101%	24	C	397	1225	0.2	Yes<100
	SBL	205	197	96%	128	F	1504	400	0.6	Yes<100
	SBT	330	318	96%	184	F	1504	1710	0.7	Yes<100
	SBR (FF)	215	209	97%	71	E	0	350	0.4	Yes<100
	EBL	30	30	100%	164	F	83	480	0.0	Yes<100
	EBT	1345	1290	96%	214	F	2830	2395	1.5	Yes<15%
	EBR (FF)	1000	994	99%	30	C	578	2395	0.2	Yes<15%
	WBL	120	111	93%	97	F	211	275	0.8	Yes<100
	WBT	695	660	95%	15	B	329	830	1.3	Yes<100
	WBR (FF)	630	585	93%	5	A	0	670	1.8	Yes<100
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4125**	**4075**	**99%**	**36**	D			**0.0**	**Yes<400**
	SBL	530	527	99%	83	F	542	215	0.1	Yes<100
	SBR (FF)	100	100	100%	4	A	0	215	0.0	Yes<100
	EBL	620	526	85%	81	F	448	440	3.9	Yes<100
	EBT (FF)	1250	1283	103%	0	A	0	810	0.9	Yes<15%
	WBT	1245	1256	101%	40	D	1497	1775	0.3	Yes<15%
	WBR (FF)	380	383	101%	12	B	0	175	0.2	Yes<100
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**4890**	**4722**	**97%**	**51**	D			**0.0**	**Yes<400**
	SBL	1210	1210	100%	96	F	1410	1750	0.0	Yes<15%
	SBR (FF)	390	389	100%	5	A	0	995	0.1	Yes<100
	EBT	1280	1283	100%	57	E	1288	1180	0.1	Yes<15%
	EBR (FF)	560	544	97%	10	B	0	250	0.7	Yes<100
	WBL	400	349	87%	42	D	286	350	2.6	Yes<100
	WBT	1050	947	90%	33	C	509	350	3.3	Yes<15%
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4865**	**4755**	**98%**	**51**	D			**0.0**	**Yes<400**
	NBL	330	320	97%	118	F	1367	2635	0.6	Yes<100
	NBR(Sig)	237	236	100%	123	F	1391	330	0.1	Yes<100
	NBR(FF)	593	570	96%	24	C	1300	260	1.0	Yes<100
	EBL	495	508	103%	9	A	269	350	0.6	Yes<100
	EBT	2490	2494	100%	8	A	475	350	0.1	Yes<15%
	WBT	720	627	87%	195	F	978	815	3.6	Yes<15%
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**6320**	**5842**	**92%**	**212**	F			**0.0**	**Yes<400**
	NBL	730	600	82%	432	F	2715	1300	5.0	Yes<15%
	NBT	60	47	78%	393	F	2715	390	1.8	Yes<100
	NBR	15	12	80%	385	F	2747	390	0.8	Yes<100
	SBL	10	9	90%	664	F	270	225	0.3	Yes<100
	SBT	60	36	60%	808	F	2023	225	3.5	Yes<100
	SBR	220	167	76%	678	F	2023	310	3.8	Yes<100
	EBL	230	221	96%	139	F	978	520	0.6	Yes<100
	EBT	2110	2107	100%	37	D	978	790	0.1	Yes<15%
	EBR	980	971	99%	23	C	838	670	0.3	Yes<15%
	WBL	30	25	83%	294	F	74	330	1.0	Yes<100
	WBT	1855	1630	88%	347	F	4540	2680	5.4	Yes<15%
	WBR	20	17	85%	303	F	4586	2680	0.7	Yes<100

Table 3.6 – Existing Year 2021 PM: Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)	GEH (<5)	Acceptance Target
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5340**	**5044**	**94%**	**137**	F			**0.0**	**Yes<400**
	NBL	690	518	75%	557	F	5794	115	7.0	No
	NBT	140	108	77%	294	F	5794	1225	2.9	Yes<100
	NBR	550	443	81%	321	F	5794	1225	4.8	No
	SBL	235	229	97%	79	E	619	400	0.4	Yes<100
	SBT	340	346	102%	74	E	619	1710	0.3	Yes<100
	SBR (FF)	175	174	99%	3	A	0	350	0.1	Yes<100
	EBL	70	78	111%	49	D	147	480	0.9	Yes<100
	EBT	1050	1054	100%	55	D	896	2395	0.1	Yes<15%
	EBR (FF)	700	701	100%	4	A	0	2395	0.0	No
	WBL	70	62	89%	55	E	110	275	1.0	Yes<100
	WBT	630	682	108%	20	C	416	830	2.0	Yes<100
	WBR	690	649	94%	5	A	0	670	1.6	Yes<100
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4055**	**3917**	**97%**	**46**	D			**0.0**	**Yes<400**
	SBL	475	448	94%	75	E	397	215	1.3	Yes<100
	SBR (FF)	75	75	100%	2	A	0	215	0.0	Yes<100
	EBL	865	703	81%	82	F	681	440	5.8	No
	EBT (FF)	970	1014	105%	0	A	0	810	1.4	Yes<15%
	WBT	1315	1326	101%	55	E	1860	1775	0.3	Yes<15%
	WBR	355	351	99%	24	C	0	175	0.2	Yes<100
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5195**	**5005**	**96%**	**99**	F			**0.0**	**Yes<400**
	SBL	1470	1333	91%	274	F	1868	1750	3.7	Yes<15%
	SBR (FF)	570	523	92%	46	D	0	995	2.0	Yes<100
	EBT	800	805	101%	46	D	371	1180	0.2	Yes<15%
	EBR (FF)	415	413	100%	2	A	0	250	0.1	Yes<100
	WBL	625	628	100%	46	D	483	350	0.1	Yes<100
	WBT	1315	1303	99%	15	B	446	350	0.3	Yes<15%
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4650**	**4490**	**97%**	**28**	C			**0.0**	**Yes<400**
	NBL	420	414	99%	138	F	703	2635	0.3	Yes<100
	NBR(Sig)	38	38	100%	23	C	361	330	0.0	Yes<100
	NBR(FF)	662	639	97%	7	A	20	260	0.9	Yes<100
	EBL	365	366	100%	43	D	173	350	0.1	Yes<100
	EBT	2270	2144	94%	5	A	274	350	2.7	Yes<15%
	WBT	895	889	99%	48	D	737	815	0.2	Yes<15%
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**6135**	**5938**	**97%**	**65**	E			**0.0**	**Yes<400**
	NBL	730	675	92%	329	F	2714	1300	2.1	Yes<15%
	NBT	70	61	87%	328	F	2714	390	1.1	Yes<100
	NBR	15	14	93%	316	F	2745	390	0.3	Yes<100
	SBL	20	22	110%	86	F	103	225	0.4	Yes<100
	SBT	55	54	98%	107	F	253	225	0.1	Yes<100
	SBR	200	196	98%	54	D	253	310	0.3	Yes<100
	EBL	160	152	95%	69	E	738	520	0.6	Yes<100
	EBT	1855	1744	94%	16	B	738	790	2.6	Yes<15%
	EBR	955	921	96%	10	A	598	670	1.1	Yes<15%
	WBL	25	25	100%	30	C	51	330	0.0	Yes<100
	WBT	2035	2061	101%	31	C	885	2680	0.6	Yes<15%
	WBR	15	13	87%	26	C	999	2680	0.5	Yes<100

The freeway analysis results indicate that all the freeway segments in the study area operate at LOS D or better except for Segment 7 (the two-sided weaving segment between the express lane egress and Exit 12 to US 441, SR 826, and Florida's Turnpike) of the General Use lanes on the southbound direction, which operates as heavily congested during the AM Peak Hour period based on Speed Congestion Level Thresholds. The major cause for the delays is the significant number of vehicles weaving along SR 9/I-95 to maintain a southbound direction to the Golden Glades Interchange and a two-side weaving from Express Lanes to Golden Glades Interchange. Field observations support the analysis results. Similarly, southbound Express Lanes segments 2 and 3 operate as heavily congested during the AM Peak Hour period based on Speed Congestion Level Thresholds. The major cause for the delays is southbound operations from Golden Glades Interchange, outside of the study area. Field observations support the analysis results.

The Vissim ramp terminal intersection analysis (including the intersection of CR 854/Ives Dairy Road at Highland Lakes Boulevard) results indicate that only the intersections of SR 860/Miami Gardens Drive at SR 9/I-95 NB Ramps and CR 854/Ives Dairy Road at SR 9/I-95 NB Ramps operate at LOS D or better. All other intersections operate at LOS E or F during one or both peak hour periods. In addition, there are several movements that operate at LOS E and F, and queuing exceeds available storage. Field observations support the analysis results. As shown in Figure 3.6 and Tables 3.1 and 3.2, target service volumes are met.

3.5.2 Vissim Freeway Complex Weaving Analysis

The Vissim freeway complex weaving analysis is based on Section 8.8 of the *2021 FDOT Traffic Analysis Handbook*. The analysis considers V/C Ratio, Speed Differential and Vehicles Disappearing. The reduction in the capacity to 1,800 vehicles per hour was used to determine the volume to capacity (V/C) ratio for each complex weave segment within the project. The Existing Configuration shows one complex weave segment on each direction, with the critical segments at Segment 1 and Segment 5 for the SB and NB directions, respectively.

The V/C Ratio analysis shows adequate operations with v/c ratios of less than 1.00 for the critical segments. The Speed Differential analysis also indicates adequate operations with speed differences less than 10 mph between weaving and nonweaving movements. However, the Vehicle Disappearing analysis does show volume differences to be more than ten (10) vph, which indicates some congestion as observed on the field. Complex weaving analysis summary worksheets are presented in **Appendix G3.**

3.5.3 Adjacent Intersection Synchro Operational Analysis

The AOI included the adjacent signalized intersections within half-a-mile of the interchanges (i.e., a total of ten (10) intersections). Adjacent intersections were analyzed using Synchro. Based on the results of Synchro analysis, only ramp terminal intersections and the intersection of CR 854/Ives Dairy Road and Highland Lakes Boulevard were included in the Vissim microsimulation analysis (i.e., a total of five (5) intersections). The Synchro analysis results for the remaining five (5) adjacent intersections is presented in **Tables 3.7** and **3.8** for the AM and PM peak hours, respectively.

A review of the Synchro queue results indicates that they are consistent with field observations; therefore, a modification of Synchro parameters for calibrations was not required. The Synchro analysis indicates that these five (5) adjacent intersections are not impacted by or impact the operations of the interchanges, which corresponds with field observations. With the exception of the adjacent intersection of CR 854/Ives Dairy Road and Highland Lakes Boulevard, queues from the ramp terminal intersections were not observed to reach adjacent intersections, and queues from the adjacent intersections were not observed to reach the ramp terminal intersections during field observation Synchro summary worksheets are presented in **Appendix H.**

Table 3.7 – Existing Year 2021 AM: Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	AM Volume (VPH) Demand	v/c Ratio	Total Delay (Sec/veh)	Level of Service	Queue Length 95th (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3745**		**24.7**	**C**		
	NWL	210	0.80	85.4	F	304	555
	NET	1775	0.85	28.5	C	#1206	1412
	NER	40	0.85	28.5	C	#1206	1412
	NWR	125	0.37	10.8	B	58	325
	SWL	130	0.73	56.5	E	159	103
	SWT	1465	0.58	9.70	A	465	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**3695**		**12.6**	**B**		
	NBL	10	0.14	86.5	F	35	130
	NBT	5	0.44	37.5	D	53	755
	NBR	40	0.44	37.5	D	53	755
	SBL	60	0.41	97.3	F	85	506
	SBT	5	0.41	97.2	F	85	1333
	SBR	45	0.25	9.30	A	24	590
	EBL	55	0.18	4.80	A	21	210
	EBT	2255	0.64	9.90	A	357	240
	EBR	10	0.64	9.90	A	357	240
	WBL	30	0.29	14.6	B	m23	350
	WBT	1085	0.35	11.8	B	330	1560
	WBR	95	0.35	11.8	B	330	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**3570**		**19.8**	**B**		
	SBL	355	0.81	97.3	F	285	980
	SBR	30	0.81	97.3	F	285	980
	EBL	80	0.25	6.60	A	39	230
	EBT	1965	0.52	7.70	A	357	1250
	WBT	925	0.34	15.4	B	526	230
	WBR	215	0.34	15.4	B	526	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**4035**		**29.9**	**C**		
	NBL	15	0.17	55.8	E	33	85
	NBT	5	0.06	58.8	E	19	420
	NBR	60	0.34	12.6	B	32	100
	SBL	250	1.58	321.1	F	#401	530
	SBT	15	0.55	24.7	C	73	567
	SBR	90	0.55	24.7	C	73	567
	EBL	110	0.48	13.5	B	m54	152
	EBT	2025	0.69	8.30	A	207	250
	EBR	25	0.69	8.30	A	207	250
	WBL	95	0.66	42.1	D	101	95
	WBT	935	0.46	10.0	B	286	935
	WBR	410	0.46	10.0	B	286	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3255**		**12.8**	**B**		
	NBL	40	0.39	67.5	E	76	110
	NBR	165	0.63	55.8	E	203	500
	EBT	1995	0.64	11.8	B	466	1000
	EBR	15	0.64	11.8	B	466	1000
	WBL	110	0.53	49.2	D	127	215
	WBT	930	0.24	0.80	A	20	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

Table 3.8 – Existing Year 2021 PM: Adjacent Intersection Synchro Operational Analysis Results

Intersection	Movement	PM Volume (VPH) Demand	v/c Ratio	Total Delay (Sec/veh)	Level of Service	Queue Length 95th (Feet)	Avail. Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3355**		**18.0**	**B**		
	NWL	195	0.79	86.0	F	290	555
	NET	1390	0.65	18.5	B	685	1412
	NER	20	0.65	18.5	B	685	1412
	NWR	105	0.34	11.4	B	56	325
	SWL	110	0.48	11.7	B	54	103
	SWT	1435	0.58	9.20	A	450	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**3485**		**13.8**	**B**		
	NBL	15	0.20	82.7	F	45	130
	NBT	5	0.55	31.7	C	63	755
	NBR	95	0.51	94.1	F	111	755
	SBL	95	0.51	94.1	F	111	506
	SBT	5	0.52	94.4	F	112	1333
	SBR	80	0.37	13.7	B	46	590
	EBL	20	0.10	5.30	A	m11	210
	EBT	1625	0.48	9.50	A	475	240
	EBR	10	0.48	9.50	A	475	240
	WBL	15	0.09	6.40	A	12	350
	WBT	1475	0.46	11.8	B	347	1560
	WBR	45	0.46	11.8	B	347	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**3395**		**13.8**	**B**		
	SBL	265	0.80	80.4	F	245	980
	SBR	85	0.80	80.4	F	245	980
	EBL	85	0.42	10.1	B	38	230
	EBT	1390	0.37	5.60	A	201	1250
	WBT	1275	0.47	6.40	A	416	230
	WBR	295	0.47	6.40	A	416	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**3705**		**16.3**	**B**		
	NBL	65	0.48	64.7	E	92	85
	NBT	5	0.05	58.6	E	18	420
	NBR	155	0.76	51.0	D	132	100
	SBL	110	0.49	56.3	E	144	530
	SBT	5	0.49	25.6	C	55	567
	SBR	70	0.49	25.6	C	55	567
	EBL	50	0.31	17.1	B	29	152
	EBT	1315	0.45	11.0	B	336	250
	EBR	45	0.45	11.0	B	336	250
	WBL	70	0.26	7.30	A	31	430
	WBT	1735	0.57	13.0	B	388	1230
	WBR	80	0.57	13.0	B	388	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3395**		**11.3**	**B**		
	NBL	90	0.60	71.5	E	134	110
	NBR	165	0.45	31.8	C	144	500
	EBT	1245	0.41	10.7	B	257	1000
	EBR	25	0.41	10.7	B	257	1000
	WBL	230	0.67	33.6	C	183	215
	WBT	1640	0.44	3.3	A	109	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

3.6 Existing Crash Data Analysis

On April of 2023, the FDOT State Safety Office announced that Signal 4 Analytics (S4) is now the official crash data repository and the sole source of crash information for FDOT Safety Analyses. Therefore, the crash analysis has been updated accordingly. The five most recent years (from January 2019 to December 2023) of crash data was obtained from Signal 4 Analytics. Crash data along SR 9/I-95 was collected between MP 13.724 and 17.199. Crash data along SR 860/Miami gardens was collected between MP 6.030 and 7.105. Crash data along CR 845/Ives Dairy Road was collected between MP 2.305 and 2.887. Historical Crash Maps and statistical summaries are included in **Appendix J**.

There was a total of 4511 reported crashes along SR 9/I-95 within the study area during the 5-year period; 866 occurred in 2019, 834 in 2020, 1077 in 2021, 865 in 2022 and 869 in 2023. Based on crash severity, of the 4511 reported crashes, 3732 (82%) were property damage only crashes, 767 (17%) were injury type crashes, and 12 (0.27%) were fatal crashes. There was a total of 1659 (37%) night/dusk/dawn crashes reported, which is higher than the districtwide average for all roadways of 27 percent; and 794 (18%) of the total crashes occurred under wet/slippery pavement conditions, which is higher than the statewide average for all roadways of 11 percent. Among the contributing causes documented in the crash data, Operated Motor Vehicle in a Careless or Negligent Manner (2250 – 50%) and Failed to Yield Right-Of-Way (302 - 7%) were among the highest. There were nine (9) pedestrian reported crashes. Rear End (2220 - 49%) and Sideswipe (1370 - 30%) crash types had the highest frequencies. **Table 3.9** presents the aggregated summary for SR 9/I-95.

There was a total of 12 fatal crashes along SR 9/I-95 between 2019 and 2023 within the study area. There were four fatal crashes (HSMV# 88528177, 88285286, 88460190, and 88411370) between north of SR 860/Miami Gardens Drive and Express Lane ingress and egress slip ramps. For fatal crash 88528177, Vehicle 1 (V01) was traveling south on SR 9/I-95 north of SR 860/Miami Gardens Drive. Non-motorist 1 (NM01) ran from west to east across all southbound lanes of SR 9/I-95 entering the path of V01. The report states that the pedestrian has been found at fault for causing the crash. For fatal crash 88285286, Vehicle 1 (V01) was traveling north on SR 9/I-95 north of SR 860/Miami Gardens Drive. Non-motorist 1 (NM01) was walking east across all northbound lanes of SR 9/I-95 entering the path of V01. The report states that the pedestrian has been found at fault for causing the crash. For fatal crash 88460190, the report states that there were three vehicles involved in the crash; all traveling south; vehicles 1 (V01) and 2 (V02) on the general purpose lanes, and vehicle 3 (V03) on the express lanes. V01 was following V02 too closely and failed to slow in time, colliding with V02. V01 had faulty brakes. The impact caused V02 to lose control entering the path of V03. The report states that the driver of V01 has been found at fault for causing the crash. For fatal crash 88411370, the report states that prior to this incident, vehicle 1 (V01) was traveling south on the general purpose lanes of SR 9/I-95, north of SR 860/Miami Gardens Drive. V01 lost control, collided with the concrete wall in the median, and entered the express lanes where it came to final rest disabled facing west. Vehicle 2 (V02) was traveling south on SR 9/I-95 approaching SR 860/Miami Gardens Drive entering the express lanes. Unaware that V01 was disabled blocking the express lane after the crash with the wall, V02 failed to stop. The report states that the driver of V02 has been found at fault for causing the crash. A pattern susceptible to correction by roadway modifications was not found for this cluster of crashes.

Table 3.9 – Crash Data Summary SR 9/I-95 2019-2023

Crash Type	2019	2020	2021	2022	2023	Total	Avg	%
Rear End	471	346	510	437	456	2220	444	49.2%
Head On	4	2	2	2	1	11	2	0.2%
Angle	1	2	1	1	1	6	1	0.1%
Left Turn	0	0	1	1	0	2	0	0.0%
Right Turn	0	0	0	0	0	0	0	0.0%
Sideswipe	226	248	330	285	281	1370	274	30.4%
Backed Into	0	0	0	0	0	0	0	0.0%
Off Road	77	123	115	83	79	477	95	10.6%
Rollover	5	3	8	2	2	20	4	0.4%
Pedestrian	3	2	3	0	1	9	2	0.2%
Bicycle	0	0	0	0	0	0	0	0.0%
Unknown	24	15	21	5	6	71	14	1.6%
Other	55	93	86	49	42	325	65	7.2%
Total Crashes	**866**	**834**	**1077**	**865**	**869**	**4511**	**902**	100.0%
PDO Crashes	706	681	899	731	715	3732	746	82.7%
Fatality	1	4	5	0	2	12	2	0.3%
Injury	159	149	173	134	152	767	153	17.0%
Daylight	561	519	681	546	542	2849	570	63.2%
Dusk	16	16	17	16	23	88	18	2.0%
Dawn	15	29	28	25	18	115	23	2.5%
Dark - Not Lighted	38	22	51	30	29	170	34	3.8%
Dark - Lighted	235	246	300	248	257	1286	257	28.5%
Dry	698	626	896	743	752	3715	743	82.4%
Wet	167	208	180	122	117	794	159	17.6%
Contributing Cause	**2019**	**2020**	**2021**	**2022**	**2023**	**Total**	**Avg**	**%**
No Contributing Action	139	185	201	154	188	867	173	19.2%
Operated MV in Careless or	506	378	521	441	404	2250	450	49.9%
Failed to Yield Right-Of-Way	70	62	56	50	64	302	60	6.7%
Improper Backing	1	0	0	1	1	3	1	0.1%
Improper Turn	4	1	2	2	3	12	2	0.3%
Followed too Closely	1	3	13	12	19	48	10	1.1%
Ran Red Light	0	0	0	0	0	0	0	0.0%
Drove too Fast for Conditions	8	8	4	10	3	33	7	0.7%
Improper Passing	19	27	63	28	21	158	32	3.5%
Wrong Side or Wrong Way	1	1	0	0	0	2	0	0.0%
Failed To Keep In Proper Lane	42	66	95	71	58	332	66	7.4%
Ran Off Roadway	4	3	3	3	2	15	3	0.3%
Disregarded Other Traffic Sign	0	0	0	0	3	3	1	0.1%
Disregarded other Road	1	1	0	0	0	2	0	0.0%
Over-Correcting/Over-Steering	4	6	3	5	3	21	4	0.5%
Swerved Or Avoided	5	8	7	10	16	46	9	1.0%
Erratic, Reckless or Aggressive	0	3	5	0	2	10	2	0.2%
Other Contributing Action	61	82	104	78	82	407	81	9.0%
Total Crashes	**866**	**834**	**1077**	**865**	**869**	**4511**	**902**	**100.0%**

There were three fatal crashes (HSMV# 89644998, 89657099, and 88298277) between the Express Lane ingress and egress slip ramps and south of CR 854/Ives Dairy Road interchange. For fatal crash 89644998, the report states that vehicle 1 (V01) and vehicle 2 (V02) were traveling north on the general purpose lane number 4 on SR 9/I-95 south of CR 854/Ives Dairy Road. For unknown reasons, V01 failed to observe V02 and veered on a northwest trajectory colliding with V02. The force of the impact caused V02 to rotate clockwise and rollover multiple times. As a result of the rollover, Driver 2 and the right rear passenger were ejected from V02. For fatal crash 89657099, the report states that that vehicle 1 (V01) and vehicle 2 (V02) were traveling north on the general purpose lanes on SR 9/I-95 approaching CR 854/Ives Dairy Road. The driver of V01 lost control and travel in front of and colliding with V02. As a result of the collision, both vehicles started to travel toward and collided with the wall in the median. For fatal crash 88298277, the report states that that vehicle 1 (V01) and vehicle 2 (V02) were traveling south on the general purpose lanes on SR 9/I-95 south of CR 854/Ives Dairy Road. V01 improperly changed lanes causing a collision with V02. Subsequently, V02 struck the guardrail and overturned. A pattern susceptible to correction by roadway modifications was not found for this cluster of crashes.

There were four fatal crashes (HSMV# 88053755, 88549499, 89581893, and 88224750) between the on- and of ramps of the CR 854/Ives Dairy Road interchange. For fatal crash 88053755, the report states that vehicle 1 (V01) was traveling south on the SR 9/I-95 express lane at the CR 854/Ives Dairy Road interchange. Non-motorist 01 (NM01) was in a previous crash and was standing near the concrete barrier wall. NM01 walked west into the express lane entering the path of V01. For fatal crash 88549499, the report states that vehicle 1 (V01) was traveling north on the SR 9/I-95 general purpose lane at the CR 854/Ives Dairy Road interchange. The driver of V01 failed to maintain control of the vehicle, causing V01 to run off-road into a ditch and striking a tree with left side of the vehicle. For fatal crash 89581893, the report states that vehicle 1 (V01) and vehicle 2 (02) were traveling north on the SR 9/I-95 general purpose lanes at the CR 854/Ives Dairy Road interchange. According to the driver of V02, V01 rear ended V02, both vehicles lost control and run-off roadway, and V01 front collided with a large tree. For fatal crash 88224750, the report states that vehicle 1 (V01) was traveling south on the SR 9/I-95 express lane at the CR 854/Ives Dairy Road interchange. Due to a possible medical event of the driver, V01 run-off road and collided with the barrier wall in the median. A pattern susceptible to correction by roadway modifications was not found for this cluster of crashes.

There was one fatal crash (HSMV# 83799609) north of CR 854/Ives Dairy Road interchange. The fatal crash report states that vehicle 1 (V01) was traveling south on the SR 9/I-95 general lane approaching CR 854/Ives Dairy Road. For unknown reasons, V01 traveled off the roadway, struck a sign support pole, and overturned. It was noted that the driver was not wearing a seat belt.

There was a total of 808 reported crashes along SR 860/Miami Gardens within the study area during the 5-year period; 213 occurred in 2019, 97 in 2020, 130 in 2021, 168 in 2022 and 200 in 2023. Based on crash severity, of the 808 reported crashes, 676 (84%) were property damage only crashes, 130 (16%) were injury type crashes, and 2 (0.25%) were fatal crashes. There was a total of 314 (39%) night/dusk/dawn crashes reported, which is higher than the districtwide average for all roadways of 27 percent; and 114 (14%) of the total crashes occurred under wet/slippery pavement conditions, which is higher than the statewide average for all roadways of 11 percent. Among the contributing causes documented in the crash data, Operated Motor Vehicle in a Careless or Negligent Manner (325 – 40%) and Failed to Yield Right-Of-Way (108 - 13%) were among the highest. There was one (1) pedestrian, and two (2) bicycle reported crashes. Rear End (312 - 39%) and Sideswipe (224 - 28%) crash types had the highest frequencies. **Table 3.10** presents the aggregated summary for SR 860/Miami Gardens.

Table 3.10 – Crash Data Summary SR 860/Miami Gardens Drive 2019-2023

Crash Type	2019	2020	2021	2022	2023	Total	Avg	%
Rear End	104	30	39	64	75	312	62	38.6%
Head On	1	2	0	1	0	4	1	0.5%
Angle	3	5	3	3	5	19	4	2.4%
Left Turn	17	24	30	18	10	99	20	12.3%
Right Turn	3	2	1	3	2	11	2	1.4%
Sideswipe	57	17	29	47	74	224	45	27.7%
Backed Into	0	0	0	0	0	0	0	0.0%
Off Road	6	3	13	18	12	52	10	6.4%
Rollover	0	0	0	0	0	0	0	0.0%
Pedestrian	0	1	0	0	0	1	0	0.1%
Bicycle	1	0	1	0	0	2	0	0.2%
Unknown	2	4	0	0	2	8	2	1.0%
Other	19	9	14	14	20	76	15	9.4%
Total Crashes	**213**	**97**	**130**	**168**	**200**	**808**	**162**	100.0%
PDO Crashes	181	79	101	142	173	676	135	83.7%
Fatality	1	0	1	0	0	2	0	0.2%
Injury	31	18	28	26	27	130	26	16.1%
Daylight	141	55	70	103	125	494	99	61.1%
Dusk	3	3	3	2	5	16	3	2.0%
Dawn	4	3	2	6	4	19	4	2.4%
Dark - Not Lighted	5	2	4	6	2	19	4	2.4%
Dark - Lighted	60	34	51	51	64	260	52	32.2%
Dry	175	82	120	147	170	694	139	85.9%
Wet	38	15	10	21	30	114	23	14.1%
Contributing Cause	**2019**	**2020**	**2021**	**2022**	**2023**	**Total**	**Avg**	**%**
No Contributing Action	31	14	15	35	42	137	27	17.0%
Operated MV in Careless or	105	39	48	69	64	325	65	40.2%
Failed to Yield Right-Of-Way	29	15	22	18	24	108	22	13.4%
Improper Backing	4	1	0	1	3	9	2	1.1%
Improper Turn	0	0	3	1	4	8	2	1.0%
Followed too Closely	2	0	1	3	3	9	2	1.1%
Ran Red Light	1	7	5	5	6	24	5	3.0%
Drove too Fast for Conditions	0	1	0	0	1	2	0	0.2%
Improper Passing	6	2	7	3	4	22	4	2.7%
Wrong Side or Wrong Way	3	0	1	1	0	5	1	0.6%
Failed To Keep In Proper Lane	10	7	10	15	21	63	13	7.8%
Ran Off Roadway	1	1	2	2	0	6	1	0.7%
Disregarded Other Traffic Sign	0	0	0	0	0	0	0	0.0%
Disregarded other Road	0	1	0	0	0	1	0	0.1%
Over-Correcting/Over-Steering	0	0	0	1	0	1	0	0.1%
Swerved Or Avoided	1	0	0	1	3	5	1	0.6%
Erratic, Reckless or Aggressive	0	0	0	1	0	1	0	0.1%
Other Contributing Action	20	9	14	12	25	80	16	9.9%
Total Crashes	**213**	**97**	**130**	**168**	**200**	**808**	**162**	**100.0%**

There was a total of two (2) fatal crashes along SR 860/Miami Gardens between 2019 and 2023 within the study area. The two fatal crashes ((HSMV# 85512055 and 88056447) occurred between the northbound ramp terminal intersection and NE 10th Avenue. For the fatal crash 85512055, the report states that vehicle 1 (V01), a motorcycle, was traveling east along SR 860/Miami Gardens approaching NE 9th Court when it failed to negotiate the curve, traveled off-road, and collided with a tree. For fatal crash 88056447, the report states that vehicle 1 (V01), a motorcycle, was traveling west along SR 860/Miami Gardens approaching a right curve in the roadway. The drive of V01 approached the right curve too fast, failed to negotiate the curve, lost control, run off the road, struck the left curb before going airborne to the eastbound lanes. FDOT has a Safety Project 449362-1, SR 860/Miami Gardens Drive at NW 37th Avenue and from NE 6th Avenue to west of NE 10th Avenue programmed; with right of way land acquisition, right of way support services, preliminary engineering, highway safety construction grants and construction inspection services funds allocated between 2025 and 2027.

There was a total of 663 reported crashes along CR 854/Ives Dairy Road within the study area during the 5-year period; 154 occurred in 2019, 127 in 2020, 153 in 2021, 115 in 2022 and 114 in 2023. Based on crash severity, of the 663 reported crashes, 577 (87%) were property damage only crashes, 85 (13%) were injury type crashes, and 1 (0.15%) was fatal crashes. There was a total of 204 (31%) night/dusk/dawn crashes reported, which is higher than the districtwide average for all roadways of 27 percent; and 83 (13%) of the total crashes occurred under wet/slippery pavement conditions, which is higher than the statewide average for all roadways of 11 percent. Among the contributing causes documented in the crash data, Operated Motor Vehicle in a Careless or Negligent Manner (320 – 48%) and Failed to Yield Right-Of-Way (85 - 13%) were among the highest. There was one (1) pedestrian, and one (1) bicycle reported crashes. Rear End (307 - 46%) and Sideswipe (209 - 32%) crash types had the highest frequencies. **Table 3.11** presents the aggregated summary for CR 854/Ives Dairy Road.

There was one fatal crash (HSMV# 25228048) at the intersection of CR 854/Ives Dairy Road and NE 15th Court. The fatal crash report states that vehicle 1 (V01) was making a left turn from westbound CR 854/Ives Dairy Road to southbound NE 15th Court when vehicle 2 (V02), traveling eastbound, crashed into V01 at a high rate of speed. A witness stated that V01 turn left in front of V02 during traffic crash.

Table 3.11– Crash Data Summary CR 854/Ives Dairy Road 2019-2023

Crash Type	2019	2020	2021	2022	2023	Total	Avg	%
Rear End	78	55	70	47	57	307	61	46.3%
Head On	0	1	2	0	1	4	1	0.6%
Angle	5	5	4	1	1	16	3	2.4%
Left Turn	7	10	12	10	9	48	10	7.2%
Right Turn	2	1	1	1	0	5	1	0.8%
Sideswipe	48	44	45	39	33	209	42	31.5%
Backed Into	0	0	0	0	0	0	0	0.0%
Off Road	3	6	4	2	5	20	4	3.0%
Rollover	0	0	1	0	1	2	0	0.3%
Pedestrian	0	0	0	0	1	1	0	0.2%
Bicycle	0	0	0	1	0	1	0	0.2%
Unknown	0	1	2	5	0	8	2	1.2%
Other	11	4	12	9	6	42	8	6.3%
Total Crashes	**154**	**127**	**153**	**115**	**114**	**663**	**133**	100.0%
PDO Crashes	132	114	137	97	97	577	115	87.0%
Fatality	0	0	0	0	1	1	0	0.2%
Injury	22	13	16	18	16	85	17	12.8%
Daylight	100	93	105	81	78	457	91	68.9%
Dusk	3	4	2	0	1	10	2	1.5%
Dawn	2	0	0	1	2	5	1	0.8%
Dark - Not Lighted	7	1	2	0	0	10	2	1.5%
Dark - Lighted	42	29	44	31	33	179	36	27.0%
Dry	137	107	139	97	99	579	116	87.3%
Wet	17	20	14	17	15	83	17	12.5%
Contributing Cause	**2019**	**2020**	**2021**	**2022**	**2023**	**Total**	**Avg**	**%**
No Contributing Action	18	18	23	8	14	81	16	12.2%
Operated MV in Careless or	92	61	68	59	40	320	64	48.3%
Failed to Yield Right-Of-Way	19	24	19	12	11	85	17	12.8%
Improper Backing	1	0	2	0	3	6	1	0.9%
Improper Turn	2	0	1	3	1	7	1	1.1%
Followed too Closely	0	0	1	5	11	17	3	2.6%
Ran Red Light	5	3	3	1	2	14	3	2.1%
Drove too Fast for Conditions	0	0	0	0	0	0	0	0.0%
Improper Passing	3	2	3	5	8	21	4	3.2%
Wrong Side or Wrong Way	0	0	0	0	0	0	0	0.0%
Failed To Keep In Proper Lane	6	9	16	7	4	42	8	6.3%
Ran Off Roadway	0	0	0	0	2	2	0	0.3%
Disregarded Other Traffic Sign	0	0	0	1	1	2	0	0.3%
Disregarded other Road	1	0	1	0	0	2	0	0.3%
Over-Correcting/Over-Steering	0	0	1	0	0	1	0	0.2%
Swerved Or Avoided	0	0	1	0	0	1	0	0.2%
Erratic, Reckless or Aggressive	0	1	1	0	0	2	0	0.3%
Other Contributing Action	7	9	13	14	17	60	12	9.0%
Total Crashes	**154**	**127**	**153**	**115**	**114**	**663**	**133**	**100.0%**

A High Crash Location review was also conducted. The high crash location map and data was obtained for the latest five years 2018 to 2022 of data in Signal 4 Analytics, which is one year behind other crash data. The analysis uses crash coefficient levels over 99.99 %, safety ratios over 1.00 and a minimum count of eight crashes to establish and rank high crash urban locations. The analysis indicates that the majority of the study area is within a high crash segment along SR 9/I-95. Listed below and shown in **Figure 3.7** are the High Crash Segments along SR 9/I-95, SR 860/Miami Garden Drive and CR 854/Ives Dairy Road within the study area.

High Crash Segment Locations on SR 9/I-95:

- Between MP 13.110 and MP 14.501:
  North of the GGI and south of the SR 860/Miami Gardens Drive interchanges.
- Between MP 14.633 and MP 16.087:
  North of the SR 860/Miami Garden Drive and south of the CR 854/Ives Dairy Road interchanges.

High Crash Segment and Intersection Locations on SR 860/Miami Garden Drive:

- Between MP 6.098 and MP 6.558:
  Between NE 2nd Court and NE 6th Avenue intersections.
  - There is a FDOT Resurfacing Project 447801-1 between NW 2nd Avenue and NE 5th Avenue intersections
  - There is a FDOT Safety Project 449362-1 between NE 6th Avenue and NE 10th Avenue intersections
- No intersections

High Crash Segment and Intersection Locations on CR 854/Ives Dairy Road:

- None

The crash data shows a concentration within the areas with higher traffic friction (i.e., merge, diverge, and weaving), including the access points to and from the Express Lanes. The safety analysis indicates that Rear End and Sideswipe crash types had the highest frequencies; these types of crashes are consistent with reoccurring congestion. The main purpose of this project is to address the deficient operational capacity and relieve existing/future congestion along the SR 9/I-95 corridor and its interchanges at SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road, which in turn will improve safety and reduce travel time.

Night/dusk/dawn time type crashes exceed the districtwide average of 27% along the SR 9/I-95, SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road corridors within the study area. A lighting assessment and necessary improvements are recommended. To improve safety along the SR 9/I-95 study corridor, the following improvements were recommended for consideration: implement an additional express lane in each direction; implement braided ramps; implement general use and auxiliary lanes; and reduce friction areas. To improve safety along SR 860/Miami Garden Drive, the following improvements were recommended for consideration: The FDOT Resurfacing Project 447801-1 between NW 2nd Avenue and NE 5th Avenue intersections will reduce rear end, sideswipe, and Off Road type crashes. Interchange configuration modifications at NE 6th Avenue into a Continuous Green T (CGT) and NB Ramps at SR 860/Miami Gardens Drive into grade separation will reduce conflicts significantly. To improve safety along CR 854/Ives Dairy Road, it is recommended that the interchange configuration be changed to a Diverging Diamond to reduce conflicts.

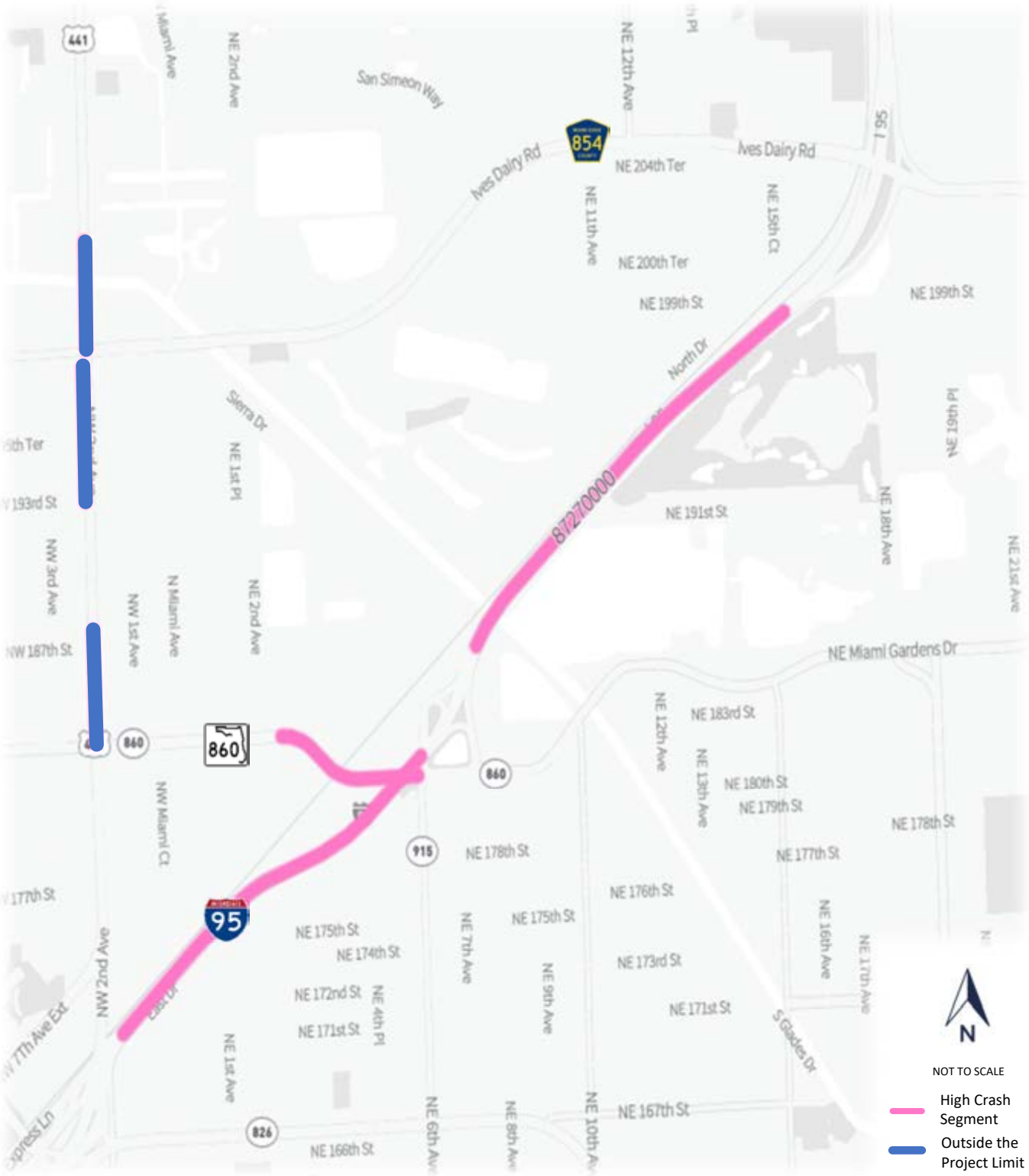


Figure 3.7:
High Crash Location Segments

At the request of the City of Aventura, pedestrian and bicycle crash data was obtained near the Dr Michael Krop Senior High School and Highland Oaks Middle School abutting the study area to assess crashes involving school age children. A review of the crash data indicates that there was a total of eleven (11) crashes involving a pedestrian or bicyclist between 2016 and 2023. The study area and years for analysis were determined based on the request from the City of Aventura. One crash occurred in 2016, and two crashes during each year thereafter. One of the crashes in 2018 was first a rear end crash between two vehicles. Then, one of the vehicles was forced off the road into the path of a pedestrian walking on the shoulder towards his disabled vehicle. The crash locations are shown in **Figure 3.8**.

Dr Michael Krop Senior High School is on Phase 2 bell schedule from 7:20 am to 2:20 pm. Highland Oaks Middle School is on a bell schedule from 9:10 am to 3:50 pm, with breakfast from 8:05 to 9:00 am and after school activities from 4:00 pm to 5:00 pm. Of the eleven crashes, only one occurred between 8:00 am and 4:00 pm. This crash involved a school age child. The other ten (10) crashes occurred before or after school hours. Two crashes involved school age children: one at the intersection of CR 854/Ives Dairy Road and NE 16th Avenue, and the other at the intersection of CR 854/Ives Dairy Road and NE 24th Avenue. Both intersections are signalized with pedestrian signal heads and push buttons, and the contributing cause was the failure to yield the right-of-way. In one crash, the pedestrian failed to yield the right-of-way; in the other crash a right-turning vehicle failed to yield the right-of-way. The data does not indicate a crash pattern.

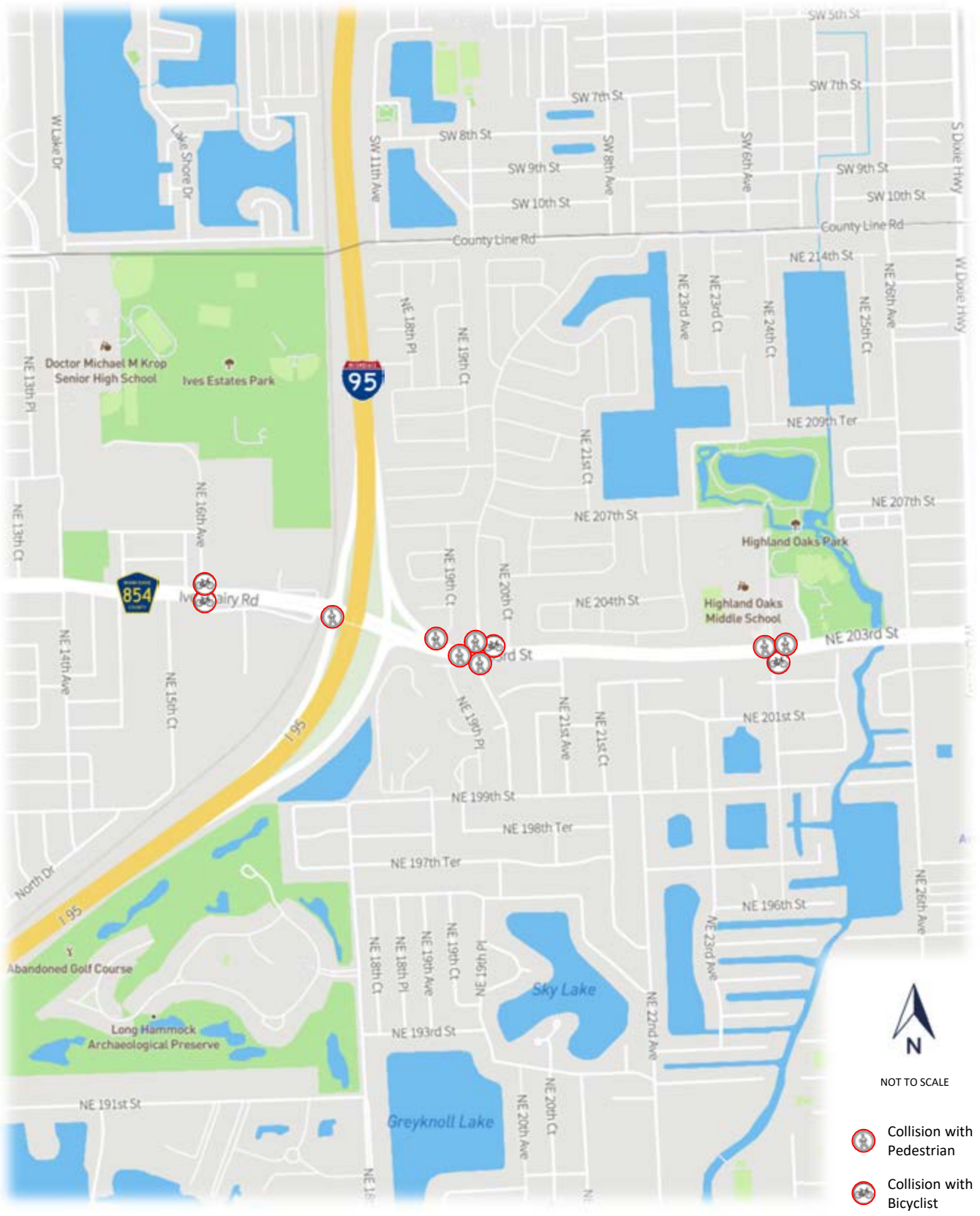


Figure 3.8:
CR 854/Ives Dairy Road – Collisions with Pedestrian or Bicyclist 2016-2022

4 DESIGN CONCEPTS

The No-Build and Build alternatives were analyzed. The No-Build alternative was developed from existing conditions plus any committed projects in the adopted Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), Local Government Comprehensive Plan (LGCP), MPO LRTP and Cost Feasible Plan (CFP), FDOT's Adopted Five-Year Work Program, SIS Second Five-Year Work Program and SIS Modal Plan.

The proposed improvements for Build alternatives 1 and 2 stemmed from the Refined Build Concepts that were developed as part of the *Interstate 95 Corridor Planning Study*. The study's preferred alternative was recommended for further consideration in the Project Development phase to provide additional capacity while minimizing modifications to programmed/planned improvements pertaining to other projects along the SR 9/I-95 corridor, as well as to reduce right-of-way acquisition/impacts and construction costs. A third enhanced Alternative was developed and analyzed incorporating the best features of Build Alternatives 1 and 2 and improvements from the analysis results of the first two alternatives. A stand-alone TSM&O Alternative was not developed since it would not be able to address the purpose and need of the project. Development of the conceptual design alternatives followed Context Sensitive Solution and Complete Streets approaches.

4.1 Future Land Use Changes

As previously stated, the west side of the SR 9/I-95 at SR 860/Miami Gardens Drive Interchange is located within unincorporated Miami-Dade County; the east side of the interchange is located within the City of North Miami Beach. The SR 9/I-95 at CR 854/Ives Dairy Road Interchange is located within unincorporated Miami-Dade County. **Appendix J** presents the Miami-Dade County Adopted 2030-2040 Comprehensive Development Master Plan and the City of North Miami Beach Comprehensive Plan – Future Land Use Map, for ease of reference. No significant future land use changes were identified in the project area. The maps show the following zone classifications for each of the interchanges:

4.1.1 SR 860/Miami Gardens Drive

- Residential Low Density at the NE and SE quadrants of the interchange; and
- Industrial and Office at the NW and SW quadrants of the interchange.

4.1.2 CR 854/Ives Dary Road

- Low Density Residential at the NE and SE quadrants of the interchange; and
- Industrial and Office at the NW and SW quadrants of the interchange.

4.2 Travel Demand Forecasting

The project traffic was developed based on 2019 FDOT Project Traffic Forecasting Handbook procedures; including the utilization of time-of-day volumes (i.e., applying diurnal factors as opposed to applying standard K and D factors), consistent with previous and on-going projects in the area. Horizon year 2045 No-Build scenario was modeled. Build Alternatives 1, 2, and 3 were developed by reassigning the 2050 No-Build volumes to each of the Build Alternatives based on the origin-destination and modified roadway network information. For Design Year 2050, traffic volumes were extrapolated from future year 2045. For opening year 2030, traffic volumes were interpolated between Existing Year 2021 and Design Year 2050. Turning movement volumes were developed for the analyses of AM and PM peak periods using the FDOT TMTool. Volumes were checked for reasonableness and balanced.

The Southeast Florida Regional Planning Model (SERPM), Version 8.513 has been used for this project. The SERPM 8.513 is an Activity-Based Model (ABM) that simulates both household-level and person-level travel choices including intra-household interactions with household members. SERPM 8.513 model is validated to Year 2015 conditions and includes a future year 2045 scenario based on the adopted Cost Feasible plans from Miami-Dade TPO, Broward MPO, and Palm Beach Transportation Planning Agency (TPA). It is approved by the Regional Transportation Technical Advisory Committee - Modeling Subcommittee (RTTAC-MS) in South Florida for transportation engineering and planning studies. A subarea validation was conducted, including SR 9/I-95 mainline, interchange ramps and arterial segments within the AOI. Volume-Over-Count (V/C) Ratio targets were used to evaluate the model validation outputs. The subarea validation indicates that the SR 9/I-95 V/C Ratio of 4% is within the Freeway Volume-Over-Count Preferable Standard of +/- 6%; however, the SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road V/C Ratio of 25% is over the Divided Arterial Volume-Over-Count Acceptable Standard of +/- 10%. The measure of dispersion, Root Mean Square Error (RMSE) is 5% for SR 9/I-95 mainline, 10% for SR 9/I-95 mainline and ramp, and 49% for the arterials. **Tables 4.1** shows the subarea validation for SR 9/I-95. The subarea validation for the arterials CR 854/Ives Dairy Road, SR 860/Miami Gardens Drive and NE 6th Avenue is shown in **Tables 4.2**.

Table 4.1 – Subarea Validation SR 9/I-95

Interchange / Mainline	Location	FDOT Count Station	FDOT 2015 AADT	SERPM 2015 AADT	2015 SERPM Count Difference	2015 Volume-Over-Count (V/C) Ratio
SR 9 / I-95	**North of IDR**	**87-2487**	**228,000**	**241,800**	**13,800**	**6%**
CR 854 / (IDR) Ives Dairy Road	I-95 SB Off Ramp to IDR	87-6352	25,500	37,000	11,500	45%
	I-95 SB On Ramp from IDR	87-6350	15,000	20,500	5,500	37%
	I-95 NB On Ramp from IDR	87-6353	28,500	27,300	-1,200	-4%
	I-95 NB Off Ramp to IDR	87-6351	18,000	19,400	1,400	8%
SR 9 / I-95	**North of MGD**	**87-2554**	**224,000**	**217,400**	**-6,600**	**-3%**
SR 860 / (MGD) Miami Gardens Drive	I-95 SB Off Ramp to MGD	87-6347	16,500	20,400	3,900	24%
	I-95 SB On Ramp from MGD	87-6346	11,000	8,200	-2,800	-25%
	I-95 NB On Ramp from MGD	87-6349	14,000	20,700	6,700	48%
	I-95 NB Off Ramp toMGD	87-6348	10,000	8,500	-1,500	-15%
SR 9 / I-95	**South of MGD**	**87-2137**	**192,500**	**192,900**	**400**	**0%**
			783,000	814,100	31,100	4%

Table 4.2 – Subarea Validation Arterials

Interchange / Mainline	Location	FDOT Count Station	FDOT 2015 AADT	SERPM 2015 AADT	2015 SERPM Count Difference	2015 Acc. Assessment V/C Ratio
CR 854 / (IDR)	IDR, west of I-95 SB Ramps	87-8257	38,500	61,000	22,500	58%
	IDR, east of Highland Lakes Blvd	87-8640	64,500	77,000	12,500	19%
SR 860 / (MGD)	MGD, west of NE 2nd Avenue	87-1230	46,000	50,700	4,700	10%
	MGD, west of NE 10th Avenue	87-1229	45,000	43,600	-1,400	-3%
	NE 6th Avenue, south of MGD	87-0168	26,000	41,700	15,700	60%
			220,000	274,000	-54,000	25%

A 2021 SERPM model scenario was not developed by recreating a 2021 roadway network and interpolating 2021 socioeconomic data between the 2015 and 2045 socioeconomic data sets as stated in the MLOU. Instead, 2021 model volumes were developed by interpolating between the 2015 and 2045 model volumes. As stated in NCHRP Report 765, the results will probably be similar in most cases. We anticipate that will be the case for this project due to the several constrains of the existing and potential roadway networks.

The model future year is the regional LRTP horizon year of 2045. The 2045 No-Build network was developed in close coordination with FDOT District 4 and District 6 Project Managers and District 4's SR 9/I-95 PD&E from SR 858/Hallandale Beach Boulevard to Hollywood Boulevard Team. The 2045 No-Build network was built by incorporating the Locally Preferred Alternative (LPA) from the SR 9/I-95 Corridor Planning Study and Golden Glade Interchange (GGI) Ultimate Design as provided by FDOT.

A future year (2045) no-build network in Southeast Florida Regional Planning Model (SERPM) was developed based on the 2045 Cost Feasible Plans adopted by the three planning institutions in the region. The socioeconomic data, network coding, and other model settings were reviewed to make sure they are consistent with subsequent changes. The following three projects were included:

- 4056154 - SR 25/Okeechobee Road and SR 932/NW 103rd Street at NW 87th Avenue: Add turn lane.
- 4217072 - SR 93/I-75 Managed Lanes System from NW 170th Street to S of HEFT Interchange: Add special use lane.
- 4326871 - SR 826 from Flagler Street to NW 154th Street & I-75 from SR 826 to NW 170th Street: Add special use lane.

The no-build network also includes the proposed improvements from the aforementioned projects in coordination with the Department.

Future year link volumes were adjusted using two factors: the ratio of the actual base year traffic count to the base year model volume and the numerical difference between the actual base year traffic count and the base year model volume. The growth rates of the SERPM forecasted volumes were compared against historical growth trends from FDOT count stations within the study area and Socioeconomic growth rates from population/employment data within the 2-mile buffer around study interchanges from model Base Year 2015 to model Forecast Year 2045. The Trend analysis indicates a maximum growth rate of 1.37% and a minimum growth rate of -1.32% within SR 9/I-95; and a maximum growth rate of 1.80% and a minimum growth rate of -0.30% within the two arterials. The Socioeconomic analysis indicates a maximum growth rate of 1.3% and a minimum growth rate of 0.06%. Any outlier links were postprocessed. In addition, the ratio and difference adjustments were checked against a minimum growth rate of 0.5% per year for reasonableness. After adjustments there were still 17 of 33 links that resulted in a model growth rate of less than 0.5% per year; therefore, the minimum growth rate of 0.5% per year was used for those 17 links.

Traffic projections for Opening Year 2030 and Design Year 2050 were developed for both, the AM and PM peak hour periods. DDHVs were developed using the FDOT D4 TMTool based on methodologies presented on the *2021 FDOT Project Traffic Forecasting Handbook*. The volumes were balanced and smoothed as needed. **Appendix K** presents the *Traffic Data & Projections Memorandum,* which provides projected volume calculations and additional background information. The following sections present the roadway transportation networks and traffic demand forecasts for each alternative.

4.3 No-Build Alternative – Transportation Network & Traffic Volume Projections

The No-Build Alternative maintains the existing corridor as it is today with no future major improvements other than routine maintenance. Planned and approved adjacent projects in the area (both to the south at the Golden Glades Interchange and to the north in Broward County) are considered and included in the microsimulation analysis; however, there are no proposed changes within the limits of this project. Per coordination with the Department, the Golden Glades Interchange – Brown Project has been placed on hold; therefore, it was not included in the No-Build Alternative. No traffic capacity, operation, safety, mobility, or evacuation improvements would be implemented to the SR 9/I-95 mainline, the Express Lanes, or the two arterials within the study area. The effect of the No-Build Alternative includes the continuation of existing delays and congested traffic conditions. The No-Build Alternative serves as a baseline comparison against the proposed Build Alternatives. **Figure 4.1** presents the Future No-Build Alternative Lane Configuration. Traffic volume projections are presented in **Figures 4.2** and **4.3** for opening and design years, respectively.

4.4 Build Alternative 1 – Transportation Network & Traffic Volume Projections

Alternative 1 is based on the *FDOT District 6 SR 9/I-95 Corridor Planning Study (FM: 414964-6-22-01)*, which evaluated a series of concepts and ultimately refined from 45 initial alternatives to two corridor wide concept alternatives referred as Build Concept 1 and Build Concept 2. Based on the results of the evaluation of Build Concepts 1 and 2 and input from FDOT District 6 staff, a refined or final concept referred to as Refined Build Concept was developed, which is further evaluated as Build Alternative 1 for this PD&E Study.

SR 9/I-95 Mainline and Express Lanes - Alternative 1 proposes a typical section consisting of two continuous express lanes, four general purpose lanes, and one auxiliary lane in each direction from north of the Golden Glades Interchange to the Broward County line. Within the project limits, for Alternative 1 there will continue to be two express lane ingress points. One will be located in the northbound direction between the northbound off- and on-ramps of SR 860/Miami Gardens Drive interchange and the other will be located in the southbound direction north of Snake Creek Canal. There will also continue to be two express lane egress points. One will be located in the southbound direction, south of SR 860/Miami Gardens Drive providing access to the Golden Glades Interchange; and the other in the northbound direction, north of Snake Creek Canal providing access to CR 854/Ives Dairy Road and southern Broward County.

SR 860/Miami Gardens Drive - The proposed improvements at SR 860/Miami Gardens Drive consist of consolidating the ramp terminal to one location for both northbound and southbound on and off ramps. This single ramp terminal intersection would be located at the existing ramp terminal intersection on the east side of the SR 9/I-95 corridor with an expanded Turbo 'T' intersection. The existing signalization conditions will remain in place. The eastbound dual left turn lanes are proposed to remain at-grade similar to existing conditions.

CR 854/Ives Dairy Road - Improvements at CR 854/Ives Diary Road interchange consist of reconfiguring the interchange to a Diverging Diamond Interchange (DDI). An additional eastbound lane is provided to help reduce the congestion of traffic in the area.

Figure 4.4 presents the Future Build Alternative 1 Lane Configuration. Build Alternative 1 Traffic volume projections are presented in **Figures 4.5** and **4.6** for opening and design years, respectively.

Figure 4.1:
No-Build Alternative
Roadway and Intersection Lane Configuration

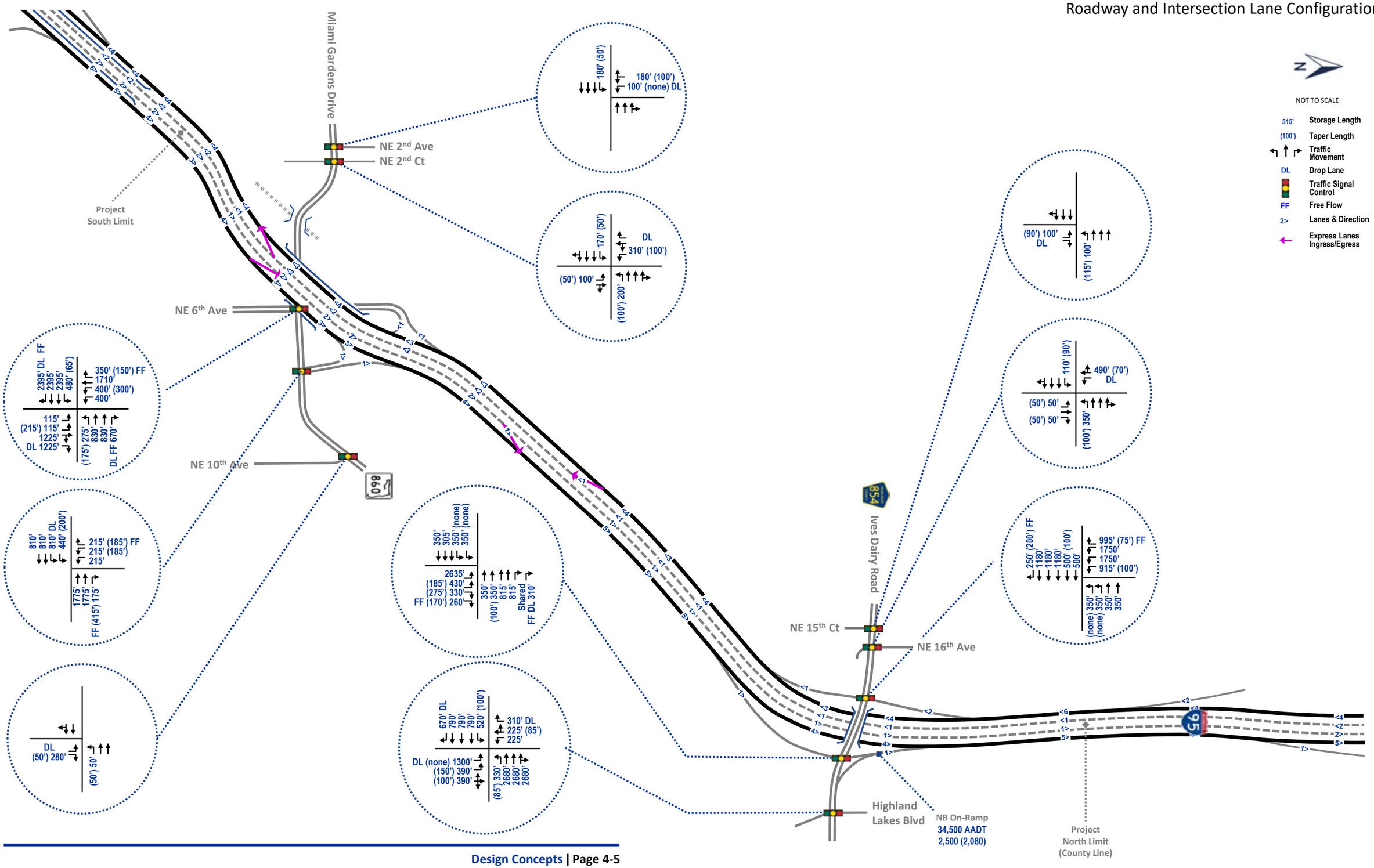


Figure 4.2:
No-Build Alternative Opening Year 2030
Traffic Volumes

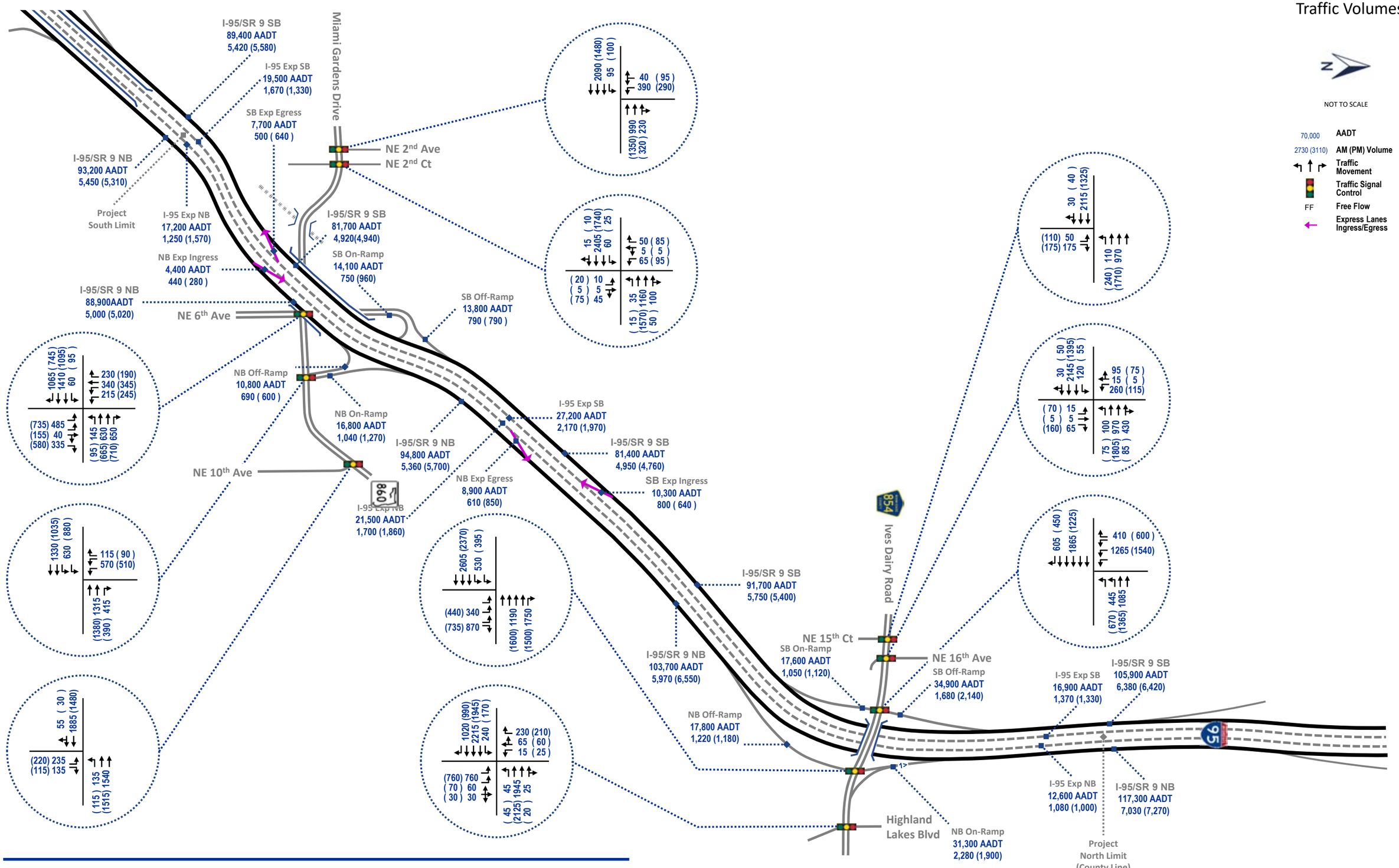


Figure 4.3:
No-Build Alternative Design Year 2050
Traffic Volumes

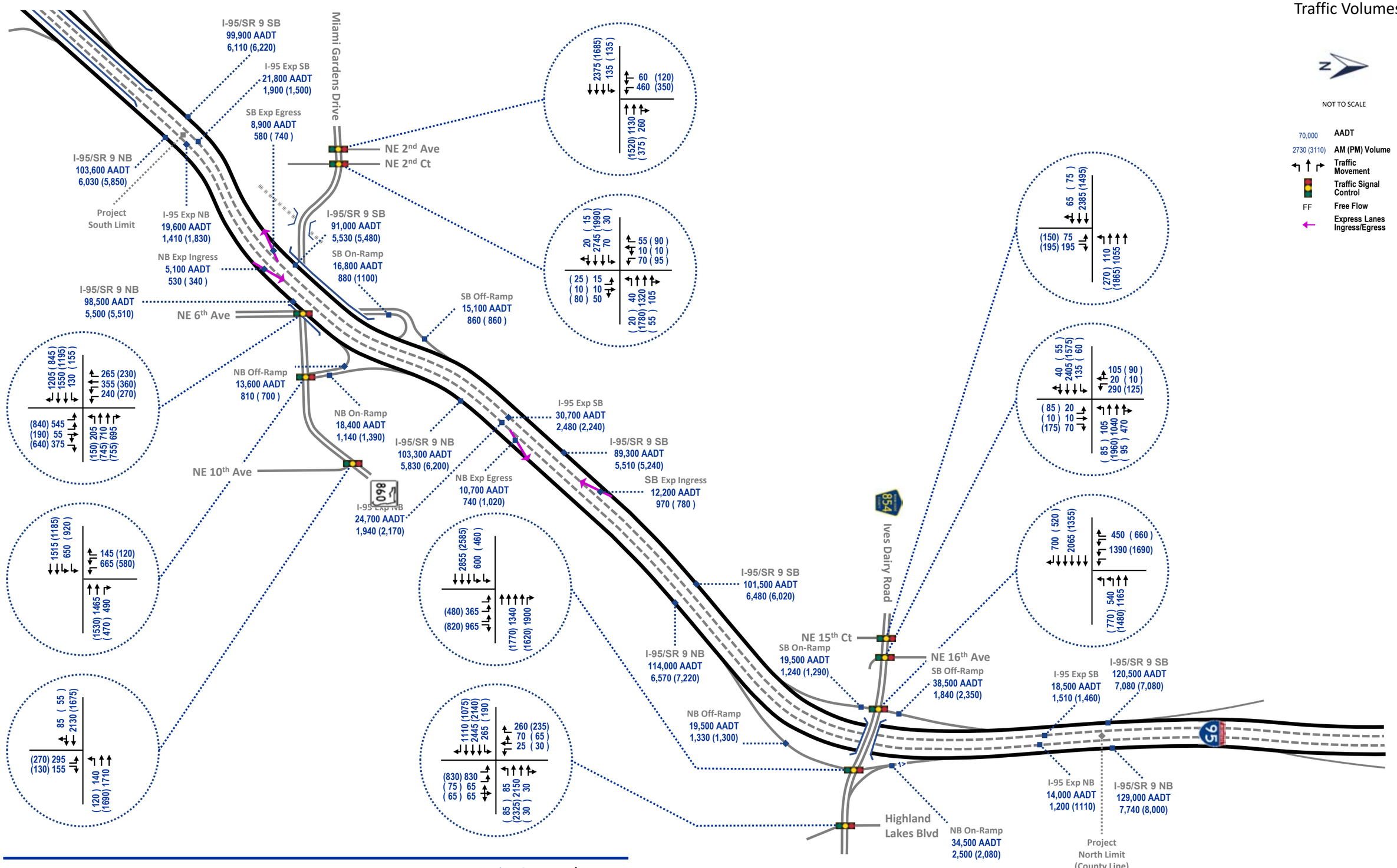


Figure 4.4:
Build Alternative 1
Roadway and Intersection Lane Configuration

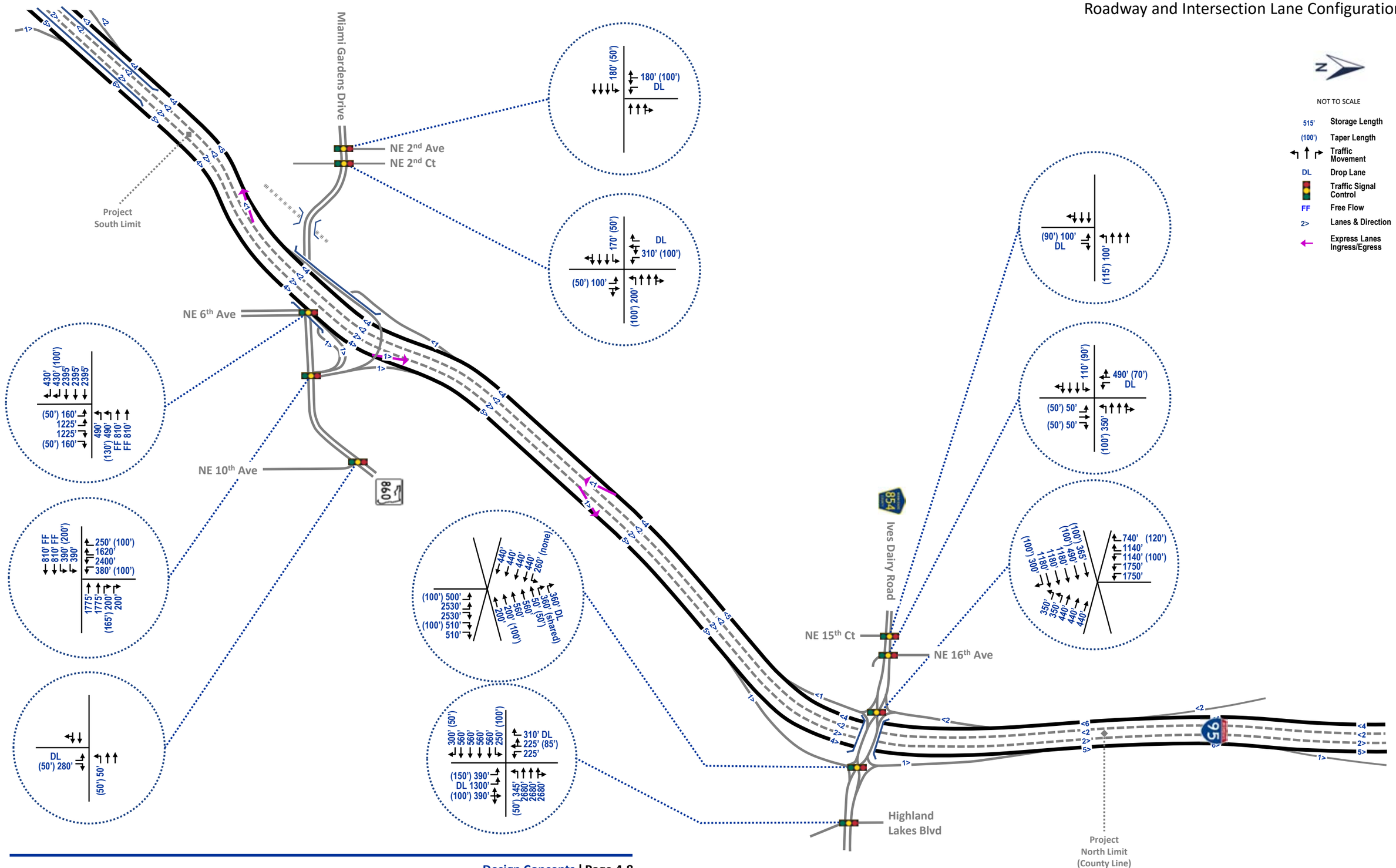


Figure 4.5:
Build Alternative 1 Opening Year 2030
Traffic Volumes

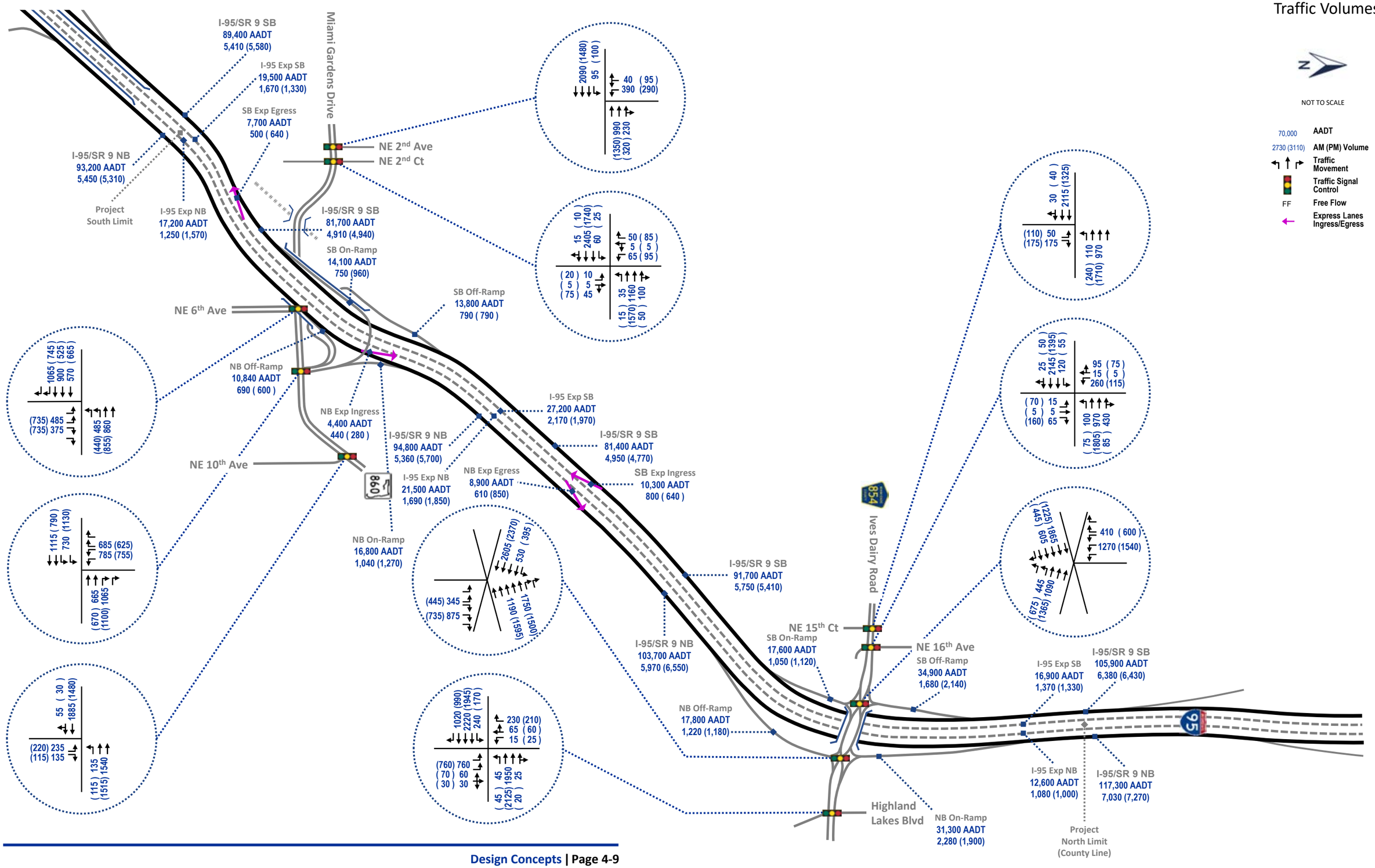
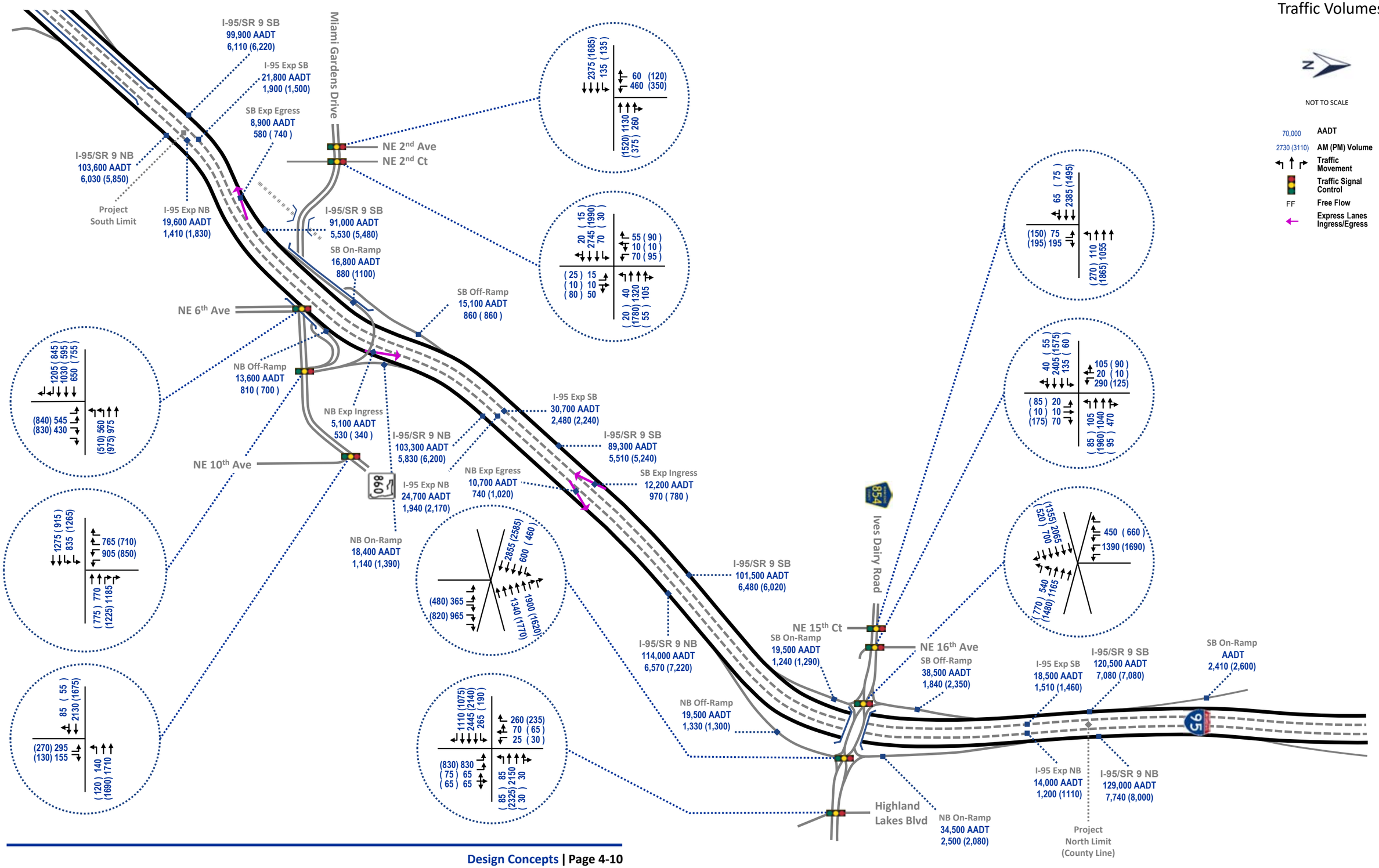


Figure 4.6:
Build Alternative 1 Design Year 2050
Traffic Volumes



4.5 Build Alternative 2 – Transportation Network & Traffic Volume Projections

Alternative 2 is based on the *FDOT District 4 SR 9/I-95 (SR 9) Planning Study from south of the Golden Glades Interchange to north of the SR 9/I-95 and I-595 Interchange (FM: 436903-1-22-02) in Broward County*. From this Planning Study, two alternatives (Alternative 1 and Alternative 3) were recommended to be considered in this PD&E Study which was further evaluated as Build Alternative 2 for this PD&E Study. **Figure 4.7** presents the Build Alternative 2 Lane Configuration. Build Alternative 2 Traffic volume projections are presented in **Figures 4.8** and **4.9** for opening and design years, respectively.

SR 9/I-95 Mainline and Express Lanes - Similar to Alternative 1, Alternative 2 proposes a typical section consisting of two continuous express lanes and four general purpose lanes throughout the entire project corridor. A significant difference between Alternative 1 and Alternative 2 is that a series of braided movements are proposed for the express lanes access points, and two auxiliary lanes are provided in each direction for Alternative 2, rather than one auxiliary lane in each direction. In conjunction with the braided ramps, the second auxiliary lane eliminates the need to weave across the general-purpose lanes to access the express lanes.

SR 860/Miami Gardens Drive - The proposed improvements at SR 860/Miami Gardens Drive consist of consolidating the ramp terminal to one location (similar to Alternative 1), but with grade-separated on-ramps. This configuration allows for traffic to free flow onto the mainline, as opposed to Alternative 1, which provides at-grade traffic signal control. The NB Off-Ramp is also expanded to two lanes from one lane.

CR 854/Ives Dairy Road - Improvements at CR 854/Ives Diary Road interchange consist of reconfiguring the existing diamond interchange to a Single Point Urban Interchange (SPUI). Similar to Alternative 1, an additional eastbound lane is provided along the arterial. Also, the WB to NB On-Ramp is expanded to two lanes.

4.6 Build Alternative 3 – Transportation Network & Traffic Volume Projections

SR 9/I-95 Mainline and Express Lanes - Alternative 3 was developed based on feedback from the Public Alternatives Workshop. Alternative 3 is based on a combination of Alternative 1 and Alternative 2, with refinements. Alternative 3 proposes a typical section consisting of two continuous express lanes and four general purpose lanes throughout the entire project corridor. Same as in Alternative 2, the braided ramps and additional auxiliary lanes eliminate the need to weave across the general-purpose lanes to access the express lanes. **Figure 4.10** presents the Build Alternative 3 Lane Configuration. Build Alternative 3 Traffic volume projections are presented in **Figures 4.11** and **4.12** for opening and design years, respectively.

SR 860/Miami Gardens Drive - Same as in Alternative 2, the proposed improvements at SR 860/Miami Gardens Drive consist of a grade-separated on-ramp. This configuration will allow for traffic to free flow onto the mainline. In addition, the northbound and southbound off ramp will be extended and connected to the west of SR 9/I-95 in advance of the modified single ramp terminal to the east of SR 9/I-95. The purpose for this new configuration is to accommodate the weaving friction between these two movements along a longer segment and to increase storage length to avoid spill back into SR 9/I-95 mainline.

CR 854/Ives Dairy Road - Same as in Alternative 1, improvements at CR 854/Ives Diary Road interchange consist of reconfiguring the interchange to a Diverging Diamond Interchange (DDI). An additional eastbound through lane, an additional westbound to northbound on-ramp lane, and new signal timing are provided to help reduce the congestion of traffic in the area. Also, the WB to NB On-Ramp is expanded to two lanes.

Figure 4.7:
Build Alternative 2
Roadway and Intersection Lane Configuration

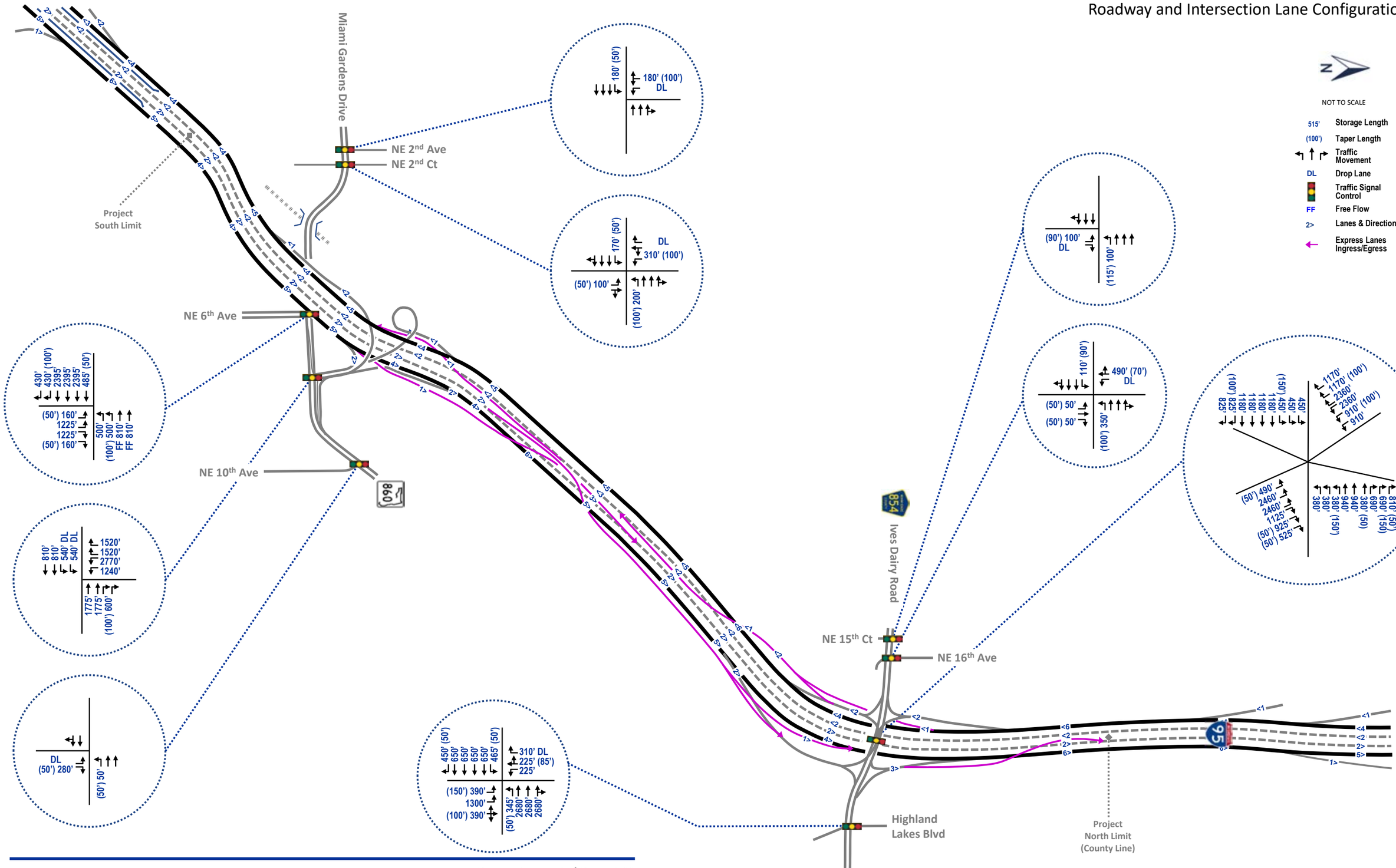


Figure 4.8:
Build Alternative 2 Opening Year 2030
Traffic Volumes

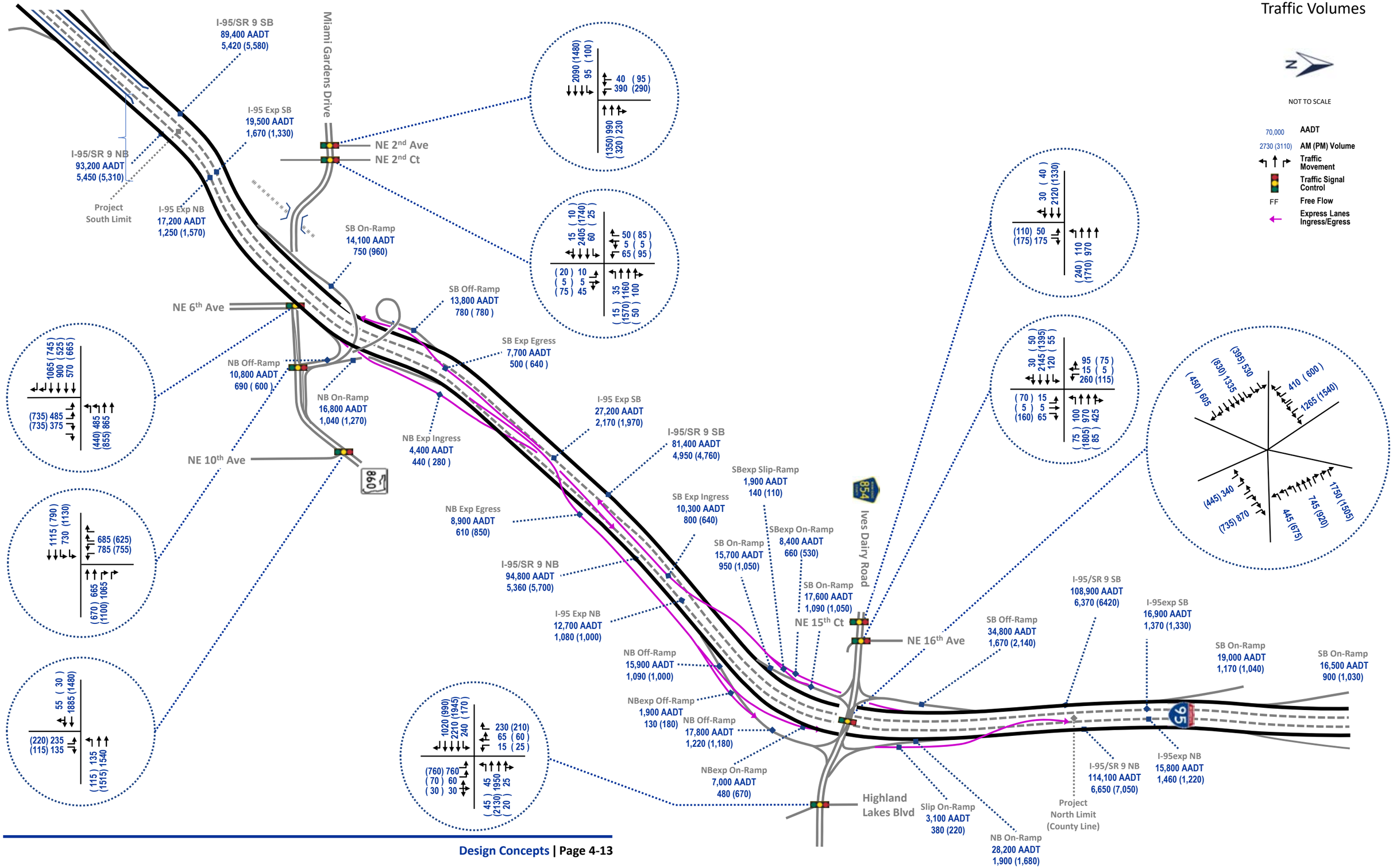


Figure 4.9:
Build Alternative 2 Design Year 2050
Traffic Volumes

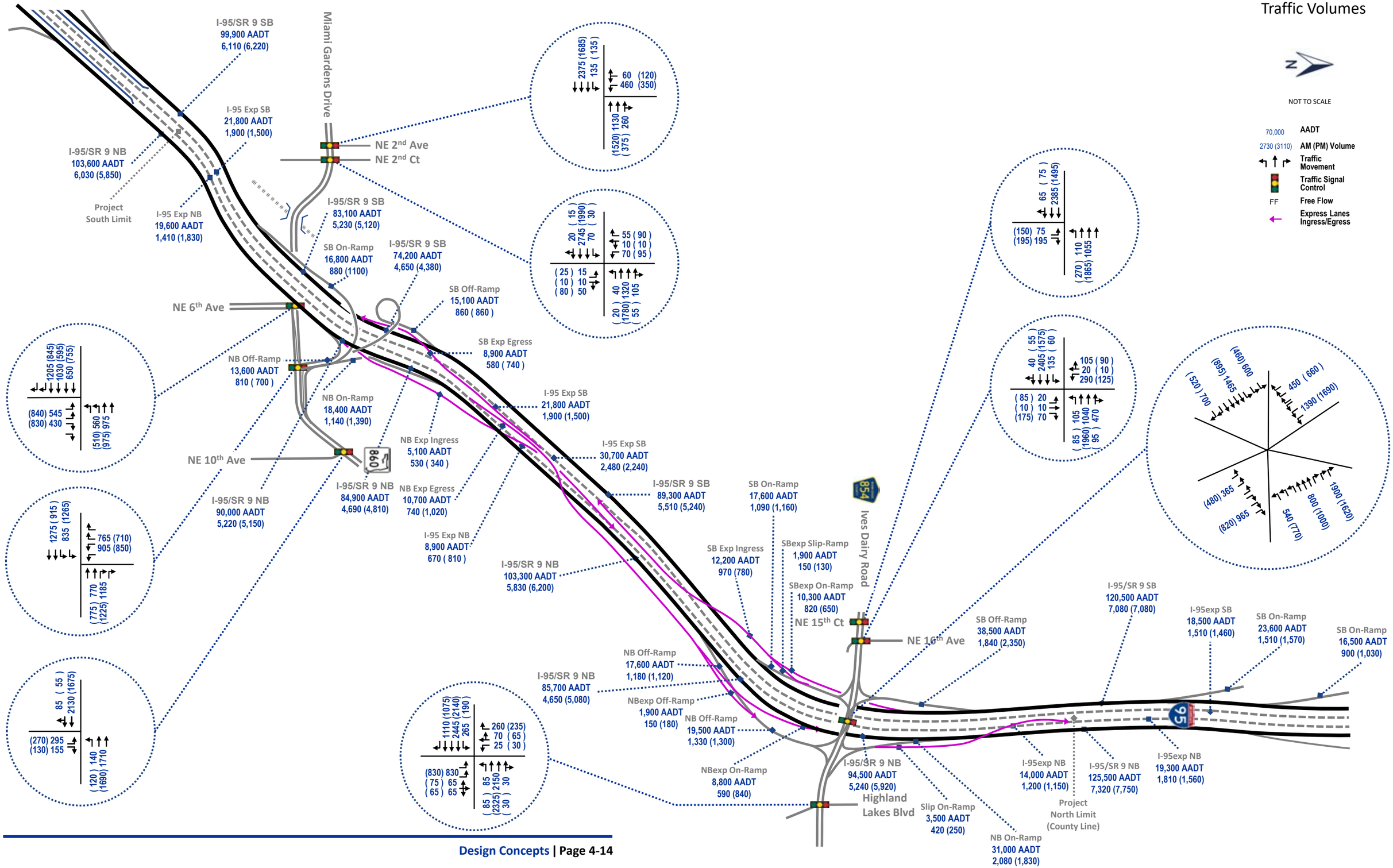


Figure 4.10:
Build Alternative 3
Roadway and Intersection Lane Configuration

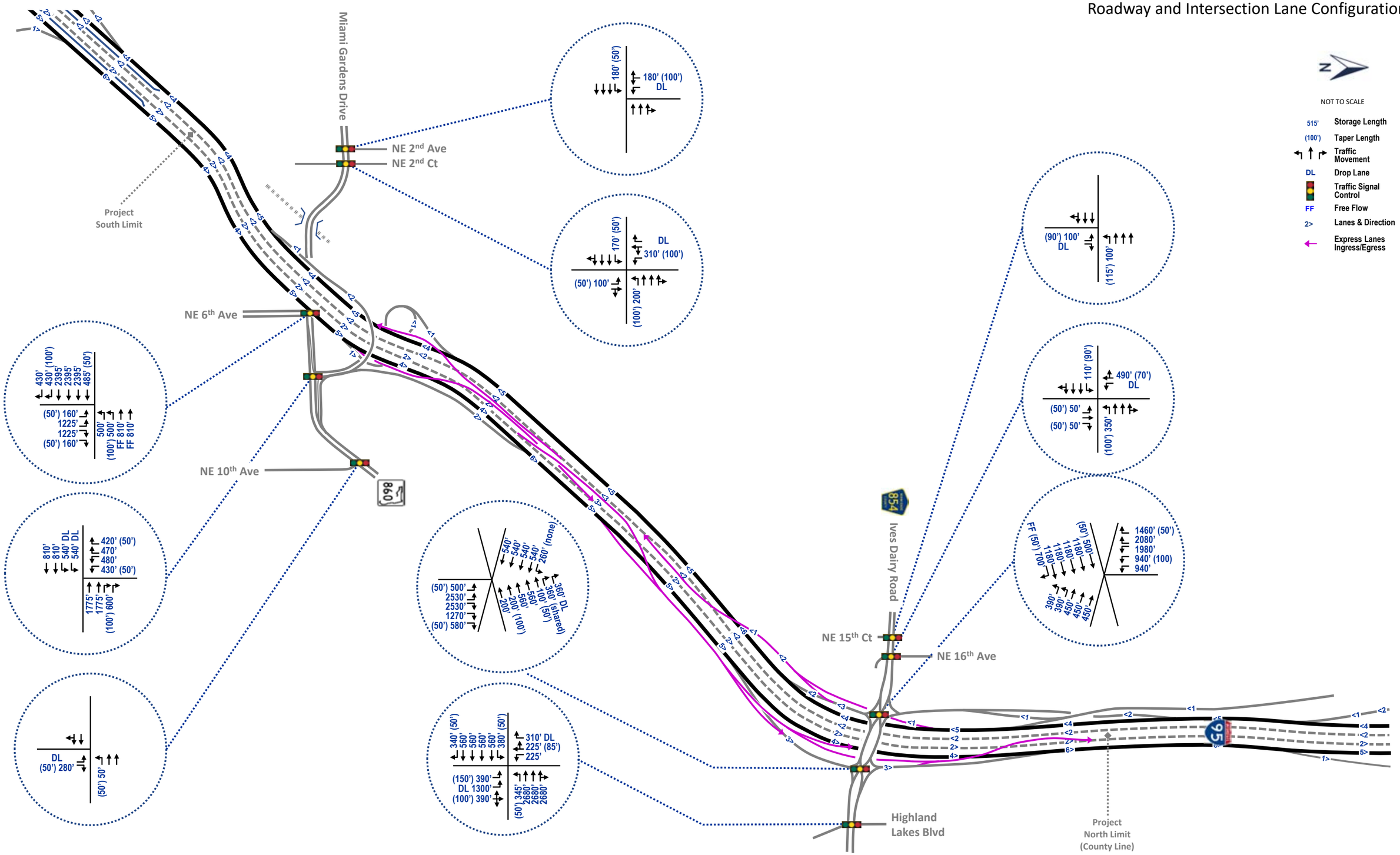


Figure 4.11:
Build Alternative 3 Design Year 2030
Traffic Volumes

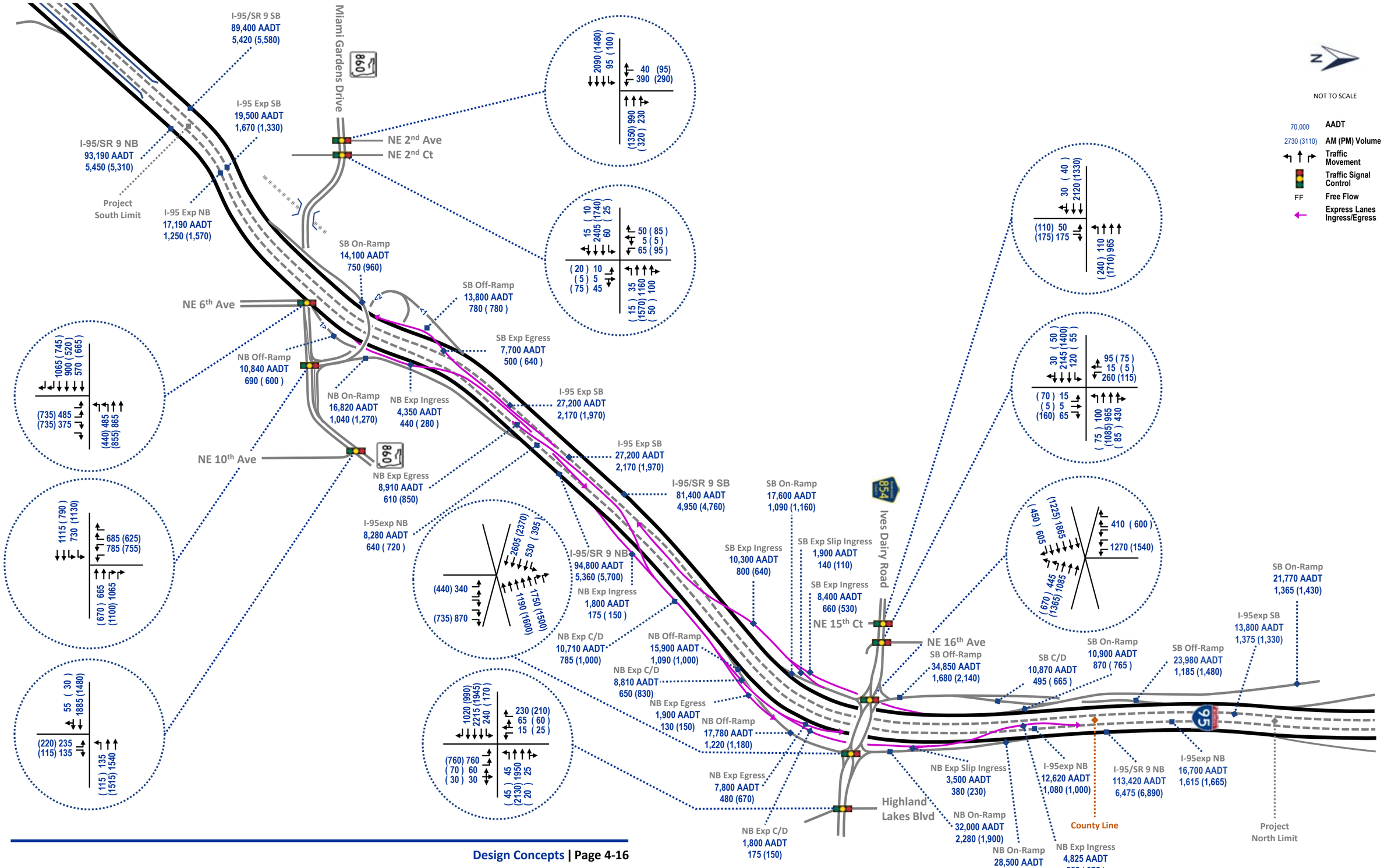
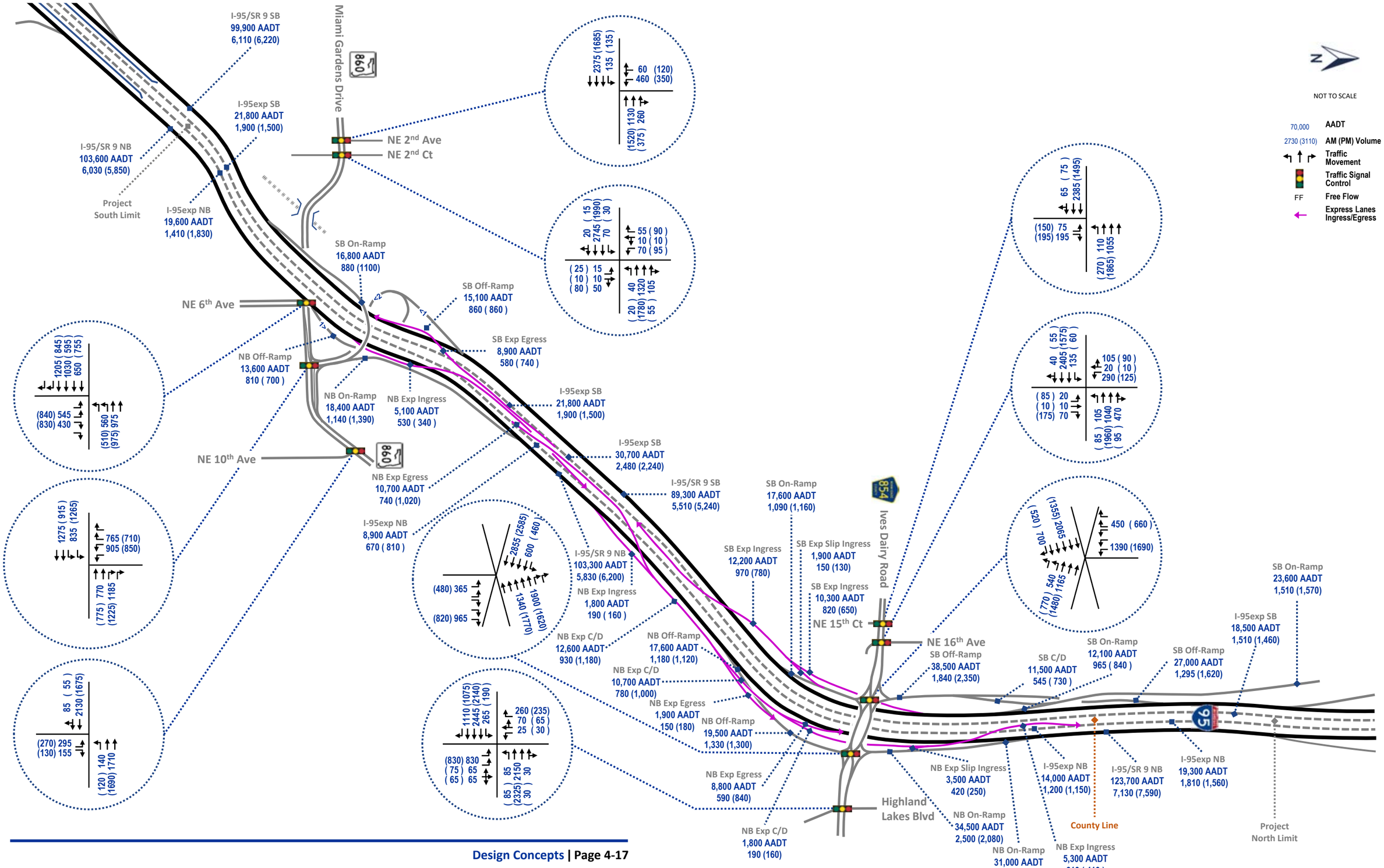


Figure 4.12:
Build Alternative 3 Design Year 2050
Traffic Volumes



5 OPERATIONAL ANALYSIS

Similar to existing conditions, a four-hour analysis period was selected to ensure that traffic operations were accurately modeled. The four-hour analysis period provided adequate time for congestion build-up and dissipation. A 30-minute seeding period was coded. The second hour represented the peak hour. Therefore, the second hour results are summarized in the following section. The results for the additional three hours of analysis are provided in the appendix.

The start of the delay segment is a network parameter, and it cannot be set for each approach of a node. In order to be conservative and capture the upstream delay related to each movement, the start of the delay segment in the node evaluation configuration is coded as half a mile before the node. Therefore, the queue lengths for some free-flow right-turn movements are reported as 0 feet, given that these movements do not need to stop, and no queue is accumulated in the simulation. However, the delay associated with the free right-turn movement is measured starting from half a mile ahead of the node, where right-turn traffic mixes with through and left-turn traffic. The reported delays indicate that this right-turn traffic will experience delays prior to arriving at the intersection. Similarly, queue measuring starts upstream the node when speeds are lower than 3.1 mph and stop when the speed goes back to 6.2 mph. Queue measuring also considers adjacent lanes. Therefore, some free-flow left- and right-turn movements may report a queue length, and no delay is accumulated in the simulation. Future Vissim freeway, express lanes, ramp terminal intersections, and complex weaving traffic operational analysis is provided in **Appendix L**. Synchro summary worksheets are presented in **Appendix M.**

Note that for the existing conditions, the lane change distances coded in the Vissim model were designed to replicate current driving behaviors and meet calibration criteria for spot speeds and traffic volumes. It should be noted that lane change distances for future conditions may differ from existing conditions due to changes in congestion or geometry. For example, a lane drop from the entry point south of Miami Gardens Drive on northbound I-95 has a lane change distance of 1,320 feet per lane in the existing AM model. For Build Alternative 3, the traffic conditions and lane geometry on the I-95 northbound mainline, south of Miami Gardens Drive, differ significantly from the existing conditions. The lane change distance was increased to 4,500 feet per lane to reflect the anticipated future signage informing drivers of the lane condition for the exit movement and the different proposed entrance from the GGI Ultimate configuration.

In addition, the lane change distance at the southbound express lane egress point, south of Miami Gardens Drive, is coded as 1,800 feet in the existing AM model. For Build Alternative 3, significant lane geometry changes are proposed, including a flyover to provide an egress point from the southbound express lanes to the general-purpose lanes. In the Vissim model, the lane change distance has been increased to 5,700 feet per lane. It is reasonable to assume that a portion of drivers will begin positioning themselves into the correct lanes at least one mile ahead of the decision point, prior to the GGI interchange along the express lanes, aided by prevalent GPS devices.

5.1 No-Build Alternative

The primary need for this project is to address the deficient operational capacity and relieve existing/future congestion along the SR 9/I-95 corridor and its interchanges at SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road, which in turn will improve safety and reduce travel time. This need is evidenced by the operational analysis results of the No-Build Alternative.

5.1.1 Vissim Freeway, Express Lanes, and Ramp Terminal Intersection Analysis

The freeway analysis results indicate that most of the general-purpose lane freeway segments in the study area will experience moderate or heavy congestion during one or both peak hour periods as defined by one of the MOEs. The available capacity will not be able to serve 90% or more of the projected demand for any of the segments in the southbound direction during either the AM or PM peak hour periods. Similarly, all southbound Express Lanes segments will not be able to serve 90% or more of the projected demand during the AM Peak Hour period. **Figures 5.1** and **5.2** present the freeway analysis results for the No-Build Alternative opening and design years, respectively.

The intersection analysis results indicate that all the intersections will operate at LOS E or F during the AM and PM Peak Hour periods. The analysis also indicates that the available capacity of the intersections will only be able to process up to 90% of the projected demand (i.e., less than 90% for each intersection). In addition, there are several movements that operate at LOS E and F, and queuing exceeds available storage. Therefore, all intersections are expected to operate under moderate to heavily congested conditions. **Tables 5.1** and **5.2** present the intersection Opening Year 2030 analysis results for the No-Build Alternative during the AM and PM peak hours, respectively. The intersection Design Year 2050 analysis results for the No-Build Alternative during the AM and PM peak hours are shown in **Tables 5.3** and **5.4**, respectively.

5.1.2 Vissim Freeway Complex Weaving Analysis

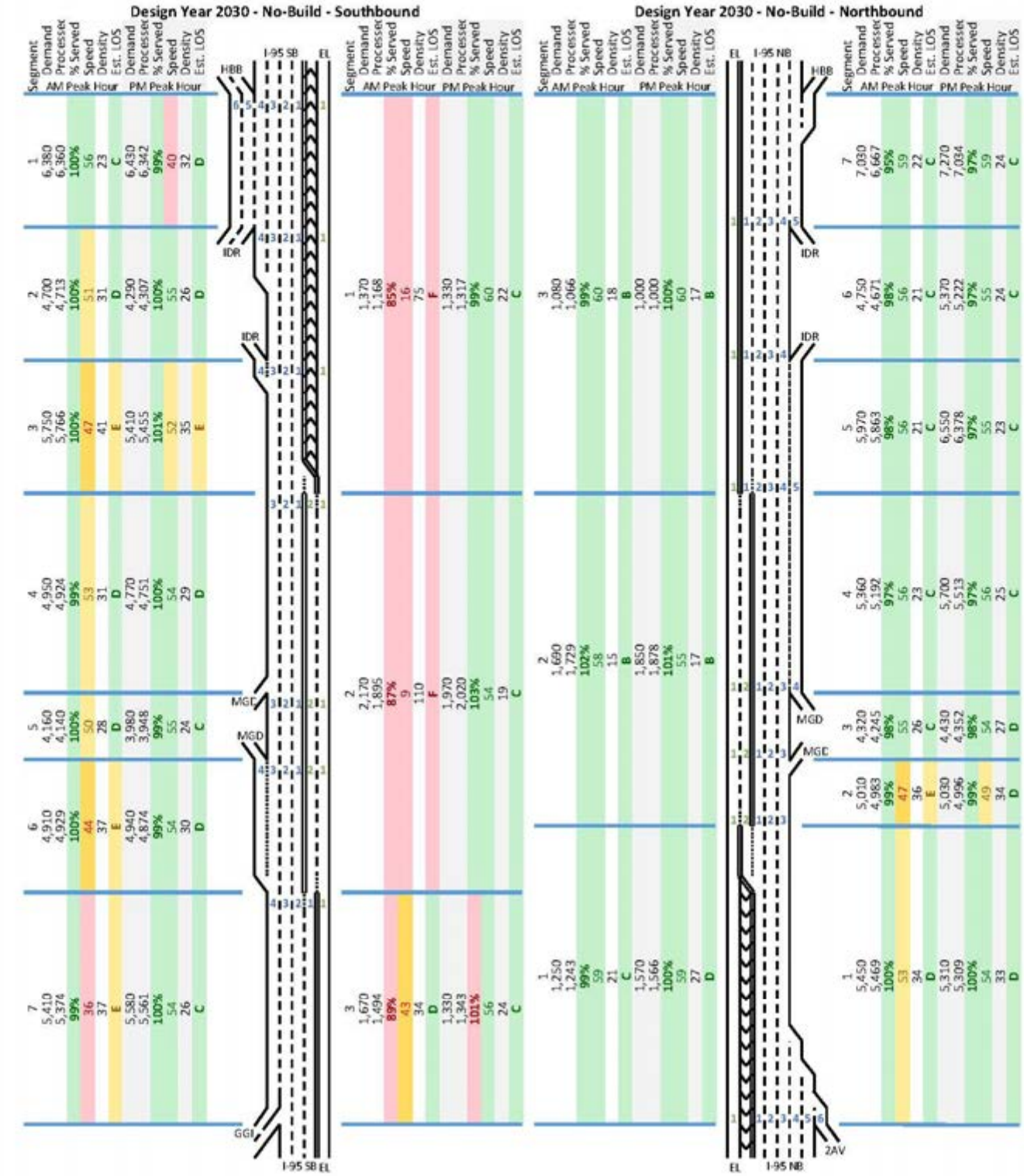
The Vissim freeway complex weaving analysis is based on Section 8.8 of the *2021 FDOT Traffic Analysis Handbook*. The analysis considers V/C Ratio, Speed Differential and Vehicles Disappearing. The reduction in the capacity to 1,800 vehicles per hour was used to determine the volume to capacity (V/C) ratio for each complex weave segment within the project. Similar to Existing Conditions, the No-Build Configuration shows one complex weave segment on each direction, with the critical segments at Segment 1 and Segment 5 for the SB and NB directions, respectively.

The V/C Ratio analysis shows adequate operations with v/c ratios of less than 1.00 for the critical segments. However, the Speed Differential analysis indicates inadequate operations with speed differences higher than 10 mph between weaving and non-weaving movements. Similarly, the Vehicle Disappearing analysis also shows volume differences to be more than ten (10) vph, which indicates congestion.

5.1.3 Adjacent Intersection Synchro Operational Analysis

The AOI included the adjacent signalized intersections within half-a-mile of the interchanges (i.e., a total of ten (10) intersections). Adjacent intersections were analyzed using Synchro. Based on the results of Synchro analysis, only ramp terminal intersections and the intersection of CR 854/Ives Dairy Road and Highland Lakes Boulevard were included in the Vissim microsimulation analysis (i.e., a total of five (5) intersections).

The Synchro analysis results for the remaining five (5) adjacent intersections is presented in **Tables 5.29** through **5.32** for Opening Year 2030, Design Year 2050, and the AM and PM peak hours, respectively. A couple of noticeable specific movements have a deterioration of LOS from the No-Build Alternative to the Build Alternative 3. They include the following: 1) SWL at SR 860/Miami Gardens Drive and NE 10th Avenue intersection, which degrades from LOS E to LOS F during the Design Year 2050 AM peak hour period; and 2) EBT/EBR at CR 854/Ives Dairy Road and NE 16th Avenue, which degrades from LOS B to LOS E and LOS A to LOS E during the Design Year 2050 AM and PM peak hour periods, respectively. These deteriorations are the result of signal timing optimization. In the first case, the overall intersection level of service improves from LOS E to LOS D. For the second case, the optimization improves the most critical movement v/c ratio improving it from 1.69 to 1.01 during the AM peak hour period and improving the overall delay during the PM peak hour period. Furthermore, the Synchro analysis indicates that these five (5) adjacent intersections are not impacted by or impact the operations of the interchanges.



Legend

Volume % Served	Posted Speed 55 mph	Estimated LOS
> 90%	>= 53	LOS A - D
= 90%	< 53 - 48	LOS E
< 90%	< 48 - 43	LOS F
	< 43	

N

NOT TO SCALE

Figure 5.1:
No-Build Alternative – Opening Year 2030
SR 9/I-95 Freeway Operational Analysis Summary

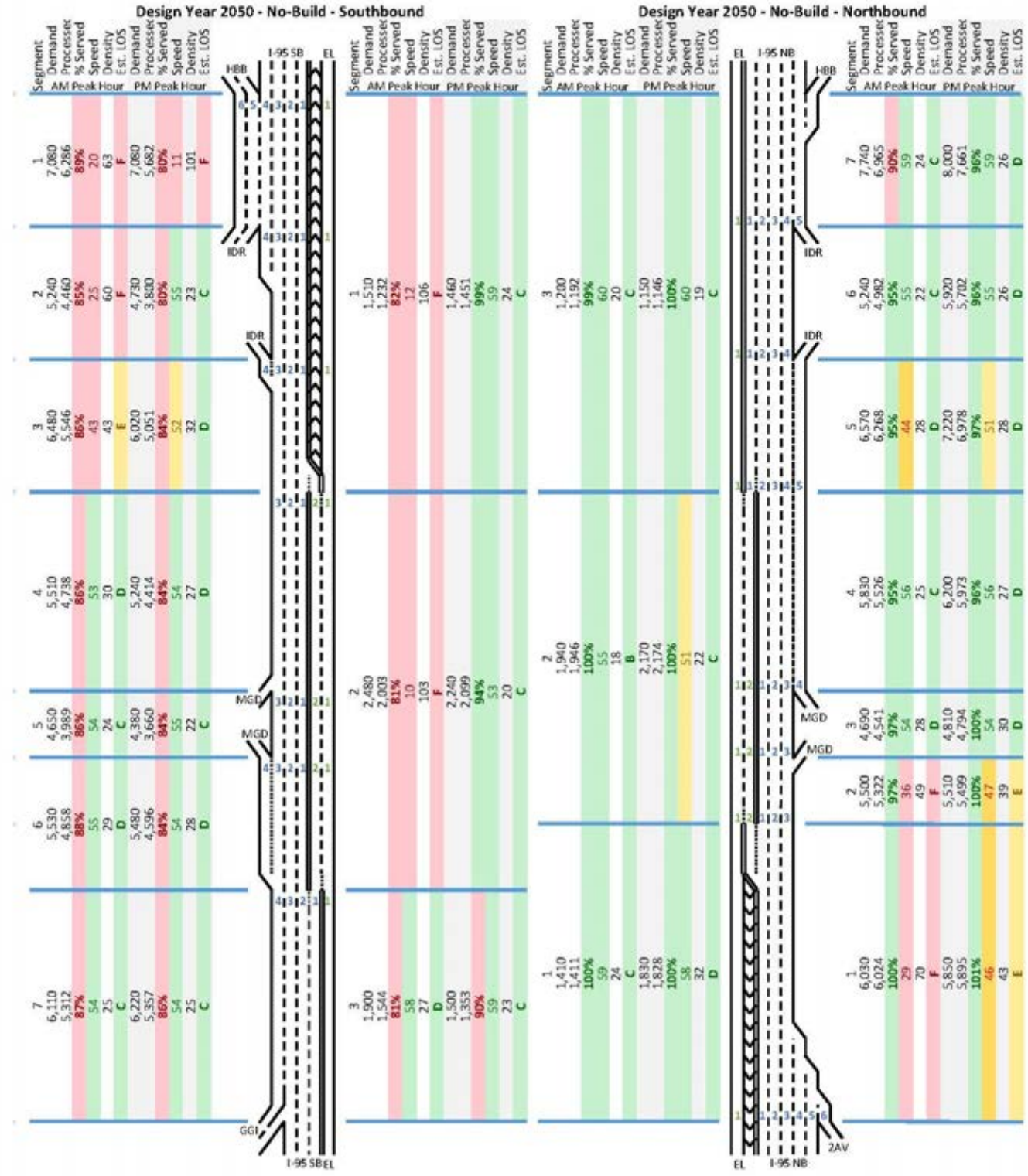


Figure 5.2:
No-Build Alternative – Design Year 2050
SR 9/I-95 Freeway Operational Analysis Summary

Table 5.1 – No-Build Alternative, Opening Year 2030 AM, Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95SB -Ramps	**Overall**	**5605**	**5256**	**94%**	**142**	F		
	NBL	485	485	100%	102	F	1027	115
	NBT	40	47	118%	68	E	488	1225
	NBR	335	329	98%	27	C	488	1225
	SBL	215	210	98%	105	F	1385	400
	SBT	340	307	90%	148	F	1385	1710
	SBR (FF)	230	231	100%	38	D	0	350
	EBL	60	101	168%	292	F	204	480
	EBT	1410	1172	83%	357	F	5983	2395
	EBR (FF)	1065	942	88%	94	F	1807	2395
	WBL	145	183	126%	118	F	461	275
	WBT	630	634	101%	19	B	378	830
	WBR (FF)	650	615	95%	5	A	0	670
SR 860/MGD @ SR 9/I-95 NB Ramps	**Overall**	**4375**	**4191**	**96%**	**43**	D		
	SBL	570	613	108%	122	F	1084	215
	SBR (FF)	115	133	116%	27	C	0	215
	EBL	630	507	80%	81	F	420	440
	EBT (FF)	1330	1203	90%	0	A	0	810
	WBT	1315	1296	99%	43	D	1777	1775
	WBR (FF)	415	439	106%	17	B	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5070**	**4992**	**98%**	**51**	D		
	SBL	1265	1258	99%	88	F	1087	1750
	SBR (FF)	410	405	99%	3	A	0	995
	EBT	1260	1317	105%	65	E	1559	1180
	EBR (FF)	605	607	100%	19	B	0	250
	WBL	445	434	98%	42	D	336	350
	WBT	1085	971	89%	32	C	507	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**5645**	**5395**	**96%**	**60**	E		
	NBL	340	330	97%	132	F	1346	2635
	NBR(Sig)	235	228	97%	120	F	1369	330
	NBR(FF)	595	640	108%	20	C	1278	260
	EBL	530	543	102%	9	A	296	350
	EBT	2605	2575	99%	10	A	501	350
	WBT	1340	1079	81%	178	F	929	815
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**6650**	**6220**	**94%**	**180**	F		
	NBL	760	628	83%	347	F	2715	1300
	NBT	60	48	80%	335	F	2715	390
	NBR	30	45	150%	325	F	2746	390
	SBL	15	21	140%	408	F	677	225
	SBT	65	39	60%	521	F	1756	225
	SBR	230	181	79%	465	F	1756	310
	EBL	240	236	98%	134	F	963	520
	EBT	2215	2217	100%	41	D	963	790
	EBR	1020	988	97%	24	C	824	670
	WBL	45	67	149%	289	F	945	330
	WBT	1945	1725	89%	298	F	4393	2680
	WBR	25	25	100%	276	F	4438	2680

Table 5.2 – No-Build Alternative, Opening Year 2030 PM, Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB -Ramps	**Overall**	**5655**	**5236**	**93%**	**153**	F		
	NBL	735	526	72%	553	F	5792	115
	NBT	155	122	79%	297	F	5792	1225
	NBR	580	430	74%	329	F	5792	1225
	SBL	245	239	98%	79	E	638	400
	SBT	345	331	96%	75	E	638	1710
	SBR (FF)	190	205	108%	3	A	0	350
	EBL	95	141	148%	109	F	301	480
	EBT	1095	1048	96%	111	F	1317	2395
	EBR (FF)	745	742	100%	18	B	0	2395
	WBL	95	132	139%	96	F	247	275
	WBT	665	666	100%	24	C	393	830
	WBR (FF)	710	654	92%	7	A	0	670
SR 860/MGD @ SR 9/I-95 NB Ramps	**Overall**	**4285**	**4106**	**96%**	**62**	E		
	SBL	510	522	102%	77	E	562	215
	SBR (FF)	90	108	120%	4	A	0	215
	EBL	880	744	85%	75	E	638	440
	EBT (FF)	1035	972	94%	0	A	0	810
	WBT	1380	1351	98%	94	F	2660	1775
	WBR (FF)	390	409	105%	78	E	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5175**	**5106**	**99%**	**101**	F		
	SBL	1540	1341	87%	265	F	1860	1750
	SBR (FF)	600	527	88%	45	D	0	995
	EBT	830	802	97%	50	D	401	1180
	EBR (FF)	450	464	103%	2	A	0	250
	WBL	670	676	101%	49	D	474	350
	WBT	1085	1296	119%	15	B	435	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4870**	**5243**	**108%**	**42**	D		
	NBL	440	426	97%	159	F	922	2635
	NBR(Sig)	70	42	60%	29	C	662	330
	NBR(FF)	665	678	102%	12	B	228	260
	EBL	395	406	103%	50	D	209	350
	EBT	2370	2143	90%	5	A	281	350
	WBT	930	1548	166%	102	F	759	815
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**6450**	**6082**	**94%**	**83**	F		
	NBL	760	619	81%	438	F	2719	1300
	NBT	70	56	80%	452	F	2719	390
	NBR	30	46	153%	432	F	2751	390
	SBL	25	28	112%	86	F	121	225
	SBT	60	58	97%	112	F	292	225
	SBR	210	203	97%	53	D	292	310
	EBL	170	163	96%	79	E	812	520
	EBT	1945	1808	93%	19	B	812	790
	EBR	990	890	90%	13	B	672	670
	WBL	45	76	169%	35	D	109	330
	WBT	2125	2109	99%	33	C	1017	2680
	WBR	20	26	130%	29	C	1063	2680

Table 5.3 – No-Build Alternative, Design Year 2050 AM, Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB -ramps	**Overall**	**6330**	**5329**	**84%**	**192**	F		
	NBL	545	531	97%	241	F	2199	115
	NBT	55	53	96%	93	F	1465	1225
	NBR	375	373	99%	67	E	1465	1225
	SBL	240	201	84%	118	F	1439	400
	SBT	355	301	85%	169	F	1439	1710
	SBR (FF)	265	223	84%	59	E	0	350
	EBL	130	96	74%	357	F	225	480
	EBT	1550	1089	70%	440	F	5996	2395
	EBR (FF)	1205	853	71%	143	F	3503	2395
	WBL	205	205	100%	142	F	662	275
	WBT	710	712	100%	24	C	610	830
	WBR (FF)	695	692	100%	6	A	0	670
SR 860/MGD @ SR 9/I-95 NB Ramps	**Overall**	**4930**	**4395**	**89%**	**65**	E		
	SBL	665	629	95%	167	F	1134	215
	SBR (FF)	145	142	98%	61	E	0	215
	EBL	650	492	76%	80	E	427	440
	EBT (FF)	1515	1169	77%	0	A	0	810
	WBT	1465	1470	100%	79	E	2884	1775
	WBR (FF)	490	493	101%	64	E	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5710**	**5016**	**88%**	**91**	F		
	SBL	1390	1183	85%	176	F	1690	1750
	SBR (FF)	450	378	84%	24	C	0	995
	EBT	1465	1479	101%	106	F	3063	1180
	EBR (FF)	700	680	97%	70	E	132	250
	WBL	540	401	74%	41	D	328	350
	WBT	1165	895	77%	32	C	514	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**6065**	**5418**	**89%**	**88**	F		
	NBL	365	309	85%	323	F	2716	2635
	NBR(Sig)	244	224	92%	314	F	2739	330
	NBR(FF)	721	631	88%	137	F	2648	260
	EBL	540	611	113%	11	B	324	350
	EBT	2855	2657	93%	15	B	513	350
	WBT	1340	986	74%	141	F	945	815
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**7400**	**6058**	**82%**	**284**	F		
	NBL	830	587	71%	480	F	2711	1300
	NBT	65	47	72%	474	F	2711	390
	NBR	65	42	65%	465	F	2743	390
	SBL	25	19	76%	1088	F	1820	225
	SBT	70	33	47%	1206	F	2219	225
	SBR	260	165	63%	1162	F	2219	310
	EBL	265	243	92%	150	F	976	520
	EBT	2445	2251	92%	43	D	976	790
	EBR	1110	1009	91%	29	C	836	670
	WBL	85	63	74%	419	F	2130	330
	WBT	2150	1576	73%	464	F	6731	2680
	WBR	30	23	77%	456	F	6776	2680

Table 5.4 – No-Build Alternative, Design Year 2050 PM, Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB -ramps	**Overall**	**6375**	**5242**	**82%**	**239**	**F**		
	NBL	840	523	62%	549	F	5796	115
	NBT	190	121	64%	301	F	5795	1225
	NBR	640	424	66%	326	F	5795	1225
	SBL	270	226	84%	84	F	706	400
	SBT	360	315	88%	77	E	706	1710
	SBR (FF)	230	193	84%	7	A	0	350
	EBL	155	144	93%	393	F	2567	480
	EBT	1195	1082	91%	375	F	5497	2395
	EBR (FF)	845	749	89%	232	F	0	2395
	WBL	150	133	89%	96	F	248	275
	WBT	745	679	91%	26	C	380	830
	WBR (FF)	755	653	86%	7	A	0	670
SR 860/MGD @ SR 9/I-95 NB Ramps	**Overall**	**4805**	**4174**	**87%**	**103**	**F**		
	SBL	580	569	98%	92	F	731	215
	SBR (FF)	120	120	100%	9	A	0	215
	EBL	920	760	83%	75	E	626	440
	EBT (FF)	1185	969	82%	0	A	0	810
	WBT	1530	1353	88%	184	F	6859	1775
	WBR (FF)	470	403	86%	189	F	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**6475**	**5366**	**83%**	**96**	**F**		
	SBL	1690	1324	78%	269	F	1853	1750
	SBR (FF)	660	513	78%	47	D	0	995
	EBT	1355	906	67%	51	D	475	1180
	EBR (FF)	520	514	99%	2	A	0	250
	WBL	770	732	95%	50	D	496	350
	WBT	1480	1377	93%	17	B	445	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**6115**	**4820**	**79%**	**56**	**E**		
	NBL	480	440	92%	304	F	2566	2635
	NBR(Sig)	74	44	59%	89	F	1705	330
	NBR(FF)	746	719	96%	76	E	2411	260
	EBL	460	450	98%	57	E	234	350
	EBT	2585	2230	86%	8	A	346	350
	WBT	1770	937	53%	51	D	845	815
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**7145**	**6465**	**90%**	**95**	**F**		
	NBL	830	592	71%	479	F	2712	1300
	NBT	75	53	71%	488	F	2712	390
	NBR	65	45	69%	467	F	2743	390
	SBL	30	32	107%	84	F	211	225
	SBT	65	64	98%	121	F	329	225
	SBR	235	229	97%	63	E	329	310
	EBL	190	170	89%	98	F	917	520
	EBT	2140	1894	89%	24	C	917	790
	EBR	1075	924	86%	16	B	777	670
	WBL	85	86	101%	48	D	132	330
	WBT	2325	2347	101%	42	D	1436	2680
	WBR	30	29	97%	39	D	1482	2680

Table 5.5 - No-Build Alternative, Opening Year 2030 AM, Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	AM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3985**		**31.2**	C		
	NWL	235	0.82	84.3	F	335	555
	NET	1885	0.96	40.0	D	#1428	1877
	NER	55	0.96	40.0	D	#1428	1877
	NWR	135	0.12	1.30	A	22	325
	SWL	135	0.75	63.1	E	177	103
	SWT	1540	0.63	11.8	B	561	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**3955**		**13.0**	B		
	NBL	10	0.15	86.8	F	37	130
	NBT	5	0.46	36.6	D	56	755
	NBR	45	0.46	36.6	D	56	755
	SBL	65	0.44	98.0	F	91	506
	SBT	5	0.42	96.9	F	88	1333
	SBR	50	0.27	12.3	B	32	590
	EBL	60	0.22	5.20	A	m22	210
	EBT	2405	0.70	10.5	B	383	240
	EBR	15	0.70	10.5	B	383	240
	WBL	35	0.39	26.1	C	m30	350
	WBT	1160	0.38	11.7	B	329	1560
	WBR	100	0.38	11.7	B	329	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**3835**		**27.6**	C		
	SBL	390	0.84	142.6	F	321	980
	SBR	40	0.84	142.6	F	321	980
	EBL	95	0.35	8.90	A	51	230
	EBT	2090	0.58	9.70	A	457	1250
	WBT	990	0.38	19.1	B	542	230
	WBR	230	0.38	19.1	B	542	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**4245**		**28.6**	C		
	NBL	15	0.16	55.5	E	32	85
	NBT	5	0.05	58.6	E	18	420
	NBR	65	0.35	13.1	B	34	100
	SBL	260	1.54	306.7	F	#393	530
	SBT	15	0.54	24.5	C	73	567
	SBR	95	0.54	24.5	C	73	567
	EBL	120	0.47	12.2	B	m49	152
	EBT	2145	0.68	8.10	A	199	250
	EBR	30	0.68	8.10	A	199	250
	WBL	100	0.66	41.4	D	101	430
	WBT	970	0.45	9.70	A	277	1230
	WBR	425	0.45	9.70	A	277	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3455**		**12.9**	B		
	NBL	50	0.44	68.4	E	86	110
	NBR	175	0.63	55.8	E	204	500
	EBT	2120	0.64	11.8	B	478	1000
	EBR	30	0.64	11.8	B	478	1000
	WBL	110	0.52	48.0	D	121	215
	WBT	970	0.24	0.80	A	23	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

Table 5.6 - No-Build Alternative, Opening Year 2030 PM, Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	PM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3475**		**20.4**	C		
	NWL	220	0.81	84.8	**F**	319	555
	NET	1480	0.72	22.4	C	812	1877
	NER	30	0.72	22.4	C	812	1877
	NWR	115	0.10	1.30	A	20	325
	SWL	115	0.53	17.4	B	80	103
	SWT	1515	0.62	10.8	B	524	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**3695**		**15.3**	B		
	NBL	20	0.27	90.6	**F**	58	130
	NBT	5	0.58	33.1	D	67	755
	NBR	75	0.58	33.1	D	67	755
	SBL	95	0.53	100.3	**F**	116	506
	SBT	5	0.54	100.8	**F**	117	1333
	SBR	85	0.39	14.2	B	48	590
	EBL	25	0.14	5.80	A	m12	210
	EBT	1740	0.50	12.2	B	539	240
	EBR	10	0.50	12.2	B	539	240
	WBL	15	0.10	5.40	C	m8	350
	WBT	1570	0.48	11.8	B	375	1560
	WBR	50	0.48	11.8	B	375	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**3645**		**12.6**	B		
	SBL	290	0.82	84.1	**F**	282	980
	SBR	95	0.82	84.1	**F**	282	980
	EBL	100	0.54	15.2	B	48	230
	EBT	1485	0.40	6.60	A	248	1250
	WBT	1355	0.52	1.40	A	31	230
	WBR	320	0.52	1.40	A	31	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**3900**		**15.7**	B		
	NBL	70	0.53	67.8	E	99	85
	NBT	5	0.05	58.6	E	18	420
	NBR	160	0.72	46.1	D	139	100
	SBL	115	0.51	56.9	E	150	530
	SBT	5	0.51	25.0	C	57	567
	SBR	75	0.50	25.0	C	57	567
	EBL	55	0.37	21.2	C	48	152
	EBT	1400	0.50	8.50	A	114	250
	EBR	50	0.50	8.50	A	114	250
	WBL	75	0.28	7.60	A	33	430
	WBT	1805	0.60	14.0	B	438	1230
	WBR	85	0.60	14.0	B	438	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3605**		12.3	B		
	NBL	110	0.64	71.6	E	154	110
	NBR	175	0.44	35.1	D	154	500
	EBT	1330	0.45	12.8	B	317	1000
	EBR	40	0.45	12.8	B	317	1000
	WBL	240	0.72	41.9	D	157	215
	WBT	1710	0.46	1.60	A	37	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

Table 5.7 - No-Build Alternative, Design Year 2050 AM, Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	AM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**4515**		**67.6**	E		
	NWL	295	0.85	81.4	F	405	555
	NET	2130	1.16	109	F	#1781	1877
	NER	85	1.16	109	F	#1781	1877
	NWR	155	0.14	1.60	A	27	325
	SWL	140	0.78	67.0	E	#209	103
	SWT	1710	0.74	17.6	B	795	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**4510**		**15.2**	B		
	NBL	15	0.21	88.0	F	47	130
	NBT	10	0.52	40.4	D	68	755
	NBR	50	0.52	40.4	D	68	755
	SBL	70	0.47	98.8	F	100	506
	SBT	10	0.48	98.9	F	101	1333
	SBR	55	0.29	13.9	B	38	590
	EBL	70	0.30	6.20	A	m22	210
	EBT	2745	0.81	12.9	B	579	240
	EBR	20	0.81	12.9	B	579	240
	WBL	40	0.46	33.2	C	m29	350
	WBT	1320	0.43	13.2	B	366	1560
	WBR	105	0.43	13.2	B	366	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**4420**		**33.0**	C		
	SBL	460	0.87	144	F	381	980
	SBR	60	0.87	144	F	381	980
	EBL	135	0.58	16.8	B	76	230
	EBT	2375	0.68	13.7	B	636	1250
	WBT	1130	0.46	26.1	C	627	230
	WBR	260	0.46	26.1	C	627	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**4710**		**34.4**	C		
	NBL	20	0.17	51.4	D	39	85
	NBT	10	0.11	60.1	E	29	420
	NBR	70	0.32	12.5	B	39	100
	SBL	290	1.69	364.8	F	#482	530
	SBT	20	0.60	26.7	C	82	567
	SBR	105	0.60	26.7	C	82	567
	EBL	135	0.56	20.7	C	m72	152
	EBT	2405	0.79	10.2	B	336	250
	EBR	40	0.79	10.2	B	336	250
	WBL	105	0.66	42.5	D	106	430
	WBT	1040	0.51	12.2	B	331	1230
	WBR	470	0.51	12.2	B	331	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3885**		**15.6**	B		
	NBL	75	0.54	70.4	E	115	110
	NBR	195	0.65	55.9	E	224	500
	EBT	2385	0.75	15.3	B	650	1000
	EBR	65	0.75	15.3	B	126	1000
	WBL	110	0.53	52.8	D	32	215
	WBT	1055	0.27	1.00	A	32	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

Table 5.8 - No-Build Alternative, Design Year 2050 PM, Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	PM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3940**		**28.1**	C		
	NWL	270	0.84	82.5	F	375	555
	NET	1675	0.86	31.8	C	#1204	1877
	NER	55	0.86	31.8	C	#1204	1877
	NWR	130	0.12	1.50	A	23	325
	SWL	120	0.74	58.9	E	152	103
	SWT	1690	0.72	15.5	B	732	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**4230**		**15.4**	B		
	NBL	25	0.30	85.8	F	64	130
	NBT	10	0.60	34.3	C	75	755
	NBR	80	0.60	34.3	C	75	755
	SBL	95	0.53	94.7	F	115	506
	SBT	10	0.54	94.9	F	117	1333
	SBR	90	0.40	13.3	B	48	590
	EBL	30	0.21	7.10	A	m14	210
	EBT	2020	0.59	11.1	B	658	240
	EBR	15	0.59	11.1	B	658	240
	WBL	20	0.16	8.60	A	15	350
	WBT	1780	0.56	14.1	B	482	1560
	WBR	55	0.56	14.1	B	482	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**4215**		**20.7**	C		
	SBL	350	0.91	90.1	F	#355	980
	SBR	120	0.91	90.1	F	#355	980
	EBL	135	0.81	55.6	E	#173	230
	EBT	1715	0.47	7.80	A	271	1250
	WBT	1520	0.61	12.6	B	603	230
	WBR	375	0.61	12.6	B	603	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**4325**		**17.7**	B		
	NBL	85	0.53	63.0	E	116	85
	NBT	10	0.10	59.6	E	29	420
	NBR	175	0.75	50.2	D	161	100
	SBL	125	0.55	57.4	E	#186	530
	SBT	10	0.59	27.7	C	68	567
	SBR	90	0.59	27.7	C	68	567
	EBL	60	0.45	40.7	D	m46	152
	EBT	1575	0.57	9.30	A	439	250
	EBR	55	0.57	9.30	A	439	250
	WBL	85	0.40	12.4	B	42	430
	WBT	1960	0.68	16.2	B	510	1230
	WBR	95	0.68	16.2	B	510	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**4050**		**16.9**	B		
	NBL	150	0.71	71.4	E	195	110
	NBR	195	0.40	32.1	C	188	500
	EBT	1495	0.58	18.0	B	347	1000
	EBR	75	0.58	18.0	B	347	1000
	WBL	270	0.80	55.1	E	#352	215
	WBT	1865	0.51	4.50	A	131	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

5.2 Build Alternative 1

Build Alternative 1 is based on the *FDOT District 6 SR 9/I-95 Corridor Planning Study (FM: 414964-6-22-01)*. This alternative provides a homogeneous 4-lane SR 9/I-95 Mainline and 2-lane Express Lanes in the southbound and northbound direction, consolidates the ramp terminals to a single at-grade ramp terminal intersection on the east side of SR 860/Miami Gardens Drive, and modifies the CR 854/Ives Dairy Road interchange to a DDI configuration.

5.2.1 Vissim Freeway, Express Lanes, and Ramp Terminal Intersection Analysis

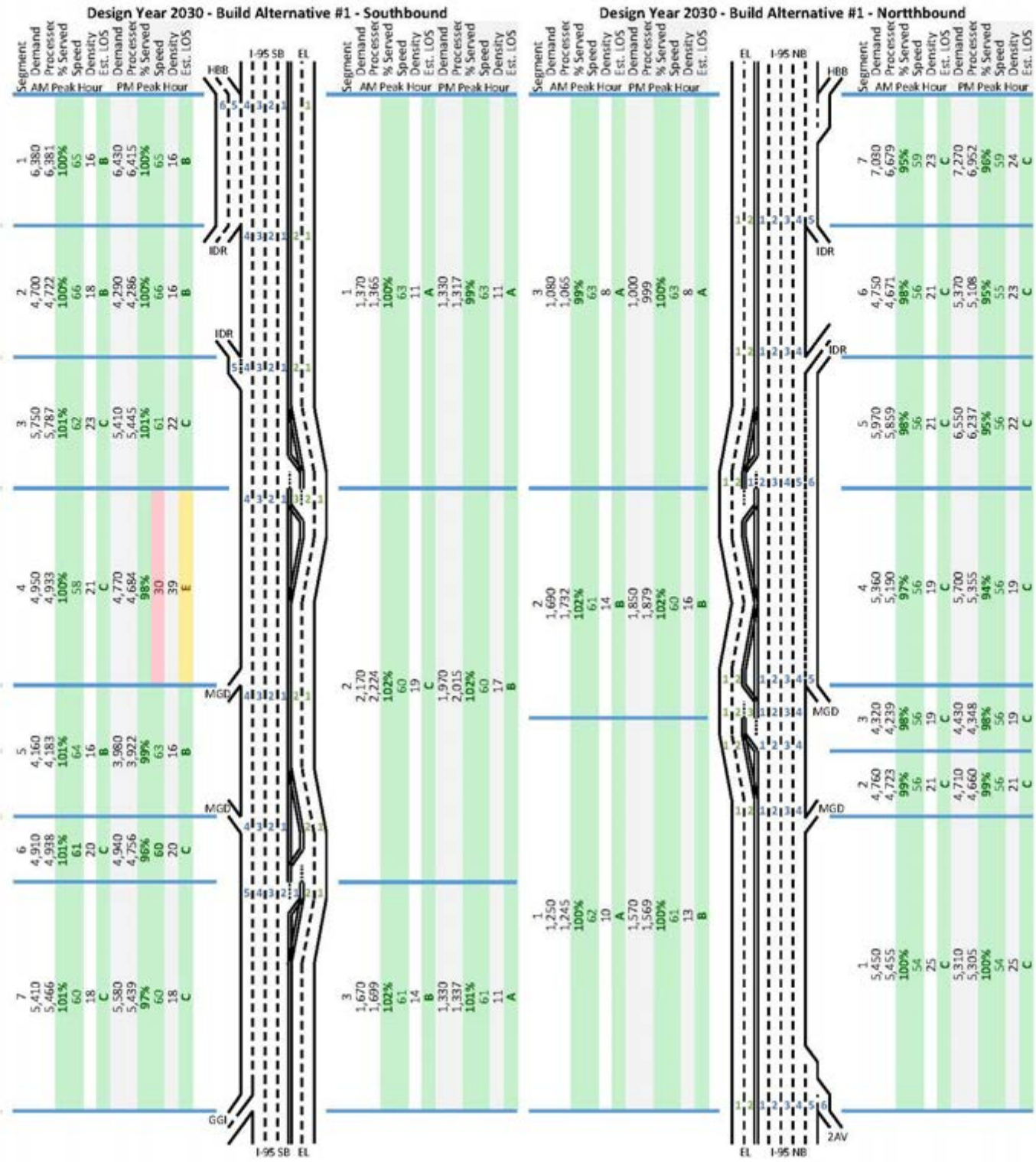
The freeway analysis results indicate that freeway operations do improve due to the additional capacity. However, most segments in the study area will still not be able to serve 90% or more of the projected demand during the PM peak hour mainly due to significant weaving to access to/from the express lanes. Express Lanes will have adequate operations during the AM and PM Peak Hour periods due to the additional lane capacity. **Figures 5.3** and **5.4** present the freeway analysis results for the Build Alternative 1 opening and design years, respectively.

The ramp terminal intersection analysis results indicate that the operations at SR 860/Miami Gardens Drive will deteriorate during both the AM and PM Peak Hour periods compared to the No-Build Alternative. These results are mainly due to the reduction of capacity by consolidating the ramp terminals to a single at-grade ramp terminal intersection. The operations at the CR 854/Ives Dairy Road interchange will improve due to its reconfiguration into DDI configuration; however, additional cycle modifications are required to achieve better LOS results. The intersection of CR 854/Ives Dairy Road and Highland Lakes Boulevard will still operate at LOS F. Improvements at this intersection are restricted due to right of way limitations, which only allows for one additional through lane in one direction along CR 854/Ives Dairy Road and no improvements along Highland Lakes Boulevard. Because of this right of way limitations, only a through lane on the eastbound was added along CR 854/Ives Dairy Road to reduce impact to the interchange operations. **Tables 5.9** through **5.12** present the ramp terminal intersection Opening Year 2030 and Design Year 2050 analysis results for the Build Alternative 1 during the AM and PM peak hours, respectively.

5.2.2 Vissim Freeway Complex Weaving Analysis

The Vissim freeway complex weaving analysis is based on Section 8.8 of the *2021 FDOT Traffic Analysis Handbook*. The analysis considers V/C Ratio, Speed Differential and Vehicles Disappearing. The reduction in the capacity to 1,800 vehicles per hour was used to determine the volume to capacity (V/C) ratio for each complex weave segment within the project. The Existing Configuration shows one complex weave segment on each direction, with the critical segments at Segment 1 and Segment 5 for the SB and NB directions, respectively.

The V/C Ratio analysis shows adequate operations with v/c ratios of less than 1.00 for the critical segments. However, the Speed Differential analysis indicates inadequate operations with speed differences higher than 10 mph between weaving and nonweaving movements. Similarly, the Vehicle Disappearing analysis also shows volume differences to be more than ten (10) vph, which indicates congestion.



Legend

Volume % Served	Posted Speed 55 mph	Estimated LOS
> 90%	>= 53	LOS A - D
= 90%	< 53 - 48	LOS E
< 90%	< 48 - 43	LOS F
	< 43	

N

NOT TO SCALE

Figure 5.3:
Build Alternative 1 – Opening Year 2030
SR 9/I-95 Freeway Operational Analysis Summary

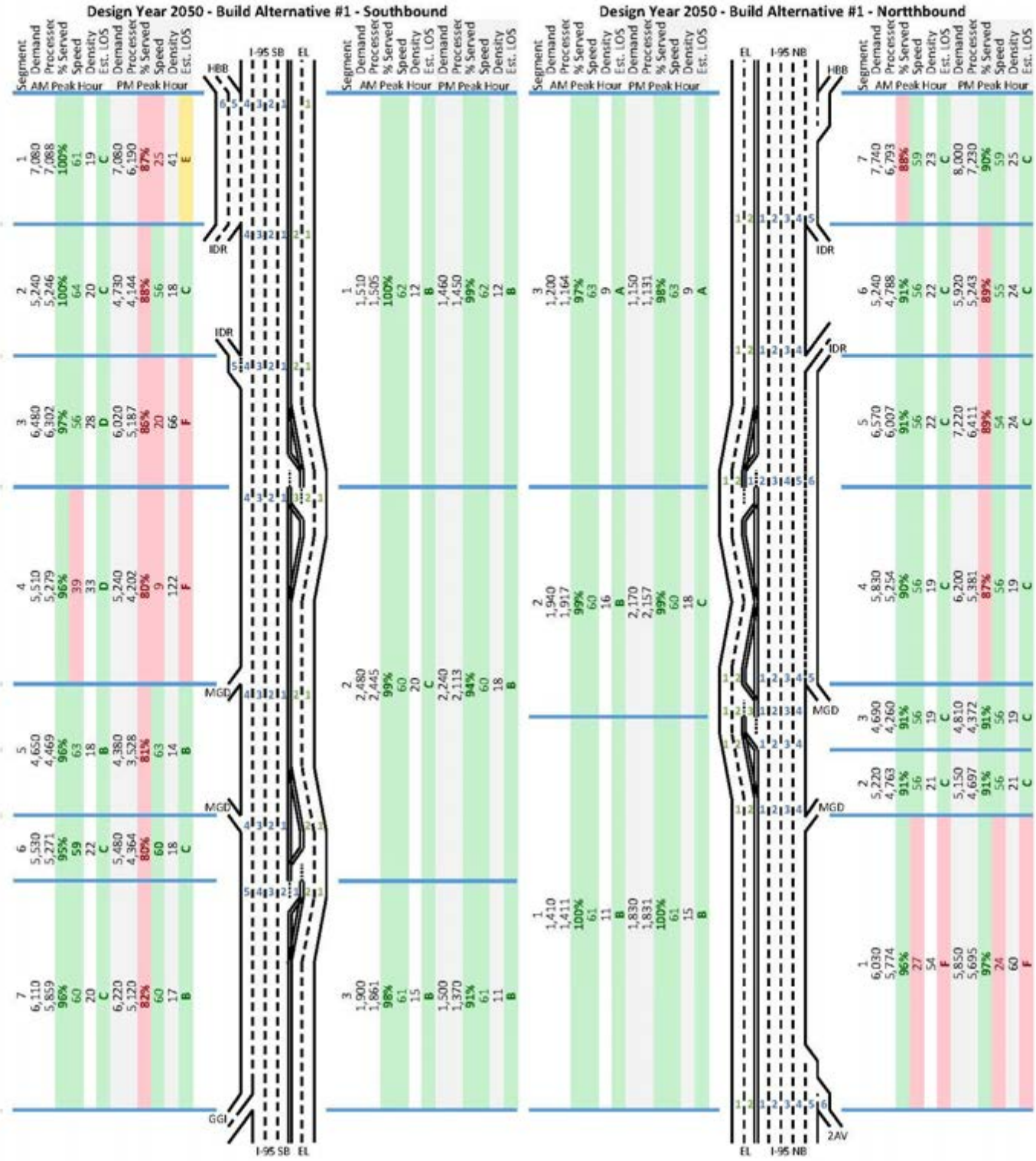


Figure 5.4:
Build Alternative 1 – Design Year 2050
SR 9/I-95 Freeway Operational Analysis Summary

Table 5.9 – Build Alternative 1, Opening Year 2030 AM, Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4740**	**4464**	**94%**	**141**	F		
	NBL	485	367	76%	475	F	3186	1225
	NBR	375	330	88%	211	F	3187	1225
	EBT	1470	1388	94%	202	F	3085	2395
	EBR	1065	1043	98%	35	D	242	430
	WBL	485	479	99%	47	D	309	490
	WBT (FF)	860	857	100%	1	A	0	810
SR 860/Miami Gardens Drive @ SR 9/I-95 Ramps	**Overall**	**5045**	**4894**	**97%**	**72**	E		
	SBL	785	790	**101%**	168	F	2634	380
	SBR	685	654	**95%**	94	F	736	250
	EBL	730	660	**90%**	110	F	1004	390
	EBT (FF)	1115	1056	**95%**	1	A	0	810
	WBT	665	683	**103%**	64	E	1724	1775
	WBR	1065	1051	**99%**	42	D	1872	200
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5675**	**5543**	**98%**	**24**	C		
	SBL	1265	1262	100%	45	D	604	1750
	SBR (FF)	410	408	100%	16	B	184	1140
	EBT	1865	1862	100%	22	C	344	1180
	EBR (FF)	605	607	100%	5	A	0	300
	WBL	445	439	99%	2	A	101	350
	WBT	1085	965	89%	23	C	215	440
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**7285**	**6851**	**94%**	**27**	C		
	NBL	340	334	98%	19	B	315	2530
	NBR	870	864	99%	45	D	289	2530
	EBL	530	544	103%	6	A	286	260
	EBT	2605	2583	99%	27	C	662	440
	WBT	1190	1066	90%	25	C	491	560
	WBR (FF)	1750	1460	83%	27	C	359	360
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**6650**	**6211**	**93%**	**156**	F		
	NBL	760	630	83%	338	F	2710	1300
	NBT	60	48	80%	329	F	2710	390
	NBR	30	45	150%	313	F	2731	390
	SBL	15	20	133%	419	F	852	225
	SBT	65	41	63%	527	F	1831	225
	SBR	230	186	81%	472	F	1831	310
	EBL	240	236	98%	21	C	702	250
	EBT	2215	2217	100%	21	C	702	560
	EBR	1020	993	97%	3	A	702	300
	WBL	45	68	151%	176	F	4062	345
	WBT	1945	1702	88%	272	F	4062	2680
	WBR	25	25	100%	275	F	4062	2680

Table 5.10 – Build Alternative 1, Opening Year 2030 PM, Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4700**	**3725**	**79%**	**392**	F		
	NBL	735	431	59%	714	F	5786	1225
	NBR	735	435	59%	581	F	5787	1225
	EBT	1190	985	83%	666	F	5307	2395
	EBR	745	674	90%	101	F	220	430
	WBL	440	393	89%	46	D	237	490
	WBT (FF)	855	807	94%	1	A	0	810
SR 860/Miami Gardens Drive @ SR 9/I-95 Ramps	**Overall**	**5070**	**4354**	**86%**	**130**	F		
	SBL	755	705	**93%**	250	F	2464	380
	SBR	625	535	**86%**	182	F	286	250
	EBL	1130	818	**72%**	84	F	995	390
	EBT (FF)	790	601	**76%**	0	A	0	810
	WBT	670	662	**99%**	115	F	4471	1775
	WBR	1100	1033	**94%**	167	F	4457	200
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5850**	**5810**	**99%**	**29**	C		
	SBL	1540	1526	99%	64	E	988	1750
	SBR	600	602	100%	22	C	249	1140
	EBT	1225	1209	99%	22	C	250	1180
	EBR (FF)	450	464	103%	3	A	0	300
	WBL (FF)	670	697	104%	3	A	137	350
	WBT	1365	1312	96%	21	C	246	440
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**7040**	**6892**	**98%**	**22**	C		
	NBL	440	420	95%	24	C	384	2530
	NBR	735	707	96%	39	D	231	2530
	EBL	395	406	103%	5	A	238	260
	EBT	2370	2327	98%	31	C	626	440
	WBT	1600	1590	99%	22	C	513	560
	WBR (FF)	1500	1442	96%	1	A	295	360
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	Overall	**6460**	**6364**	**99%**	**44**	D		
	NBL	760	741	98%	87	F	748	1300
	NBT	70	63	90%	87	F	748	390
	NBR	30	54	180%	71	E	769	390
	SBL	25	28	112%	100	F	169	225
	SBT	70	55	79%	141	F	366	225
	SBR	210	202	96%	85	F	366	310
	EBL	170	173	102%	22	C	695	250
	EBT	1945	1896	97%	25	C	695	560
	EBR	990	964	97%	3	A	695	300
	WBL	45	76	169%	45	D	1287	345
	WBT	2125	2086	98%	58	E	1287	2680
	WBR	20	26	130%	54	D	1287	2680

Table 5.11 – Build Alternative 1, Design Year 2050 AM, Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5395**	**4456**	**83%**	**329**	F		
	NBL	545	359	66%	1158	F	5772	1225
	NBR	430	266	62%	755	F	5772	1225
	EBT	1680	1414	84%	407	F	5997	2395
	EBR	1205	1005	83%	88	F	236	430
	WBL	560	504	90%	48	D	285	490
	WBT (FF)	975	908	93%	1	A	0	810
SR 860/Miami Gardens Drive @ SR 9/I-95 Ramps	**Overall**	**5735**	**5004**	**87%**	**115**	F		
	SBL	905	773	**85%**	234	F	5385	380
	SBR	765	653	**85%**	151	F	2773	250
	EBL	835	662	**79%**	109	F	1004	390
	EBT (FF)	1275	1019	**80%**	0	A	0	810
	WBT	770	756	**98%**	114	F	5127	1775
	WBR	1185	1141	**96%**	130	F	5113	200
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**6310**	**5944**	**94%**	**37**	D		
	SBL	1390	1370	99%	99	F	1047	1750
	SBR	450	452	100%	21	C	187	1140
	EBT	2065	2101	102%	26	C	501	1180
	EBR (FF)	700	682	97%	6	A	0	300
	WBL (FF)	540	407	75%	1	A	90	350
	WBT	1165	932	80%	23	C	201	440
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**8025**	**7079**	**88%**	**30**	C		
	NBL	365	340	93%	20	B	328	2530
	NBR	965	890	92%	45	D	311	2530
	EBL	600	615	103%	10	A	340	260
	EBT	2855	2858	100%	33	C	735	440
	WBT	1340	997	74%	25	C	320	560
	WBR (FF)	1900	1379	73%	32	C	359	360
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	Overall	**7400**	**6329**	**86%**	**266**	F		
	NBL	830	580	70%	484	F	2720	1300
	NBT	65	47	72%	471	F	2720	390
	NBR	65	42	65%	465	F	2741	390
	SBL	25	16	64%	1063	F	1789	225
	SBT	70	31	44%	1288	F	2224	225
	SBR	260	165	63%	1162	F	2224	310
	EBL	265	258	97%	20	C	834	250
	EBT	2445	2407	98%	19	B	834	560
	EBR	1110	1085	98%	4	A	834	300
	WBL	85	64	75%	324	F	6750	345
	WBT	2150	1611	75%	459	F	6750	2680
	WBR	30	23	77%	476	F	6750	2680

Table 5.12 – Build Alternative 1, Design Year 2050 PM, Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 6th Avenue	**Overall**	5350	**3679**	69%	421	F		
	NBL	840	431	51%	730	F	5785	1225
	NBR	830	433	52%	592	F	5786	1225
	EBT	1350	996	74%	758	F	5994	2395
	EBR	845	635	75%	122	F	214	430
	WBL	510	386	76%	46	D	232	490
	WBT (FF)	975	798	82%	1	A	0	810
SR 860/Miami Gardens Drive @ SR 9/I-95 Ramps	**Overall**	5740	**4341**	76%	150	F		
	SBL	850	705	83%	289	F	2470	380
	SBR	710	529	75%	198	F	442	250
	EBL	1265	820	65%	84	F	1001	390
	EBT (FF)	915	610	67%	0	A	0	810
	WBT	775	654	84%	141	F	6852	1775
	WBR	1225	1023	84%	211	F	6838	200
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**6475**	**5668**	**88%**	**79**	E		
	SBL	1690	1411	83%	185	F	1944	1750
	SBR	660	548	83%	48	D	1330	1140
	EBT	1355	1271	94%	35	D	296	1180
	EBR (FF)	520	432	83%	107	F	2186	300
	WBL (FF)	770	692	90%	41	D	535	350
	WBT	1480	1314	89%	21	C	649	440
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**7735**	**6900**	**89%**	**33**	C		
	NBL	480	381	79%	66	E	1827	2530
	NBR	820	657	80%	65	E	505	2530
	EBL	460	439	95%	5	A	244	260
	EBT	2585	2256	87%	32	C	665	440
	WBT	1770	1637	92%	46	D	614	560
	WBR (FF)	1620	1530	94%	2	A	311	360
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	Overall	7145	**6418**	90%	109	F		
	NBL	830	820	99%	121	F	1791	1300
	NBT	75	69	92%	120	F	1791	390
	NBR	65	61	94%	108	F	1811	390
	SBL	30	29	97%	303	F	1036	225
	SBT	65	49	75%	372	F	1397	225
	SBR	235	213	91%	315	F	1397	310
	EBL	190	167	88%	23	C	660	250
	EBT	2140	1821	85%	26	C	660	560
	EBR	1075	926	86%	4	A	660	300
	WBL	85	77	91%	196	F	4562	345
	WBT	2325	2159	93%	203	F	4562	2680
	WBR	30	27	90%	191	F	4562	2680

5.2.3 Adjacent Intersection Synchro Operational Analysis

The AOI included the adjacent signalized intersections within half-a-mile of the interchanges (i.e., a total of ten (10) intersections). Adjacent intersections were analyzed using Synchro. Based on the results of Synchro analysis, only ramp terminal intersections and the intersection of CR 854/Ives Dairy Road and Highland Lakes Boulevard were included in the Vissim microsimulation analysis (i.e., a total of five (5) intersections). The Synchro analysis results for the remaining five (5) adjacent intersections is presented in **Tables 5.13** through **5.16** for the AM and PM peak hours, respectively. The Synchro analysis indicates that these five (5) adjacent intersections are not impacted by or impact the operations of the interchanges. Therefore, no improvements are recommended to the adjacent intersections.

Table 5.13 - Build Alternative 1, Opening Year 2030 AM, Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	AM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th Percentile (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3985**		**28.9**	C		
	NBL	235	0.87	93.6	F	#374	555
	NET	1885	0.92	32.5	C	1113	1877
	NBR	135	0.41	18.7	B	95	325
	NER	55	0.41	18.7	B	95	325
	SWL	135	0.88	85.0	F	#249	103
	SWT	1540	0.62	10.5	B	467	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**3955**		**14.8**	B		
	NBL	10	0.15	86.2	F	37	130
	NBT	5	0.46	35.9	D	56	755
	NBR	45	0.46	35.9	D	56	755
	SBL	65	0.42	95.9	F	91	506
	SBT	5	0.41	95.0	F	88	1333
	SBR	50	0.30	4.50	A	0	590
	EBL	60	0.21	5.10	A	m23	210
	EBT	2405	0.69	10.6	B	397	240
	EBR	15	0.69	10.6	B	397	240
	WBL	35	0.36	28.4	C	m48	350
	WBT	1160	0.37	17.4	B	287	1560
	WBR	100	0.37	17.4	B	287	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**3835**		**25.6**	C		
	SBL	390	0.84	142.3	F	321	980
	SBR	40	0.84	142.3	F	321	980
	EBL	95	0.34	8.70	A	50	230
	EBT	2090	0.58	9.70	A	457	1250
	WBT	990	0.38	12.9	B	338	230
	WBR	230	0.38	12.9	B	338	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**4245**		**23.6**	C		
	NBL	15	0.17	54.4	D	30	85
	NBT	5	0.05	59.6	E	18	420
	NBR	65	0.24	2.1	A	0	100
	SBL	260	0.97	100.8	F	#306	530
	SBT	15	0.39	17.1	B	66	567
	SBR	95	0.39	17.1	B	66	567
	EBL	120	0.49	11	B	m35	152
	EBT	2145	0.72	21.4	C	773	250
	EBR	25	0.72	21.4	C	773	250
	WBL	100	0.68	44.2	D	#129	430
	WBT	970	0.49	13.2	B	333	1230
	WBR	430	0.49	13.2	B	333	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3450**		**14.1**	B		
	NBL	50	0.43	67.5	E	85	110
	NBR	175	0.59	54	D	203	500
	EBT	2115	0.65	13.9	B	495	1000
	EBR	30	0.65	13.9	B	495	1000
	WBL	110	0.49	33.7	C	130	215
	WBT	970	0.24	2.3	A	69	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

Table 5.14 - Build Alternative 1, Opening Year 2030 PM
Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	PM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th Percentile (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3475**		**19.0**	B		
	NWL	220	0.85	92.2	**F**	334	555
	NET	115	0.35	11.3	B	58	1877
	NER	1480	0.68	18.0	B	652	325
	NWR	30	0.68	18.0	B	652	325
	SWL	115	0.58	18.4	B	62	103
	SWT	1515	0.60	9.9	A	453	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**3720**		**17.8**	B		
	NBL	20	0.25	89.5	F	58	130
	NBT	5	0.56	32.2	C	66	755
	NBR	75	0.56	32.2	C	66	755
	SBL	95	0.50	98.0	**F**	116	506
	SBT	5	0.51	98.4	**F**	117	1333
	SBR	85	0.47	18.9	B	51	590
	EBL	25	0.13	5.9	A	m13	210
	EBT	1740	0.50	12.6	B	552	240
	EBR	10	0.50	12.6	B	552	240
	WBL	15	0.09	10.3	B	m12	350
	WBT	1570	0.47	16.9	B	358	1560
	WBR	75	0.47	16.9	B	358	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**3635**		**12.9**	B		
	SBL	290	0.82	84.0	**F**	282	980
	SBR	95	0.82	84.0	**F**	282	980
	EBL	100	0.52	14.2	B	48	230
	EBT	1480	0.40	6.6	A	246	1250
	WBT	1350	0.51	1.9	A	45	230
	WBR	320	0.51	1.9	A	45	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**3895**		**14.9**	B		
	NBL	70	0.82	111.1	**F**	93	85
	NBT	5	0.05	59.6	**E**	18	420
	NBR	160	0.63	18.3	B	62	100
	SBL	115	0.51	57.0	**E**	142	530
	SBT	5	0.44	20.4	C	52	567
	SBR	75	0.44	20.4	C	52	567
	EBL	55	0.36	23.8	C	34	152
	EBT	1395	0.46	8.2	A	409	250
	EBR	50	0.46	8.2	A	409	250
	WBL	75	0.32	8.6	A	38	430
	WBT	1805	0.59	13.2	B	486	1230
	WBR	85	0.59	13.2	B	486	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3600**		**14.2**	B		
	NBL	110	0.62	69.0	**E**	153	110
	NBR	175	0.42	38.7	D	165	500
	EBT	1325	0.46	14.9	v	342	1000
	EBR	40	0.46	14.9	B	342	1000
	WBL	240	0.67	34.8	C	m228	215
	WBT	1710	0.45	4.7	A	172	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

Table 5.15 - Build Alternative 1, Design Year 2050 AM, Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	AM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th Percentile (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**4515**		**51.5**	D		
	NBL	295	0.97	107.0	**F**	#528	555
	NET	2130	1.07	71.7	E	#1545	1877
	NER	85	1.07	71.7	E	#1545	1877
	NBR	155	0.44	25.3	C	129	325
	SWL	140	0.97	106.4	**F**	#259	103
	SWT	1710	0.71	13.7	B	575	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**4510**		**17.4**	B		
	NBL	15	0.20	87.3	**F**	47	130
	NBT	10	0.52	39.7	D	68	755
	NBR	50	0.52	39.7	D	68	755
	SBL	70	0.45	96.6	**F**	100	506
	SBT	10	0.45	96.6	**F**	101	1333
	SBR	55	0.32	6.10	A	7	590
	EBL	70	0.30	6.30	A	m23	210
	EBT	2745	0.81	13.8	B	682	240
	EBR	20	0.81	13.8	B	682	240
	WBL	40	0.42	34.7	C	m52	350
	WBT	1320	0.43	18.5	B	316	1560
	WBR	105	0.43	18.5	B	316	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**4420**		**29.7**	C		
	SBL	460	0.87	143.4	**F**	381	980
	SBR	60	0.87	143.4	**F**	381	980
	EBL	135	0.57	16.0	B	75	230
	EBT	2375	0.68	13.7	B	636	1250
	WBT	1130	0.46	16.1	B	476	230
	WBR	260	0.46	16.1	B	476	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**4710**		**49.4**	D		
	NBL	20	0.18	47.6	D	36	85
	NBT	10	0.11	61.2	E	30	420
	NBR	70	0.24	1.9	A	0	100
	SBL	290	1.01	104.7	**F**	#329	530
	SBT	20	0.41	16.6	B	74	567
	SBR	105	0.41	16.6	B	74	567
	EBL	135	0.59	19.8	B	m49	152
	EBT	2405	0.85	67.3	E	#897	250
	EBR	40	0.85	67.3	E	#897	250
	WBL	105	0.73	50.8	D	#144	430
	WBT	1040	0.56	17.0	B	394	1230
	WBR	470	0.56	17.0	B	394	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3885**		**27.8**	C		
	NBL	75	0.52	68.4	E	114	110
	NBR	195	0.62	53.6	D	221	500
	EBT	2385	0.75	34.7	C	673	1000
	EBR	65	0.75	34.7	C	673	1000
	WBL	110	0.51	34.7	C	133	215
	WBT	1055	0.26	3.3	A	115	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

Table 5.16 - Build Alternative 1, Design Year 2050 PM, Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	PM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th Percentile (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3940**		**25.7**	C		
	NWL	270	0.92	99.6	**F**	#463	555
	NET	1675	0.81	25.3	C	854	1877
	NER	55	0.81	25.3	C	854	1877
	NWR	130	0.36	14.7	B	78	325
	SWL	120	0.78	56.8	E	#162	103
	SWT	1690	0.69	12.8	B	560	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**4200**		**18.7**	B		
	NBL	25	0.30	90.6	**F**	67	130
	NBT	10	0.60	35.1	D	78	755
	NBR	80	0.60	35.1	D	78	755
	SBL	95	0.52	98.7	**F**	122	506
	SBT	10	0.53	98.7	**F**	123	1333
	SBR	90	0.50	21.5	C	60	590
	EBL	30	0.19	7.1	A	m15	210
	EBT	1990	0.58	13.3	B	689	240
	EBR	15	0.58	13.3	B	689	240
	WBL	20	0.15	11.0	B	m14	350
	WBT	1780	0.54	18.3	B	410	1560
	WBR	55	0.54	18.3	B	410	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**4185**		**16.3**	B		
	SBL	350	0.85	82.7	**F**	337	980
	SBR	120	0.85	82.7	**F**	337	980
	EBL	135	0.73	47.1	D	156	230
	EBT	1685	0.47	8.9	A	339	1250
	WBT	1520	0.63	4.1	A	58	230
	WBR	375	0.63	4.1	A	58	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**4325**		**16.9**	B		
	NBL	85	0.79	101.6	**F**	108	85
	NBT	10	0.11	61.2	E	30	420
	NBR	175	0.62	18.7	B	78	100
	SBL	125	0.49	52.6	D	152	530
	SBT	10	0.47	19.3	B	62	567
	SBR	90	0.47	19.3	B	62	567
	EBL	60	0.44	42.2	D	m53	152
	EBT	1575	0.55	8.2	A	130	250
	EBR	55	0.55	8.2	A	130	250
	WBL	85	0.45	14.2	B	44	430
	WBT	1960	0.67	16.9	B	579	1230
	WBR	95	0.67	16.9	B	579	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**4050**		**18.6**	B		
	NBL	150	0.68	68.6	E	194	110
	NBR	195	0.40	34.1	C	165	500
	EBT	1495	0.58	20.3	C	472	1000
	EBR	75	0.58	20.3	C	472	1000
	WBL	270	0.80	52.8	D	m288	215
	WBT	1865	0.51	6.5	A	249	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

5.3 Build Alternative 2

Alternative 2 is based on the *FDOT District 4 SR 9/I-95 Planning Study from south of the Golden Glades Interchange to north of the SR 9/I-95 and I-595 Interchange (FM: 436903-1-22-02) in Broward County*. This alternative adds braided ramps to and from Express Lanes in the southbound and northbound direction, grade-separation at the consolidated single ramp terminal intersection on the east side of SR 860/Miami Gardens Drive, and the CR 854/Ives Dairy Road interchange is modified to a SPUI configuration.

5.3.1 Vissim Freeway, Express Lanes, and Ramp Terminal Intersection Analysis

The freeway analysis results indicate that freeway segments in the study area will not be able to serve 90% or more of the projected demand for most segments in the southbound and northbound directions at least during one of the AM and PM peak hour periods. The analysis also indicates that segments 2 and 3 on the southbound direction of the Express Lanes will not serve 90% or more of the demand during the AM peak period. This is due to a grid-lock condition created at the SR 860/Miami Gardens Drive interchange due to a short storage and weaving area for the SR 9/I-95 northbound and southbound off-ramps. This condition is further impacted by the merge area from SR 9/I-95 off-ramp to SR 860/Miami Gardens Drive eastbound. **Figures 5.5** and **5.6** present the freeway analysis results for the Build Alternative 2 opening and design years, respectively.

The intersection analysis results indicate that operations at the intersection SR 860/Miami Gardens Drive and SR 9/I-95 Ramps will deteriorate and operate at LOS F during both, the AM and PM Peak Hour periods. This condition is mainly due to excess weaving between the ramp terminal and the merge point of the northbound and southbound off-ramp upstream of the intersection. The intersection analysis also indicates that the SPUI configuration provides lower capacity than the DDI configuration at the CR 854/Ives Dairy Road interchange. The intersection of CR 854/Ives Dairy Road and Highland Lakes Boulevard will still operate at LOS F. Similar to Build Alternative 1, improvements at this intersection are restricted due to right of way limitations, which only allows for one additional through lane in one direction along CR 854/Ives Dairy Road and no improvements along Highland Lakes Boulevard. Because of this right of way limitations, only a through lane on the eastbound was added along CR 854/Ives Dairy Road to reduce impact to the interchange operations. **Tables 5.17** through **5.20** present the intersection Opening Year 2030 and Design Year 2025 analysis results for the Build Alternative 2 during the AM and PM peak hours, respectively.

5.3.2 Vissim Freeway Complex Weaving Analysis

The Vissim freeway complex weaving analysis is based on Section 8.8 of the *2021 FDOT Traffic Analysis Handbook*. The analysis considers V/C Ratio, Speed Differential and Vehicles Disappearing. The reduction in the capacity to 1,800 vehicles per hour was used to determine the volume to capacity (V/C) ratio for each complex weave segment within the project. The Build Alternative 2 configuration shows one complex weave segment on the southbound direction, with the critical segments at Segment 1. For Build Alternative 2, the previous complex weave on the northbound direction was eliminated.

The V/C Ratio analysis shows adequate operations with v/c ratios of less than 1.00 for the critical segments. However, the Speed Differential analysis indicates inadequate operations with speed differences higher than 10 mph between weaving and nonweaving movements. Similarly, the Vehicle Disappearing analysis also shows volume differences to be more than ten (10) vph, which indicates congestion.

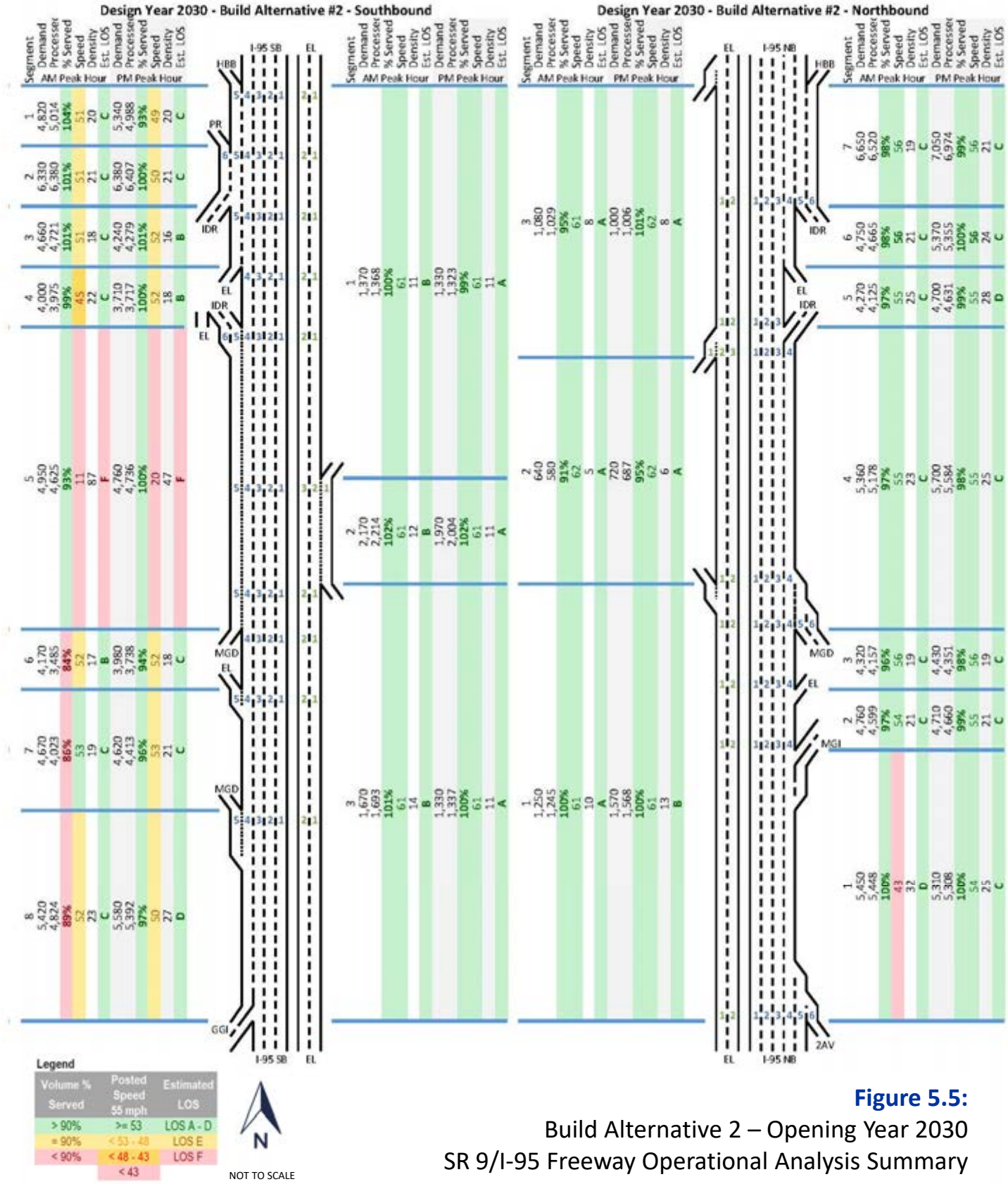


Figure 5.5:
Build Alternative 2 – Opening Year 2030
SR 9/I-95 Freeway Operational Analysis Summary

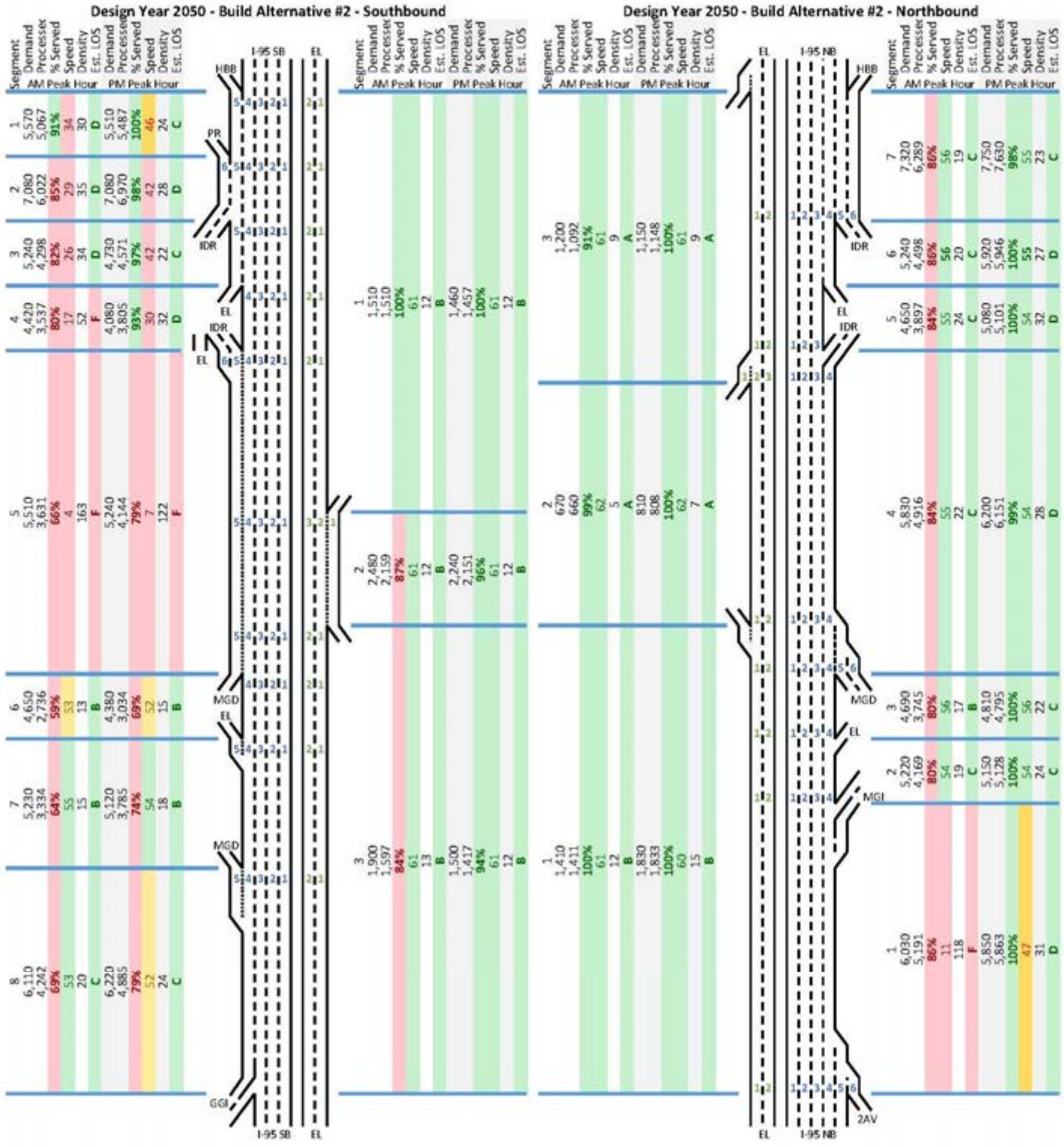


Figure 5.6:
Build Alternative 2 – Design Year 2050
SR 9/I-95 Freeway Operational Analysis Summary

Table 5.17 – Build Alternative 2, Opening Year 2030 AM, Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4740**	**4471**	**94%**	**16**	B		
	NBL	485	483	100%	41	D	320	1225
	NBR (I-95)	160	161	101%	22	C	201	1225
	NBR (MGD)	215	215	100%	9	A	216	1225
	EBT (I-95)	570	577	101%	14	B	221	2395
	EBT (MGD)	900	907	101%	16	B	251	2395
	EBR	1065	1068	100%	6	A	251	430
	WBL	485	327	67%	40	D	194	500
	WBT (FF)	860	733	85%	0	A	0	810
SR 860/Miami Gardens Drive @ SR 9/I-95 Ramps	**Overall**	**5045**	**4622**	**92%**	**150**	F		
	SBL	785	655	83%	433	F	3037	1520
	SBR	685	378	55%	558	F	3027	2770
	EBL (SB)	160	165	103%	1	A	115	540
	EBL (NB)	570	573	101%	2	A	115	540
	EBT (FF)	1115	1121	101%	1	A	0	810
	WBT	665	680	102%	33	C	319	1775
	WBR (SB)	630	611	97%	8	A	0	600
	WBR (NB)	435	439	101%	8	A	0	600
CR 854/Ives Dairy Road @ SR 9/I-95 Ramps	**Overall**	**8295**	**8181**	**99%**	**60**	E		
	NBL	340	334	98%	86	F	236	2460
	NBR	870	863	99%	45	D	329	1125
	SBL	1265	1261	100%	101	F	1009	2360
	SBR	410	404	99%	19	B	328	2360
	EBL	530	543	102%	106	F	374	450
	EBT	1335	1318	99%	60	E	643	1180
	EBR	605	585	97%	45	D	682	825
	WBL	445	466	105%	144	F	446	380
	WBT	745	715	96%	42	D	307	940
	WBR	1750	1692	97%	18	B	466	810
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**6650**	**6627**	**100%**	**43**	D		
	NBL (IDR)	300	305	102%	74	E	599	1300
	NBL (I-95)	460	437	95%	82	F	599	1300
	NBT	60	56	93%	87	F	599	390
	NBR	30	55	183%	74	E	617	390
	SBL	15	24	160%	142	F	252	225
	SBT	65	58	89%	271	F	624	225
	SBR (IDR)	95	94	99%	177	F	624	310
	SBR (I-95)	135	126	93%	80	F	624	310
	EBL	240	240	100%	71	E	500	465
	EBT	2215	2233	101%	26	C	500	650
	EBR	1020	975	96%	4	A	304	450
	WBL	45	76	169%	50	D	964	345
	WBT (IDR)	805	797	99%	45	D	964	2680
	WBT (I-95)	1140	1124	99%	46	D	964	2680
	WBR	25	27	108%	44	D	988	2680

Table 5.18 – Build Alternative 2, Opening Year 2030 PM, Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4695**	**4516**	**96%**	**44**	D		
	NBL	735	717	98%	151	F	2137	1225
	NBR (I-95)	450	448	100%	88	F	2138	1225
	NBR (MGD)	285	287	101%	43	D	2153	1225
	EBT (I-95)	665	671	101%	16	B	229	2395
	EBT (MGD)	525	521	99%	20	B	212	2395
	EBR	745	748	100%	5	A	212	430
	WBL	440	330	75%	43	D	188	500
	WBT (FF)	855	794	93%	0	A	0	810
SR 860/Miami Gardens Drive @ SR 9/I-95 Ramps	**Overall**	**5070**	**4787**	**94%**	**90**	F		
	SBL	755	656	87%	238	F	3022	1520
	SBR	625	439	70%	389	F	3012	2770
	EBL (SB)	310	305	98%	1	A	166	540
	EBL (NB)	820	812	99%	2	A	166	540
	EBT (FF)	790	807	102%	0	A	0	810
	WBT	670	686	102%	33	C	311	1775
	WBR (SB)	700	664	95%	8	A	0	600
	WBR (NB)	400	418	105%	8	A	0	600
CR 854/Ives Dairy Road @ SR 9/I-95 Ramps	**Overall**	**8090**	**7922**	**98%**	**55**	D		
	NBL	440	411	93%	91	F	283	2460
	NBR	735	689	94%	36	D	255	1125
	SBL	1540	1533	100%	76	E	1097	2360
	SBR	600	602	100%	20	B	857	2360
	EBL	395	404	102%	94	F	275	450
	EBT	830	800	96%	82	F	563	1180
	EBR	450	464	103%	41	D	265	825
	WBL	670	692	103%	78	E	403	380
	WBT	930	891	96%	59	E	504	940
	WBR	1500	1436	96%	11	B	365	810
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**6450**	**6333**	**98%**	**48**	D		
	NBL (IDR)	430	384	89%	110	F	1186	1300
	NBL (I-95)	330	355	108%	116	F	1186	1300
	NBT	70	64	91%	123	F	1186	390
	NBR	30	54	180%	107	F	1204	390
	SBL	25	25	100%	307	F	674	225
	SBT	60	55	92%	471	F	1134	225
	SBR (IDR)	110	102	93%	321	F	1134	310
	SBR (I-95)	100	88	88%	212	F	1134	310
	EBL	170	169	99%	63	E	398	465
	EBT	1945	1904	98%	12	B	398	650
	EBR	990	944	95%	3	A	209	450
	WBL	45	76	169%	33	C	1080	345
	WBT (IDR)	1100	1096	100%	39	D	1080	2680
	WBT (I-95)	1025	991	97%	36	D	1080	2680
	WBR	20	26	130%	30	C	1103	2680

Table 5.19 – Build Alternative 2, Design Year 2050 AM, Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5395**	**5035**	**93%**	**16**	B		
	NBL	545	546	100%	46	D	503	1225
	NBR (I-95)	185	185	100%	22	C	252	1225
	NBR (MGD)	245	244	100%	11	B	267	1225
	EBT (I-95)	650	662	102%	14	B	221	2395
	EBT (MGD)	1030	1023	99%	16	B	258	2395
	EBR	1205	1210	100%	7	A	258	430
	WBL	560	356	64%	38	D	195	500
	WBT (FF)	975	809	83%	0	A	0	810
SR 860/Miami Gardens Drive @ SR 9/I-95 Ramps	**Overall**	**5735**	**5111**	**89%**	**142**	F		5735
	SBL	905	653	72%	400	F	3041	1520
	SBR	765	385	50%	538	F	3032	2770
	EBL (SB)	365	189	52%	1	A	172	540
	EBL (NB)	470	658	140%	3	A	172	540
	EBT (FF)	1275	1267	99%	1	A	0	810
	WBT	770	778	101%	36	D	383	1775
	WBR (SB)	490	688	140%	10	B	0	600
	WBR (NB)	695	493	71%	10	B	0	600
CR 854/Ives Dairy Road @ SR 9/I-95 Ramps	**Overall**	**9175**	**7402**	**81%**	**120**	F		
	NBL	365	320	88%	79	E	228	2460
	NBR	965	827	86%	47	D	344	1125
	SBL	1390	1125	81%	255	F	2370	2360
	SBR	450	353	78%	53	D	1237	2360
	EBL	600	553	92%	214	F	2262	450
	EBT	1465	1303	89%	86	F	844	1180
	EBR	700	341	49%	140	F	6334	825
	WBL	540	292	54%	406	F	1179	380
	WBT	800	674	84%	50	D	348	940
	WBR	1900	1614	85%	19	B	490	810
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**7400**	**6171**	**83%**	**120**	F		
	NBL (IDR)	340	264	78%	178	F	2606	1300
	NBL (I-95)	490	410	84%	185	F	2606	1300
	NBT	65	53	82%	185	F	2606	390
	NBR	65	53	82%	180	F	2625	390
	SBL	25	24	96%	523	F	1010	225
	SBT	70	54	77%	703	F	2069	225
	SBR (IDR)	110	89	81%	579	F	2069	310
	SBR (I-95)	150	121	81%	469	F	2069	310
	EBL	265	227	86%	91	F	526	465
	EBT	2445	2137	87%	26	C	526	650
	EBR	1110	906	82%	4	A	330	450
	WBL	85	65	76%	169	F	5068	345
	WBT (IDR)	890	688	77%	191	F	5068	2680
	WBT (I-95)	1260	1054	84%	187	F	5068	2680
	WBR	30	26	87%	183	F	5091	2680

Table 5.20 – Build Alternative 2, Design Year 2050 PM, Ramp Terminal Intersection Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5350**	**4820**	**90%**	**87**	**F**		
	NBL	840	728	87%	333	F	5721	1225
	NBR (I-95)	510	454	89%	183	F	5722	1225
	NBR (MGD)	320	289	90%	134	F	5737	1225
	EBT (I-95)	755	755	100%	15	B	227	2395
	EBT (MGD)	595	590	99%	19	B	218	2395
	EBR	845	845	100%	5	A	218	430
	WBL	510	311	61%	39	D	170	500
	WBT (FF)	975	848	87%	0	A	0	810
SR 860/Miami Gardens Drive @ SR 9/I-95 Ramps	**Overall**	**5740**	**5128**	**89%**	**128**	**F**		5735
	SBL	850	670	79%	376	F	3028	1520
	SBR	710	377	53%	517	F	3019	2770
	EBL (SB)	345	325	94%	2	A	200	540
	EBL (NB)	920	882	96%	3	A	200	540
	EBT (FF)	915	879	96%	1	A	0	810
	WBT	775	781	101%	36	D	359	1775
	WBR (SB)	755	747	99%	11	B	0	600
	WBR (NB)	470	467	99%	11	B	0	600
CR 854/Ives Dairy Road @ SR 9/I-95 Ramps	**Overall**	**8915**	**8012**	**90%**	**78**	**E**		
	NBL	480	458	95%	93	F	307	2460
	NBR	820	770	94%	38	D	310	1125
	SBL	1690	1593	94%	143	F	2047	2360
	SBR	660	636	96%	40	D	1911	2360
	EBL	460	448	97%	99	F	317	450
	EBT	895	885	99%	95	F	643	1180
	EBR	520	355	68%	71	E	3435	825
	WBL	770	538	70%	120	F	1100	380
	WBT	1000	876	88%	69	E	507	940
	WBR	1620	1453	90%	11	B	316	810
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**7145**	**6469**	**91%**	**110**	**F**		
	NBL (IDR)	435	344	79%	300	F	2711	1300
	NBL (I-95)	395	329	83%	305	F	2711	1300
	NBT	75	59	79%	312	F	2711	390
	NBR	65	50	77%	302	F	2729	390
	SBL	30	24	80%	832	F	2062	225
	SBT	65	47	72%	1027	F	2065	225
	SBR (IDR)	125	93	74%	871	F	2065	310
	SBR (I-95)	110	80	73%	737	F	2065	310
	EBL	190	185	97%	87	F	459	465
	EBT	2140	2068	97%	13	B	459	650
	EBR	1075	989	92%	4	A	264	450
	WBL	85	74	87%	61	E	2881	345
	WBT (IDR)	1210	1066	88%	68	E	2881	2680
	WBT (I-95)	1115	1033	93%	66	E	2881	2680
	WBR	30	28	93%	61	E	2905	2680

5.3.3 Adjacent Intersection Synchro Operational Analysis

The AOI included the adjacent signalized intersections within half-a-mile of the interchanges (i.e., a total of ten (10) intersections). Adjacent intersections were analyzed using Synchro. Based on the results of Synchro analysis, only ramp terminal intersections and the intersection of CR 854/Ives Dairy Road and Highland Lakes Boulevard were included in the Vissim microsimulation analysis (i.e., a total of five (5) intersections). The Synchro analysis results for the remaining five (5) adjacent intersections is presented in **Tables 5.21** through **5.24** for the AM and PM peak hours, respectively. The Synchro analysis indicates that these five (5) adjacent intersections are not impacted by or impact the operations of the interchanges. Therefore, similar to Build Alternative 1, no improvements are recommended to the adjacent intersections.

Table 5-21 - Build Alternative 2, Opening Year 2030 AM, Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	AM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th Percentile (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3985**		**30.7**	C		
	NBL	235	0.87	93.6	F	#374	555
	NET	1885	0.92	32.6	C	1115	1877
	NER	55	0.92	32.6	C	1115	1877
	NBR	135	0.56	69.7	E	212	325
	SWL	135	0.88	85.0	F	#249	103
	SWT	1540	0.62	10.5	B	467	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**3955**		**15.5**	B		
	NBL	10	0.10	79.5	E	36	130
	NBT	5	0.52	98.7	F	111	755
	NBR	45	0.52	98.7	F	111	755
	SBL	65	0.35	88.2	F	89	506
	SBT	5	0.34	87.6	F	86	1333
	SBR	50	0.53	99.4	F	112	590
	EBL	60	0.21	6.30	A	m27	210
	EBT	2405	0.70	14.3	B	929	240
	EBR	15	0.70	14.3	B	929	240
	WBL	35	0.36	28.9	C	m38	350
	WBT	1160	0.39	6.70	A	317	1560
	WBR	100	0.39	6.70	A	317	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**3835**		**25.0**	C		
	SBL	390	0.84	147.6	F	325	980
	SBR	40	0.84	147.6	F	325	980
	EBL	95	0.33	8.50	A	50	230
	EBT	2090	0.56	9.50	A	446	1250
	WBT	990	0.39	9.70	A	331	230
	WBR	230	0.39	9.70	A	331	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**4245**		**26.3**	C		
	NBL	15	0.10	44.8	D	18	85
	NBT	5	0.04	57.4	E	18	420
	NBR	65	0.24	47.4	D	91	100
	SBL	260	1.19	165.2	F	#394	530
	SBT	15	0.48	59.8	E	#205	567
	SBR	95	0.48	59.8	E	#205	567
	EBL	120	0.51	17.2	B	62	152
	EBT	2145	0.77	14.0	B	350	250
	EBR	30	0.77	14.0	B	350	250
	WBL	100	0.63	38.1	D	95	430
	WBT	970	0.51	15.4	B	304	1230
	WBR	425	0.51	15.4	B	304	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3425**		**12.8**	B		
	NBL	50	0.43	68.3	E	86	110
	NBR	175	0.62	56.2	E	206	500
	EBT	2120	0.62	11.5	B	466	1000
	EBR	30	0.62	11.5	B	466	1000
	WBL	110	0.49	46.8	D	122	215
	WBT	970	0.23	0.80	A	9	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

Table 5.22 - Build Alternative 2, Opening Year 2030 PM
Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	PM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th Percentile (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3475**		**20.9**	C		
	NWL	220	0.85	92.2	F	334	555
	NET	1480	0.68	18.0	B	652	1877
	NER	30	0.68	18.0	B	652	1877
	NWR	115	0.49	67.7	E	182	325
	SWL	115	0.58	18.4	B	62	103
	SWT	1515	0.60	9.9	A	453	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**3695**		**20.6**	C		
	NBL	20	0.14	76.6	E	55	130
	NBT	5	0.64	100.9	F	158	755
	NBR	75	0.64	100.9	F	158	755
	SBL	95	0.36	83.1	F	112	506
	SBT	5	0.36	83.2	F	113	1333
	SBR	85	0.65	100.9	F	165	590
	EBL	25	0.13	9.0	A	m21	210
	EBT	1740	0.53	19.5	B	633	240
	EBR	10	0.53	19.5	B	633	240
	WBL	15	0.10	4.8	A	m8	350
	WBT	1570	0.51	9.2	A	440	1560
	WBR	50	0.51	9.2	A	440	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**3645**		**15.1**	B		
	SBL	290	0.82	87.7	F	295	980
	SBR	95	0.82	87.7	F	295	980
	EBL	100	0.51	14.2	B	49	230
	EBT	1485	0.39	6.9	A	251	1250
	WBT	1355	0.52	5.7	A	145	230
	WBR	320	0.52	5.7	A	145	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**3900**		**18.4**	B		
	NBL	70	0.36	50.0	D	99	85
	NBT	5	0.03	57.2	E	18	420
	NBR	160	0.55	53.8	D	193	100
	SBL	115	0.54	56.0	E	150	530
	SBT	5	0.55	72.1	E	#164	567
	SBR	75	0.55	72.1	E	#164	567
	EBL	55	0.38	23.0	C	48	152
	EBT	1400	0.52	10.1	B	111	250
	EBR	50	0.52	10.1	B	111	250
	WBL	75	0.30	8.6	A	33	430
	WBT	1805	0.63	16.0	B	439	1230
	WBR	85	0.63	16.0	B	439	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3605**		**12.3**	B		
	NBL	110	0.64	71.5	E	154	110
	NBR	175	0.48	44.3	D	178	500
	EBT	1330	0.43	12.1	B	308	1000
	EBR	40	0.43	12.1	B	308	1000
	WBL	240	0.71	40.5	D	171	215
	WBT	1710	0.44	1.2	A	45	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

Table 5.23 - Build Alternative 2, Design Year 2050 AM, Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	AM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th Percentile (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**4515**		**53.1**	D		
	NBL	295	0.97	107.0	F	#528	555
	NET	2130	1.08	72.0	E	#1543	1877
	NER	85	1.08	72.0	E	#1543	1877
	NBR	155	0.57	67.8	E	242	325
	SWL	140	0.97	106.4	F	#259	103
	SWT	1710	0.71	13.7	B	575	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**4510**		**22.2**	C		
	NBL	15	0.13	78.8	E	46	130
	NBT	10	0.58	100.7	F	130	755
	NBR	50	0.58	100.7	F	130	755
	SBL	70	0.38	88.8	F	97	506
	SBT	10	0.39	88.9	F	98	1333
	SBR	55	0.56	100.7	F	120	590
	EBL	70	0.31	7.90	A	m28	210
	EBT	2745	0.86	19.7	B	1270	240
	EBR	20	0.86	19.7	B	1270	240
	WBL	40	0.40	26.7	C	m46	350
	WBT	1320	0.46	16.9	B	384	1560
	WBR	105	0.46	16.9	B	384	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**4420**		**30.9**	C		
	SBL	460	0.87	143.3	F	386	980
	SBR	60	0.87	143.3	F	386	980
	EBL	135	0.57	16.1	B	75	230
	EBT	2375	0.68	13.8	B	636	1250
	WBT	1130	0.46	15.1	B	529	230
	WBR	260	0.46	15.1	B	529	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**4710**		**32.6**	C		
	NBL	20	0.12	45.3	D	39	85
	NBT	10	0.08	58.5	E	29	420
	NBR	70	0.26	47.3	D	96	100
	SBL	290	1.37	232.1	F	#466	530
	SBT	20	0.62	68.9	E	#244	567
	SBR	105	0.62	68.9	E	#244	567
	EBL	135	0.59	26.7	C	m85	152
	EBT	2405	0.87	15.9	B	201	250
	EBR	40	0.87	15.9	B	201	250
	WBL	105	0.65	40.6	D	102	430
	WBT	1040	0.56	17.2	B	362	1230
	WBR	470	0.56	17.2	B	362	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3885**		**15.3**	B		
	NBL	75	0.54	70.3	E	115	110
	NBR	195	0.65	55.8	E	224	500
	EBT	2385	0.72	14.8	B	627	1000
	EBR	65	0.72	14.8	B	627	1000
	WBL	110	0.51	51.6	D	m128	215
	WBT	1055	0.25	1.1	A	36	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

Table 5.24 - Build Alternative 2, Design Year 2050 PM, Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	PM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th Percentile (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3940**		**27.4**	C		
	NWL	270	0.92	99.6	F	#463	555
	NET	1675	0.82	25.3	C	856	1877
	NER	55	0.82	25.3	C	856	1877
	NWR	130	0.50	65.7	E	204	325
	SWL	120	0.78	56.8	E	#162	103
	SWT	1690	0.69	12.8	B	560	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**4200**		**22.6**	C		
	NBL	25	0.16	76.0	E	63	130
	NBT	10	0.66	100.8	F	175	755
	NBR	80	0.66	100.8	F	175	755
	SBL	95	0.36	82.5	F	116	506
	SBT	10	0.36	82.5	F	117	1333
	SBR	90	0.67	101.3	F	174	590
	EBL	30	0.21	10.8	B	m20	210
	EBT	1990	0.62	21.5	C	790	240
	EBR	15	0.62	21.5	C	790	240
	WBL	20	0.16	7.4	A	m11	350
	WBT	1780	0.60	12.3	B	524	1560
	WBR	55	0.60	12.3	B	524	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**4185**		**18.9**	B		
	SBL	350	0.85	85.8	F	350	980
	SBR	120	0.85	85.8	F	350	980
	EBL	135	0.73	46.3	D	153	230
	EBT	1685	0.46	9.3	A	340	1250
	WBT	1520	0.63	8.8	A	165	230
	WBR	375	0.63	8.8	A	165	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**4325**		**20.1**	C		
	NBL	85	0.44	52.6	D	116	85
	NBT	10	0.08	58.3	E	29	420
	NBR	175	0.58	53.8	D	207	100
	SBL	125	0.59	58.5	E	163	530
	SBT	10	0.88	114.4	F	#214	567
	SBR	90	0.88	114.4	F	#214	567
	EBL	60	0.45	35.3	D	m62	152
	EBT	1575	0.60	8.9	A	123	250
	EBR	55	0.60	8.9	A	123	250
	WBL	85	0.36	10.3	B	39	430
	WBT	1960	0.69	17.5	B	513	1230
	WBR	95	0.69	17.5	B	513	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**4050**		**16.1**	B		
	NBL	150	0.71	71.4	E	195	110
	NBR	195	0.41	36.0	D	191	500
	EBT	1495	0.55	18.4	B	393	1000
	EBR	75	0.55	18.4	B	393	1000
	WBL	270	0.78	57.7	E	m#253	215
	WBT	1865	0.49	1.6	A	57	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

5.4 Build Alternative 3

Alternative 3 is based on a combination of Alternative 1 and Alternative 2, with refinements. Refinements include: braided ramps on the southbound direction to eliminate weaving between Pembroke Road on-ramp and CR 854/Ives Dairy Road off-ramp movements, extension of the northbound and southbound off ramps to the west of SR 9/I-95 in advance of the modified single ramp terminal to the east of SR 9/I-95 to eliminate the weaving friction between these off-ramp movements at SR 860/Miami Gardens Drive interchange, and new cycle length timing along CR 854/Ives Dairy Road to optimize operations under the DDI configuration.

5.4.1 Vissim Freeway, Express Lanes, and Ramp Terminal Intersection Analysis

The freeway analysis results indicate that all the freeway segments in the study area will be able to serve 90% or more of the projected demand for all the segments in the southbound and northbound directions during the AM and PM peak hour periods. The analysis also indicates that both directions of the Express Lanes and the northbound direction of the General Use Lanes will operate uncongested during both peak hour periods. In addition, all southbound General Use Lane segments will be improved to indicate lightly congested operations. A review was also conducted for the two weaving areas within the On-Ramps from CR 854/Ives Dairy Road, which also provides slip ramp ingress to the express lanes. The review indicates that these two segments maintain operating speeds of approximately 38 mph similar to the No-Build Alternative and Build Alternatives 1 and 2. **Figures 5.7** and **5.8** present the freeway analysis results for the Build Alternative 3 opening and design years, respectively.

The intersection analysis results indicate that the SR 860/Miami Gardens Drive interchange intersections will operate at LOS D or better during both, the AM and PM Peak Hour periods, due to is reconfiguration into grade separation. A review of the results for SR 860/Miami Gardens Drive indicates that a couple of movements do not achieve 90% or greater volume served. This is not the result of the analysis, but rather sending additional vehicles into NE 6th Avenue. The correct distribution will move signal-controlled left-turn volumes (WBL) to free-flowing through traffic (WBT FF); as a result, operations would improve slightly at this interchange. The operations at the CR 854/Ives Dairy Road interchange will also improve to LOS D or better during both, the AM and PM Peak Hour periods, due to its reconfiguration into DDI configuration with cycle length modifications. The intersection of CR 854/Ives Dairy Road and Highland Lakes Boulevard will still operate at LOS F. Similar to Build Alternatives 1 and 2, improvements at this intersection are restricted due to right of way limitations, which only allows for one additional through lane in one direction along CR 854/Ives Dairy Road and no improvements along Highland Lakes Boulevard. Because of this right of way limitations, only a through lane on the eastbound was added along CR 854/Ives Dairy Road to reduce impact to the interchange operations. **Tables 5.25** through **5.28** present the intersection Opening Year 2030 analysis and Design Year 2050 results for the Build Alternative 3 during the AM and PM peak hours, respectively.

5.4.2 Vissim Freeway Complex Weaving Analysis

All complex weave segments were removed within the study area in Build Alternative 3. This was achieved by the implementation of direct ingress/egress (braided) ramps to and from the express lanes. Therefore, Vissim freeway complex weaving analysis is not required for Build Alternative 3.

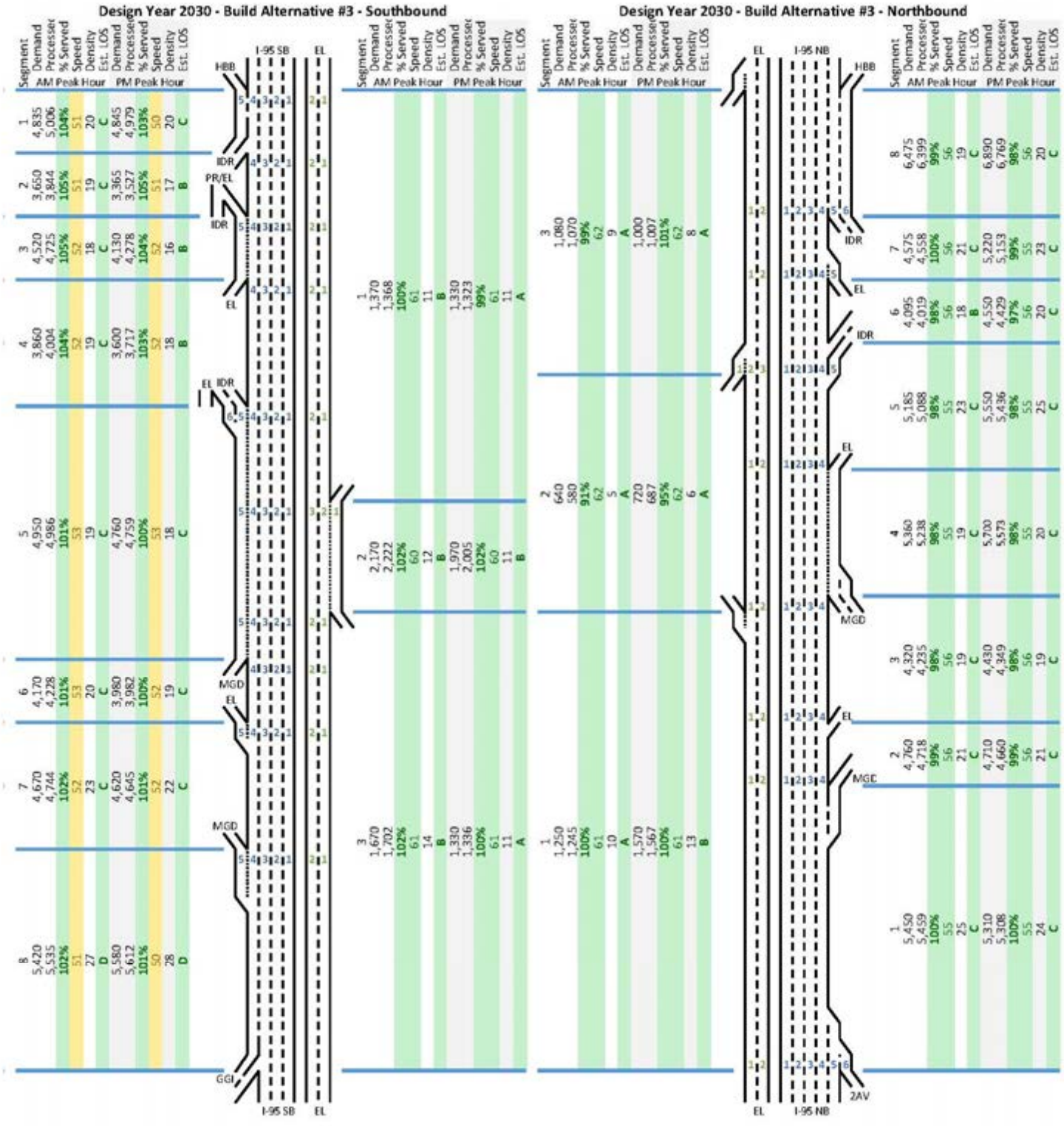


Figure 5.7:
Build Alternative 3 – Opening Year 2030
SR 9/I-95 Freeway Operational Analysis Summary

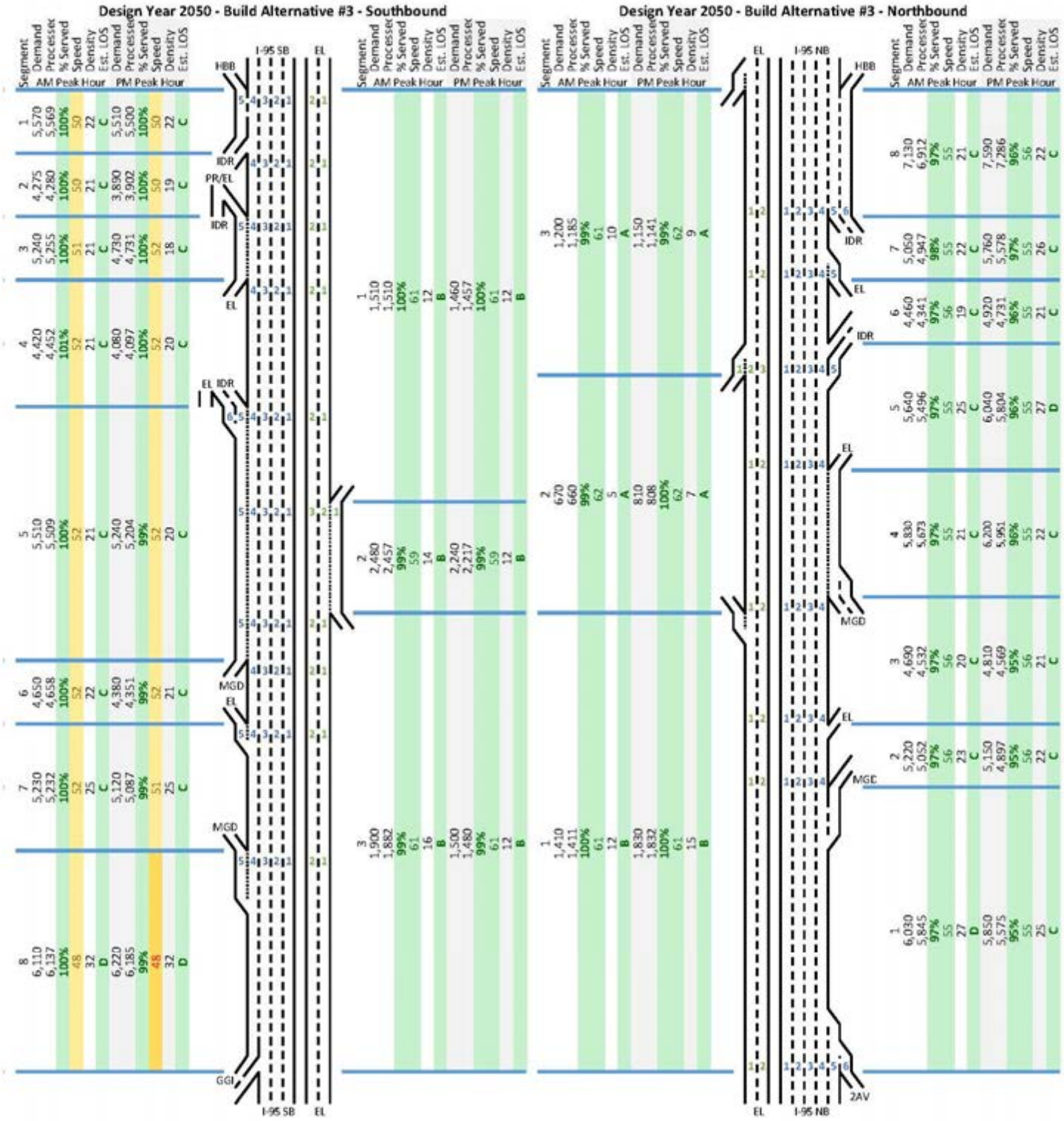


Figure 5.8:
Build Alternative 3 – Design Year 2050
SR 9/I-95 Freeway Operational Analysis Summary

Table 5.25 – Build Alternative 3, Opening Year 2030 AM, Ramp Terminal Intersections Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4750**	**4786**	**101%**	**20**	B		
	NBL	485	483	100%	41	D	321	1225
	NBR (I-95)	220	157	71%	19	B	188	1225
	NBR (MGD)	160	219	137%	8	A	204	160
	EBT (I-95)	575	578	101%	21	C	274	2395
	EBT (MGD)	900	907	101%	22	C	345	2395
	EBR	1065	1068	100%	13	B	345	430
	WBL	485	507	105%	47	D	263	500
	WBT (FF)	860	867	101%	0	A	0	810
SR 860/Miami Gardens Drive @ SR 9/I-95 Ramps	**Overall**	**5085**	**5103**	**100%**	**13**	B		
	SBL	785	822	105%	27	C	395	1245
	SBR (WB)	325	340	105%	24	C	386	1245
	SBR (NW6)	365	351	96%	29	C	386	1245
	EBL (NB)	570	569	100%	2	A	185	540
	EBL (SB)	165	165	100%	1	A	185	540
	EBT	1115	1126	101%	5	A	215	810
	WBT (WB)	565	527	93%	21	C	261	1775
	WBT (NW6)	130	154	118%	20	C	261	1775
	WBR (SB)	630	611	97%	6	A	0	600
	WBR (NB)	435	438	101%	6	A	0	600
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5675**	**5705**	**101%**	**25**	C		
	SBL	1265	1260	100%	36	D	566	1980
	SBR	410	405	99%	25	C	214	2080
	EBT	1865	1875	101%	33	C	534	1180
	EBR (FF)	605	607	100%	6	A	0	700
	WBL (FF)	445	497	112%	3	A	118	390
	WBT	1085	1061	98%	19	B	375	450
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**6725**	**7248**	**108%**	**24**	C		
	NBL	340	336	99%	15	B	313	2530
	NBR	870	882	101%	68	E	514	2530
	EBL (FF)	530	549	104%	7	A	292	200
	EBT	2605	2556	98%	18	B	564	540
	WBT	1190	1220	103%	34	C	450	560
	WBR (FF)	1190	1705	143%	3	A	0	360
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**6650**	**6623**	**100%**	**37**	D		
	NBL	760	749	99%	71	E	472	1300
	NBT	60	57	95%	80	E	472	390
	NBR	30	29	97%	66	E	489	390
	SBL	15	14	93%	67	E	107	225
	SBT	65	60	92%	181	F	331	225
	SBR	230	225	98%	58	E	331	310
	EBL	240	237	99%	62	E	496	380
	EBT	2215	2208	100%	17	B	496	560
	EBR	1020	979	96%	5	A	300	340
	WBL	45	76	98%	39	D	927	345
	WBT	1945	1924	101%	51	D	927	2680
	WBR	25	28	104%	41	D	951	2680

Table 5.26 – Build Alternative 3, Opening Year 2030 PM, Ramp Terminal Intersections Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4705**	**4734**	**101%**	**22**	C		
	NBL	735	727	99%	40	D	1177	1225
	NBR (I-95)	450	453	101%	26	C	917	1225
	NBR (MGD)	290	290	100%	9	A	932	160
	EBT (I-95)	665	671	101%	33	C	341	2395
	EBT (MGD)	520	520	100%	29	C	244	2395
	EBR	745	748	100%	10	B	244	430
	WBL	440	580	132%	34	C	305	500
	WBT (FF)	855	745	87%	0	A	0	810
SR 860/Miami Gardens Drive @ SR 9/I-95 Ramps	**Overall**	**5075**	**5115**	**101%**	**13**	B		
	SBL	755	775	103%	22	C	359	1245
	SBR (WB)	265	296	112%	20	B	347	1245
	SBR (NW6)	360	343	95%	25	C	347	1245
	EBL (NB)	820	816	100%	3	A	207	540
	EBL (SB)	310	309	100%	2	A	207	540
	EBT	790	809	102%	9	A	154	810
	WBT (WB)	590	448	76%	23	C	262	1775
	WBT (NW6)	80	237	296%	23	C	262	1775
	WBR (SB)	700	664	95%	7	A	0	600
	WBR (NB)	400	418	105%	6	A	0	600
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5850**	**5813**	**99%**	**41**	D		
	SBL	1540	1528	99%	15	B	526	1980
	SBR	600	603	101%	26	C	308	2080
	EBT	1225	1204	98%	87	F	1002	1180
	EBR (FF)	450	462	103%	12	B	0	700
	WBL (FF)	670	692	103%	4	A	344	390
	WBT	1365	1324	97%	63	E	621	450
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**7140**	**6919**	**97%**	**23**	C		
	NBL	440	430	98%	24	C	224	2530
	NBR	735	727	99%	40	D	324	2530
	EBL	395	406	103%	9	A	454	200
	EBT	2370	2329	98%	20	B	753	540
	WBT	1600	1587	99%	45	D	711	560
	WBR (FF)	1600	1440	90%	3	A	0	360
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**6450**	**6355**	**99%**	**51**	D		
	NBL	760	741	98%	96	F	834	1300
	NBT	70	63	90%	88	F	834	390
	NBR	30	27	90%	76	E	851	390
	SBL	25	23	92%	85	F	161	225
	SBT	60	55	92%	125	F	354	225
	SBR	210	202	96%	76	E	354	310
	EBL	170	171	101%	91	F	648	380
	EBT	1945	1934	99%	28	C	648	560
	EBR	990	953	96%	5	A	452	340
	WBL	45	76	98%	74	E	1474	345
	WBT	2125	2084	101%	68	E	1474	2680
	WBR	20	26	104%	55	D	1498	2680

Table 5.27 – Build Alternative 3, Design Year 2050 AM, Ramp Terminal Intersections Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5395**	**5417**	**100%**	**22**	C		
	NBL	545	547	100%	47	D	498	1225
	NBR (I-95)	185	179	97%	20	B	216	1225
	NBR (MGD)	245	250	102%	11	B	231	160
	EBT (I-95)	650	662	102%	22	C	322	2395
	EBT (MGD)	1030	1023	99%	24	C	504	2395
	EBR	1205	1210	100%	15	B	504	430
	WBL	560	571	102%	49	D	326	500
	WBT (FF)	975	975	100%	0	A	0	810
SR 860/Miami Gardens Drive @ SR 9/I-95 Ramps	**Overall**	**5735**	**5725**	**100%**	**14**	B		
	SBL	905	886	98%	27	C	492	1245
	SBR (WB)	486	372	98%	25	C	483	1245
	SBR (NW6)	279	394	102%	31	C	483	1245
	EBL (NB)	471	653	100%	3	A	200	540
	EBL (SB)	364	189	102%	2	A	200	540
	EBT	1275	1274	100%	6	A	224	810
	WBT (WB)	489	602	101%	23	C	301	1775
	WBT (NW6)	281	176	101%	22	C	301	1775
	WBR (SB)	516	687	99%	8	A	0	600
	WBR (NB)	669	492	100%	8	A	0	600
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**6310**	**6269**	**99%**	**28**	C		
	SBL	1390	1386	100%	39	D	613	1980
	SBR	450	458	102%	26	C	239	2080
	EBT	2065	2121	103%	39	D	770	1180
	EBR (FF)	700	681	97%	10	A	0	700
	WBL (FF)	540	513	95%	3	A	125	390
	WBT	1165	1110	95%	19	B	390	450
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**8025**	**7822**	**97%**	**24**	C		
	NBL	365	360	99%	17	B	321	2530
	NBR	965	954	99%	71	E	544	2530
	EBL (FF)	600	625	104%	8	A	348	200
	EBT	2855	2844	100%	23	C	630	540
	WBT	1340	1263	94%	33	C	421	560
	WBR (FF)	1900	1776	93%	3	A	0	360
CR 854/Ives Dairy Road @ Highland Lakes Boulevard	**Overall**	**7400**	**7117**	**96%**	**130**	F		
	NBL	830	808	97%	214	F	2669	1300
	NBT	65	61	94%	239	F	2669	390
	NBR	65	60	92%	229	F	2686	390
	SBL	25	29	116%	163	F	331	225
	SBT	70	64	91%	304	F	829	225
	SBR	260	249	96%	149	F	829	310
	EBL	265	262	99%	77	E	608	380
	EBT	2445	2440	100%	18	B	608	560
	EBR	1110	1090	98%	7	A	411	340
	WBL	85	76	98%	254	F	5148	345
	WBT	2150	1950	101%	273	F	5148	2680
	WBR	30	28	104%	256	F	5172	2680

Table 5.28 – Build Alternative 3, Design Year 2050 PM, Ramp Terminal Intersections Vissim Operational Analysis Summary

Intersection	Movement	Volume (VPH) Demand	Volume (VPH) Simulated	Percent Served	Delay (Sec/Veh)	Estimated Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5350**	**5331**	**100%**	**33**	C		
	NBL	840	822	98%	80	F	1944	1225
	NBR (I-95)	510	518	102%	46	D	1863	1225
	NBR (MGD)	320	326	102%	17	B	1879	160
	EBT (I-95)	755	755	100%	38	D	402	2395
	EBT (MGD)	595	590	99%	31	C	280	2395
	EBR	845	844	100%	12	B	280	430
	WBL	510	647	127%	41	D	356	500
	WBT (FF)	975	829	85%	0	A	0	810
SR 860/Miami Gardens Drive @ SR 9/I-95 Ramps	**Overall**	**5876**	**5701**	**97%**	**14**	B		
	SBL	850	821	97%	22	C	415	1245
	SBR (WB)	330	319	97%	20	C	447	1245
	SBR (NW6)	380	375	99%	26	C	447	1245
	EBL (NB)	920	924	100%	4	A	237	540
	EBL (SB)	345	349	101%	3	A	237	540
	EBT	915	916	100%	9	A	170	810
	WBT (WB)	645	509	79%	26	C	306	1775
	WBT (NW6)	266	272	102%	26	C	306	1775
	WBR (SB)	755	748	99%	9	A	0	600
	WBR (NB)	470	468	100%	8	A	0	600
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**6475**	**6325**	**98%**	**54**	D		
	SBL	1690	1678	99%	17	B	598	1980
	SBR	660	659	100%	26	C	330	2080
	EBT	1355	1355	100%	116	F	1581	1180
	EBR (FF)	520	518	100%	90	F	0	700
	WBL (FF)	770	722	94%	4	A	367	390
	WBT	1480	1393	94%	64	E	643	450
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**7735**	**7440**	**96%**	**26**	C		
	NBL	480	466	97%	28	C	232	2530
	NBR	820	790	96%	43	D	325	2530
	EBL (FF)	460	450	98%	9	A	541	200
	EBT	2585	2580	100%	22	C	822	540
	WBT	1770	1648	93%	48	D	719	560
	WBR (FF)	1620	1506	93%	3	A	0	360
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**7145**	**6817**	**95%**	**135**	F		
	NBL	830	803	97%	228	F	2593	1300
	NBT	75	67	89%	212	F	2593	390
	NBR	65	59	91%	198	F	2610	390
	SBL	30	30	100%	213	F	705	225
	SBT	65	56	86%	288	F	969	225
	SBR	235	219	93%	221	F	969	310
	EBL	190	187	98%	171	F	725	380
	EBT	2140	2120	99%	32	C	725	560
	EBR	1075	1048	97%	8	A	528	340
	WBL	85	76	98%	271	F	5488	345
	WBT	2325	2125	101%	230	F	5488	2680
	WBR	30	27	104%	194	F	5512	2680

5.4.3 Adjacent Intersection Synchro Operational Analysis

The AOI included the adjacent signalized intersections within half-a-mile of the interchanges (i.e., a total of ten (10) intersections). Adjacent intersections were analyzed using Synchro. Based on the results of Synchro analysis, only ramp terminal intersections and the intersection of CR 854/Ives Dairy Road and Highland Lakes Boulevard were included in the Vissim microsimulation analysis (i.e., a total of five (5) intersections). The Synchro analysis results for the remaining five (5) adjacent intersections is presented in **Tables 5.29** through **5.32** for the AM and PM peak hours, respectively. The Synchro analysis indicates that these five (5) adjacent intersections are not impacted by or impact the operations of the interchanges. Therefore, similar to Build Alternatives 1 and 2, no improvements are recommended to the adjacent intersections.

Table 5.29 - Build Alternative 3, Opening Year 2030 AM, Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	AM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th Percentile (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3985**		**28.9**	C		
	NBL	235	0.87	93.6	F	#374	555
	NET	1885	0.92	32.5	C	1113	1877
	NER	55	0.92	32.5	C	1113	1877
	NBR	135	0.41	18.7	B	95	325
	SWL	135	0.88	85.0	F	#249	103
	SWT	1540	0.62	10.5	B	467	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**3955**		**11.1**	B		
	NBL	10	0.15	86.2	F	37	130
	NBT	5	0.46	35.9	D	56	755
	NBR	45	0.46	35.9	D	56	755
	SBL	65	0.42	95.9	F	91	506
	SBT	5	0.41	95.0	F	88	1333
	SBR	50	0.30	4.50	A	0	590
	EBL	60	0.21	5.10	A	m23	210
	EBT	2405	0.69	10.6	B	397	240
	EBR	15	0.69	10.6	B	397	240
	WBL	35	0.36	27.8	C	m32	350
	WBT	1160	0.37	5.70	A	217	1560
	WBR	100	0.37	5.70	A	217	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**3835**		**25.2**	C		
	SBL	390	0.84	142.3	F	321	980
	SBR	40	0.84	142.3	F	321	980
	EBL	95	0.34	8.70	A	50	230
	EBT	2090	0.58	9.70	A	457	1250
	WBT	990	0.38	11.7	B	335	230
	WBR	230	0.38	11.7	B	335	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**4245**		**23.6**	C		
	NBL	15	0.17	54.4	D	30	85
	NBT	5	0.05	59.6	E	18	420
	NBR	65	0.24	2.1	A	0	100
	SBL	260	0.97	100.8	F	#306	530
	SBT	15	0.39	17.1	B	66	567
	SBR	95	0.39	17.1	B	66	567
	EBL	120	0.49	10.8	B	m35	152
	EBT	2145	0.73	21.5	C	775	250
	EBR	30	0.73	21.5	C	775	250
	WBL	100	0.68	44.2	D	#129	430
	WBT	965	0.48	13.1	B	331	1230
	WBR	430	0.48	13.1	B	331	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3450**		**14.2**	B		
	NBL	50	0.43	67.5	E	85	110
	NBR	175	0.59	54.0	D	203	500
	EBT	2120	0.65	14.0	B	498	1000
	EBR	30	0.65	14.0	B	498	1000
	WBL	110	0.49	34.1	C	131	215
	WBT	965	0.23	2.3	A	68	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

Table 5.30 - Build Alternative 3, Opening Year 2030 PM
Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	PM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th Percentile (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3475**		**20.7**	C		
	NWL	220	0.81	84.7	**F**	319	555
	NET	1480	0.71	22.1	C	811	1877
	NER	30	0.71	22.1	C	811	1877
	NWR	115	0.33	10.5	B	56	325
	SWL	115	0.54	17.8	B	80	103
	SWT	1515	0.61	10.8	B	524	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**3695**		**15.1**	B		
	NBL	20	0.24	83.9	**F**	54	130
	NBT	5	0.55	30.4	C	65	755
	NBR	75	0.55	30.4	C	65	755
	SBL	95	0.49	91.9	**F**	110	506
	SBT	5	0.5	92.2	**F**	111	1333
	SBR	85	0.45	15.8	B	44	590
	EBL	25	0.13	6.0	A	m13	210
	EBT	1740	0.51	12.7	B	538	240
	EBR	10	0.51	12.7	B	538	240
	WBL	15	0.09	6.8	A	12	350
	WBT	1570	0.48	11.5	B	400	1560
	WBR	50	0.48	11.5	B	400	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**3635**		**13.3**	B		
	SBL	1350	0.83	81.7	**F**	272	980
	SBR	95	0.83	81.7	**F**	272	980
	EBL	290	0.52	14.2	B	44	230
	EBT	100	0.4	6.3	A	225	1250
	WBT	1480	0.51	3.6	A	57	230
	WBR	320	0.51	3.6	A	57	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**3900**		**15.1**	B		
	NBL	70	0.52	67.7	E	99	85
	NBT	5	0.04	58.6	E	18	420
	NBR	160	0.8	56.9	E	142	100
	SBL	115	0.5	56.8	E	150	530
	SBT	5	0.5	24.9	C	57	567
	SBR	75	0.5	24.9	C	57	567
	EBL	55	0.37	21.6	C	37	152
	EBT	1400	0.48	5.7	A	69	250
	EBR	50	0.48	5.7	A	69	250
	WBL	75	0.6	8.1	A	33	430
	WBT	1805	0.52	13.8	B	430	1230
	WBR	85	0.52	13.8	B	43	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3605**		**12.7**	B		
	NBL	110	0.62	69.4	E	153	110
	NBR	175	0.4	30.5	C	155	500
	EBT	1330	0.46	13.6	B	287	1000
	EBR	40	0.46	13.6	B	287	1000
	WBL	240	0.68	41.3	D	200	215
	WBT	1710	0.45	2.4	A	65	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

Table 5.31 - Build Alternative 3, Design Year 2050 AM, Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	AM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th Percentile (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**4515**		**51.5**	D		
	NBL	295	0.97	107.0	F	#528	555
	NET	2130	1.07	71.7	E	#1545	1877
	NER	85	1.07	71.7	E	#1545	1877
	NBR	155	0.44	25.3	C	129	325
	SWL	140	0.97	106.4	F	#259	103
	SWT	1710	0.71	13.7	B	575	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**4510**		**13.9**	B		
	NBL	15	0.20	87.3	F	47	130
	NBT	10	0.52	39.7	D	68	755
	NBR	50	0.52	39.7	D	68	755
	SBL	70	0.45	96.6	F	100	506
	SBT	10	0.46	96.7	F	101	1333
	SBR	55	0.32	6.10	A	7	590
	EBL	70	0.30	6.30	A	m23	210
	EBT	2745	0.81	13.8	B	682	240
	EBR	20	0.81	13.8	B	682	240
	WBL	40	0.42	38.9	D	m44	350
	WBT	1320	0.43	7.30	A	345	1560
	WBR	105	0.43	7.30	A	345	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**4420**		**29.7**	C		
	SBL	460	0.87	143.4	F	381	980
	SBR	60	0.87	143.4	F	381	980
	EBL	135	0.57	16.0	B	75	230
	EBT	2375	0.68	13.7	B	636	1250
	WBT	1130	0.46	15.8	B	415	230
	WBR	260	0.46	15.8	B	415	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**4710**		**49.4**	D		
	NBL	20	0.18	47.6	D	36	85
	NBT	10	0.11	61.2	E	30	420
	NBR	70	0.24	1.9	A	0	100
	SBL	290	1.01	104.7	F	#329	530
	SBT	20	0.41	16.6	B	74	567
	SBR	105	0.41	16.6	B	74	567
	EBL	135	0.59	19.8	B	m49	152
	EBT	2405	0.85	67.3	E	#897	250
	EBR	40	0.85	67.3	E	#897	250
	WBL	105	0.73	50.8	D	#144	430
	WBT	1040	0.56	17.0	B	394	1230
	WBR	470	0.56	17.0	B	394	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**3885**		**27.8**	C		
	NBL	75	0.52	68.4	E	114	110
	NBR	195	0.62	53.6	D	221	500
	EBT	2385	0.75	34.7	C	673	1000
	EBR	65	0.75	34.7	C	673	1000
	WBL	110	0.51	34.7	C	133	215
	WBT	1055	0.26	3.3	A	115	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

Table 5.32 - Build Alternative 3, Design Year 2050 PM, Adjacent Intersection Synchro Operational Analysis Summary

Intersection	Movement	PM Volume (VPH) Demand	v/c Ratio	Delay (Sec/Veh)	Level of Service	Queue Length 95th Percentile (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ NE 10th Avenue	**Overall**	**3940**		**28.3**	C		
	NWL	270	0.84	82.5	F	375	555
	NET	1675	0.86	31.7	C	#1204	1877
	NER	55	0.86	31.7	C	#1204	1877
	NWR	130	0.33	9.0	A	56	325
	SWL	120	0.74	58.8	E	152	103
	SWT	1690	0.71	15.5	B	732	1554
SR 860/Miami Gardens Drive @ NE 2nd Court	**Overall**	**4200**		**16.9**	B		
	NBL	25	0.29	84.6	F	64	130
	NBT	10	0.59	33.4	C	75	755
	NBR	80	0.59	33.4	C	75	755
	SBL	95	0.51	92.4	F	115	506
	SBT	10	0.51	92.6	F	117	1333
	SBR	90	0.48	18.3	B	52	590
	EBL	30	0.19	7.5	A	m15	210
	EBT	1990	0.59	14.1	B	673	240
	EBR	15	0.59	14.1	B	673	240
	WBL	20	0.15	8.5	A	15	350
	WBT	1780	0.56	14.0	B	500	1560
	WBR	55	0.56	14.0	B	500	1560
Miami Gardens Drive @ NE 2nd Avenue	**Overall**	**4185**		**16.7**	B		
	SBL	350	0.9	87.2	F	#355	980
	SBR	120	0.9	87.2	F	#355	980
	EBL	135	0.78	51.0	D	#162	230
	EBT	1685	0.47	7.8	A	271	1250
	WBT	1520	0.61	4.7	A	66	230
	WBR	375	0.61	4.7	A	66	230
CR 854/Ives Dairy Road @ NE 16th Avenue	**Overall**	**4285**		**16.1**	B		
	NBL	85	0.18	47.6	D	36	85
	NBT	10	0.11	61.2	E	30	420
	NBR	175	0.24	1.9	A	0	100
	SBL	125	1.01	104.7	F	#329	530
	SBT	10	0.41	16.6	B	74	567
	SBR	90	0.41	16.6	B	74	567
	EBL	60	0.59	19.8	B	m49	152
	EBT	1575	0.85	67.3	E	#897	250
	EBR	55	0.85	67.3	E	#897	250
	WBL	85	0.73	50.8	D	#144	430
	WBT	1960	0.56	17.0	B	394	1230
	WBR	55	0.56	17.0	B	394	1230
CR 854/Ives Dairy Road @ NE 15th Court	**Overall**	**4050**		**16.4**	B		
	NBL	150	0.69	69.3	E	195	110
	NBR	195	0.39	32.0	C	188	500
	EBT	1495	0.57	17.8	B	347	1000
	EBR	75	0.57	17.8	B	347	1000
	WBL	270	0.8	59.4	E	#361	215
	WBT	1865	0.51	3.0	A	86	250

#: 95th percentile volume exceeds capacity; queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.

5.5 Network-wide Analysis

The network-wide analysis also indicates that Build Alternative 3 provides the highest improvements over the No-Build Alternative operations. **Tables 5.33** through **5.36** present the network-wide Opening Year 2030 performance measures for the AM and PM peak hour periods, respectively.

Table 5.33 – Opening Year 2030 AM Network-wide Performance Measures

MOE	Analysis Hour	No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
Average Speed (mph)	1st	40	45	40	44
	2nd	29	37	30	43
	3rd	26	32	16	45
	4th	27	34	9	46
Total Delay (hr)	1st	542	332	504	251
	2nd	1,595	848	1,362	305
	3rd	1,914	1,281	3,874	249
	4th	1,673	1,033	6,371	211
Latent Delay (hr)	1st	1.5	0.5	0.6	0.6
	2nd	41	25	0.7	0.7
	3rd	289	152	170	0.6
	4th	251	208	3,010	0.4
Latent Demand	1st	2.7	0.6	0.8	0.8
	2nd	133	74	0.7	0.7
	3rd	340	221	829	0.1
	4th	228	211	5,760	0.4
Total Travel Time (hr)	1st	2,583	2,233	2,534	2,307
	2nd	3,706	2,911	3,543	2,574
	3rd	2,991	3,143	5,581	2,283
	4th	3,072	2,792	7,783	2,090
Total Stops	1st	67,586	20,935	191,131	13,728
	2nd	336,511	81,310	1,122,145	16,105
	3rd	394,499	135,655	3,217,253	14,035
	4th	336,229	97,445	4,824,296	12,225
Vehicles Arrived	1st	22,487	22,976	22,695	23,027
	2nd	24,488	24,641	24,087	25,405
	3rd	23,292	23,266	19,407	23,665
	4th	22,217	22,148	16,180	21,759
Vehicles Active	1st	3,309	2,650	3,082	2,670
	2nd	3,883	3,128	4,184	2,453
	3rd	3,805	3,135	7,368	2,208
	4th	3,382	2,679	7,939	2,129

Table 5.34 – Opening Year 2030 PM Network-wide Performance Measures

MOE	Analysis Hour	No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
Average Speed (mph)	1st	39	39	41	43
	2nd	36	33	35	42
	3rd	34	27	27	44
	4th	34	20	15	44
Total Delay (hr)	1st	635	661	421	293
	2nd	959	1,209	909	356
	3rd	1,060	1,864	1,881	318
	4th	1,131	3,380	4,342	337
Latent Delay (hr)	1st	29	47	0.6	0.6
	2nd	427	500	0.8	0.7
	3rd	1,039	1,191	23	0.6
	4th	1,842	2,195	842	0.7
Latent Demand	1st	160	213	0.6	0.6
	2nd	708	798	2	0.9
	3rd	1,390	1,579	106	0.9
	4th	2,385	3,337	2,265	0.7
Total Travel Time (hr)	1st	2,583	2,537	2,468	2,360
	2nd	2,977	3,207	3,107	2,594
	3rd	2,991	3,705	3,864	2,415
	4th	3,072	5,082	6,097	2,465
Total Stops	1st	38,156	68,231	102,946	14,575
	2nd	95,762	206,050	540,827	17,402
	3rd	159,400	531,606	1,519,536	16,264
	4th	198,125	1,443,002	3,074,549	17,335
Vehicles Arrived	1st	22,731	22,429	22,801	22,986
	2nd	24,048	23,636	24,218	24,786
	3rd	23,377	22,593	22,515	24,243
	4th	23,346	20,720	19,589	24,342
Vehicles Active	1st	2,822	2,923	2,785	2,572
	2nd	3,026	3,502	3,361	2,582
	3rd	2,851	4,012	4,624	2,221
	4th	3,010	6,034	7,939	2,375

Table 5.35 – Design Year 2050 AM Network-wide Performance Measures

MOE	Analysis Hour	No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
Average Speed (mph)	1st	31	38	37	43
	2nd	19	26	19	39
	3rd	19	22	10	39
	4th	20	22	9	41
Total Delay (hr)	1st	1,329	816	788	320
	2nd	3,408	2,274	3,414	608
	3rd	3,513	2,905	6,723	696
	4th	3,149	2,799	6,988	512
Latent Delay (hr)	1st	49	26	0.9	0.8
	2nd	1,346	745	268	5
	3rd	4,211	2,425	4,324	4
	4th	6,175	3,440	11,355	1.2
Latent Demand	1st	310	138	0.8	0.7
	2nd	2,763	1,604	1,006	10
	3rd	5,497	3,178	8,070	2
	4th	7,005	3,911	15,229	0.4
Total Travel Time (hr)	1st	3,257	2,891	3,030	2,596
	2nd	5,551	4,434	5,550	3,106
	3rd	4,459	4,874	8,310	2,952
	4th	4,773	4,694	8,462	2,605
Total Stops	1st	244,763	75,500	425,668	17,238
	2nd	914,030	432,419	2,559,462	39,635
	3rd	1,122,602	775,661	4,898,795	46,923
	4th	1,110,579	759,445	5,160,487	33,790
Vehicles Arrived	1st	23,902	24,852	24,952	25,499
	2nd	24,870	25,679	23,531	27,928
	3rd	23,884	24,528	18,331	26,265
	4th	22,908	23,682	16,938	24,352
Vehicles Active	1st	4,814	3,768	3,956	3,059
	2nd	5,662	4,794	7,591	3,099
	3rd	5,240	4,887	8,388	2,586
	4th	5,075	4,723	8,537	2,587

Table 5.36 – Design Year 2050 PM Network-wide Performance Measures

MOE	Analysis Hour	No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
Average Speed (mph)	1st	34	34	38	42
	2nd	27	22	25	38
	3rd	24	13	12	37
	4th	23	8	10	36
Total Delay (hr)	1st	1,131	1,167	735	390
	2nd	1,946	2,881	2,202	674
	3rd	2,471	5,333	5,731	835
	4th	2,738	7,977	6,789	913
Latent Delay (hr)	1st	2,237	197	2	0.8
	2nd	6,246	1,412	106	4.3
	3rd	11,104	4,061	1,865	21.9
	4th	16,040	10,397	8,902	122.6
Latent Demand	1st	3,943	559	15	0.5
	2nd	8,599	2,362	323	6.1
	3rd	13,469	5,910	4,853	14.0
	4th	18,607	15,895	13,119	177.7
Total Travel Time (hr)	1st	3,257	3,207	2,998	2,666
	2nd	4,034	4,906	4,526	3,124
	3rd	4,459	7,061	7,471	3,132
	4th	4,773	9,282	8,445	3,247
Total Stops	1st	130,170	180,613	276,896	19,449
	2nd	443,793	993,559	1,585,287	35,248
	3rd	758,425	2,474,447	4,302,151	40,592
	4th	773,851	4,699,660	4,932,158	42,857
Vehicles Arrived	1st	24,674	24,240	25,080	25,332
	2nd	24,784	23,612	25,166	27,109
	3rd	23,946	21,022	19,687	26,551
	4th	24,365	16,304	18,770	26,753
Vehicles Active	1st	3,596	3,902	3,566	2,943
	2nd	4,325	6,165	5,768	3,228
	3rd	4,562	8,252	8,203	3,053
	4th	4,856	9,304	8,504	3,201

6 SAFETY ANALYSIS

6.1 Quantitative Analysis

A quantitative safety analysis was performed for SR 9/I-95 Mainline from South of SR 860/Miami Gardens Drive to North of Broward County Line per the Highway Safety Manual (HSM) predictive crash procedures in compliance with FDOT's Safety Analysis guidelines. The safety analysis includes the interchanges at SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road and their corresponding ramp terminal intersections. Adjacent intersections were not included since no geometry or AADT changes will occur at the other adjacent intersections.

A review of the HSM Methodology indicates that it has some limitations on the applicability of the Predictive Method for conducting a quantitative evaluation of future safety conditions within the study area. These limitations include:

- The procedure does not perform safety analysis for freeway segments with managed lanes. Currently, express lanes with tubular delineator buffer are present along SR 9/I-95 within the study area; and they will be maintained (including the tubular delineator buffer) for the No-Build Alternative and expanded from one to two lanes for all Build Alternatives.

- The procedure does not perform safety analysis for ramp and C-D Roads with 3 or more lanes in an urban area. Build Alternatives 2 and 3 propose 3-lane C-D segments as part of the braided ramp access to and from the express lane.

In addition to the above limitations of the Predictive Method, it was also noted that the AADTs along segments of SR 9/I-95 exceeded the applicable range of the safety performance functions. Segments with AADTs above the threshold were still used in the analysis. Given the above limitations of the HSM Predictive Methodology, caution and judgement should be exercise when comparing the actual crash rate predictions.

Crash predictions for the future No-Build and Build Alternative were computed using the FHWA Interactive Highway Safety Design Module (IHSDM), FDOT Safety for Intersection Control Evaluation (SPICE), and FHWA Interchange Configuration Safety Comparison (ICSC) tools. These software tools automate the calculations for the Safety Performance Functions (SPFs) in Part C of the HSM. The analysis required gathering various input data for SR 9/I-95 segments, ranging from geometric elements, such as alignment and cross section data, roadside and ramp access data and annual average daily traffic (AADT) data. These procedures were used for comparing the predicted crashes in the project design life between Opening Year 2030 and Design Year 2050 for the No-Build and Build alternatives. Since the Existing Conditions differ significantly from the proposed Build Alternatives, the Empirical Bayes method is not applicable for this study. Only mainline General Use lanes and ramp merge/diverge areas were considered in the IHSDM analysis (i.e., IHSDM was used for freeway analysis). Ramp roadway segments were not considered in the analysis given the limitations of Predictive Method, as previously mentioned. The ramp terminal intersections and interchanges were analyzed with the FDOT SPICE and FHWA ICSC tools.

For conducting the predictive analysis, SR 9/I-95 Mainline were segmented into homogenous segments per the HSM methodology. The segmentation aimed to subdivide the SR 9/I-95 mainline into segments with consistent geometry and AADT, to the extent possible. Achieving a consistent geometry was not feasible along several mainline segments due to the complex geometry. In such cases, the crash analysis used an averaging procedure, per HSM methodology. In addition, the proposed geometry of each Build Alternative changed within the different segments making the length of the analysis different for each alternative. The resulting segmentation of the mainlines used for the crash analysis and AADTs are depicted in **Figures 6-1** and **6-2**.

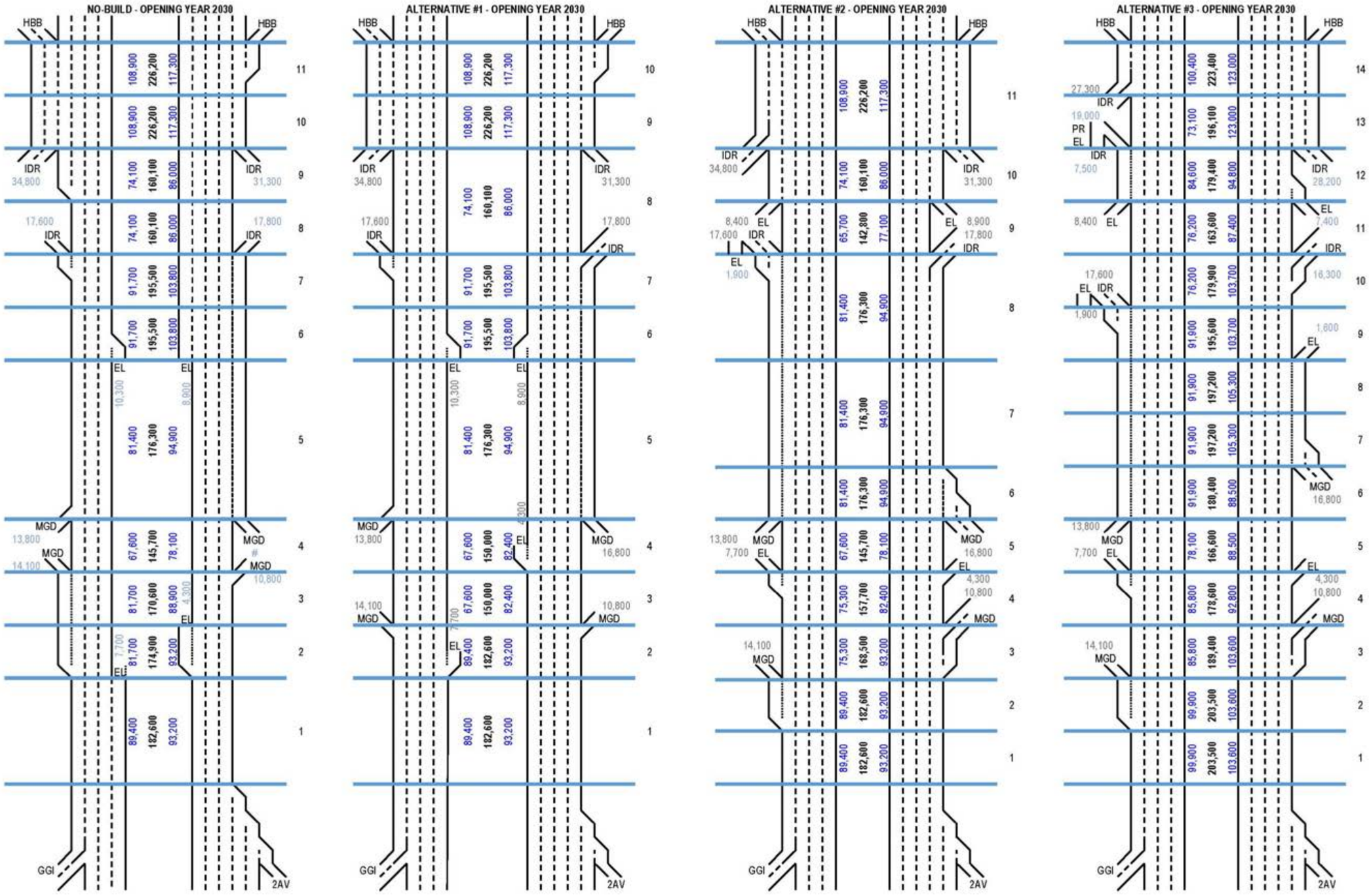


Figure 6.1:
Interactive Highway Safety Design Module (IHSDM)
Segmentation & Opening Year 2030 AADTs

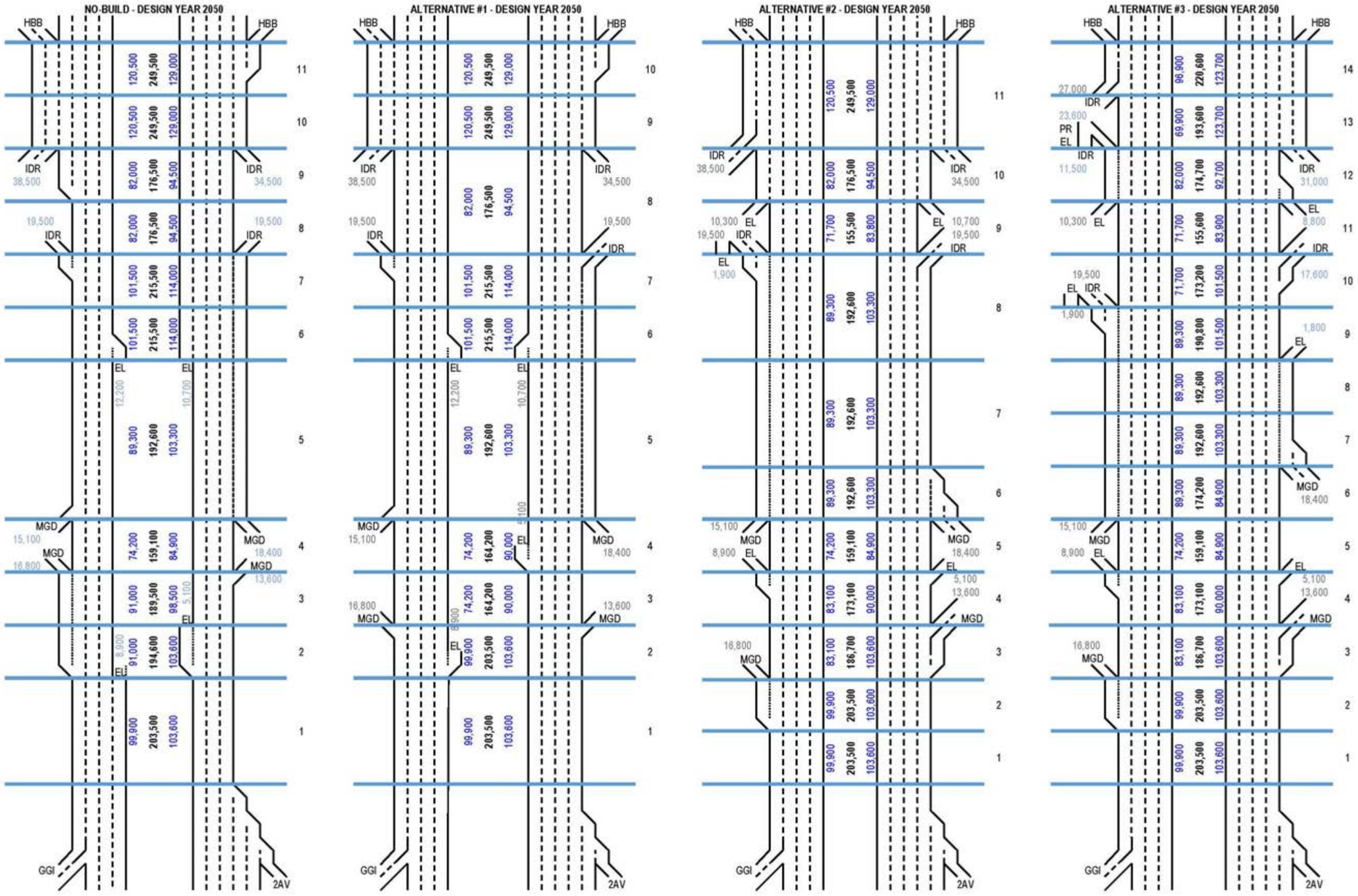


Figure 6.2:
Interactive Highway Safety Design Module (IHSDM) Segmentation & Design Year 2050 AADTs

When analyzing ramp terminals using the Interactive Highway Safety Design Model (IHSDM) software, the predictive method is applicable to certain ramp terminals, but it does not align with the complexity of the terminals requiring analysis, as outlined in the Highway Safety Manual (Pages 19-3 & 19-4). IHSDM has inherent limitations regarding specific interchange types, such as the Diverging Diamond Interchange (DDI), which is not supported by the software, and the Single Point Urban Interchange (SPUI), which is noted as a limitation of the predictive method (Highway Safety Manual, Page 19-78). Given these constraints and the complexity of the ramp terminals being analyzed, additional crash prediction tools are employed for more accurate forecasting. These tools include the Safety Performance for Intersection Control Evaluation (SPICE) tool, developed by the Florida Department of Transportation, and the FHWA Interchange Configuration Safety Comparison Tool, developed by the Federal Highway Administration. For example, the SPICE tool was used to analyze the SR 860/Miami Gardens Drive ramp terminal west of SR 9/I-95 as continuous green at-grade intersection instead of a ramp terminal intersection due to its configuration. These supplementary tools are used to predict future crash occurrences along Miami Gardens Drive and Ives Dairy Road. This decision was made in coordination with IHSDM support team.

The quantitative safety analysis indicates that the Build Alternatives will improve safety conditions over the No-Build Alternative. The analysis also indicates that Build Alternative 3 will produce the highest reduction in predicted crashes (i.e., highest safety improvement). Based on the safety analysis results using the FHWA IHSDM, FDOT SPICE, and FHWA ICSC analysis tools, the proposed Build Alternative 3 would reduce the predicted total project life cycle crashes by a total of 13,270 crashes. Of those 13,270 crashes, 10,437 are predicted to be fatal/injury crashes. **Table 6.1** summarizes the results of the safety analysis for the SR 9/I-95 segments within the study area. A Ranking of 1 is given to the alternative with the lowest total crash rate. Documentation of the Build Alternative traffic safety analysis is provided in **Appendix O.**

Table 6.1 – Safety Analysis Results from 2030-2050

Control Strategy	Crash Type	Average Crash Rate By Year	Total Crashes Project Life	Rank[1]	Source of Prediction
No-Build	Total	1,007	16,587	4	IHSDM[2] SPFs[3] SPICE[4]
	Fatal & Injury	706	11,512		
Build Alternative 1	Total	510	4,173	3	IHSDM[2] SPFs[3] SPICE[4] FHWA[5]
	Fatal & Injury	298	1,335		
Build Alternative 2	Total	445	4,257	2	IHSDM[2] SPFs[3] SPICE[4] FHWA[5]
	Fatal & Injury	134	1,369		
Build Alternative 3	Total	317	3,317	1	IHSDM[2] SPFs[3] SPICE[4] FHWA[5]
	Fatal & Injury	102	1,075		

(1) A Ranking of 1 is given to alternative with the lowest total crash rate
(2) Interactive Highway Safety Design Module (IHSDM) tool
(3) Safety Performance Functions (SPFs)
(4) Safety Performance for ICE (SPICE) tool
(5) FHWA Interchange Configuration Safety Comparison tool

These results are consistent with expectations since several of the crashes experienced along SR 9/I-95 are associated with excessive congestion and weaving activities within segments of the corridor. The proposed improvements under Build Alternative 3 will reduce congestion, weaving activities, conflicts, and corresponding crash risk within the segment of SR 9/I-95 which are currently defined as high crash location segments.

6.2 Qualitative Safety Assessment

As presented in the previous section, the HSM crash prediction procedures encountered limitations due to the unique conditions and complex geometry of the project. Such unique conditions and complex geometry are not covered by the HSM crash prediction methods. Hence, to support the safety analysis of the project a qualitative assessment of the proposed roadway modifications was also considered. The following improvements support expectations that each of the Build Alternative Design Concepts, specially Build Alternative 3 will provide significant safety benefits when compared to the No-Build Condition:

1. Reduction in weaving activity. The proposed braided ramp connections (especially for Express Lane ingress and egress) will reduce weaving in between the interchange ramps. The dedicated express lane connectors will eliminate the need for two-side weaving to/from express lanes and on/off interchange ramps within the identified two high crash segments within the study area: 1) Between the GGI and SR 860/Miami Gardens Drive interchanges; and 2) Between the SR 860/Miami Garden Drive and CR 854/Ives Dairy Road interchanges. Build Alternative 3 will also provide braided ramps between the SB CR 854/Ives Dairy Road Off-Ramp and the Pembroke Road/Express Lane Egress SB On-Ramps. Eliminating weaving activity between these movements will significantly improve operations and enhance safety within this segment, which was otherwise projected to operate at LOS F.

2. Increase interchange capacity. The proposed grade separation configuration at SR 860/Miami Gardens Drive and DDI configuration at CR 854/Ives Dairy Road will significantly increase the capacity of the two Interchanges. The increase in capacity will correspondingly provide congestion relief at the interchanges and reduce associated crashes – particularly rear-end collisions.

3. Reduction in traffic exposure. The proposed direct access to express lanes from CR 854/Ives Dairy Road will eliminate the need for drivers to use the SR 9/I-95 general use lanes to access NB and SB SR 9/I-95 express lanes. This will reduce the amount of traffic using these segments of SR 9/I-95, resulting in a corresponding reduction in traffic exposure and reduction in crash risk at these segments.

4. Minimizing conflict points and reducing traffic speeds. The proposed grade separation configuration at SR 860/Miami Gardens Drive and DDI configuration at CR 854/Ives Dairy Road will improve safety by reducing conflict points and traffic speeds. Crossing conflict points pose the most serious threat to drivers as they increase the risk of severe angle crashes. The conventional diamond intersection has 26 total and 10 crossing conflict points, whereas the DDI has 14 total and 2 crossing conflict points. In addition, DDI geometric features encourage slower traffic speeds through the interchange. This is also applicable at SR 860/Miami Gardens Drive, which will reduce conflicts with the second level and speeds by providing tighter radius. In addition, lowering speed limits on highways is considered to decrease the frequency and severity of pedestrian crashes.

7 OTHER CONSIDERATIONS

7.1 Environmental Considerations

The consideration of social, economic, and environmental impacts discussed in the 2009 policy are removed from this policy, and they will be addressed under the National Environmental Policy Act and other statutes and regulations applicable to the approval process. FDOT is conducting an Environmental Evaluation. At this time, no potential environmental considerations requiring a modification of the Build Alternatives have been identified. Further analysis and coordination are being conducted by FDOT as part of the on-going Environmental Evaluation.

7.2 Anticipated Design Exceptions and Variations

The following design exception and variations are anticipated based on the preliminary design tasks conducted at this time.

- Lane Width Exception

  This exception applies to SR 9/I-95 Mainline (Express and General Use lanes) from Begin Project to End Project. The exception is to provide 11-foot lanes. This design standard deviation is still consistent with the FAC regarding express lane tolling and does not preclude transit on express lanes. This design standard deviation will allow to:

  1. Match proposed design deviations from GGI Ultimate Project (FPID 428358-1-22-01).
  2. Match proposed ultimate conditions from D4 SR 9/I-95 PD&E Study (FPID 436903-1-22-02).
  3. Minimize R/W Impacts corridor wide.
  4. Minimize impacts to Milton Littman Park.
  5. Accommodates several express lane braided ramp envelopes while minimizing ROW impacts.

- Horizontal Curve Length Exception

  This exception applies to ramps at the SR 860/Miami Garden Drive interchange. AASHTO criteria has been used to minimize geometric footprint needed to accommodate ramp movements, which minimizes ROW impacts at the following ramps:

  1. SR 860/Miami Garden Drive WB to SR 9/I-95 NB On-Ramp (DS=25 MPH)
  2. SR 860/Miami Garden Drive WB to SR 9/I-95 SB On-Ramp (DS=25 MPH)
  3. SR 9/I-95 NB On-Ramp from SR 860/Miami Garden Drive (DS=35 MPH)

- Maximum Grade Exception

  This exception applies to ramps at the SR 860/Miami Garden Drive interchange. AASHTO criteria has been used to minimize geometric footprint needed to accommodate ramp movements, which minimizes ROW impacts at the following ramps:

  1. SR 860/Miami Garden Drive EB to SR 9/I-95 NB On-Ramp (DS=25 MPH)
  2. SR 860/Miami Garden Drive WB to SR 9/I-95 SB On-Ramp (DS=25 MPH)
  3. SR 9/I-95 NB On-Ramp from SR 860/Miami Garden Drive (DS=35 MPH)
  4. SR 9/I-95 NB Off-Ramp to NB EL Ingress (DS=40 MPH)

- Vertical Curve Length Exception

  This exception applies to SR 9/I-95 Mainline (Express and General Use lanes) from Begin Project to End Project. AASHTO criteria has been used to meet vertical Clearance requirements under/over proposed fly over ramps. This design standard deviation will allow to Make the Alternative more feasible to build with shorter vertical curve lengths, and it also improves constructability of SR 9/I-95 to match existing conditions.

- Lane Width Variation
  This variation applies to SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road. This design standard deviation will allow to:
  1. Minimize ROW Impacts.
  2. Maximize space for one 11 foot outside lane for transit accommodation.
  3. Provides ability to accommodate bicycle lanes while avoiding significant impacts to the existing bridge over SFRC.
  4. Minimize ROW Impacts to adjacent residencies on the north and south side of the roadway.

- Buffer Width Variation
  This variation applies to SR 9/I-95 between Express Lanes and General Use Lanes from Begin Project to End Project. This design standard deviation is consistent with reduced buffer widths on other SR 9/I-95 express lane segments. This design standard deviation will allow to:
  1. Minimize ROW impacts corridor wide.
  2. Provide wider general use lanes.

- Shoulder Width Variation
  This variation applies to SR 9/I-95 inside and outside shoulders. This design standard deviation will allow to:
  1. Minimize ROW impacts.
  2. Minimize bridge widths over SB SR 860/Miami Gardens Drive and SR 858/Hallandale Beach Boulevard.
  3. Match proposed ultimate conditions from D4 SR 9/I-95 PD&E Study (FPID 436903-1-22-02).
  4. Match proposed design deviations (lane width exception) from GGI Ultimate Project (FPID 428358-1-22-01).

- Stopping Sight Distance Variation
  This variation applies to SR 9/I-95 Express Lane inside shoulder and SR 860/Miami Gardens Drive outside shoulder along auxiliary ramp. This variation has been requested to meet AASHTO stopping sight distance criteria due to reduced shoulders. This design standard deviation will allow to:
  1. Minimize impacts on both sides of the corridor.
  2. Reduce impacts to adjacent residencies by providing a low speed turning radius and reduced shoulders.

- Maximum Grade Variation
  This variation applies to SR 9/I-95. This design standard deviation will allow to meet vertical clearance over SR 860/Miami Gardens Drive, minimize fill quantities and match existing profile.

- Superelevation Rate Variation
  This variation applies to ramps at the SR 860/Miami Garden Drive interchange. Lower design speeds are proposed to minimize the geometric footprint in terms of curve radii and superelevation transitions, which minimizes ROW impacts at the following ramps:
  1. SR 860/Miami Garden Drive WB to SR 9/I-95 NB On-Ramp at SR 860/Miami Garden Drive Intersection (DS=25 MPH)

2. SR 9/I-95 NB Off-Ramp to SR 860/Miami Garden Drive beyond Ramp Terminal (DS=25 MPH)
3. SR 9/I-95 SB Loop Off-Ramp to SR 860/Miami Garden Drive (DS=25 MPH)

- Median Width Variation
  This variation applies to medians along SR 9/I-95, SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road. This design standard deviation will allow to:
  1. Match existing conditions from SR 9/I-95 Phase 2 project (FPID 422796-1-52-01/422796-25-52-01).
  2. Match proposed design deviations from GGI Ultimate Project (FPID 428358-5).
  3. Match existing conditions from SR 9/I-95 Phase 3C Segment 1A Project (FPID 409354-2-52-01).
  4. Maximize space for one 11 foot outside lane for transit accommodation along CR 854/Ives Dairy Road.
  5. Minimize impacts to bridge over SFRC along Miami Gardens Drive.
  6. Provide pedestrian access and improve NB On-Ramp constructability.
  7. Minimize ROW impacts.

- Border Width Variation
  This variation applies to SR 9/I-95 mainline and ramps. This design standard deviation will allow to minimize ROW impacts.

7.3 Conceptual Signing Plan

A conceptual signing plan is provided in **Appendix R**. The conceptual signing plan is consistent with the MUTCD and FDOT guidelines. The conceptual signing plan indicates that it will be feasible to provide adequate signage for Build Alternatives.

7.4 Access Management Plan

The access management plan within the area of influence will not be changed by the proposed improvements to the interchange.

8 FHWA INTERSTATE ACCESS POLICY

It is in the national interest to preserve and enhance the Interstate System to meet the needs of the 21st Century by assuring that it provides the highest level of service in terms of safety and mobility. Full control of access along the Interstate mainline and ramps, along with control of access on the crossroad at interchanges, is critical to providing such service. Therefore, the Federal Highway Administration's (FHWA) decision to approve new or revised access points to the Interstate System under Title 23, United States Code (U.S.C.), Section 111, must be supported by substantiated information justifying and documenting that decision. The FHWA's decision to approve a request is dependent on the proposal satisfying and documenting the following requirements:

8.1 Policy Point 1

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

The operational analysis conducted for this SIMR confirmed that the proposed interchange modifications for Build Alternative 3 are not expected to have any significant adverse impacts on safety and operations on the interstate facility, SR 9/I-95. When compared with the No-Build Alternative, the Build Alternative 3 improves or maintains operations along SR 9/I-95 mainline within the study interchange and connection to adjacent interchanges.

For Build Alternative 3, the freeway analysis results indicate that all the freeway segments in the study area will be able to serve 90% or more of the projected demand for all the segments in the southbound and northbound directions during the AM and PM peak hour periods. The analysis also indicates that both directions of the Express Lanes and the northbound direction of the General Use Lanes will operate uncongested during both peak hour periods. In addition, all southbound General Use Lane segments will be improved to indicate lightly congested operations. In contrast, under No-Build Alternative, the freeway analysis results indicate that most freeway segments in the study area will experience moderate or heavy congestion during one or both peak hour periods as defined by one of the MOEs. The available capacity will not be able to serve 90% or more of the projected demand for any of the segments in the southbound direction during either the AM or PM peak hour periods. Similarly, all southbound Express Lanes segments during the AM peak hour and southbound Express Lane segment 3 during the PM peak hour will not be able to serve 90% or more of the projected demand.

The intersection analysis results for Build Alternative 1 indicate that the operations at SR 860/Miami Gardens Drive will deteriorate during both the AM and PM Peak Hour periods compared to the No-Build Alternative. These results are mainly due to the reduction of capacity by consolidating the ramp terminals to a single at-grade ramp terminal intersection. The intersection analysis results for Build Alternative 2 indicate that operations at the intersection SR 860/Miami Gardens Drive and SR 9/I-95 Ramps will also deteriorate when compared to the No-Build Alternative. This condition is mainly due to excess weaving and queuing within a short distance between the ramp terminal and the merge point of the northbound and southbound off-ramp upstream of the intersection.

The safety analysis indicates that the majority of SR 9/I-95 within the study area is within a high crash segment. The crash data shows a concentration within the areas with higher traffic friction (i.e., merge, diverge, and weaving), including the access points to and from the Express Lanes. The safety analysis indicates that Rear End and Sideswipe crash types had the highest frequencies; these types of crashes are consistent with reoccurring congestion. To improve safety along the SR 9/I-95 study corridor, the following improvements were recommended for consideration: implement an additional express lane in each direction; implement braided ramps; implement general use and auxiliary lanes; and reduce friction areas.

The quantitative safety analysis indicates that the Build Alternatives will improve safety conditions over the No-Build Alternative. The analysis also indicates that Build Alternative 3 will produce the highest reduction in predicted crashes (i.e., highest safety improvement). Based on the safety analysis results using the FHWA Interactive Highway Safety Design Module and FHWA Interchange Configuration Safety Comparison analysis tools, the proposed Build Alternative 3 would reduce the predicted total project life cycle crashes by a total of 13,387 crashes. Of those 13,387 crashes, 10,454 are predicted to be fatal/injury crashes. These results are consistent with expectations since several of the crashes experienced along SR 9/I-95 are associated with excessive congestion and weaving activities within segments of the corridor. The proposed improvements under Build Alternative 3 will reduce congestion, weaving activities, and corresponding crash risk within the segment of SR 9/I-95 which are currently defined as high crash location segments.

8.2 Policy Point 2

The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit or high occupancy vehicle and high occupancy toll lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

This SIMR project does not propose any new interchanges along SR 9/I-95. The existing interchanges provide access to public roads only. The proposed improvements at the interchanges within the study area will maintain full access to the existing crossroads of SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road and all movements are accommodated at both interchanges. The following provide descriptions of the proposed improvements under each Build Alternative.

Build Alternative 1

Alternative 1 is based on the *FDOT District 6 SR 9/I-95 Corridor Planning Study (FM: 414964-6-22-01)*, which evaluated a series of concepts and ultimately refined from 45 initial alternatives to two corridor wide concept alternatives referred as Build Concept 1 and Build Concept 2. Based on the results of the evaluation of Build Concepts 1 and 2 and input from FDOT District 6 staff, a refined or final concept referred to as Refined Build Concept was developed, which is further evaluated as Build Alternative 1 for this PD&E Study.

SR 9/I-95 Mainline and Express Lanes - Alternative 1 proposes a typical section consisting of two continuous express lanes, four general purpose lanes, and one auxiliary lane in each direction from north of the Golden Glades Interchange to the Broward County line. Within the project limits, for Alternative 1 there will continue to be two express lane ingress points. One will be located in the northbound direction between the northbound off- and on-ramps of SR 860/Miami Gardens Drive interchange and the other will be located in the southbound direction north of Snake Creek Canal. There will also continue to be two express lane egress points. One will be located in the southbound direction, south of SR 860/Miami Gardens Drive providing access to the Golden Glades Interchange; and the other in the northbound direction, north of Snake Creek Canal providing access to CR 854/Ives Dairy Road and southern Broward County.

SR 860/Miami Gardens Drive - The proposed improvements at SR 860/Miami Gardens Drive consist of consolidating the ramp terminal to one location for both northbound and southbound on and off ramps. This single ramp terminal intersection would be located at the existing ramp terminal intersection on the east side of the SR 9/I-95 corridor with an expanded Turbo 'T' intersection. The existing signalization conditions will remain in place. The eastbound dual left turn lanes are proposed to remain at-grade similar to existing conditions.

CR 854/Ives Dairy Road - Improvements at CR 854/Ives Diary Road interchange consist of reconfiguring the interchange to a Diverging Diamond Interchange (DDI). An additional eastbound lane is provided to help reduce the congestion of traffic in the area.

Build Alternative 2

Alternative 2 is based on the *FDOT District 4 SR 9/I-95 (SR 9) Planning Study from south of the Golden Glades Interchange to north of the SR 9/I-95 and I-595 Interchange (FM: 436903-1-22-02) in Broward County*. From this Planning Study, two alternatives (Alternative 1 and Alternative 3) were recommended to be considered in this PD&E Study which was further evaluated as Build Alternative 2 for this PD&E Study.

SR 9/I-95 Mainline and Express Lanes - Similar to Alternative 1, Alternative 2 proposes a typical section consisting of two continuous express lanes and four general purpose lanes throughout the entire project corridor. A significant difference between Alternative 1 and Alternative 2 is that a series of braided movements are proposed for the express lanes access points, and two auxiliary lanes are provided in each direction for Alternative 2, rather than one auxiliary lane in each direction. In conjunction with the braided ramps, the second auxiliary lane eliminates the need to weave across the general-purpose lanes to access the express lanes.

SR 860/Miami Gardens Drive - The proposed improvements at SR 860/Miami Gardens Drive consist of consolidating the ramp terminal to one location (similar to Alternative 1), but with grade-separated on-ramps. This configuration allows for traffic to free flow onto the mainline, as opposed to Alternative 1, which provides at-grade traffic signal control.

CR 854/Ives Dairy Road - Improvements at CR 854/Ives Diary Road interchange consist of reconfiguring the existing diamond interchange to a Single Point Urban Interchange (SPUI). Similar to Alternative 1, an additional eastbound lane is provided along the arterial.

Build Alternative 3

SR 9/I-95 Mainline and Express Lanes - Alternative 3 was developed based on feedback from the Public Alternatives Workshop. Alternative 3 is based on a combination of Alternative 1 and Alternative 2, with refinements. Alternative 3 proposes a typical section consisting of two continuous express lanes and four general purpose lanes throughout the entire project corridor. Same as in Alternative 2, the braided ramps and additional auxiliary lanes eliminate the need to weave across the general-purpose lanes to access the express lanes.

SR 860/Miami Gardens Drive - Same as in Alternative 2, the proposed improvements at SR 860/Miami Gardens Drive consist of a grade-separated on-ramp. This configuration will allow for traffic to free flow onto the mainline. In addition, the northbound and southbound off ramp will be extended and connected to the west of SR 9/I-95 in advance of the modified single ramp terminal to the east of SR 9/I-95. The purpose for this configuration is to accommodate the weaving friction between these two movements along a longer segment and to increase storage length to avoid spill back into SR 9/I-95 mainline.

CR 854/Ives Dairy Road - Same as in Alternative 1, improvements at CR 854/Ives Diary Road interchange consist of reconfiguring the interchange to a Diverging Diamond Interchange (DDI). An additional eastbound through lane, an additional westbound to northbound on-ramp lane, and new signal timing are provided to help reduce the congestion of traffic in the area.

9 CONCEPTUAL FUNDING

The work program does not show available construction funds for FY 2024-2029. The production date is scheduled for January 2029. The construction schedule is not yet finalized. The following anticipated dates are shown in the work program:

- Design – Fiscal Year 2023
- Right of Way – Fiscal Year 2026-2029
- Construction – Fiscal Year 2032

There are three alternatives being evaluated. Cost estimates have been developed based on an engineer's opinion of probable cost using current FDOT Long Range Estimates (LRE) base costs. The LRE shows the following anticipated cost for each alternative. **Appendix S** presents the LRE calculations dated April 2023:

- Alternative 1 – $336 million
- Alternative 2 – $545 million
- Alternative 3 - $528 million

The current work program has $18.3 million budgeted for design and $528 million for construction. Right of way acquisition is anticipated for this project. The total estimated acquisition purchase in the work program is $26 million.

10 CONCLUSIONS AND RECOMMENDATIONS

The primary purpose of this project is to address the deficient operational capacity and relieve existing/future congestion along the SR 9/I-95 corridor and its interchanges at SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road, which in turn will improve safety and reduce travel time. Other goals of the project are to 1) preserve the operational integrity and regional functionality of SR 9/I-95 (and, therefore, the regional transportation network) by complementing similar corridor improvements throughout Miami-Dade, Broward, and Palm Beach Counties and 2) enhance emergency evacuation and response times.

The No-Build Alternative maintains the existing corridor as it is today with no future major improvements other than routine maintenance. Planned and approved adjacent projects in the area (both to the south at the Golden Glades Interchange and to the north in Broward County) are considered, without any proposed changes within the limits of this project.

Build Alternative 1 is based on the *FDOT District 6 SR 9/I-95 Corridor Planning Study (FM: 414964-6-22-01)*. This alternative provides a homogeneous 4-lane SR 9/I-95 Mainline and 2-lane Express Lanes in the southbound and northbound direction, consolidates the ramp terminals to a single at-grade ramp terminal intersection on the east side of SR 860/Miami Gardens Drive, and modifies the CR 854/Ives Dairy Road interchange to a DDI configuration.

Build Alternative 2 is based on the *FDOT District 4 SR 9/I-95 (SR 9) Planning Study from south of the Golden Glades Interchange to north of the SR 9/I-95 and I-595 Interchange (FM: 436903-1-22-02) in Broward County*. This alternative adds braided ramps to and from Express Lanes in the southbound and northbound direction, grade-separation at the consolidated single ramp terminal intersection on the east side of SR 860/Miami Gardens Drive, and modifies the CR 854/Ives Dairy Road interchange to a SPUI configuration.

Build Alternative 3 is based on a combination of Alternative 1 and Alternative 2, with refinements. Refinements include: braided ramps on the southbound direction to eliminate weaving between Pembroke Road on-ramp and CR 854/Ives Dairy Road off-ramp movements, new northbound and southbound off-ramp configuration at SR 860/Miami Gardens Drive interchange to accommodate the weaving friction between northbound and southbound off-ramp movements and increase storage length to avoid spill back into SR 9/I-95 mainline, and new cycle length timing along CR 854/Ives Dairy Road to optimize operations under the DDI configuration.

The purpose and need of this project are supported by the No-Build Alternative operational analysis results. The No-Build Alternative freeway analysis results indicate that most freeway segments in the study area will experience moderate or heavy congestion during one or both peak hour periods as defined by one of the MOEs. The available capacity will not be able to serve 90% or more of the projected demand for any of the segments in the southbound direction during either the AM or PM peak hour periods. Similarly, all southbound Express Lanes segments 2 and 3 operate as heavily congested during the AM and PM Peak Hour periods based on Speed Congestion Level Thresholds and LOS and Demand Served, respectively.

The Build Alternative 3 freeway analysis results indicate that all the freeway segments in the study area will be able to serve 90% or more of the projected demand for all the segments in the southbound and northbound directions during the AM and PM peak hour periods. The analysis also indicates that both directions of the Express Lanes and the northbound direction of the General Use Lanes will operate uncongested during both peak hour periods. In addition, all southbound General Use Lane segments will be improved to indicate lightly congested operations.

Table 10.1 presents a summary of Design Year 2050 intersection analysis results for the No-Build and the three Build Alternatives for ease of reference and comparison. The No-Build intersection analysis results indicate that all the intersections operate at LOS F during the AM Peak Hour period, and LOS E or better during the PM Peak Hour period. However, the No-Build intersection analysis also indicates that the available capacity of the intersections will only be able to process an average of 81% of the projected demand. In addition, there are several movements that operate at LOS E and F, and queuing exceeds available storage. Therefore, all intersections are expected to operate under moderate to heavily congested conditions. The intersection analysis results also indicate that all the intersections in the study area operate at LOS E or better under Build Alternative 3, except for the intersection of CR 854/Ives Dairy Road at Highland Lakes Boulevard, which operates at LOS E or F for all alternatives.

Table 10.1 – Design Year 2050: No-Build and Build Intersection Operational Analysis Results

SR 860/Miami Gardens Drive Intersection with:	No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
SR 9/I-95 SB Ramps/NE 6th Ave	192/F (239/F)	329/F (421/F)	16/B (87/F)	22/C (33/C)
SR 9/I-95 NB Ramps	65/E (103/F)	115/F (150/F)	142/F (128/F)	14/B (14/B)
CR 854/Ives Dairy Road Intersection with:	**No-Build Alternative**	**Build Alternative 1**	**Build Alternative 2**	**Build Alternative 3**
SR 9/I-95 SB Ramps	91/F (96/F)	37/D (79/E)	n/a	28/C (54/D)
SR 9/I-95 NB Ramps	88/F (56/E)	30/C (33/C)	n/a	24/C (26/C)
SR 9/I-95 SB & NB Ramps (SPUI)	n/a	n/a	120/F (78/E)	n/a
Highland Lakes Boulevard	284/F (95/F)	266/F (109/F)	120/F (110/F)	130/F (135/F)

AM (PM) Delay/LOS

Table 10.2 presents the network-wide performance measures for the AM and PM peak hour, which corresponds with the second hour of the vissim model. The network-wide analysis also indicates that Build Alternative 3 provides the highest improvements over the No-Build Alternative operations.

Table 10.2 – Design Year 2050 AM & PM Network-wide Performance Measures

MOE	No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 3
Average Speed (mph)	19 (27)	26 (22)	19 (25)	39 (38)
Total Delay (hr)	3,408 (1,946)	2,274 (2,881)	3,414 (2,202)	608 (674)
Latent Delay (hr)	1,346 (6,246)	745 (1,412)	268 (106)	5 (4)
Latent Demand	2,763 (8,599)	1,604 (2,362)	1,006 (323)	10 (6)
Total Travel Time (hr)	5,551 (4,034)	4,434 (4,906)	5,550 (4,526)	3,106 (3,124)
Total Stops	914,030 (443,793)	432,419 (993,559)	2,559,462 (1,585,287)	39,635 (35,248)
Vehicles Arrived	24,870 (24,784)	25,679 (23,612)	23,531 (25,166)	27,928 (27,109)
Vehicles Active	5,662 (4,325)	4,794 (6,165)	7,591 (5,768)	3,099 (3,228)

The safety analysis was conducted for future No-Build and Build Alternatives for the SR 9/I-95 corridor using the FHWA IHSDM, FDOT SPICE, and FHWA ICSC tools. These tools calculate crash frequency and severity by utilizing HSM strategies to perform a comparative predictive safety analysis based geometric elements, such as alignment and cross section data, roadside and ramp access data and annual average daily traffic (AADT). **Table 10.3** summarizes the results of the safety analysis for the SR 9/I-95 segments and the interchanges within the study area. A Ranking of 1 is given to the alternative with the lowest total crash rate.

The quantitative safety analysis indicates that the Build Alternatives will improve safety conditions over the No-Build Alternative. The analysis also indicates that Build Alternative 3 will produce the highest reduction in predicted crashes (i.e., highest safety improvement). Based on the safety analysis results using the FHWA IHSDM, FDOT SPICE, and FHWA ICSC analysis tools, the proposed Build Alternative 3 would reduce the predicted total project life cycle crashes by a total of 13,270 crashes. Of those 13,270 crashes, 10,437 are predicted to be fatal/injury crashes. These results are consistent with expectations since several of the crashes experienced along SR 9/I-95 are associated with excessive congestion and weaving activities within segments of the corridor. The proposed improvements under Build Alternative 3 will reduce congestion, weaving activities, conflicts, and corresponding crash risk within the segment of SR 9/I-95 which are currently defined as high crash location segments.

Table 10.3 – Safety Analysis Results from 2030-2050

Control Strategy	Crash Type	Average Crash Rate By Year	Total Crashes Project Life	Rank(1)	Source of Prediction
No-Build Alternative	Total	1,007	16,587	4	IHSDM(2) SPFs(3) SPICE(4)
	Fatal & Injury	706	11,512		
Build Alternative 1	Total	510	4,173	3	IHSDM(2) SPFs(3) SPICE(4) FHWA(5)
	Fatal & Injury	298	1,335		
Build Alternative 2	Total	445	4,257	2	IHSDM(2) SPFs(3) SPICE(4) FHWA(5)
	Fatal & Injury	134	1,369		
Build Alternative 3	Total	317	3,317	1	IHSDM(2) SPFs(3) SPICE(4) FHWA(5)
	Fatal & Injury	102	1,075		

(1) A Ranking of 1 is given to alternative with the lowest total crash rate
(2) Interactive Highway Safety Design Module (IHSDM) tool
(3) Safety Performance Functions (SPFs)
(4) Safety Performance for ICE (SPICE) tool
(5) FHWA Interchange Configuration Safety Comparison tool

APPENDIX A

Executed SIMR Methodology Letter of Understanding (MLOU)

APPENDIX

A

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Florida Department of Transportation Interchange Access Request (IAR) Methodology Letter of Understanding (MLOU)

Type of Request: ☐ IJR ☐ IMR ☐ IOAR ☒ SIMR

Type of Process: ☒ Programmatic ☐ Non-Programmatic ☐ Other

I-95/SR 9 from South of Miami Gardens Drive to Broward County Line

Systems Interchange Modification Report (SIMR)

FPID: 414964-1-22-01

Coordination of assumptions, procedures, data, networks, and outputs for project traffic review during the access request process will be maintained throughout the evaluation process.

Full compliance with all MLOU requirements does not obligate the Acceptance Authorities to accept the IAR.

The Requestor shall inform the approval authorities of any changes to the approved methodology in the MLOU and an amendment shall be prepared if determined to be necessary.

Requestor	DocuSigned by: Auraliz Benitez AC1428330D49439...	Auraliz Benitez, PE FDOT District 6 – Project Manager	11/1/2021 | 6:24 PM EDT Date
Interchange Review Coordinator	DocuSigned by: 705CB16FD3D5405...	Ken Jeffries Planning Manager, District Six	11/2/2021 | 8:15 AM EDT Date
Systems Management Administrator	DocuSigned by: Jenna Bowman 4AD03E6A337F4C1...	Jenna Bowman, PE Systems Implementation Office-Central Office	11/2/2021 | 9:25 AM EDT Date
Federal Highway Administration (if applicable)	Not Applicable Choose an item.	Choose an item.	Date

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1.0 Project Description

Provide background or supporting information that explains the basis for the request.

A. Purpose and Need Statement

Provide the Purpose, the Need, and the Goals and Objectives.

This document serves as the Methodology Letter of Understanding (MLOU) between the Requestor, the Florida Department of Transportation (FDOT) District Six, and FDOT Central Office for preparing the System Interchange Modification Report (SIMR) for the I-95/SR 9 with SR 860/Miami Gardens Drive and Ives Dairy Road Interchanges in Miami-Dade County, Florida.

The purpose of this project is to address the deficient operational capacity and relieve existing/future congestion along the I-95/SR 9 corridor and its interchanges at SR 860/Miami Gardens Drive and Ives Dairy Road, which in turn will improve safety and reduce travel time. Other goals of the project are to 1) preserve the operational integrity and regional functionality of I-95/SR 9 (and, therefore, the regional transportation network) by complementing similar corridor improvements throughout Miami-Dade, Broward, and Palm Beach Counties and 2) enhance emergency evacuation and response times.

Within the project limits, I-95/SR 9 is classified as 'Urban Principal Arterial Interstate' and consists of six to eight general use lanes and two to four express lanes; the typical section varies throughout the project segment. This particular section of the corridor is located north of the Golden Glades Interchange in northern Miami-Dade County and traverses five U.S. Census Designated Places, including North Miami Beach, Ojus, Ives Estates, Pembroke Park, and Hallandale Beach. It connects to SR 860/Miami Gardens Drive and Ives Dairy Road, two important east-west facilities within northern Miami-Dade County. Existing right-of-way along the project segment ranges from approximately 300 feet to over 1,000 feet in width.

It should be noted that the greater I-95/SR 9 corridor is part of Florida's Strategic Intermodal System (SIS) highway network and is a designated state hurricane evacuation route. In addition, I-95/SR 9 serves a critical role in facilitating the north-south movement of traffic in southeast Florida as one of two major expressways (Florida's Turnpike being the other) that connect the major employment centers and residential areas between Miami-Dade, Broward, and Palm Beach Counties. The corridor traverses dense urban areas with predominantly commercial and residential uses, including downtown Miami.

Based on the information summarized in the *I-95/SR 9 Project Development and Environment (PD&E) Study Scoping Report*, I-95/SR 9 in Miami-Dade County is one of the most heavily traveled sections of urban interstate in the nation. According to data extracted from the FDOT 2018 Florida Traffic Online database and the Southeast Regional Planning Model (SERPM), the existing and future traffic conditions for the I-95/SR 9 project segment are as follows:

- The 2018 Annual Average Daily Traffic (AADT) volume is projected to grow from 216,500 vehicles per day (vpd) - 249,000 vpd to 228,300 vpd - 297,800 vpd in 2045.

- The 2018 Annual Average Daily Truck Traffic (AADTT) volume is projected to increase from 7,145 truck trips per day -8,217 truck trips per day to 7,534 truck trips per day - 9,827 truck trips per day in 2045 [assuming the percentage of trucks on the road remains the same as the base year percentage (3.30%)].

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- A safety analysis was completed for the corridor as part of the *Interstate 95 Corridor Planning Study* using crash data for the I-95/SR 9 mainline, on- and off-ramps, and arterials in the study corridor. Crash data was obtained from FDOT's Crash Analysis Reporting System (CARS) for the most recent five years of verified crash data at the time of the analysis (i.e., from January 2009 to December 2013). The analysis indicated the following:
  - Rear-end crashes was the predominant crash type.
  - There was a total of 462 crashes at the I-95/SR 9 and SR 860/Miami Gardens Drive Interchange study area. Approximately 63% of the crashes at this interchange occurred at the I-95/SR 9 SB Ramps.
  - There was a total of 336 crashes at the I-95/SR 9 and Ives Dairy Road Interchange study area. Approximately 39% of the crashes at this interchange occurred at the I-95/SR 9 SB Ramps and 32% of the crashes at this interchange occurred at Ives Dairy Road and Highland Lakes Boulevard intersection.

Accordingly, growth projected for Miami-Dade County, as identified in the Miami-Dade Transportation Planning Organization (TPO) 2045 Long Range Transportation Plan (LRTP), is as follows:

- County population is forecasted to increase from 2.7 million in 2020 to 3.5 million in 2045

- County employment is projected to grow from 1.3 million in 2015 to 1.8 million in 2045

Based on the traffic operations analysis for the *Interstate 95 Corridor Planning Study* conducted by the FDOT in May 2019, sections of this I-95/SR 9 project segment operate at Level of Service (LOS) F in the peak periods of travel. It is important to note that the existing express lanes along much of the corridor are also operating near capacity, negatively impacting their ability to provide travel time savings to vehicles on I-95/SR 9. The *Interstate 95 Corridor Planning Study* also shows that the ramp terminal intersections operate at LOS F and produce queues impacting through movements and adjacent intersections.

The regional roadway system is also close to build-out and the ability to add more traffic lanes is limited. Without improvements, the project corridor will continue to experience high delays and operate at LOS F in 2045; driving conditions for residents and commuters will also deteriorate well below acceptable LOS standards. Overall, the project will offer enhanced mobility options for motorists and transit users as it will provide additional capacity along the I-95/SR 9 corridor throughout northern Miami-Dade County. Consistent with the existing express lanes system on I-95/SR 9, the additional express lanes are anticipated to operate using variable toll pricing based on congestion to optimize traffic flow. While additional right-of-way for this project section is not currently anticipated, specific right-of-way requirements will be determined during the PD&E Study.

The analysis has the following project objectives:

- Address the deficient operational capacity and relieve existing/future congestion along the I-95/SR 9 corridor and ramp terminal intersections.

- Preserve the operational integrity and regional functionality of I-95/SR 9 (and, therefore, the regional transportation network) by complementing similar corridor improvements throughout Miami-Dade, Broward, and Palm Beach Counties.

- Enhance emergency evacuation and response times.

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The proposed improvements stem from the Refined Build Concept that was developed as part of the *Interstate 95 Corridor Planning Study*, that assessed enhancements along the length of the I-95/SR 9 corridor within Miami-Dade. As such, this project is part of a larger effort to improve the I-95/SR 9 corridor within Miami-Dade County and regionally within Broward and Palm Beach Counties. The study's preferred alternative was recommended for further consideration in the Project Development phase to provide additional capacity while minimizing modifications to programmed/planned improvements pertaining to other projects along the I-95/SR 9 corridor, as well as to reduce right-of-way acquisition/impacts and construction costs. General design parameters for the corridor include minimum 11-foot wide travel lanes, 10-foot wide express lane inside shoulders, and 4-foot wide buffers with tubular markers between the express lanes and general use lanes; 12-foot lanes are generally provided in segments that include more extensive reconstruction/widening, and 11-foot lanes are utilized in areas where modifications are less extensive or needed to match the existing/ programmed/planned geometry.

B. *Project Location*

Provide project description and a map of the IAR project location.

This project entails potentially providing additional express and/or general use lanes on I-95/SR 9, from south of Miami Gardens Drive Interchange (MP 13.724) to Broward County Line (MP 17.199), in Miami-Dade County, Florida. This project will also assess improvements at the I-95/SR 9 interchanges with SR 860/Miami Gardens Drive and Ives Dairy Road. **Exhibit A** provides a Project Location map.

C. *Area of Influence*

Provide a description of the area of influence along the main line and cross street.

In urban areas, the area of influence (AOI) as defined in the *2020 FDOT Interchange Access Request Users Guide* for SIMRs, extends to the on- off-ramp gore points of the adjacent interchanges and to include at least one signalized intersection in either direction within half-a-mile of the interchanges. However, these limits have been modified, as follows:

Along mainline:
I-95/SR 9, from the on- and off-ramp gore points from/to SR 7/US-441 (on the southern limit) to the off- and on-ramp gore point to/from Hallandale Beach Boulevard (on the northern limit).

Along crossroads:
The AOI along SR 860/Miami Gardens Drive extends from NE 2nd Avenue to NE 10th Avenue, including the following signalized intersections:

- SR 860/Miami Gardens Drive at NE 2nd Avenue;
- SR 860/Miami Gardens Drive at NE 2nd Court;
- I-95/SR 9 SB Ramp Terminal/NE 6th Avenue (SR-915) at SR 860/Miami Gardens Drive;
- I-95/SR 9 NB Ramp Terminal at SR 860/Miami Gardens Drive; and
- SR 860/Miami Gardens Drive at NE 10th Avenue.

The AOI along Ives Dairy Road extends from NE 15th Court to Highland Lakes Boulevard, including the following intersections:

- Ives Dairy Road at NE 15th Court;
- Ives Dairy Road at NE 16th Avenue;
- I-95/SR 9 SB Ramp Terminal at Ives Dairy Road;
- I-95/SR 9 NB Ramp Terminal at Ives Dairy Road; and
- Ives Dairy Road at Highland Lakes Boulevard.

Exhibit B summarizes the AOI and interchange spacing within the SIMR limits.

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D. Project Schedule

Identify the schedule of production activities consistent with a proposed conceptual funding plan and opening year.

The work program does not show available construction funds for Fiscal Year (FY) 2022-2026. The current start Construction Year is 2026. The exact scope is not yet finalized; however, Scheduled Activities are as follows:

- Design FY 2024
- Plans Completed – FY 2026
- Construction Clear Date – FY 2026
- Production Date – FY 2026

2.0 Analysis Years

A. Travel Demand Model

- Base year 2015
- Horizon year 2045

B. Traffic Operational Analysis

- Existing year 2019/2021 *
- Opening year 2030
- Design year 2050

* Current traffic patterns are still being impacted by the COVID 19 pandemic and economic impacts/recovery. However, these impacts (even though significant) are expected to be temporary. Therefore, Existing Year conditions will be developed from on-going 2021 data collection, available historical data and previous studies provided by FDOT. However, the 2021 data has not been assessed yet to identify if it represents post COVID impacts traffic patterns. The traffic volumes will be normalized to represent one (1) analysis year (either 2019 or 2021).

3.0 Alternatives

The No-Build and Build alternatives shall be analyzed in the IAR. Details of all reasonable build alternatives considered, including those eliminated from further considerations, shall be documented. The documentation for the alternatives eliminated can be minimal like a summary of what was considered, reasons for elimination etc. Build Alternatives meeting purpose and need of the project shall have a more detailed description and evaluated in the IAR. The implementation of Transportation Systems Management and Operations (TSM&O) elements will be incorporated in the IAR Recommended Alternative.

The No-Build and Build alternatives will be analyzed for Opening and Design years. The No-Build alternative will be developed from existing conditions plus any committed projects in the adopted Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), Local Government Comprehensive Plan (LGCP), MPO LRTP and Cost Feasible Plan (CFP), FDOT's Adopted Five-Year Work Program, SIS Second Five-Year Work Program and SIS Modal Plan.

The proposed improvements for two Build alternatives will stem from the Refined Build Concept that was developed as part of the *Interstate 95 Corridor Planning Study*. The study's preferred alternative was recommended for further consideration in the Project Development phase to provide additional capacity

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while minimizing modifications to programmed/planned improvements pertaining to other projects along the I-95/SR 9 corridor, as well as to reduce right-of-way acquisition/impacts and construction costs. Two Enhanced Alternatives will be developed and analyzed. A stand-alone TSM&O Alternative will not be developed. The implementation of TSM&O elements will be incorporated in the IAR Recommended Alternative. Development of the conceptual design alternatives will follow Context Sensitive Solution and Complete Streets approaches.

4.0 Data Collection

The type of data that may be used should be identified.
If feasible, data would be collected from available sources.

A. Transportation System Data

a. Roadway Characteristics Inventory Database
b. FDOT Straight Line Diagrams (SLD)
c. Miami-Dade County traffic signal timing data
d. Field visits to confirm geometry, storage lengths, signal phasing, operations.
e. FDOT Five-Year Work Program (FY 2022/2026)
f. SIS Funding Strategy First Five-Year Plan (FY 2020/2021 through FY 2024/2025)
g. SIS Funding Strategy Second Five-Year Plan (FY 2025/2026 through FY 2029/2030)
h. SIS Long Range CFP (FY 2029/2045)
i. Miami-Dade TPO Commitment 2045 LRTP (Adopted 09/26/2019 – Amendment #1 12/19/2019 and Amendment #2 04/23/2020)
j. Miami-Dade TPO TIP (FY 2021/2022 through 2025/2026)

B. Existing and Historical Traffic Data

a. FDOT Florida Traffic Online (FTO) Website (Including 2021 data along I-95/SR 9 to be provided by FDOT in advance of internet posting)
b. Regional Integrated Transportation Information System (RITIS)
c. FDOT Crash Data (Crash Analysis Reporting System – CAR Online)
d. *FDOT Interstate 95 Corridor Planning Study from US 1/SR 5 to Broward County Line (FM # 414964-6-22-01)*
e. *FDOT I-95 (SR 9) Planning Study from south of the Golden Glades Interchange to north of the I-95/I-595 Interchange (FM #: 436903-1-22-02)*
f. 72-hour automatic traffic machine counts (approach volumes and departure volumes at 15-minute increments) and 6-hour turning movement counts (6:30 AM to 9:30 AM and 3:30 PM to 6:30 PM) will be provided by FDOT for the following intersections:
   - SR 860/Miami Gardens Drive at NE 2nd Avenue;
   - SR 860/Miami Gardens Drive at NE 2nd Court;
   - I-95/SR 9 SB Ramp Terminal/NE 6th Avenue (SR-915) at SR 860/Miami Gardens Drive;
   - I-95/SR 9 NB Ramp Terminal at SR 860/Miami Gardens Drive;
   - SR 860/Miami Gardens Drive at NE 10th Avenue;
   - Ives Dairy Road at NE 15th Court;
   - Ives Dairy Road at NE 16th Avenue;
   - I-95/SR 9 SB Ramp Terminal at Ives Dairy Road;
   - I-95/SR 9 NB Ramp Terminal at Ives Dairy Road; and
   - Ives Dairy Road at Highland Lakes Boulevard.

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C. *Land Use Data*
The Miami-Dade County Current Zoning, April 2021; Existing Land Use Map, July 2015; and Adopted 2020/2030 Land Use Plan, October 2013 will be reviewed and documented in the SIMR.

D. *Environmental Data*
Environmental data collection and analysis will be provided through the on-going Categorical Exclusion Type II Environmental evaluation efforts. Environmental considerations (if any) will be used to prepare preliminary evaluations of the environmental impacts for the SIMR.

E. *Planned and Programmed Projects*
Applicable master plans, SIS Plans, FDOT's Five-Year Work Program, I-95/SR 9 corridor and interchange planning and safety studies performed by FDOT District Six, and Miami-Dade TPO TIP, Miami-Dade TPO 2045 LRTP, and City of North Miami Beach comprehensive plan, will be reviewed and documented in the I-95/SR 9 from South of SR 860/Miami Gardens Drive to Broward County Line SIMR. The SIMR improvements will be developed consistent with these plans or steps will be taken to achieve consistency.

5.0 Travel Demand Forecasting

A. *Selected Travel Demand Model(s)*
The SERPM, Version 8.512 will be used for travel forecasting for this project. SERPM 8.512 is an Activity-Based Model (ABM) that simulates both household-level and person-level travel choices including intra-household interactions with household members. SERPM 8.512 model is validated to Year 2015 conditions and includes a future year 2045 scenario based on the adopted cost feasible plans from Miami-Dade TPO, Broward MPO, and Palm Beach Transportation Planning Agency (TPA). It is approved by the Regional Transportation Technical Advisory Committee - Modeling Subcommittee (RTTAC-MS) in South Florida for transportation engineering and planning studies. The RTTAC-MS comprises representatives from FDOT District 4, District 6, and the three planning agencies in South Florida.

B. *Project Traffic Forecast Development Methodology*
Describe the methodology and assumptions in developing the future year traffic volumes, AADT and Directional Design Hour Volumes (DDHV)
The project traffic estimates for the I-95/SR 9 from South of Miami Gardens Drive to Broward County Line SIMR will be developed based on *2019 FDOT Project Traffic Forecasting Handbook* procedures; and it will be use time of day (applying diurnal factors as opposed to applying K and D factors), consistent with previous and on-going projects in the area. Horizon year 2045 No-Build and Build scenarios will be modeled. For opening year 2030, traffic volumes will be interpolated between 2019/2021* existing year and future year 2045. For design year 2050, traffic volumes will be extrapolated from future year 2045.

Origin-destination matrices will be developed for the three-hour AM peak period and the four-hour PM peak period. These matrices will be sliced to develop an AM peak hour matrix and a PM peak-hour matrix. The AADT volumes will be forecasted from the summation of all the time periods. Turning movement volumes will be developed for the analyses of AM and PM peak hour periods using the FDOT TMTool. Volumes will be checked for reasonableness and balanced.

C. *Validation Methodology*
Describe the validation methodology using current FDOT procedures and data collection procedure Identify how modifications to the travel demand forecasting model will be made, including modifications to the facility type and area type for links, modifications to socio-economic data and all input and output modeling files for review.

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The SERPM 8.512 model has already been validated to Year 2015 conditions following the standard model validation procedures and principles and best practices in the industry. In addition, a tight subarea validation will be conducted, including I-95/SR 9 mainline, interchange ramps and arterial segments within the AOI. A 2019 SERPM model scenario will be developed using 2019 network and socioeconomic data. The 2019 socioeconomic data will be developed by interpolating between the 2015 and 2045 socioeconomic data sets. The 2019 network will be developed by desktop review of the 2015 network and updating it to 2019 conditions. The transportation network and socio-economic/land use data will be reviewed and updated to reflect the approved elements of the MPO/TPO/TPA cost feasible long-range transportation plan, master plans and planned development mitigation infrastructure improvements anticipated to be in place. Various model network attributes (facility types, number of lanes, area types, posted speed, tolls for tolled lanes, geometric connections, turn penalties, centroid location, and connections), within the subarea, will be reviewed and corrected as needed. Root Mean Square Error (RMSE) and Volume-Over-Count Ratio targets were used to evaluate the model validation outputs in accordance with the Florida Standard Urban Transportation Model Structure (FSUTMS) CUBE Framework Phase 2. If applicable, future year model volumes will be adjusted due to base year model volume deviations based on *NCHRP Report 255* guidelines using Ratio and/or Difference adjustments.

D. *Adjustment Procedures*
Identify the process used to adjust modeled future year traffic to the defined analysis years. Discuss how trends/growth-rates will be factored into this, if applicable.

The model results will be post-processed using the *2019 FDOT Project Traffic Forecasting Handbook*, *National Cooperative Highway Research Program (NCHRP) Report 255* and *NCHRP Report 765* recommendations. A corridor prototype spreadsheet will be developed with separate workbooks for AM peak-hour, PM peak-hour and AADT volumes. The volumes will be balanced and smoothed as needed. If by any chance any negative/unreasonable link or turn volumes are forecasted based on the model, adjustments will be performed. The growth rates of the forecasted volumes will be compared against growth trends. Any outlier links will be postprocessed. A future year link volume will be adjusted using two factors: the ratio of the actual base year traffic count to the base year model volume and the numerical difference between the actual base year traffic count and the base year model volume. The ratio and difference adjustments will be checked against a minimum growth rate of 0.5% per year for reasonableness.

E. *Traffic Factors*

- Utilizing recommended ranges identified in the *Project Traffic Forecasting Handbook* and Procedure (525-030-120).

- Utilizing other factors, identified below

Description:
The diurnal factors are the peak period to peak-hour conversion factors and will be determined based on the traffic data collected. The diurnal factors will be compared against the values used in the previous planning study. The corridor traffic count profile by hour will be examined within the peak periods as well as the diurnal factors for the various I-95/SR 9 mainline stations by direction. An average of the factors will be considered in the development of the design traffic. The variation in diurnal factors in an urban area is not significant from one station to the other.

The T24 factor is the adjusted annual 24-hour percentage of truck traffic. The T24-factor will be obtained from available classification counts and compared to the historical factors obtained from the FDOT permanent count stations to assess reasonableness of the data. The Design Hour Truck

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(DHT) factor is the percentage of truck traffic during the peak-hour and is assumed to remain constant through the design year. It will be estimated as half of the T24 factor per *2019 FDOT Project Traffic Forecasting Handbook* guidelines.

The Peak Hour Factor (PHF) is applied to the traffic counts to convert hourly flow to peak 15-minute flow rate for capacity analysis. Existing Year Freeway (HCS) and Intersection (Synchro) analyses will use PHF to be obtained from the existing counts. Future Year analyses will use a PHF of 0.95 per *2021 FDOT Traffic Analysis Handbook* guidelines. However, an intersection PHF of 1.0 will be used for intersections with Adaptive Signal Control for Existing and Future Years Intersection (Synchro) analyses, if applicable. The Highway Capacity Manual (HCM) uses the PHF to convert an hourly volume into a peak 15-minute flow rate to account for subhourly variations in flow. Adaptive signal control technology adjusts traffic signal timing in real-time to account for subhourly variations in flow. Therefore, using a PHF of 1.0 will provide a more accurate representation of the traffic signal control operations. The traffic factor development process will be documented in detail in the SIMR report.

6.0 Traffic Operational Analysis

The area type, traffic conditions, and analysis tools to be used are summarized in this section.

A. Existing Area Type/Traffic Conditions

Area Type	Conditions	
	Under Saturated	Saturated
Rural	☐	☐
Urban Area/Transitioning Area	☐	☒

A review of the *FDOT I-95/SR 9 Corridor Planning Study Miami-Dade County FM #414964-6-22-01, Existing Conditions Operational Analysis, July 2017* indicates that some segments within the study area exhibit Saturated Conditions.

B. Traffic Analysis Software Used

Software		System Component					
		Freeway				Crossroad	
Name	Version	Basic Segment	Weaving	Ramp Merge	Ramp Diverge	Arterials	Intersections
HCS	7.9.6	☒	☒	☒	☒	☐	☐
Synchro	11.1.0.8	☐	☐	☐	☐	☐	☒
Corsim		☐	☐	☐	☐	☐	☐
Vissim	21 (SP10)	☒	☒	☒	☒	☐	☐
Other		☐	☐	☐	☐	☐	☐

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As indicated in the Traffic Analysis Software Used table, there is an overlap on the use of HCS and Vissim software for the analysis of Freeways. Both software will be used for analyzing existing and future No-Build and Build scenarios. However, HCS will be used through the development of enhanced alternatives; and Vissim will be used for final comparison of each scenario and alternatives. It should also be noted that both software will be used for Complex Weave Analysis; Method 1: Individual Elements Analysis (HCM Based); and Method 2: V/C Ratio Using Vissim in compliance with *2021 FDOT Traffic Analysis Handbook.*

C. *Calibration Methodology*

- *Calibration methodology and parameters utilized will be documented.*
- *Calibration Measures of Effectiveness (MOEs) and calibration targets.*

Calibration will be conducted and documented based on the guidelines presented on the *2021 FDOT Traffic Analysis Handbook*.

The calibration process for Synchro intersection analysis will consist of comparing the queuing results and visual field audits. Reasonableness checks will be performed by comparing the synchro calculated queues and the queues observed along the arterial intersections. Special consideration will be given to 95th percentile queue lengths that are tagged with "#" or "m". These queue results will be examined for the extent of queuing problems. The "#" indicates that the volume for the 95th percentile cycle exceeds capacity. The "m" indicates that volume for the 95th percentile queue is metered by an upstream signal.

The Vissim model will be created in compliance with guidance to Vissim Model Development. The Vissim Model Verification (Error Checking) Process Checklist will be filled out. Logical field data collection locations will be selected to match the data collection points in the simulation network to obtain comparable results. Travel time, speed and processed volume profiles from the simulation outputs will be compared against data from the FDOT RITIS system or other available data sources to ensure that the simulation provides similar trends and areas of congestion. I-95/SR 9 Off-Ramp queues at ramp terminal intersections will be calibrated to be within 20% difference between simulated and observed queue lengths. The number of required runs, calibration targets and calibration parameters will be determined using the formulas and tables included in the *2021 FDOT Traffic Analysis Handbook*.

D. *Selection of Measures of Effectiveness*

- *The Level of Service criteria for each roadway classification, including mainline, ramps, ramp terminal intersections and the crossroad beyond the interchange ramp terminal intersections are identified below.*

FDOT Topic No. 000-525-006-c provides LOS Targets for the State Highway System (SHS). The automobile mode LOS D target is considered applicable for this SIMR within an urbanized area. It should be noted that LOS is established based on HCM criteria. However, the reported LOS results from the Vissim microsimulation will be in accordance to Section 9.6 of the *2021 FDOT Traffic Analysis Handbook.* This chapter outlines the approach to estimate LOS using density and speed results obtained from microsimulation analysis.

- *In addition to the LOS criteria, state other operational MOEs to be utilized for the evaluation of alternatives.*

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The Vissim analysis will compare MOEs for the No-Build and two Build Alternatives. Vissim MOEs will be assessed for a simulation period covering a total of 3 ½ hours in the AM period and 3 ½ hours in the PM period for each alternative scenario. The simulation periods will include the following:

- AM Period: ½ hour seeding + 3-hour AM peak period
- PM Period: ½ hour seeding + 4-hour PM peak period

Freeway (Vissim) MOEs

- Link MOEs (Estimated LOS, Density (veh/mi/ln), Speed (mph), Travel Time (seconds), Simulated Volume (reported along with Demand Volume and percent served comparison)
- Complex Weave MOEs (simulated volume reported along with Demand Volume and percent served comparison, speed, density within the complex weave segment and V/C ratio)
- Vissim Network MOEs (Total Delay (hours), Average Delay (seconds per vehicle), Total Travel Time (hours), Latent Demand (veh), Average Speed (mph))
- Vissim maximum queue for I-95/SR 9 Off-Ramps

Intersection (Synchro) Analysis MOEs:

- LOS
- Delay (seconds per vehicle)
- Maximum volume-to-capacity (v/c) ratio
  (Each intersection movement should have a v/c ratio of 1.0 or less)
- Interchange ramp queue length (feet)
  The 95th percentile queue length in feet, along with any special notes from Synchro, will be reported along with the available storage. The storage available for the turn movements, measured from the stop bar to the taper, will be clearly reported in tables for comparison with the queue length. The *2021 FDOT Design Manual* (FDM) will be referred to for further guidance on measuring storage length for turn lanes. At the off-ramp terminal intersections, the queue length will be reported in tables along with the storage length for the left and right turning lanes. In addition to the turn lane storage, the total ramp length, measured from the stop bar to the gore point with the freeway, will be discussed in the document.

7.0 Safety Analysis

A. Detailed crash data within the study area will be analyzed and documented. The latest five year of crash data shall be used.

Years: 2016, 2017, 2018, 2019 and 2020

Source: State Safety Office GIS (SSOGIS) / CAR Online (The Florida Department of Highway Safety and Motor Vehicles (FLHSMV) data post-processed by FDOT to support safety analyses)

B. Identify the level of safety analysis to be performed, along with any software and tools to be used.

Crash data will be obtained from the FDOT Safety Office for the most recent five-year period on the I-95/SR 9 mainline and its interchanges with SR 860/Miami Gardens Drive and Ives Dairy Road, including the arterial segments within the AOI. The data collected will include the number, type, location, and severity of the crashes. Crash rates along the facility will be compared with the statewide average rates for similar facilities to determine if any “high crash locations” exist within the study area.

The historic crash analysis will be used to inform the quantitative safety analysis of the future year alternatives utilizing Highway Safety Manual procedures. The safety analysis for the proposed conditions will document how the request will impact the facility’s safety within the project study area. The quantitative safety analysis will comply with the guidelines of the *2020 FDOT Interchange Access*

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Request User's Guide Safety Analysis Guidance to determine the estimated change in the expected number of crashes due to the proposed modifications of the project.

Qualitative safety analysis will only be selected if quantitative safety analysis cannot be performed. If a Crash Modification Factor (CMF) or Safety Performance Function (SPF) is available, a quantitative safety analysis should be performed. Depending on the proposed modification, the Countermeasure CMF methodology or HSM Part C methodology can be selected. If a CMF and SPF are available for the proposed modification, priority should be given to the application of the HSM Part C methodology over the Countermeasure CMF methodology.

8.0 Consistency with Other Plans/Projects

A. *The request will be reviewed for consistency with facility Master Plans, Actions Plans, SIS Plan, MPO Long Range Transportation Plans, Local Government Comprehensive Plans or development applications, etc.*
The Consistency Plan Review will include the following documents:
- FDOT Five-Year Work Program (FY 2022/2026)
- SIS Funding Strategy First Five-Year Plan (FY 2020/2021 through 2024/2025)
- SIS Funding Strategy Second Five-Year Plan (FY 2025/2026 through 2029/2030)
- SIS Long Range CFP (FY 2029/2045)
- Miami-Dade TPO Commitment 2045 LRTP (Adopted 09/26/2019 – Amendment #1 12/19/2019 and Amendment #2 04/23/2020)
- Miami-Dade TPO TIP (FY 2021/2022 through 2025/2026)

B. *Where the request is inconsistent with any plan, steps to bring the plan into consistency will be developed.*

C. *The operational relationship of this request to the other interchanges will be reviewed and documented. The following other IARs are located within the area of influence.*
Coordination will be maintained with the following pertinent projects and studies:
- FM# 436903-1-22-02, I-95/SR 9 Planning Study & PD&E I-95/SR 9 from Miami-Dade/Broward County Line to North of SR-820 (Hollywood Boulevard)
- FM# 439170-1-22-02, PD&E I-95/SR 9 from South of Sheridan Street to Miami-Dade/Broward County Line
- FM# 414964-7, I-95/SR 9 from US 1/South Dixie Highway to South of NW 62nd Street.
- FM# 414964-8, I-95/SR 9 from South of NW 62nd Street to NW 143rd Street
- FM# 414964-9, I-95/SR 9 from NW 143rd Street to South of SR 860/Miami Gardens Drive
- FM# 433511-2, NE 203rd Street Intersection Improvements between SR-5 (US-1) and W Dixie Highway
- I-95/SR 9 Integrated Mobility Options Study
- Snake Creek Trail Underpass – LAP County project
- Golden Glades Interchange Projects FM#'s: 437053-(1 to 5) and 428358 (1, 3 – 5, and 8)

9.0 Environmental Considerations

A. *Status of Environmental Approval and permitting process.*
The project has been determined to be a Categorical Exclusion Type II and is currently expected to be approved on May 10, 2023 (planned date for Location & Design Concept Acceptance). Once approved and funding is secured, the project will enter the Design and Permitting phase. Environmental permits will be applied for at the 60% design plan submittal (date to be determined). All permits are required to be issued prior to Plans Production (100% design plan submittal).

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B. *Identify the environmental considerations that could influence the outcome of the alternative development and selection process.*

The following environmental considerations are anticipated as part of the Study (which can influence the alternative development and selection process):

Sociocultural effects

- The degree of impacts to adjacent right of way, including the potential for relocations, can significantly influence the selected alternative due to public outcry and cost.
- Avoiding and/or minimizing impacts to potential Section 4(f) resources (Recreational and Cultural) can influence the selective alternative. Five potential Section 4(f) recreational resources exist within close proximity of the project; two of which may be impacted (Milton Littman Park and Snake Creek Trail). Impacts must be minimized to avoid an Individual Section 4(f) use, which can be costly and potentially delay the project's schedule.
- Avoidance and minimization of impacts to cultural and/or archaeological resources will be considered with the selection process. Although not anticipated, significant impacts to cultural/archaeological resources could potentially delay a projects schedule and add additional costs for mitigation.

Natural Resources

- The degree of impact to wetlands and protected species (wildlife and plants) and habitats can influence the outcome of the selected alternative. The project is expected to impact over 30 surface water/drainage features with wetland vegetation in which mitigation may be required.

Physical Resources

- There are 12+ residential neighborhoods and 8+ special use sites along the project corridor which may be impacted as a result of an increase in traffic noise. Existing noise barriers (fanwalls) may also conflict with the engineering design for some of the alternatives and some may need to be modified to address the additional noise concerns. New walls may be proposed at Aventura Isles and possibly Presidential Estates and Coventry/Oak Haven (if reasonable and feasible following completion of the noise study). Minimization off noise impacts will influence the outcome of the selected alternative. Noise complaints from local residents have been received by FDOT from nearby residences in Aventura Isles. Noise concerns will need to be addressed to the greatest extent practicable with the selected alternative.

10.0 Coordination

Yes	No*	N/A*	
☒	☐	☐	An appropriate effort of coordination will be made with appropriate proposed developments in the area.
☒	☐	☐	Request will identify and include (if applicable) a commitment to complete the other non-interchange/non-intersection improvements that are necessary for the interchange/intersection to function as proposed.
☒	☐	☐	Request will document whether the project requires financial or infrastructure commitments from other agencies, organizations, or private entities.

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☒	☐	☐	Request will document any pre-condition contingencies required in regards to the timing of other improvements and their inclusion in a TIP/STIP/LRTP prior to the Interstate Access Request approval (final approval of National Environmental Policy Act (NEPA) document).
☒	☐	☐	Request will document the funding and phasing.

**Explain if No or Not Applicable (N/A) is checked*:

11.0 Anticipated Design Exceptions and Variations

☐ *Design exceptions/variations are not anticipated, but if an exception/variation should arise it will be processed per Federal Highway Administration (FHWA) and FDOT standards.*

☒ *The following exceptions/variations to FDOT, American Association of State Highway and Transportation Officials (AASHTO) or FHWA rules, policies, standards, criteria or procedures have been identified:*

- The PD&E Study Scoping Report has identified a potential need for minimum vertical clearance variation.
- Also, the following potential for exceptions/variations have been identified based on a preliminary review of existing conditions, previous concepts, and adjacent projects:
  - Horizontal stopping sight distance related to the tubular markers around horizontal curves
  - Lane width
  - Shoulder width
  - Border width

12.0 Conceptual Signing Plan

A conceptual signing and marking plan shall be prepared and included in the access request. The *Manual on Uniform Traffic Control Devices (MUTCD)* will serve as guidance for preparing the signing plan.

13.0 Access Management Plan

☒ *Access management plan within the area of influence will not be changed by the proposed improvements to the interchange.*

☐ *The improvement will affect the access management within the area of influence that will require a change to the access management plan. An access management plan will be developed within the area of influence to complement the improvements to the interchange.*

14.0 FHWA Policy Points

The two FHWA policy points will be addressed within the access request.

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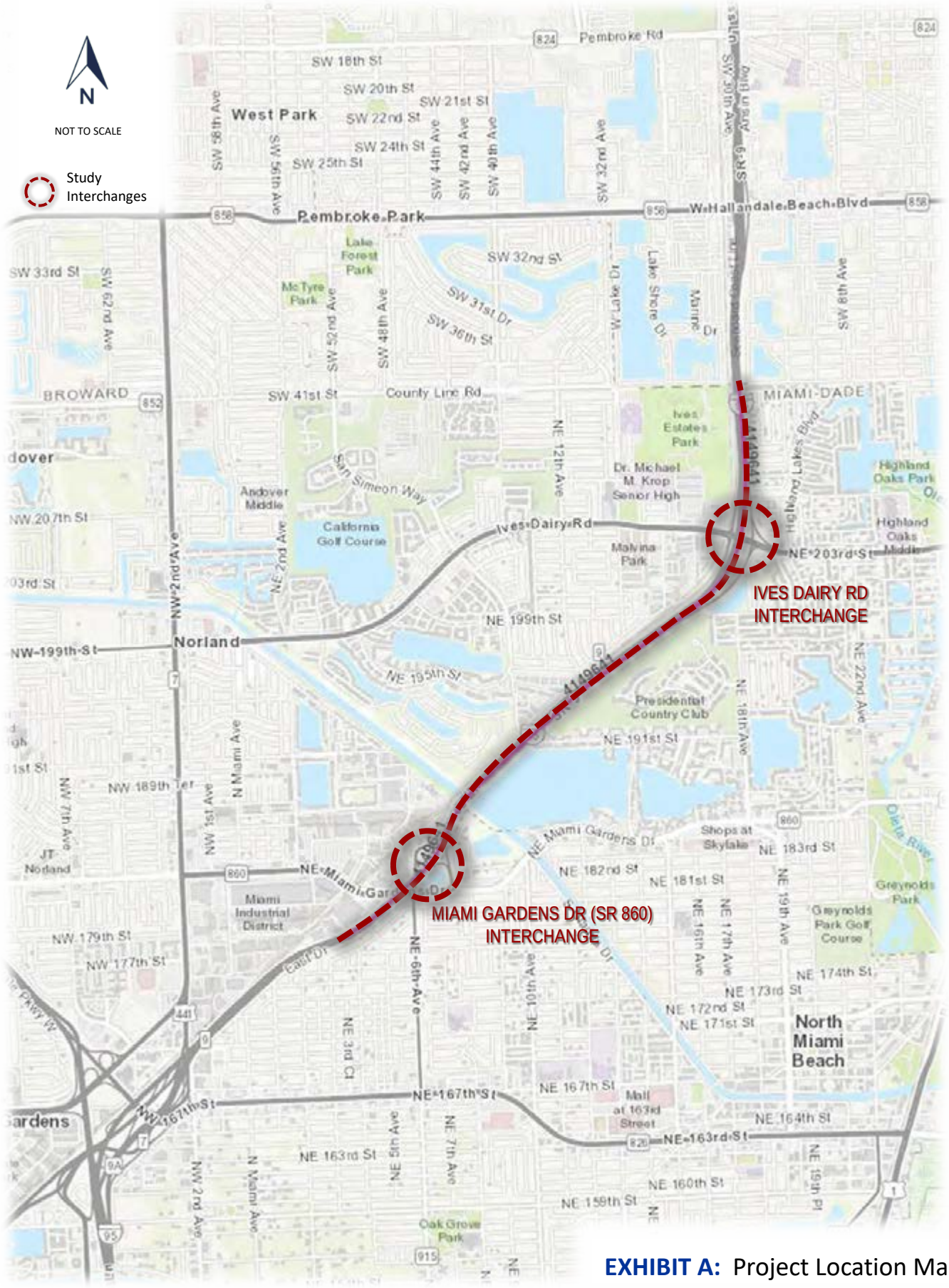

EXHIBIT A: Project Location Map

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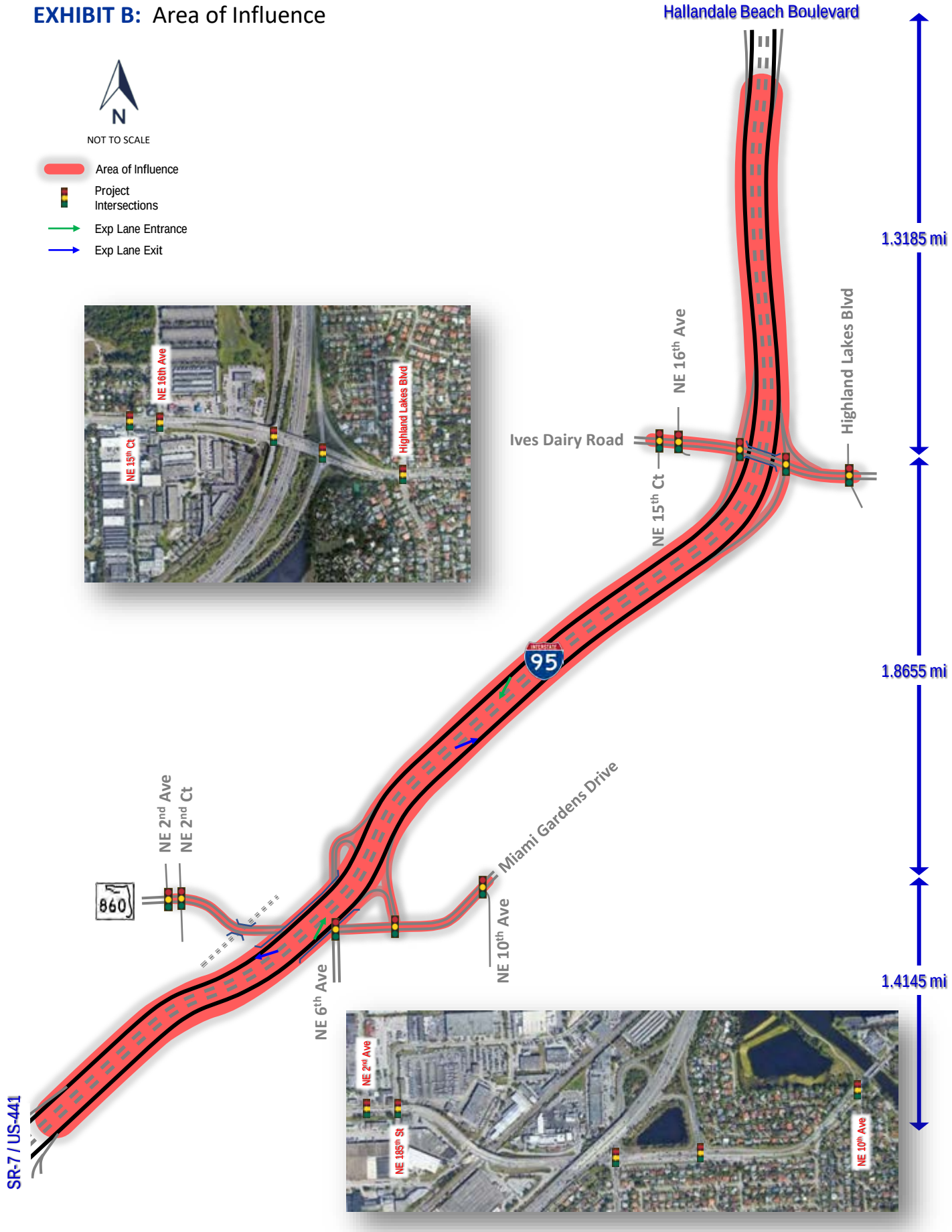
EXHIBIT B: Area of Influence



APPENDIX B

Planned and Programmed Transportation Projects

APPENDIX B

SMART M.A.P. 2050

Mobility. Accessibility. Prosperity.

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

LONG RANGE TRANSPORTATION PLAN

SEPTEMBER 2024

Figure 4-17. Cost Feasible FDOT SIS Projects

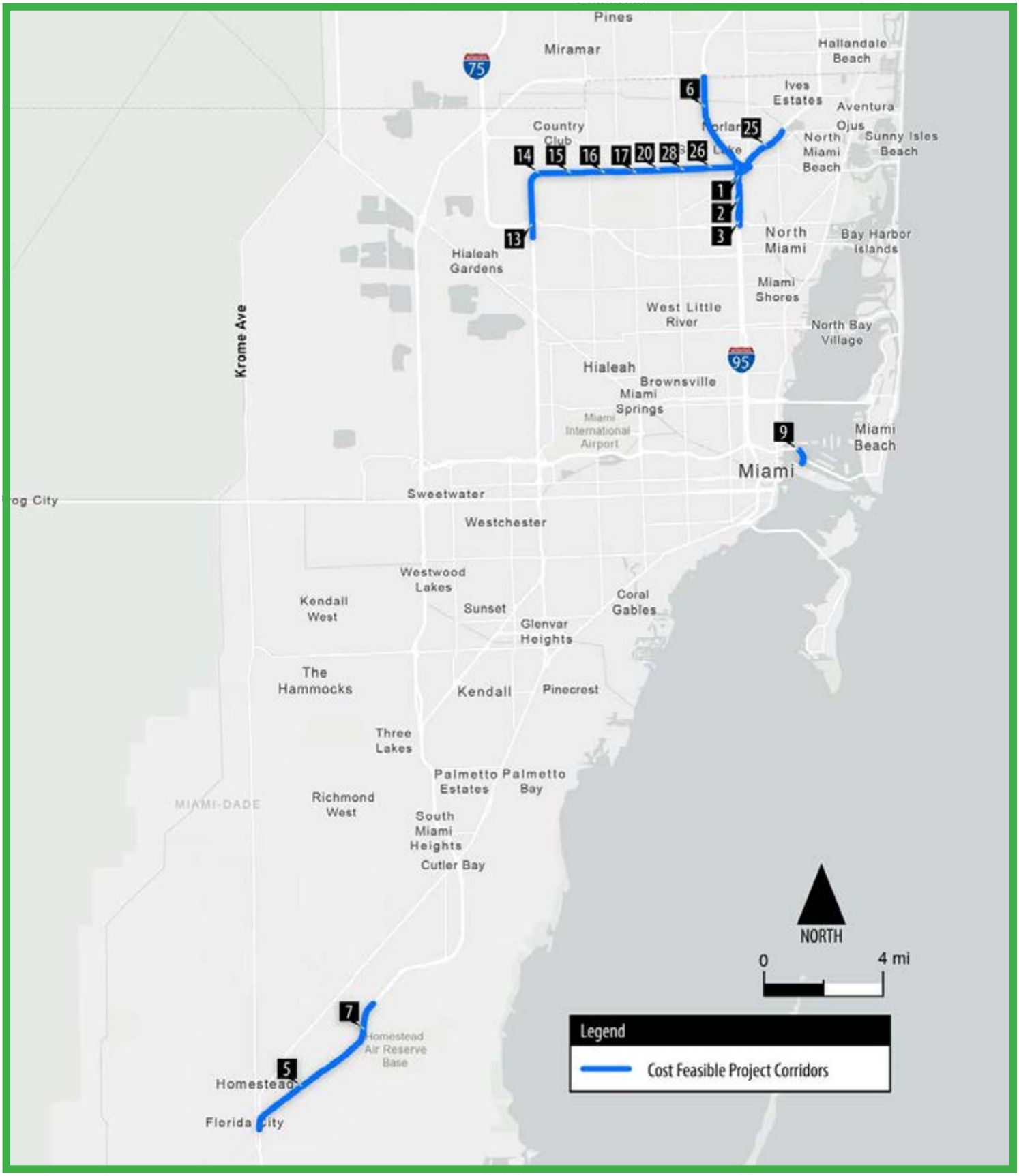


Table 4-18. FDOT SIS Projects (continued)

ID	Agency	Facility	From	To	Description	Project Cost 2024 million$	TIP Funding 2024 million$
Priority I (2025-2030) continued							
16	FDOT	SR 826 / Palmetto Expressway	East of NW 57 Avenue	East of NW 42 Avenue	Add Lanes & Reconstruct	$77.356	$0.004
17	FDOT	SR 826 / Palmetto Expressway	East of NW 42 Avenue	East of NW 32 Avenue	Add Lanes & Reconstruct	$74.592	$0.004
18*	FDOT	SR 826 / Palmetto Expressway EB Ramp	SR 826 / Palmetto Expressway EB	SR 9 / I-95 NB	Interchange Ramp (New)	$207.234	
19*	FDOT	SR 826 / Palmetto Expressway	US 1 / S Dixie Highway	NW 25 Street	Preliminary Engineering for Future Capacity / Managed Lanes	$766.982	$117.230
20	FDOT	SR 826 / Palmetto Expressway	NW 32 Avenue	US 1 NW 17 Avenue	Add Lanes & Reconstruct	$105.840	$0.004
21*	FDOT	SR 9 / I-95	S of SR 860 / Miami Gardens Drive	Broward County Line	PD&E/EMO Study / Capacity Improvements/Modify Interchanges	$619.790	
22*	FDOT	SR 93 / I-75	SR 826 / Palmetto Expressway	Broward County Line	PD&E/EMO STUDY / Capacity Improvements / Modify Interchanges	$26.010	$6.010
23*	FDOT	SR 9A / I-95	North of NW 143 Street	South of SR 860 / MIA Gardens Drive	PD&E/EMO Study / Capacity Improvements/Modify Interchanges	$180.114	$5.500
Priority II (2031-2035)							
24*	FDOT	Golden Glades Interchange East Lot	Golden Glades Interchange	Golden Glades Interchange	Truck parking and travel center	$12.000	
25	FDOT	SR 9A / I-95	North of Biscayne Canal	SR 860 / Miami Garden Drive	Add Lanes & Reconstruct	$65.844	
Priority III (2036-2040)							
26	FDOT	SR 826/Palmetto Expressway	NW 17 Avenue	SR 9/I-95	Managed Lanes	$161.811	
Priority IV (2041-2050)							
27*	FDOT	SR 826 / Palmetto Expressway	I-75	Golden Glades Interchange	Add Special Use Lanes	$89.594	
28	FDOT	SR 826 / Palmetto Expressway	NW 32 Avenue	NW 17 Avenue	Managed Lanes	$105.836	

** Project not shown on map.* *Note: O&M costs for projects on the State Highway System (SHS) are accounted for in the Districtwide Revenue Estimate for Resurfacing, Bridge, and Operations & Maintenance (O&M). These costs are identified in the 2050 Revenue Forecast Handbook on pages 33-34.*

Funded in 2050 LRTP	PRIORITY I (2025-2030) Year of Expenditure (million$)				PRIORITY II (2031-2035) Year of Expenditure (million$)				PRIORITY III (2036-2040) Year of Expenditure (million$)				PRIORITY IV (2041-2050) Year of Expenditure (million$)				Unfunded Cost
YoE million$	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	PDE	ROW	CST	O&M	2024 million$
Priority I (2025-2030) continued																	
$150.063															$150.063		
$144.701															$144.701		
$304.760			$1.160	$56.700				$66.493				$80.410				$99.997	
$838.180							$838.180										
$205.322															$205.322		
$798.261		$30.789					$744.072				$23.400						
$25.800					$25.800												
$330.951					$15.480										$315.471		
Priority II (2031-2035)																	
$15.480							$15.480										
$84.939							$84.939										
Priority III (2036-2040)																	
$252.425											$252.425						
Priority IV (2041-2050)																	
$173.812															$173.812		
$205.322															$205.322		

Note: YoE = Year of Expenditure.

PDE = Project Development & Environment; ROW = Right of Way; CST = Construction; O&M = Operation & Maintenance.

Strategic Intermodal System Funding Strategy

First Five Year Plan

MULTI-MODAL

FY 2024/2025 through FY 2028/2029

Capacity Projects on the Strategic Intermodal System

State of Florida Department of Transportation

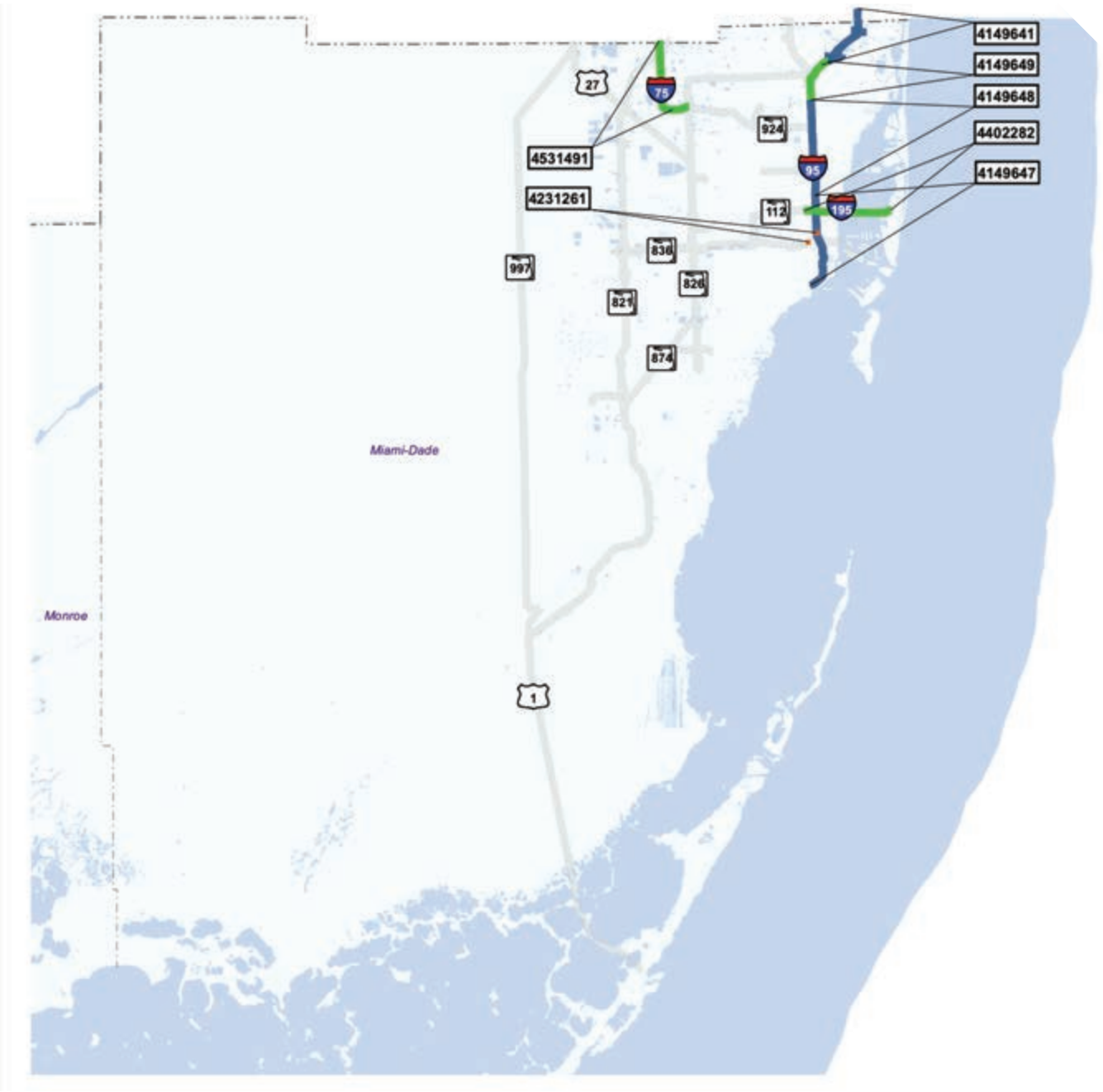
District 6 Interstate Plan

FM # ITEMSEG	COUNTY NAME	FACILITY	WORK MIX DESCRIPTION	IMPROVEMENT TYPE DESCRIPTION	2025	2026	2027	2028	2029	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	TOTAL COST BY PHASE ROLL-UP					MLD
													PD&E	PE	ENV	ROW	CON	
4402282	Miami-Dade	I-195/SR 112 FROM NW 12 AVENUE TO SR 907/ALTON ROAD	9999: PDE/EMO STUDY	PDE: PROJECT DEV. & ENV.t	$30	$0	$0	$0	$0	$0	$30	$0	$30	$0	$0	$0	$0	
4231261	Miami-Dade	SR 836/I-95 INTERCHANGE RAMPS FROM NW 17 AVE TO I-95 (MDX)	0231: INTERCHANGE (MODIFY)	M-INCH: MODIFY INTERCHANGE	$1,781	$0	$0	$0	$0	$0	$0	$1,781	$0	$0	$0	$0	$1,781	
4149641	Miami-Dade	SR 9/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE	9999: PDE/EMO STUDY	PDE: PROJECT DEV. & ENV.t	$2,148	$0	$0	$0	$0	$328	$1,820	$0	$328	$1,820	$0	$0	$0	
4531491	Miami-Dade	SR 93/I-75 FROM SR 826/PALMETTO EXPWY TO BROWARD COUNTY LINE	9999: PDE/EMO STUDY	PDE: PROJECT DEV. & ENV.t	$0	$0	$0	$0	$6,010	$0	$6,010	$0	$6,010	$0	$0	$0	$0	
4149649	Miami-Dade	SR 9A/I-95 FROM NORTH OF NW 143 STREET TO SOUTH OF SR 860/MIA GDNS DR	9999: PDE/EMO STUDY	PDE: PROJECT DEV. & ENV.t	$0	$0	$0	$5,500	$0	$5,500	$0	$0	$5,500	$0	$0	$0	$0	
4149648	Miami-Dade	SR 9A/I-95 FROM SOUTH OF NW 62ND STREET TO NORTH OF NW 143RD STREET	9999: PDE/EMO STUDY	PDE: PROJECT DEV. & ENV.t	$200	$0	$5,730	$0	$0	$10	$5,920	$0	$200	$5,730	$0	$0	$0	
4149647	Miami-Dade	SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF NW 62ND STREET	9999: PDE/EMO STUDY	PDE: PROJECT DEV. & ENV.t	$6,700	$0	$0	$10,340	$0	$0	$17,040	$0	$6,700	$10,340	$0	$0	$0	
				ANNUAL TOTALS	$10,859	$0	$5,730	$15,840	$6,010	$5,838	$30,820	$1,781	$18,768	$17,890	$0	$0	$1,781	

Notes

PD&E=Project Development & Environmental; Phase Group - 2 and Phase Type - all but 9
PE=Preliminary Engineering; Phase Group - 3; Phase Type - all but 9
ENV=EnvironmentalMitigation: Phase Group - C; Phase Type - all but 9
ROW=Right-of-Way; Phase Group - 4 and all Phase Type - all but 9
CON=Construction and Support (may include Grants); Phase Group - 5 & 6 and Phase Type - all but 9
MLD=Missing project location (project not in map)

(1) All Values in Thousands of "As Programmed" Dollars
(2) Project cost are subject to change
(3) TOTAL LOCAL FUNDS include all funds that start with LF fund code



District 6

First Five Year Interstate Plan

STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2024/2025 through FY 2028/2029
(as of July 1, 2024)

Legend

Project Phase

- Project Development & Enviornment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

Notes

Projects color coded by highest project phase. Some projects may overlap on map. Project costs are subject to change.

0 10 20 40
Miles

FDOT HIGHWAY

Office of Work Program and Budget Julie Adamson - Director **Updated: 2/8/2025 1:51 AM**

Five Year Work Program

Selection Criteria	
District 06 **Miami-Dade County** **Item Number:**414964-1	**2025-2029 AD** **Category:**Highways

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: INTRASTATE INTERSTATE District 06 - Miami-Dade County
Description: SR 9/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE
Type of Work: PRELIM ENG FOR FUTURE CAPACITY - Concrete View Scheduled Activities
Item Number: 414964-1 **SIS**
Length: 10.542 View Map of Item

Project Detail

Fiscal Year:	**2025**	**2026**	**2027**	**2028**	**2029**
Highways/PD & E					***(On-Going)***
Amount:	$941,385				
Highways/Preliminary Engineering					***(On-Going)***
Amount:	$1,824,531				
Item Total:	**$2,765,916**				

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

View Contact Information for Office of Work Program and Budget

Application Home: Work Program
Office Home: Office of Work Program and Budget

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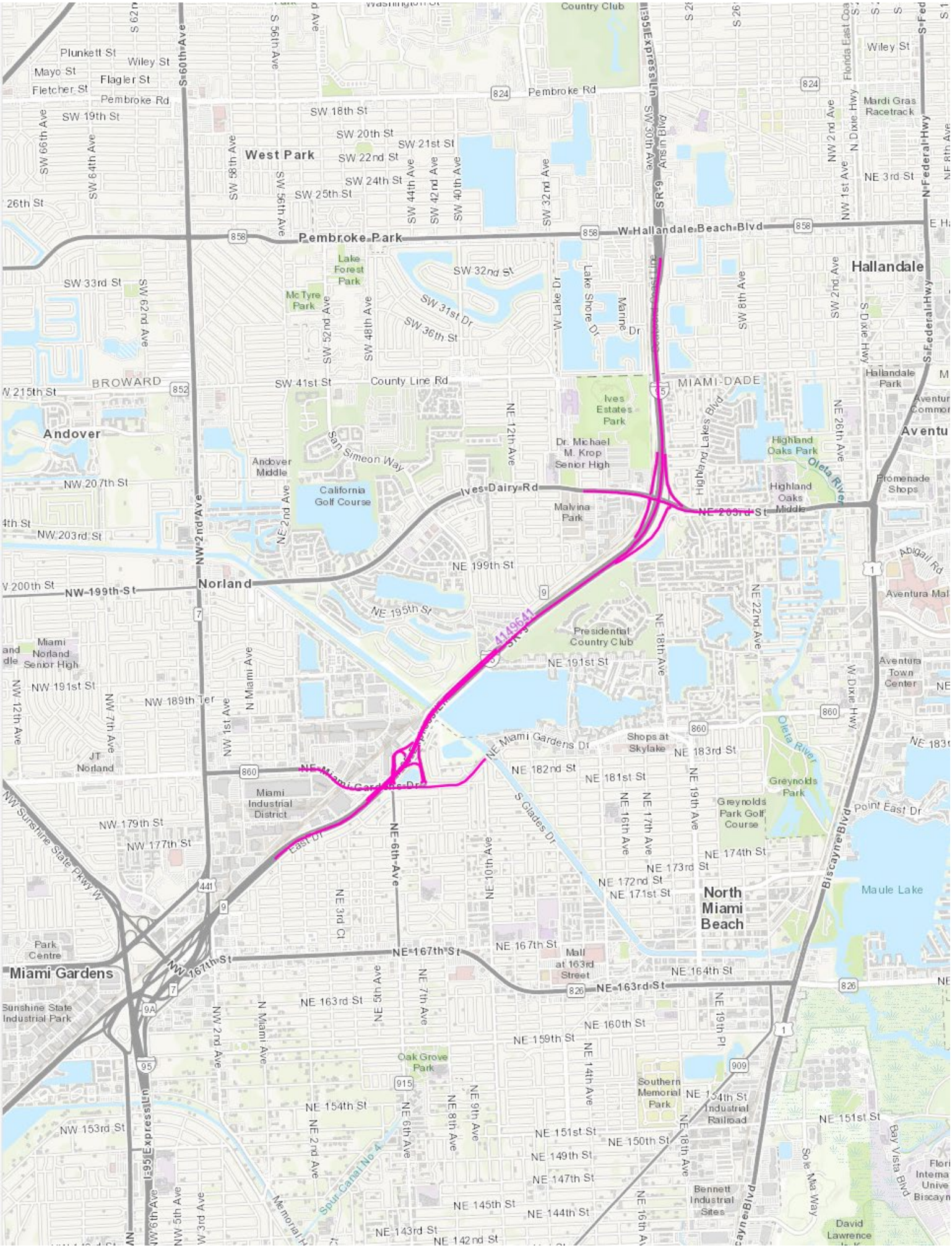
414964-1 SR 9/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE
District 06 - Miami-Dade County **Project Manager:** BENITEZ, AURALIZ

Type of Work: PRELIM ENG FOR FUTURE CAPACITY

Activity	Description	Planned Start	Planned Finish
239010110	P.D.& E CONTRACT EXECUTED	04/28/2021 A	04/28/2021 A
135010000	E.M.O. STUDY	05/10/2021 A	Fiscal Year: 2027
292010000	PUBLIC INFO MEETING	06/09/2021 A	06/09/2021 A
711010000	ALTERNATIVES WORKSHOP	06/07/2022 A	06/07/2022 A
239011230	P.D.& E CONTRACT EXECUTED	11/29/2022 A	11/29/2022 A
239010150	P.D.& E CONTRACT EXECUTED	12/10/2022 A	12/12/2022 A
106010000	DESIGN SURVEY	01/23/2023 A	09/19/2025
232010000	DESIGN CONSULTANT ADVERTISE	01/30/2023 A	01/30/2023 A
400010000	CEI CONSULT. ACTIVITIES	02/28/2023 A	02/28/2023 A
401010000	CONSULT SHORTLISTING	03/06/2023 A	03/06/2023 A
402010000	CONSULT FINAL SELECTION	04/17/2023 A	04/17/2023 A
233010000	P.E. CONTRACT EXECUTED	06/16/2023 A	06/16/2023 A
239010300	P.D.& E CONTRACT EXECUTED	09/19/2023 A	09/19/2023 A
239010200	P.D.& E CONTRACT EXECUTED	10/12/2023 A	10/12/2023 A
239011250	P.D.& E CONTRACT EXECUTED	02/01/2024	02/01/2024
339010000	VALUE ENGINEERING REVIEW	06/21/2024 A	06/21/2024 A
276010000	ENV DRAFT PREPARATION	10/04/2024	10/04/2024
239010250	P.D.& E CONTRACT EXECUTED	10/26/2024 A	10/26/2024 A
260001000	TYPICAL SECTION APPROVED	12/03/2024	12/03/2024
262010000	CONDUCT PUBLIC HEARING	02/12/2025	02/12/2025
263010000	LOC/DES APPROVAL	07/14/2025	07/14/2025
250010000	P.E. BEGIN	01/20/2026	01/20/2026
234020000	NOTICE TO PROCEED	01/27/2026	01/27/2026
113010000	ROADWAY PLANS	01/27/2026	Fiscal Year: 2029
301010000	PHASE I PLANS REVIEW	Fiscal Year: 2027	Fiscal Year: 2027
173010000	RAILROAD ACTIVITIES	Fiscal Year: 2027	Fiscal Year: 2027
264010000	UTILITY CONTACT	Fiscal Year: 2027	Fiscal Year: 2027
736010000	LDCA PUBLIC NOTICE	Fiscal Year: 2027	Fiscal Year: 2027
301010100	PHASE I PLANS REVIEW	Fiscal Year: 2027	Fiscal Year: 2027
751010000	SECTION 4(F)	Fiscal Year: 2027	Fiscal Year: 2027
750010000	WETLAND REPORT	Fiscal Year: 2027	Fiscal Year: 2027
301010200	PHASE I PLANS REVIEW	Fiscal Year: 2027	Fiscal Year: 2027
260010000	TYPICAL SECTION APPROVED	Fiscal Year: 2027	Fiscal Year: 2027
302010000	PHASE II PLANS REVIEW	Fiscal Year: 2027	Fiscal Year: 2027
302010100	PHASE II PLANS REVIEW	Fiscal Year: 2028	Fiscal Year: 2028
272010000	FILE PERMITS	Fiscal Year: 2028	Fiscal Year: 2028
247010000	LOCAL GOVERNMENT AGREEMENT	Fiscal Year: 2028	Fiscal Year: 2028
302010200	PHASE II PLANS REVIEW	Fiscal Year: 2028	Fiscal Year: 2028
322010000	R/W REQUIRE. TO R/W ENG.	Fiscal Year: 2028	Fiscal Year: 2028
163010000	MAINT OR FUNDS AGREEMENT	Fiscal Year: 2028	Fiscal Year: 2028
139010000	FINAL R/W MAP	Fiscal Year: 2028	Fiscal Year: 2028
163010100	MAINT OR FUNDS AGREEMENT	Fiscal Year: 2028	Fiscal Year: 2028
120010000	APPRAISALS	Fiscal Year: 2028	Fiscal Year: 2030
303010000	PHASE III PLANS REVIEW	Fiscal Year: 2028	Fiscal Year: 2028
143010000	APPRAISAL REVIEW	Fiscal Year: 2028	Fiscal Year: 2030
303010100	PHASE III PLANS REVIEW	Fiscal Year: 2029	Fiscal Year: 2029
762010000	SHPO CONSULTATION COMPLETE	Fiscal Year: 2029	Fiscal Year: 2029
303010200	PHASE III PLANS REVIEW	Fiscal Year: 2029	Fiscal Year: 2029
163010200	MAINT OR FUNDS AGREEMENT	Fiscal Year: 2029	Fiscal Year: 2029
310010000	PHASE IV PLANS REVIEW	Fiscal Year: 2029	Fiscal Year: 2029
748010000	ENV DOC REEVAL-CONST ADVERTSMT	Fiscal Year: 2029	Fiscal Year: 2029
310010100	PHASE IV PLANS REVIEW	Fiscal Year: 2029	Fiscal Year: 2029
122010000	CONDEMNATION	Fiscal Year: 2029	Fiscal Year: 2031


4149641
Pembroke Park
West Park
Hallandale
Hallandale Beach Blvd
Pembroke Rd
SW 18th St
SW 20th St
SW 21st St
SW 22nd St
SW 24th St
SW 25th St
SW 32nd St
SW 31st Dr
SW 36th St
SW 41st St
County Line Rd
BROWARD
MIAMI-DADE
Andover
Norland
NW 199th St
NW 203rd St
NW 207th St
Ives Dairy Rd
NE 203rd St
NE 199th St
NE 195th St
NE 191st St
NE 183rd St
NE 182nd St
NE 181st St
NE 174th St
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NE 145th St
NE 144th St
NE 143rd St
NE 142nd St
NW 179th St
NW 177th St
NW 167th St
NW 153rd St
NW 191st St
NW 189th Ter
NE Miami Gardens Dr
NW 167th St
NE 167th St
Miami Gardens
North Miami Beach
Aventura
Andover Middle
California Golf Course
Dr. Michael M. Krop Senior High
Ives Estates Park
Malvina Park
Highland Oaks Park
Highland Oaks Middle
Presidential Country Club
Miami Norland Senior High
JT Norland
Miami Industrial District
Shops at Skylake
Greynolds Park
Greynolds Park Golf Course
Mall at 163rd Street
Oak Grove Park
Southern Memorial Park
Bennett Industrial Sites
Maule Lake
Aventura Mall
Aventura Town Center
Promenade Shops
Hallandale Park
Lake Forest Park
McTyre Park
Sunshine State Industrial Park
Park Centre
Florida East Coast Railway
Mardi Gras Racetrack
Oleta River
Biscayne Blvd
Federal Hwy
Dixie Hwy
SR 9
I-95 Express Ln
Country Club
Wiley St
Plunkett St
Mayo St
Fletcher St
Flagler St
Marine Dr
Lake Shore Dr
W Lake Dr
Point East Dr
East Dr
S Glades Dr
Spur Canal No 4
Memorial Hwy
Bay Vista Blvd
Sole Mia Way
Abigail Rd
David Lawrence

HIGHWAYS

SA	0	0	172,376	0	0	0	172,376
PHASE: CONTRACT INCENTIVES / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSS	0	0	100,000	0	0	0	100,000
TOTAL <N/A>	568,658	430,864	3,251,680	0	0	0	4,251,202
FEDERAL PROJECT NUMBER: D621 069 B							
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACSA	25,000	0	0	0	0	0	25,000
ACSS	249,123	8,588	0	0	0	0	257,711
DIH	140,404	0	0	0	0	0	140,404
TOTAL D621 069 B	414,527	8,588	0	0	0	0	423,115
TOTAL 410646 7	983,185	439,452	3,251,680	0	0	0	4,674,317
TOTAL Project:	1,182,259	498,050	3,251,680	0	0	0	4,931,989

ITEM NUMBER:414964 1 PROJECT DESCRIPTION:SR 9/I-95 FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE *SIS*
DISTRICT:06 COUNTY:MIAMI-DADE PROJECT LENGTH: 10.542MI TYPE OF WORK:PD&E/EMO STUDY
EXTRA DESCRIPTION: INTENDED TO DEVELOP AND EVALUATE CAPACITY IMPROVEMENTS FOR THE I-95 CORRIDOR TO MEET EXISTIN
G AND FUTURE TRAFFIC NEEDS.

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS
FEDERAL PROJECT NUMBER: <N/A>							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	204,228	0	0	0	0	0	204,228
PKYI	51	0	0	0	0	0	51
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT							
DS	16,534	0	0	0	0	0	16,534
TOTAL <N/A>	220,813	0	0	0	0	0	220,813
FEDERAL PROJECT NUMBER: D620 050 B							
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT							
ACNP	4,649,937	327,549	0	0	0	0	4,977,486
NFP	4,710,572	0	0	0	0	0	4,710,572
NHPP	22,410	0	0	0	0	0	22,410
TOTAL D620 050 B	9,382,919	327,549	0	0	0	0	9,710,468

FEDERAL PROJECT NUMBER: D623 003 B

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

NFP	18,309,528	1,820,472	0	0	0	0	20,130,000
TOTAL D623 003 B	18,309,528	1,820,472	0	0	0	0	20,130,000
TOTAL 414964 1	27,913,260	2,148,021	0	0	0	0	30,061,281

ITEM NUMBER:414964 7 PROJECT DESCRIPTION:SR 9A/I-95 FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF NW 62ND STREET *SIS*
DISTRICT:06 COUNTY:MIAMI-DADE PROJECT LENGTH: 5.720MI TYPE OF WORK:PD&E/EMO STUDY
EXTRA DESCRIPTION: INTENDED TO DEVELOP AND EVALUATE CAPACITY IMPROVEMENTS FOR THE I-95 COORIDOR TO MEET EXISTIN
G AND FUTURE TRAFFIC NEEDS.

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS

FEDERAL PROJECT NUMBER: <N/A>

PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT

ACFP	0	6,700,000	0	0	0	0	6,700,000

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

ACFP	0	0	0	0	10,340,000	0	10,340,000
TOTAL <N/A>	0	6,700,000	0	0	10,340,000	0	17,040,000
TOTAL 414964 7	0	6,700,000	0	0	10,340,000	0	17,040,000

ITEM NUMBER:414964 8 PROJECT DESCRIPTION:SR 9A/I-95 FROM SOUTH OF NW 62ND STREET TO NORTH OF NW 143RD STREET *SIS*
DISTRICT:06 COUNTY:MIAMI-DADE PROJECT LENGTH: 5.580MI TYPE OF WORK:PD&E/EMO STUDY
EXTRA DESCRIPTION: INTENDED TO DEVELOP AND EVALUATE CAPACITY IMPROVEMENTS FOR THE I-95 COORIDOR TO MEET EXISTIN
G AND FUTURE TRAFFIC NEEDS.

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	GREATER THAN 2028	ALL YEARS

FEDERAL PROJECT NUMBER: <N/A>

PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT

DDR	85,061	0	0	0	0	0	85,061
DS	542	0	0	0	0	0	542

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

ACFP	0	0	0	5,720,000	0	0	5,720,000

Approved June 27, 2024

FISCAL YEARS 2025–2029

A FULL GUIDE TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Miami-Dade Transportation Planning Organization

SR 9A/I-95 FROM SOUTH OF MIAMI GARDENS DRIVE TO NORTH OF BROWARD COUNTY LINE

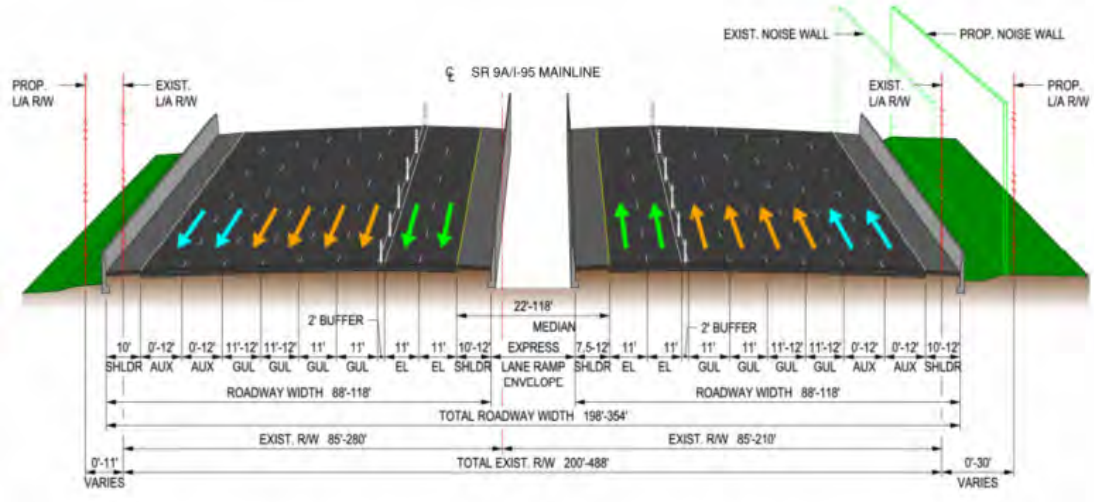
I-95/SR 9 PD&E STUDY

The PD&E study for SR 9A/I-95 from Miami Gardens Drive to the north of Broward County Line will evaluate potentially providing additional express and/or general use lanes on SR 9A/I-95 from south of SR 860/Miami Gardens Drive to the north of Broward County Line and implementing interchange improvements at SR 860/Miami Gardens Drive and CR 854/ Ives Dairy Road within Miami-Dade County. The following benefits are included in this project:

Overall, the project will offer enhanced mobility options for motorists and transit users as it will provide additional capacity along the SR 9A/I-95 corridor throughout northern Miami-Dade County. Consistent with the existing managed lanes system on SR 9A/I-95, the additional express lanes are anticipated to operate using variable toll pricing based on congestion to optimize traffic flow.

The PD&E study has the following project objectives:

- Address the deficient operational capacity and relieve existing/future congestion along the SR 9A/I-95 corridor.
- Preserve the operational integrity and regional functionality of SR 9A/I-95 (and, therefore, the regional transportation network) by complementing similar corridor improvements throughout Miami-Dade, Broward, and Palm Beach Counties.
- TeamGEnhance emergency evacuation and response times.



I-95/SR 9A I-95/SR 9A Mainline and Express Lanes Proposed Typical Section

The PD&E is estimated to be completed by December 2025.

For information related to the project, visit: https://www.fdotmiamidade.com/i95northPDE.html

HIGHWAYS

TPO Project No:	DT4106467
LRTP Ref:	
County:	MIAMI-DADE
Roadway ID:	87080900
Lanes Exist:	3
Lanes Improved:	
Lanes Added:	
Project Length:	2.651
District:	6

Project Description: **SR 934 / NW 79 ST** **NW 27 AVE** **NW 1 PL**

Type of Work: **SAFETY PROJECT** SIS or Non-SIS: **Yes**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in $000s) <2025	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	>2029	All Years
RIGHT OF WAY	**Total**	**593**	**66**	**0**	**0**	**0**	**0**	**0**	**659**
	DS	0	30	0	0	0	0	0	30
	LF	0	35	0	0	0	0	0	35
RAILROAD & UTILITIES	**Total**	**0**	**65**	**0**	**0**	**0**	**0**	**0**	**65**
	ACSS	0	97	2,979	0	0	0	0	3,076
	SA	0	0	172	0	0	0	0	172
CONSTRUCTION	**Total**	**0**	**97**	**3,151**	**0**	**0**	**0**	**0**	**3,248**
	ACSS	0	0	100	0	0	0	0	100
ALTERNATIVE CONTRACTING INCENTIVES	**Total**	**0**	**0**	**100**	**0**	**0**	**0**	**0**	**100**

RESPONSIBLE AGENCY: **FDOT**

Item Segment TOTAL ALL Years ALL Phases: $4,647

Item Number: 410646 **Item TOTAL ALL Years ALL Phases ALL Segments: $11,349**

TPO Project No:	DT4149641
LRTP Ref:	
County:	MIAMI-DADE
Roadway ID:	
Lanes Exist:	
Lanes Improved:	
Lanes Added:	
Project Length:	10.542
District:	6

Project Description: **SR 9 / I-95** **S OF MIAMI GARDENS DRIVE** **BROWARD COUNTY LINE**

Type of Work: **PD&E/EMO STUDY** SIS or Non-SIS: **Yes**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in $000s) <2025	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	>2029	All Years
	DS	17	0	0	0	0	0	0	17
	NFP	20,130	0	0	0	0	0	0	20,130
PRELIMINARY ENGINEERING	**Total**	**20,147**	**0**	**0**	**0**	**0**	**0**	**0**	**20,147**
	ACNP	4,977	0	0	0	0	0	0	4,977
	DS	198	0	0	0	0	0	0	198
	NFP	4,711	0	0	0	0	0	0	4,711
	NHPP	22	0	0	0	0	0	0	22

HIGHWAYS

TPO Project No: DT4149641
LRTP Ref:
County: MIAMI-DADE
Roadway ID:
Lanes Exist:
Lanes Improved:
Lanes Added:
Project Length: 10.542
District: 6

Project Description: **SR 9 / I-95** **S OF MIAMI GARDENS DRIVE** **BROWARD COUNTY LINE**

Type of Work: **PD&E/EMO STUDY** SIS or Non-SIS: **Yes**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in $000s) <2025	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	>2029	All Years
	PKYI	0	0	0	0	0	0	0	0
PROJECT DEVELOPMENT AND ENVIRONMENTAL	**Total**	**9,908**	**0**	**0**	**0**	**0**	**0**	**0**	**9,908**

RESPONSIBLE AGENCY: **FDOT**

Item Segment TOTAL ALL Years ALL Phases: $30,055

Item Number: 414964 **Item TOTAL ALL Years ALL Phases ALL Segments: $69,698**

TPO Project No: DT4149646
LRTP Ref:
County: MIAMI-DADE
Roadway ID:
Lanes Exist:
Lanes Improved:
Lanes Added:
Project Length: 17.260
District: 6

Project Description: **SR 9A / I-95** **US 1** **DADE / BROWARD LINE**

Type of Work: **CORRIDOR/SUBAREA PLANNING** SIS or Non-SIS: **Yes**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in $000s) <2025	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	2028 - 2029	>2029	All Years
		4,155	0	0	0	0	0	0	4,155
PROJECT DEVELOPMENT AND ENVIRONMENTAL	**Total**	**4,155**	**0**	**0**	**0**	**0**	**0**	**0**	**4,155**

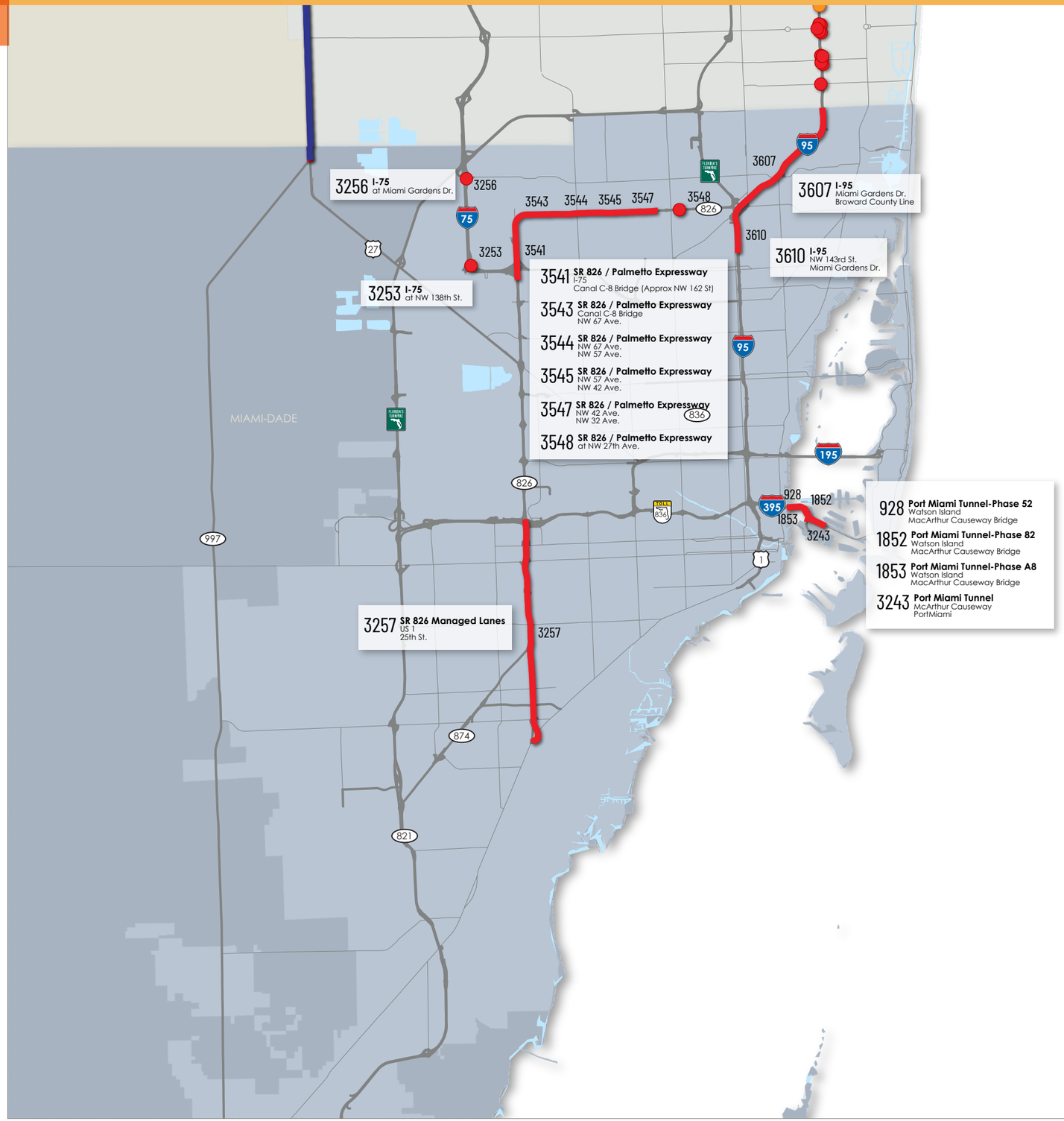
RESPONSIBLE AGENCY: **FDOT**

Item Segment TOTAL ALL Years ALL Phases: $4,155

Item Number: 414964 **Item TOTAL ALL Years ALL Phases ALL Segments: $69,698**

SIS Cost Feasible Plan 2035-2050

2024 Edition | Year of Expenditure



Cost Feasible Plan

FY 2034/2035 - FY 2049/2050

Florida Department of Transportation
Systems Implementation Office

LEGEND

PROJECT LABELS

Note: Project Limits are approximate. See table for further details.

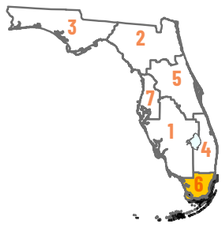
IMPROVEMENTS - HIGHEST FUNDING PHASE

Bridge, Interchange, Intersection / Corridor

- CON - Construction & Mega Projects
- RW - Right of Way
- PE - Preliminary Engineering
- PDE - Project Development and Environmental

OTHER FEATURES

- Interstate Highway
- U.S. Highway
- State Highway
- Toll Roads
- SIS Highways
- Other State Roads
- Future SIS Highways



N W E S

4 2 0 4
Miles

Map produced by the FDOT Systems Implementation Office.
Data current as of March 15, 2024.

ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	
3243	Port Miami Tunnel	McArthur Causeway	PortMiami							**6,300**	2035	11	ACCESS
928	Port Miami Tunnel-Phase 52	Watson Island	MacArthur Causeway Bridge							**413,196**	2035	11	NR
1852	Port Miami Tunnel-Phase 82	Watson Island	MacArthur Causeway Bridge							**370,883**	2035	11	NR
1853	Port Miami Tunnel-Phase A8	Watson Island	MacArthur Causeway Bridge							**136,000**	2035	8	NR
3253	I-75	at NW 138th Street						425,894	**425,894**				M-INCH
3256	I-75	at Miami Gardens Drive						188,820	**188,820**				M-INCH
3607	I-95	S of Miami Gardens	Broward / Miami-Dade County Line					46,830	**46,830**				UP
3610	I-95	NW 143rd Street	S of Miami Gardens Drive					481,680	**481,680**				UP
3543	SR 826 / Palmetto Expressway	N of Canal C-8 Bridge (NW 162 Street)	E of NW 67 Avenue					197,343	**197,343**				A2-8
3544	SR 826 / Palmetto Expressway	E of NW 67 Avenue	E of NW 57 Avenue					116,360	**116,360**				A2-8
3541	SR 826 / Palmetto Expressway	I-75	N of Canal C-8 Bridge (Approx NW 162 St)					384,805	**384,805**				A2-8
3548	SR 826 / Palmetto Expressway	at NW 27 Avenue						222,044	**222,044**				M-INCH
3545	SR 826 / Palmetto Expressway	E of NW 57 Avenue	E of NW 42 Avenue					162,284	**162,284**				A4-8
3547	SR 826 / Palmetto Expressway	E of NW 42 Avenue	E of NW 32 Avenue					156,486	**156,486**				A2-8
3257	SR 826 Managed Lanes	US 1	25th Street					989,287	**989,287**				MGLANE
			Funded CFP District Totals						**3,371,833**	**926,379**		=	**4,298,212**

LEGEND

(A) FY 2034/2035 - 2039/2040	(A) 1.561
(B) FY 2040/2041 - 2044/2045	(B) 1.784
(C) FY 2045/2046 - 2049/2050	(C) 2.098
Mega Projects Phased Over Time	Inflation Factors

NOTES

(1) All values in thousands of Year of Expenditure dollars to the midpoint of year bands.
(2) All phase costs shown as supplied by each District.
(3) CON includes both Construction (CON52) and Construction Support (CEI).
(4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
(5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
(6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.

IMPROVEMENT TYPES

A1-3: Add 1 Lane to Build 3
A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A2-10: Add 2 Lanes to Build 10
A4-6: Add 4 Lanes to Build 6
A4-8: Add 4 Lanes to Build 8
A4-10: Add 4 Lanes to Build 10
A4-12: Add 4 Lanes to Build 12
A1-AUX: Add 1 Auxilliary Lane
A2-AUX: Add 2 Auxilliary Lanes
A2-SUL: Add 2 Special Use Lanes
A4-SUL: Add 4 Special Use Lanes
A2-MGL: Add 2 Managed Lanes
ACCESS: Access Change
BRIDGE: New / Modify Bridge
FRTCAP: Freight Capacity
GRASEP: Grade Separation
HWYCAP: Highway Capacity
ITS: Intelligent Transp. System
MGLANE: Managed Lanes
M-INCH: Modify Interchange
M-INT: Modify Intersection
N-INCH: New Interchange
NR: New Road
PDE: Project Dev. and Env.
PTERM: Passenger Terminal
SERVE: Add Svc/Front/CD System
STUDY/PLAN: Planning Study
TRUKPK: Truck Parking
TURN: Add Turn Lane
UP: Ultimate Plan

APPENDIX C

Miami-Dade County
Existing Land Use Map and

City of North Miami Beach
Zoning Map

APPENDIX

C

EXISTING LAND USE MAP
MIAMI-DADE COUNTY, FLORIDA

- Single-Family
- Two-Family Duplexes
- Mobile Home Parks
- Townhouses
- Low-Density Multi-Family
- High-Density Multi-Family
- Residential-Government Owned Housing
- Transient-Residential (Hotels, Motels)
- Commercial, Shopping Centers, Stadiums
- Office
- Mixed Use-Business/Residential
- Institutional
- Industrial Extraction
- Industrial
- Industrial Intensive, Office type of use
- Industrial intensive, Commercial Condominium type of use
- Airports, Ports
- Communications, Utilities, Terminals
- Streets, Roads, Expressways, Ramps
- Streets, Expressway R/W
- Agriculture
- Parks, Preserves, Conservation Areas
- Water Conservation Areas
- Vacant Government Owned, Unprotected
- Vacant, Protected, Privately Owned
- Vacant, Protected, Government Owned
- Vacant Privately Owned, Unprotected
- Canal right-of-way
- Inland Waters
- Ocean, Bay Waters

- EXPRESSWAYS
- MAJOR ROADS
- MINOR ROADS
- STREETS
- URBAN DEVELOPMENT BOUNDARY

Miami-Dade County Mayor
Carlos A Gimenez

Board of County Commissioners
Jean Monestime
Chairman
Esteban Bovo, Jr.
Vice Chair

Barbara J. Jordan, District 1
Jean Monestime, District 2
Audrey M. Edmonson, District 3
Sally A. Heyman, District 4
Bruno A Barreiro, District 5
Rebeca Sosa, District 6
Xavier L. Suarez, District 7
Daniella Levine Cava, District 8
Dennis C. Moss, District 9
Senator Javier D.Souto, District 10
Juan C. Zapata, District 11
Jose "Pepe" Diaz, District 12
Esteban Bovo Jr., District 13

Harvey Ruvin
clerk of Courts

Pedro J. Garcia
Property Appraiser

Robert A. Cuevas Jr.
County Attorney

Prepared by the Department of Regulatory and Economic Resources (RER)
Jack Osterholt, *Deputy Mayor/ Director*

Miami-Dade County provides equal access and equal opportunity in employment and services and does not discriminate on the basis of disability.

N

0 1 2 3
Miles

Regulatory and Economic Resources Department (RER)
Planning Research & Economic Analysis Section
Delivering Excellence Every Day
July 2015

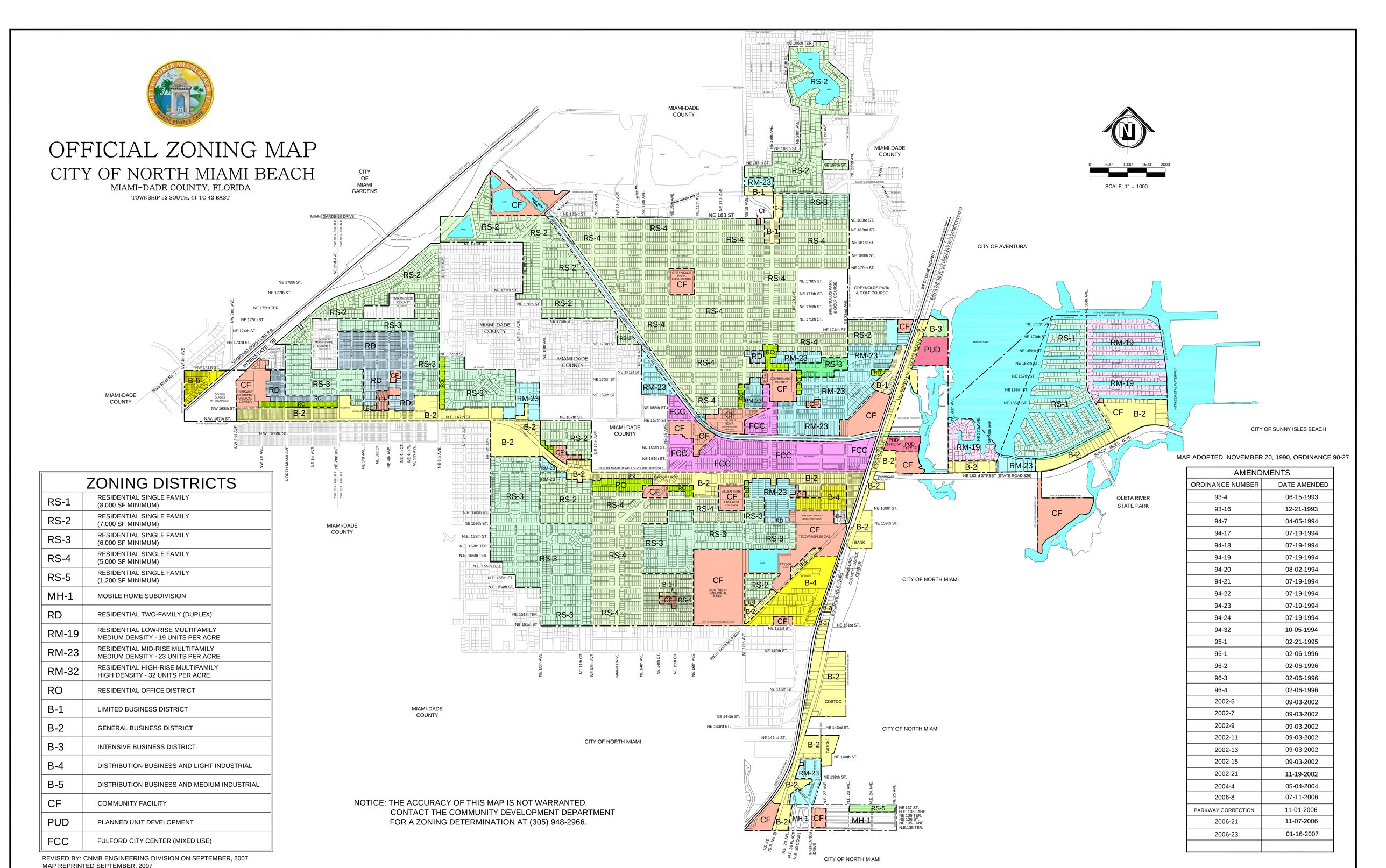
LAND USE MAP MIAMI-DADE COUNTY

OFFICIAL ZONING MAP

CITY OF NORTH MIAMI BEACH

MIAMI–DADE COUNTY, FLORIDA

TOWNSHIP 52 SOUTH, 41 TO 42 EAST



ZONING DISTRICTS

RS-1	RESIDENTIAL SINGLE FAMILY (8,000 SF MINIMUM)
RS-2	RESIDENTIAL SINGLE FAMILY (7,000 SF MINIMUM)
RS-3	RESIDENTIAL SINGLE FAMILY (6,000 SF MINIMUM)
RS-4	RESIDENTIAL SINGLE FAMILY (5,000 SF MINIMUM)
RS-5	RESIDENTIAL SINGLE FAMILY (1,200 SF MINIMUM)
MH-1	MOBILE HOME SUBDIVISION
RD	RESIDENTIAL TWO-FAMILY (DUPLEX)
RM-19	RESIDENTIAL LOW-RISE MULTIFAMILY MEDIUM DENSITY - 19 UNITS PER ACRE
RM-23	RESIDENTIAL MID-RISE MULTIFAMILY MEDIUM DENSITY - 23 UNITS PER ACRE
RM-32	RESIDENTIAL HIGH-RISE MULTIFAMILY HIGH DENSITY - 32 UNITS PER ACRE
RO	RESIDENTIAL OFFICE DISTRICT
B-1	LIMITED BUSINESS DISTRICT
B-2	GENERAL BUSINESS DISTRICT
B-3	INTENSIVE BUSINESS DISTRICT
B-4	DISTRIBUTION BUSINESS AND LIGHT INDUSTRIAL
B-5	DISTRIBUTION BUSINESS AND MEDIUM INDUSTRIAL
CF	COMMUNITY FACILITY
PUD	PLANNED UNIT DEVELOPMENT
FCC	FULFORD CITY CENTER (MIXED USE)

REVISED BY: CNMB ENGINEERING DIVISION ON SEPTEMBER, 2007
MAP REPRINTED SEPTEMBER, 2007

NOTICE: THE ACCURACY OF THIS MAP IS NOT WARRANTED.
CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT
FOR A ZONING DETERMINATION AT (305) 948-2966.

MAP ADOPTED NOVEMBER 20, 1990, ORDINANCE 90-27

AMENDMENTS

ORDINANCE NUMBER	DATE AMENDED
93-4	06-15-1993
93-16	12-21-1993
94-7	04-05-1994
94-17	07-19-1994
94-18	07-19-1994
94-19	07-19-1994
94-20	08-02-1994
94-21	07-19-1994
94-22	07-19-1994
94-23	07-19-1994
94-24	07-19-1994
94-32	10-05-1994
95-1	02-21-1995
96-1	02-06-1996
96-2	02-06-1996
96-3	02-06-1996
96-4	02-06-1996
2002-5	09-03-2002
2002-7	09-03-2002
2002-9	09-03-2002
2002-11	09-03-2002
2002-13	09-03-2002
2002-15	09-03-2002
2002-21	11-19-2002
2004-4	05-04-2004
2006-8	07-11-2006
PARKWAY CORRECTION	11-01-2006
2006-21	11-07-2006
2006-23	01-16-2007

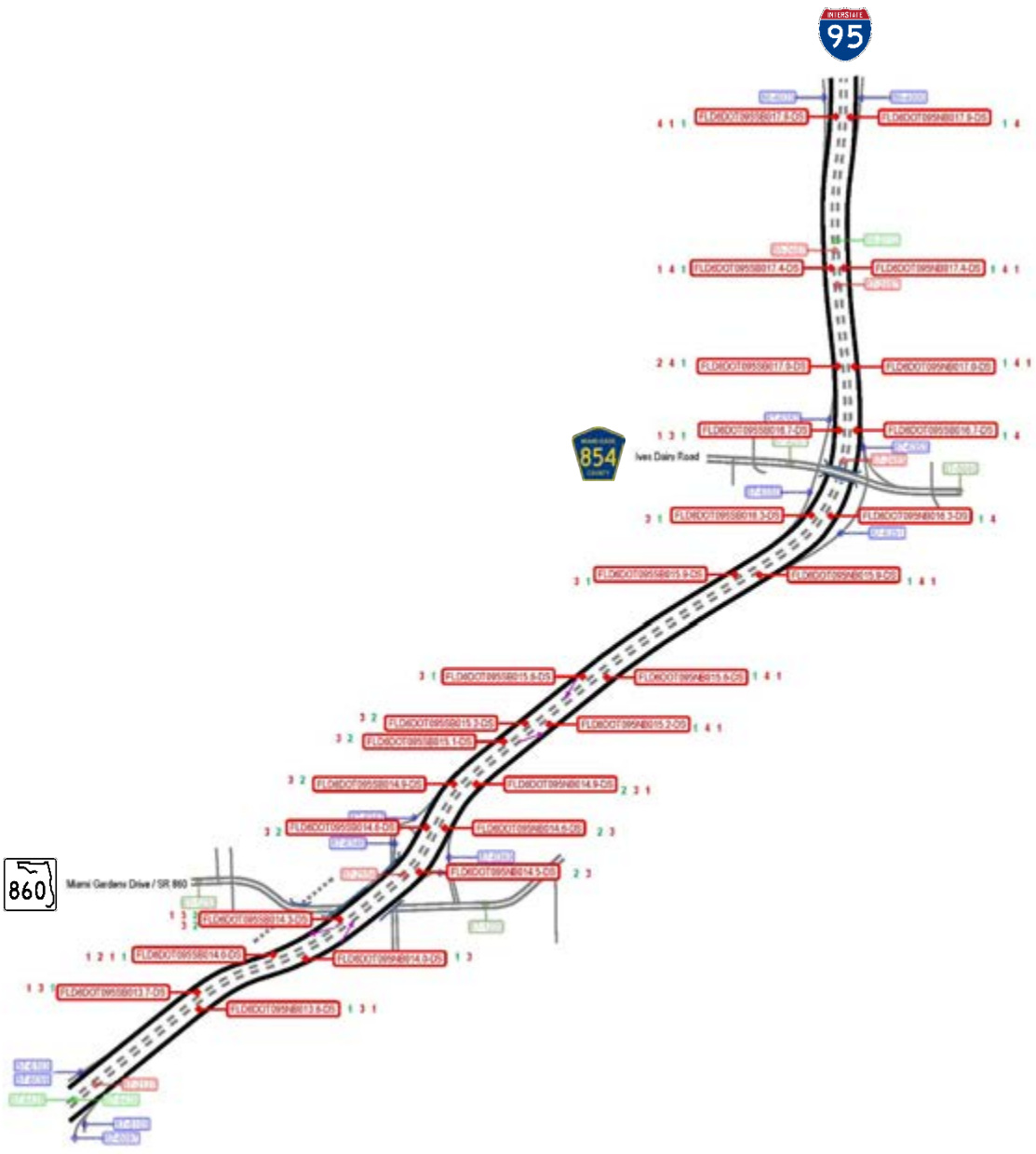
APPENDIX D

Existing Traffic Data

APPENDIX D

APPENDIX D1

Traffic Data for SR 9/I-95



APPENDIX

D1

SR 9/I-95, GOLDEN GLADES INTERCHANGE, DS-101S (Zone ID 2914) / GP - SB

Day 1 Tuesday, September 21, 2021					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	223	247	200	158	828
1:00	130	130	122	96	478
2:00	89	95	87	82	353
3:00	89	68	86	89	332
4:00	117	118	137	169	541
5:00	180	275	332	431	1218
6:00	458	732	682	631	2503
7:00	671	699	625	588	2583
8:00	584	664	751	723	2722
9:00	682	696	634	660	2672
10:00	678	788	735	686	2887
11:00	587	657	676	642	2562
12:00	650	646	692	645	2633
13:00	678	658	692	670	2698
14:00	672	666	670	650	2658
15:00	613	492	566	640	2311
16:00	623	718	701	684	2726
17:00	666	647	686	690	2689
18:00	686	773	722	648	2829
19:00	674	591	695	560	2520
20:00	545	473	502	432	1952
21:00	417	457	388	360	1622
22:00	346	370	335	312	1363
23:00	302	302	232	196	1032
					46712

Day 2 Wednesday, September 22, 2021					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	204	171	177	144	696
1:00	156	133	100	113	502
2:00	104	81	81	81	347
3:00	84	84	87	84	339
4:00	90	115	145	176	526
5:00	204	320	417	424	1365
6:00	593	729	671	588	2581
7:00	520	504	546	413	1983
8:00	570	582	584	506	2242
9:00	635	691	681	639	2646
10:00	702	701	717	638	2758
11:00	690	733	698	587	2708
12:00	679	703	683	662	2727
13:00	680	690	705	731	2806
14:00	709	615	663	672	2659
15:00	663	696	730	743	2832
16:00	612	582	594	563	2351
17:00	574	593	571	612	2350
18:00	616	643	637	666	2562
19:00	630	566	588	568	2352
20:00	507	510	545	460	2022
21:00	375	348	282	258	1263
22:00	603	392	431	472	1898
23:00	379	305	300	289	1273
					45788

Day 3 Thursday, September 23, 2021					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	264	232	209	184	889
1:00	164	116	139	113	532
2:00	97	132	89	89	407
3:00	94	117	93	107	411
4:00	95	108	156	183	542
5:00	212	285	394	468	1359
6:00	555	702	630	620	2507
7:00	508	635	537	501	2181
8:00	555	500	416	615	2086
9:00	620	576	613	616	2425
10:00	695	696	774	732	2897
11:00	739	770	663	667	2839
12:00	711	698	703	649	2761
13:00	686	613	707	680	2686
14:00	673	683	709	700	2765
15:00	661	632	736	679	2708
16:00	669	676	700	668	2713
17:00	613	675	676	698	2662
18:00	651	708	680	657	2696
19:00	652	521	599	589	2361
20:00	576	490	504	492	2062
21:00	410	453	483	384	1730
22:00	448	388	331	367	1534
23:00	383	358	331	279	1351
					47104

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	230	217	195	162	804
1:00	150	126	120	107	503
2:00	97	103	86	84	370
3:00	89	90	89	93	361
4:00	101	114	146	176	537
5:00	199	293	381	441	1314
6:00	535	721	661	613	2530
7:00	566	613	569	501	2249
8:00	570	582	584	615	2351
9:00	646	654	643	638	2581
10:00	692	728	742	685	2847
11:00	672	720	679	632	2703
12:00	680	682	693	652	2707
13:00	681	654	701	694	2730
14:00	685	655	681	674	2695
15:00	646	607	677	687	2617
16:00	635	659	665	638	2597
17:00	618	638	644	667	2567
18:00	651	708	680	657	2696
19:00	652	559	627	572	2410
20:00	543	491	517	461	2012
21:00	401	419	384	334	1538
22:00	466	383	366	384	1599
23:00	355	322	288	255	1220
					46538

Seasonal Factor (SF)	1.05
Weekly Axle Factor (WAF)	1.00
Calculated AADT	48865

	Vol	Hour
07:00-09:00 Peak	2722	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2871	17:45

	Vol	Hour
AM Peak	2887	10:00
PM Peak	2871	17:45
Daily Peak	2887	10:00

	Vol	Hour
07:00-09:00 Peak	2581	06:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2562	18:00

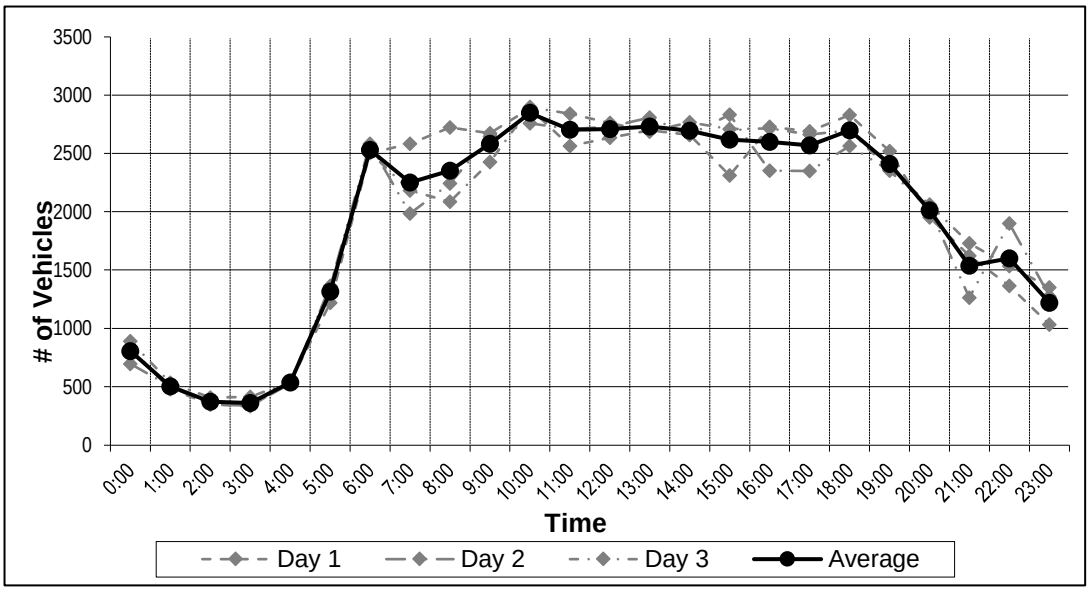
	Vol	Hour
AM Peak	2778	10:30
PM Peak	2835	13:15
Daily Peak	2835	13:15

	Vol	Hour
07:00-09:00 Peak	2507	06:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2737	17:45

	Vol	Hour
AM Peak	3015	10:30
PM Peak	2765	14:00
Daily Peak	3015	10:30

	Vol	Hour	PHF
06:00-09:00 Peak	2561	06:15	0.89
12:00-14:00 Peak	2730	13:00	0.97
16:00-19:00 Peak	2706	17:45	0.96

	Vol	Hour
AM Peak	2847	10:00
PM Peak	2735	13:30
Daily Peak	2847	10:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	7490
MD	9:00 am - 4:00 pm	19820
PM	4:00 pm - 7:00 pm	8250
NT	7:00 pm - 6:00 am	13110
AADT	0:00 am - 12:00 pm	48900
		48670
	FDOT 2019 AADT	

Distribution	
AM	0.15
MD	0.41
PM	0.17
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	5.2%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	5.5%

2021-SB Loc 17

SR 9/I-95, N OF GOLDEN GLADES INTERCHANGE, Loc 15 (13.7 and 14.0) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	356	364	317	263	1300
1:00	214	207	200	160	781
2:00	139	155	157	130	581
3:00	134	103	157	138	532
4:00	183	220	247	284	934
5:00	304	429	550	727	2010
6:00	637	1137	1126	1143	4043
7:00	1148	1266	1244	1161	4819
8:00	1133	1197	1303	1226	4859
9:00	1183	1189	1104	1112	4588
10:00	1124	1255	1282	1059	4720
11:00	1056	1070	1107	1089	4322
12:00	1083	1093	1069	1090	4335
13:00	1132	1138	1153	1126	4549
14:00	1169	1196	1192	1201	4758
15:00	1180	1250	1260	1249	4939
16:00	1021	1191	1233	1221	4666
17:00	1177	1137	1059	1116	4489
18:00	1165	1250	1179	1085	4679
19:00	1079	985	1098	874	4036
20:00	932	771	801	723	3227
21:00	662	780	605	608	2655
22:00	559	572	528	488	2147
23:00	481	443	374	353	1651
					79620

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	311	302	291	235	1139
1:00	244	204	181	182	811
2:00	163	133	153	145	594
3:00	126	138	141	144	549
4:00	160	213	274	295	942
5:00	327	483	632	744	2186
6:00	911	1122	1100	1190	4323
7:00	1163	1154	1241	1119	4677
8:00	1058	1180	1077	1029	4344
9:00	1065	1105	1163	1185	4518
10:00	1125	1089	1198	1136	4548
11:00	1113	1218	1151	1072	4554
12:00	1165	1109	1151	1151	4576
13:00	1181	1173	1215	1206	4775
14:00	1222	1149	1127	1230	4728
15:00	1148	1298	1260	1248	4954
16:00	1138	1029	1135	1071	4373
17:00	1135	1168	1123	1072	4498
18:00	1093	1121	1112	1110	4436
19:00	1091	1017	943	939	3990
20:00	858	867	808	700	3233
21:00	641	547	464	462	2114
22:00	953	596	673	691	2913
23:00	586	518	496	462	2062
					79837

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	409	361	316	286	1372
1:00	247	219	216	193	875
2:00	160	191	180	152	683
3:00	162	177	172	187	698
4:00	172	207	281	320	980
5:00	361	451	637	734	2183
6:00	892	1170	1216	1236	4514
7:00	1177	1041	1238	1077	4533
8:00	982	1163	850	832	3827
9:00	1016	1003	1045	1039	4103
10:00	1123	1143	1310	1374	4950
11:00	1304	1336	1243	1141	5024
12:00	1141	1200	1184	1065	4590
13:00	1176	1153	1223	1146	4698
14:00	1177	1198	1228	1277	4880
15:00	1211	1202	1260	1250	4923
16:00	1255	1198	1256	1218	4927
17:00	1113	1198	1187	1189	4687
18:00	1129	1186	1146	1098	4559
19:00	912	918	995	1036	3861
20:00	992	820	760	844	3416
21:00	675	698	739	639	2751
22:00	625	612	501	631	2369
23:00	597	538	527	469	2131
					81534

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	359	342	308	261	1270
1:00	235	210	199	178	822
2:00	154	160	163	142	619
3:00	141	139	157	156	593
4:00	172	213	267	300	952
5:00	331	454	606	735	2126
6:00	813	1143	1147	1190	4293
7:00	1163	1154	1241	1119	4677
8:00	1058	1180	1077	1029	4344
9:00	1088	1099	1104	1112	4403
10:00	1124	1162	1263	1190	4739
11:00	1158	1208	1167	1101	4634
12:00	1130	1134	1135	1102	4501
13:00	1163	1155	1197	1159	4674
14:00	1189	1181	1182	1236	4788
15:00	1180	1250	1260	1249	4939
16:00	1138	1139	1208	1170	4655
17:00	1142	1168	1123	1126	4559
18:00	1129	1186	1146	1098	4559
19:00	1027	973	1012	950	3962
20:00	927	819	790	756	3292
21:00	659	675	603	570	2507
22:00	712	593	567	603	2475
23:00	555	500	466	428	1949
					80332
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	84349

	Vol	Hour
07:00-09:00 Peak	4859	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4822	16:15

	Vol	Hour
AM Peak	4909	08:15
PM Peak	4939	15:00
Daily Peak	4939	15:00

	Vol	Hour
07:00-09:00 Peak	4748	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4509	16:30

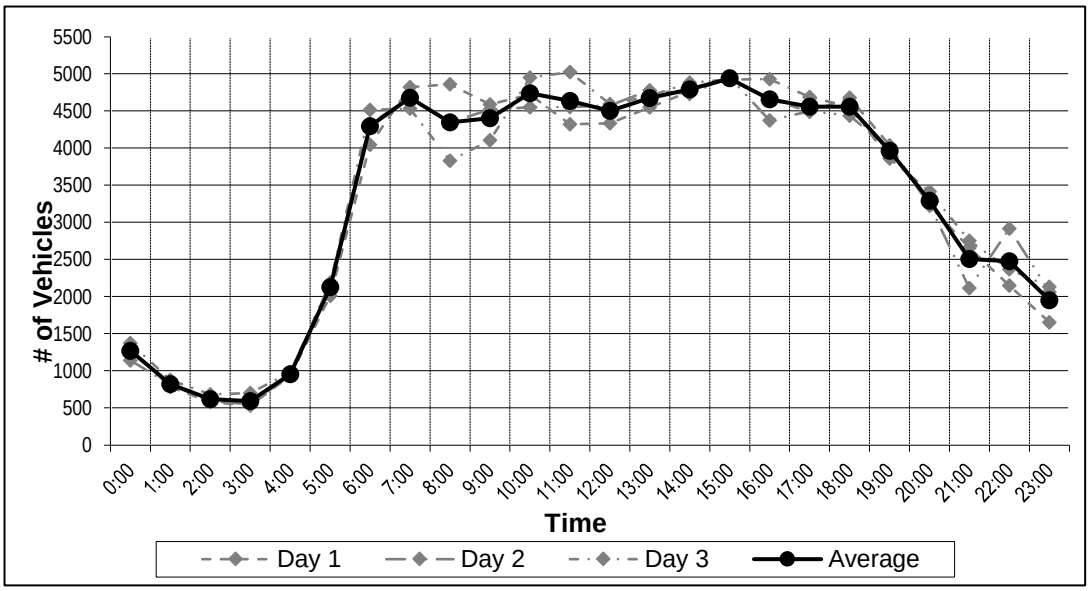
	Vol	Hour
AM Peak	4748	06:45
PM Peak	4954	15:00
Daily Peak	4954	15:00

	Vol	Hour
07:00-09:00 Peak	4799	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4927	16:00

	Vol	Hour
AM Peak	5324	10:30
PM Peak	4967	15:15
Daily Peak	5324	10:30

	Vol	Hour	PHF
06:00-09:00 Peak	4748	06:45	0.96
12:00-14:00 Peak	4674	13:00	0.98
16:00-19:00 Peak	4688	16:30	0.97

	Vol	Hour
AM Peak	4819	10:30
PM Peak	4939	15:00
Daily Peak	4939	15:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	13980
MD	9:00 am - 4:00 pm	34310
PM	4:00 pm - 7:00 pm	14460
NT	7:00 pm - 6:00 am	21280
AADT	0:00 am - 12:00 pm	84300
		84030
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.41
PM	0.17
NT	0.25
AADT	1.00

	K
07:00-09:00 Peak Hour	5.6%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	5.6%

2021-SB Loc 15

SR 9/I-95, N OF GOLDEN GLADES INTERCHANGE, Loc 15e (13.7 and 14.0) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	18	29	13	10	70
1:00	10	11	7	6	34
2:00	4	7	6	4	21
3:00	8	3	7	5	23
4:00	10	11	16	14	51
5:00	36	53	58	114	261
6:00	132	282	381	355	1150
7:00	344	354	391	375	1464
8:00	390	408	397	379	1574
9:00	377	393	343	355	1468
10:00	300	263	246	213	1022
11:00	219	248	290	258	1015
12:00	235	223	245	289	992
13:00	257	268	273	244	1042
14:00	252	274	263	238	1027
15:00	246	296	278	215	1035
16:00	260	317	308	300	1185
17:00	297	268	188	240	993
18:00	281	300	276	273	1130
19:00	271	246	189	154	860
20:00	129	82	92	81	384
21:00	92	82	64	55	293
22:00	45	49	44	30	168
23:00	43	30	32	15	120
					17382

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	13	15	12	4	44
1:00	8	12	9	10	39
2:00	8	9	7	6	30
3:00	6	6	8	11	31
4:00	9	11	9	19	48
5:00	28	44	74	123	269
6:00	168	283	364	317	1132
7:00	338	221	322	250	1131
8:00	143	294	306	230	973
9:00	383	307	344	336	1370
10:00	264	258	286	266	1074
11:00	221	229	238	244	932
12:00	224	262	249	235	970
13:00	225	227	291	315	1058
14:00	204	243	285	276	1008
15:00	280	288	272	283	1123
16:00	248	245	287	274	1054
17:00	283	237	241	274	1035
18:00	284	328	312	307	1231
19:00	248	192	161	163	764
20:00	107	102	91	105	405
21:00	147	102	122	127	498
22:00	145	80	39	33	297
23:00	39	26	28	27	120
					16636

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	18	19	13	17	67
1:00	9	10	5	10	34
2:00	11	10	4	6	31
3:00	8	7	9	5	29
4:00	10	13	14	25	62
5:00	32	49	100	103	284
6:00	182	296	337	351	1166
7:00	331	288	253	313	1185
8:00	267	180	215	305	967
9:00	380	350	342	373	1445
10:00	336	267	266	240	1109
11:00	220	239	296	249	1004
12:00	341	302	273	230	1146
13:00	273	264	308	254	1099
14:00	253	279	304	261	1097
15:00	277	303	284	345	1209
16:00	296	339	298	276	1209
17:00	244	290	280	240	1054
18:00	283	314	269	239	1105
19:00	225	216	334	262	1037
20:00	140	100	117	122	479
21:00	84	105	78	76	343
22:00	66	57	37	78	238
23:00	52	38	36	26	152
					17551

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	16	21	13	10	60
1:00	9	11	7	9	36
2:00	8	9	6	5	28
3:00	7	5	8	7	27
4:00	10	12	13	19	54
5:00	32	49	77	113	271
6:00	161	287	361	341	1150
7:00	338	288	322	313	1261
8:00	267	294	306	305	1172
9:00	380	350	343	355	1428
10:00	300	263	266	240	1069
11:00	220	239	275	250	984
12:00	267	262	256	251	1036
13:00	252	253	291	271	1067
14:00	236	265	284	258	1043
15:00	268	296	278	281	1123
16:00	268	300	298	283	1149
17:00	275	265	236	251	1027
18:00	283	314	286	273	1156
19:00	248	218	228	193	887
20:00	125	95	100	103	423
21:00	108	96	88	86	378
22:00	85	62	40	47	234
23:00	45	31	32	23	131
					17194
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	18054

	Vol	Hour
07:00-09:00 Peak	1574	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1222	16:15

	Vol	Hour
07:00-09:00 Peak	1302	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1231	18:00

	Vol	Hour
07:00-09:00 Peak	1315	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1209	16:00

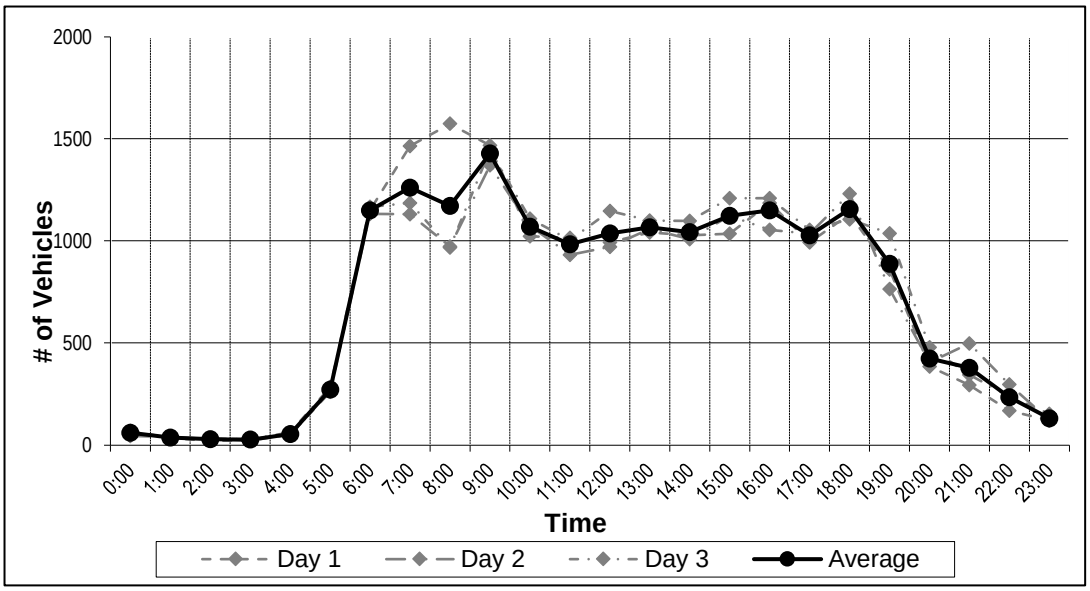
	Vol	Hour	PHF
06:00-09:00 Peak	1328	06:30	0.92
12:00-14:00 Peak	1067	13:00	0.92
16:00-19:00 Peak	1156	16:15	0.96

	Vol	Hour
AM Peak	1574	08:00
PM Peak	1222	16:15
Daily Peak	1574	08:00

	Vol	Hour
AM Peak	1370	09:00
PM Peak	1231	18:00
Daily Peak	1370	09:00

	Vol	Hour
AM Peak	1445	09:00
PM Peak	1278	15:45
Daily Peak	1445	09:00

	Vol	Hour
AM Peak	1428	09:00
PM Peak	1156	16:15
Daily Peak	1428	09:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	3760
MD	9:00 am - 4:00 pm	8140
PM	4:00 pm - 7:00 pm	3500
NT	7:00 pm - 6:00 am	2630
AADT	0:00 am - 12:00 pm	18100
		18030
	FDOT 2019 AADT	

Distribution	
AM	0.21
MD	0.45
PM	0.19
NT	0.15
AADT	1.00

	K
07:00-09:00 Peak Hour	7.4%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	6.4%

2021-SB Loc 15e

SR 9/I-95, N OF SB ON-RAMP FROM EXP LN, Loc 13 (14.3) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	355	357	309	253	1274
1:00	220	191	193	161	765
2:00	139	154	162	127	582
3:00	133	129	159	134	555
4:00	181	216	247	292	936
5:00	291	425	548	690	1954
6:00	837	1098	1112	1077	4124
7:00	1046	1159	1106	1010	4321
8:00	1010	1085	1169	1051	4315
9:00	1018	1044	934	957	3953
10:00	851	944	1037	965	3797
11:00	1023	970	1008	998	3999
12:00	993	993	1001	985	3972
13:00	1032	1041	1063	1031	4167
14:00	1084	1049	1083	1104	4320
15:00	1076	1101	949	1052	4178
16:00	1026	1034	1112	1131	4303
17:00	1105	1171	1021	1016	4313
18:00	1081	1125	1040	1065	4311
19:00	959	867	972	828	3626
20:00	854	744	756	691	3045
21:00	643	736	590	576	2545
22:00	525	565	512	482	2084
23:00	466	424	362	350	1602
					73041

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	311	285	290	231	1117
1:00	245	202	177	183	807
2:00	160	136	149	147	592
3:00	115	134	142	144	535
4:00	168	218	276	295	957
5:00	325	480	627	730	2162
6:00	877	1090	1107	1080	4154
7:00	1082	1098	1151	1044	4375
8:00	980	1120	978	995	4073
9:00	909	1005	1066	1071	4051
10:00	1050	1030	1108	1032	4220
11:00	1030	1141	1069	975	4215
12:00	1054	1058	1101	1042	4255
13:00	1107	1094	1132	1117	4450
14:00	1119	1024	1023	1117	4283
15:00	1018	1181	1104	1114	4417
16:00	956	889	981	962	3788
17:00	975	997	963	962	3897
18:00	1016	1011	995	957	3979
19:00	953	953	855	917	3678
20:00	777	836	776	623	3012
21:00	506	430	649	592	2177
22:00	573	557	628	630	2388
23:00	565	504	478	454	2001
					73583

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	402	338	313	281	1334
1:00	247	218	219	188	872
2:00	162	188	183	146	679
3:00	168	185	169	182	704
4:00	171	212	283	317	983
5:00	347	437	630	717	2131
6:00	859	1136	1143	1083	4221
7:00	1117	1036	1196	1077	4426
8:00	950	1154	787	1023	3914
9:00	964	1001	970	959	3894
10:00	1036	1038	1050	1057	4181
11:00	1027	1033	1081	1034	4175
12:00	1071	1106	1117	985	4279
13:00	1111	1047	1121	1052	4331
14:00	1075	1079	1098	1136	4388
15:00	1095	1020	1138	1085	4338
16:00	1088	1076	1076	1045	4285
17:00	954	1060	1040	1047	4101
18:00	1049	1068	805	903	3825
19:00	839	845	859	902	3445
20:00	907	753	716	800	3176
21:00	635	662	707	608	2612
22:00	620	614	496	594	2324
23:00	569	517	514	455	2055
					74673

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	356	327	304	255	1242
1:00	237	204	196	177	814
2:00	154	159	165	140	618
3:00	139	149	157	153	598
4:00	173	215	269	301	958
5:00	321	447	602	712	2082
6:00	858	1108	1121	1080	4167
7:00	1082	1098	1151	1044	4375
8:00	980	1120	978	1023	4101
9:00	964	1017	990	996	3967
10:00	979	1004	1065	1018	4066
11:00	1027	1048	1053	1002	4130
12:00	1039	1052	1073	1004	4168
13:00	1083	1061	1105	1067	4316
14:00	1093	1051	1068	1119	4331
15:00	1063	1101	1064	1084	4312
16:00	1023	1000	1056	1046	4125
17:00	1011	1076	1008	1008	4103
18:00	1049	1068	947	975	4039
19:00	917	888	895	882	3582
20:00	846	778	749	705	3078
21:00	595	609	649	592	2445
22:00	573	579	545	569	2266
23:00	533	482	451	420	1886
					73769
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	77457

	Vol	Hour
07:00-09:00 Peak	4394	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4519	16:30

	Vol	Hour
AM Peak	4394	06:30
PM Peak	4519	16:30
Daily Peak	4519	16:30

	Vol	Hour
07:00-09:00 Peak	4411	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3984	17:45

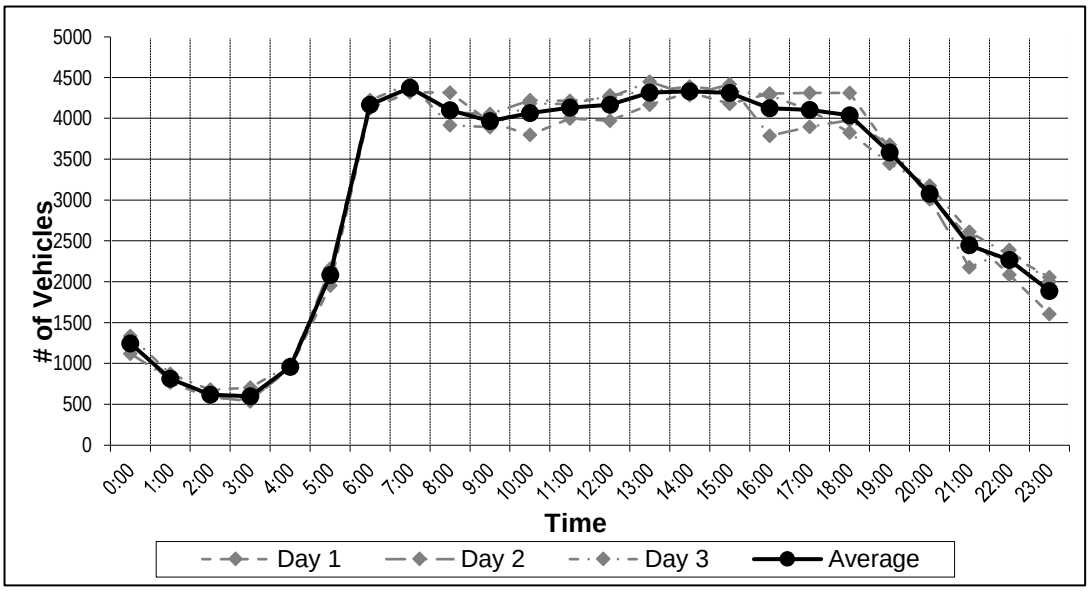
	Vol	Hour
AM Peak	4411	06:45
PM Peak	4462	13:15
Daily Peak	4462	13:15

	Vol	Hour
07:00-09:00 Peak	4479	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4285	16:00

	Vol	Hour
AM Peak	4479	06:15
PM Peak	4408	14:15
Daily Peak	4479	06:15

	Vol	Hour	PHF
06:00-09:00 Peak	4411	06:45	0.96
12:00-14:00 Peak	4316	13:00	0.98
16:00-19:00 Peak	4189	16:30	0.97

	Vol	Hour
AM Peak	4411	06:45
PM Peak	4351	14:30
Daily Peak	4411	06:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	13280
MD	9:00 am - 4:00 pm	30750
PM	4:00 pm - 7:00 pm	12880
NT	7:00 pm - 6:00 am	20230
AADT	0:00 am - 12:00 pm	77500
		77140
	FDOT 2019 AADT	

	Distribution
AM	0.17
MD	0.40
PM	0.17
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	5.4%

2021-SB Loc 13

SR 9/I-95, MIAMI GARDENS DRIVE INTERCHANGE BTWN NB RAMPS, Loc 11 (14.6) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	333	327	284	232	1176
1:00	204	173	174	150	701
2:00	122	147	137	122	528
3:00	119	103	141	123	486
4:00	166	196	224	244	830
5:00	266	389	478	614	1747
6:00	664	944	938	927	3473
7:00	880	952	909	859	3600
8:00	805	885	924	830	3444
9:00	893	874	772	796	3335
10:00	741	796	823	782	3142
11:00	813	818	827	838	3296
12:00	814	847	815	815	3291
13:00	829	874	860	876	3439
14:00	894	869	888	936	3587
15:00	871	893	906	814	3484
16:00	806	812	898	910	3426
17:00	870	943	854	842	3509
18:00	837	920	832	878	3467
19:00	825	735	835	687	3082
20:00	760	627	697	599	2683
21:00	552	651	511	518	2232
22:00	460	494	473	422	1849
23:00	417	402	334	311	1464
					61271

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	286	251	264	203	1004
1:00	221	188	165	165	739
2:00	152	124	131	133	540
3:00	110	119	126	135	490
4:00	141	194	249	264	848
5:00	288	412	572	645	1917
6:00	768	874	966	928	3536
7:00	896	855	910	886	3547
8:00	795	935	866	797	3393
9:00	755	819	872	907	3353
10:00	897	870	908	855	3530
11:00	842	924	889	743	3398
12:00	874	829	962	858	3523
13:00	879	930	915	933	3657
14:00	914	821	829	902	3466
15:00	834	922	882	873	3511
16:00	828	826	759	762	3175
17:00	760	786	760	768	3074
18:00	771	816	825	800	3212
19:00	800	815	708	794	3117
20:00	658	714	688	537	2597
21:00	414	602	546	521	2083
22:00	516	487	550	576	2129
23:00	499	452	439	404	1794
					61633

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	380	304	289	255	1228
1:00	230	204	202	172	808
2:00	139	170	161	138	608
3:00	146	166	155	164	631
4:00	157	192	251	270	870
5:00	312	394	566	616	1888
6:00	745	965	993	929	3632
7:00	911	757	910	913	3491
8:00	784	985	808	724	3301
9:00	753	819	795	827	3194
10:00	836	885	860	913	3494
11:00	842	871	865	847	3425
12:00	889	901	897	793	3480
13:00	861	839	912	870	3482
14:00	833	910	879	925	3547
15:00	872	863	929	833	3497
16:00	850	840	879	832	3401
17:00	727	803	824	651	3005
18:00	804	868	615	677	2964
19:00	683	684	749	768	2884
20:00	796	631	657	664	2748
21:00	561	553	581	524	2219
22:00	572	527	432	518	2049
23:00	498	466	452	397	1813
					61659

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	333	294	279	230	1136
1:00	218	188	180	162	748
2:00	138	147	143	131	559
3:00	125	129	141	141	536
4:00	155	194	241	259	849
5:00	289	398	539	625	1851
6:00	726	928	966	928	3548
7:00	896	855	910	886	3547
8:00	795	935	866	784	3380
9:00	800	837	813	843	3293
10:00	825	850	864	850	3389
11:00	832	871	860	809	3372
12:00	859	859	891	822	3431
13:00	856	881	896	893	3526
14:00	880	867	865	921	3533
15:00	859	893	906	840	3498
16:00	828	826	845	835	3334
17:00	786	844	813	754	3197
18:00	804	868	757	785	3214
19:00	769	745	764	750	3028
20:00	738	657	681	600	2676
21:00	509	602	546	521	2178
22:00	516	503	485	505	2009
23:00	471	440	408	371	1690
					61522
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	64598

	Vol	Hour
07:00-09:00 Peak	3697	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3621	16:30

	Vol	Hour
AM Peak	3697	06:30
PM Peak	3621	16:30
Daily Peak	3697	06:30

	Vol	Hour
07:00-09:00 Peak	3664	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3212	18:00

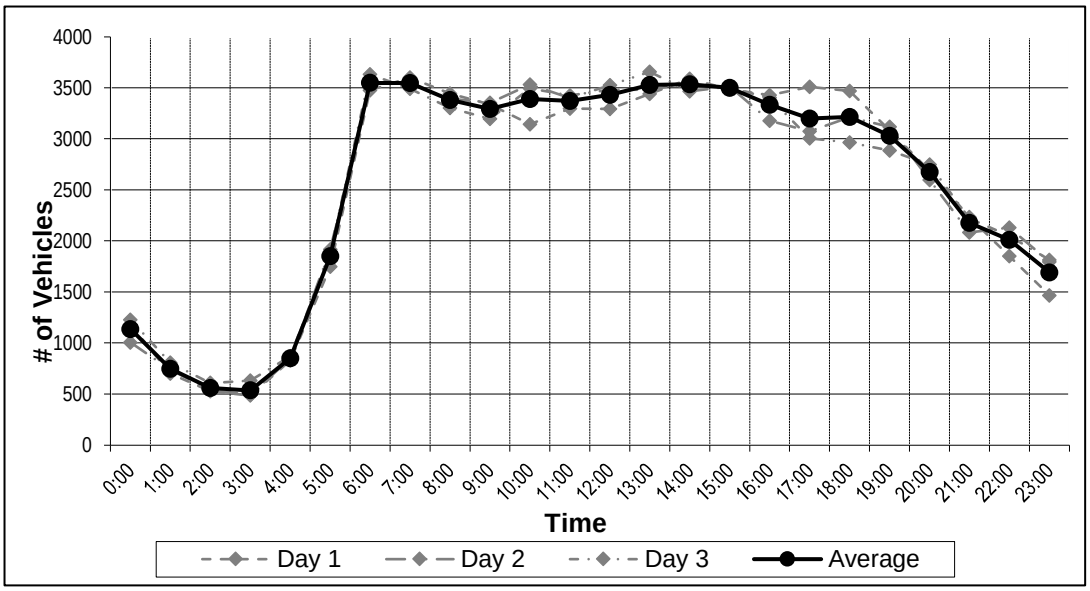
	Vol	Hour
AM Peak	3664	06:15
PM Peak	3692	13:15
Daily Peak	3692	13:15

	Vol	Hour
07:00-09:00 Peak	3798	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3401	16:00

	Vol	Hour
AM Peak	3798	06:15
PM Peak	3589	14:45
Daily Peak	3798	06:15

	Vol	Hour	PHF
06:00-09:00 Peak	3718	06:15	0.96
12:00-14:00 Peak	3526	13:00	0.98
16:00-19:00 Peak	3334	16:00	0.99

	Vol	Hour
AM Peak	3718	06:15
PM Peak	3579	14:45
Daily Peak	3718	06:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	11000
MD	9:00 am - 4:00 pm	25240
PM	4:00 pm - 7:00 pm	10230
NT	7:00 pm - 6:00 am	17840
AADT	0:00 am - 12:00 pm	64600
		64310
	FDOT 2019 AADT	

	Distribution
AM	0.17
MD	0.39
PM	0.16
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.8%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	5.2%

2021-SB Loc 11

SR 9/I-95, N OF MIAMI GARDENS DRIVE INTERCHANGE, Loc 9 (14.9) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	449	395	345	290	1479
1:00	245	212	202	180	839
2:00	146	166	169	145	626
3:00	144	143	171	151	609
4:00	203	232	260	282	977
5:00	295	424	538	680	1937
6:00	733	1058	1074	1099	3964
7:00	1060	1149	1058	1068	4335
8:00	1065	1104	1123	1074	4366
9:00	1095	1027	935	971	4028
10:00	934	926	985	945	3790
11:00	971	953	995	991	3910
12:00	975	1025	999	949	3948
13:00	1021	1067	1045	1068	4201
14:00	1100	1073	1093	1118	4384
15:00	1074	1102	912	959	4047
16:00	946	1025	1095	1097	4163
17:00	1067	1157	1054	1023	4301
18:00	1035	1094	1020	1058	4207
19:00	934	888	1002	831	3655
20:00	956	785	817	704	3262
21:00	721	760	635	608	2724
22:00	565	589	547	516	2217
23:00	503	493	409	386	1791
					73760

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	340	317	327	258	1242
1:00	281	216	201	192	890
2:00	182	166	161	158	667
3:00	139	148	143	161	591
4:00	162	235	288	304	989
5:00	329	480	625	725	2159
6:00	872	903	1094	1100	3969
7:00	1097	1076	1009	1013	4195
8:00	927	1000	1090	857	3874
9:00	808	956	1029	1075	3868
10:00	1048	1021	1058	1031	4158
11:00	1025	1064	1044	914	4047
12:00	1031	1003	1104	1046	4184
13:00	1069	1099	1078	1092	4338
14:00	1130	1025	1015	1098	4268
15:00	1053	1085	1094	1044	4276
16:00	898	863	921	951	3633
17:00	922	951	942	938	3753
18:00	1006	984	994	967	3951
19:00	992	1022	890	930	3834
20:00	811	862	846	644	3163
21:00	700	743	672	634	2749
22:00	633	587	650	691	2561
23:00	605	551	535	502	2193
					73552

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	445	375	357	304	1481
1:00	267	242	237	198	944
2:00	178	198	211	182	769
3:00	171	189	177	183	720
4:00	187	230	278	333	1028
5:00	353	432	634	702	2121
6:00	832	1101	1114	1101	4148
7:00	1133	1002	960	958	4053
8:00	789	895	1057	980	3721
9:00	1020	1022	977	1010	4029
10:00	999	1018	1037	1080	4134
11:00	1073	1050	1042	1037	4202
12:00	1054	1082	1073	959	4168
13:00	1062	1048	1087	1048	4245
14:00	1029	1074	1072	1132	4307
15:00	1108	1118	1105	1046	4377
16:00	1073	1070	1085	1035	4263
17:00	899	955	999	972	3825
18:00	1021	1039	1007	1013	4080
19:00	849	845	921	981	3596
20:00	980	795	797	816	3388
21:00	679	725	709	660	2773
22:00	701	661	504	638	2504
23:00	623	568	561	469	2221
					75097

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	411	362	343	284	1400
1:00	264	223	213	190	890
2:00	169	177	180	162	688
3:00	151	160	164	165	640
4:00	184	232	275	306	997
5:00	326	445	599	702	2072
6:00	812	1021	1094	1100	4027
7:00	1097	1076	1009	1013	4195
8:00	927	1000	1090	970	3987
9:00	974	1002	980	1019	3975
10:00	994	988	1027	1019	4028
11:00	1023	1022	1027	981	4053
12:00	1020	1037	1059	985	4101
13:00	1051	1071	1070	1069	4261
14:00	1086	1057	1060	1116	4319
15:00	1078	1102	1037	1016	4233
16:00	972	986	1034	1028	4020
17:00	963	1021	998	978	3960
18:00	1021	1039	1007	1013	4080
19:00	925	918	938	914	3695
20:00	916	814	820	721	3271
21:00	700	743	672	634	2749
22:00	633	612	567	615	2427
23:00	577	537	502	452	2068
					74136
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	77843

	Vol	Hour
07:00-09:00 Peak	4382	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4416	16:30

	Vol	Hour
AM Peak	4396	08:15
PM Peak	4416	16:30
Daily Peak	4416	16:30

	Vol	Hour
07:00-09:00 Peak	4367	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3951	18:00

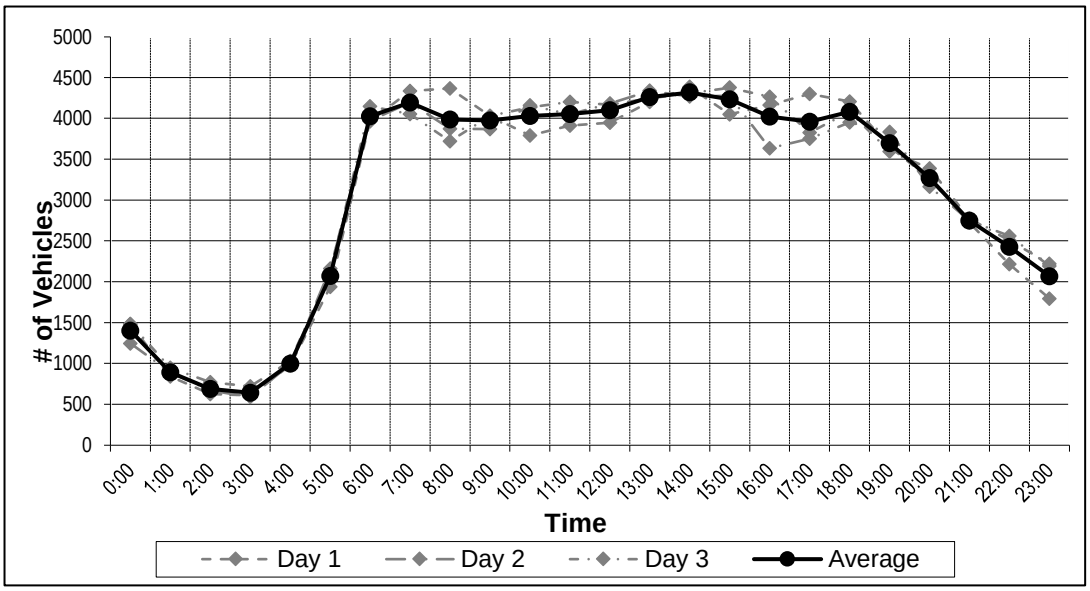
	Vol	Hour
AM Peak	4367	06:30
PM Peak	4399	13:15
Daily Peak	4399	13:15

	Vol	Hour
07:00-09:00 Peak	4449	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4263	16:00

	Vol	Hour
AM Peak	4449	06:15
PM Peak	4463	14:45
Daily Peak	4463	14:45

	Vol	Hour	PHF
06:00-09:00 Peak	4367	06:30	0.99
12:00-14:00 Peak	4261	13:00	0.99
16:00-19:00 Peak	4080	18:00	0.98

	Vol	Hour
AM Peak	4367	06:30
PM Peak	4356	14:30
Daily Peak	4367	06:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	12820
MD	9:00 am - 4:00 pm	30420
PM	4:00 pm - 7:00 pm	12660
NT	7:00 pm - 6:00 am	21610
AADT	0:00 am - 12:00 pm	77800
		77510
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.39
PM	0.16
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.6%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	5.2%

2021-SB Loc 9

SR 9/I-95, N OF MIAMI GARDENS DRIVE INTERCHANGE, Loc 9e (14.3, 14.6, 14.9 & 15.1 & 15.2) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	28	36	16	12	92
1:00	15	13	10	11	49
2:00	5	7	8	6	26
3:00	8	4	8	6	26
4:00	10	14	17	16	57
5:00	40	64	72	151	327
6:00	198	365	446	484	1493
7:00	459	471	521	485	1936
8:00	545	522	533	546	2146
9:00	520	494	492	446	1952
10:00	361	334	394	315	1404
11:00	299	329	373	353	1354
12:00	345	321	340	374	1380
13:00	366	353	379	342	1440
14:00	359	409	380	367	1515
15:00	393	241	436	453	1523
16:00	461	502	475	485	1923
17:00	505	495	476	440	1916
18:00	451	424	379	218	1472
19:00	387	388	286	212	1273
20:00	191	112	131	105	539
21:00	112	115	83	77	387
22:00	70	64	57	47	238
23:00	53	45	37	20	155
					24623

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	20	24	15	8	67
1:00	10	13	11	11	45
2:00	8	8	8	6	30
3:00	4	6	8	10	28
4:00	11	10	15	19	55
5:00	32	53	96	123	304
6:00	207	301	461	483	1452
7:00	465	389	392	357	1603
8:00	163	412	516	468	1559
9:00	432	346	474	416	1668
10:00	345	372	356	353	1426
11:00	304	323	341	329	1297
12:00	326	329	350	343	1348
13:00	304	322	334	359	1319
14:00	305	365	406	393	1469
15:00	410	438	455	450	1753
16:00	428	411	442	457	1738
17:00	446	419	426	435	1726
18:00	435	480	412	442	1769
19:00	372	255	240	201	1068
20:00	151	141	127	182	601
21:00	285	220	312	317	1134
22:00	223	96	91	76	486
23:00	59	37	40	36	172
					24117

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	30	26	19	23	98
1:00	11	11	5	13	40
2:00	13	9	7	9	38
3:00	8	9	12	6	35
4:00	12	13	21	25	71
5:00	36	63	115	132	346
6:00	225	369	476	481	1551
7:00	471	306	262	229	1268
8:00	354	301	499	389	1543
9:00	380	408	440	475	1703
10:00	422	408	403	378	1611
11:00	339	354	379	345	1417
12:00	362	398	352	303	1415
13:00	372	396	413	357	1538
14:00	377	409	424	410	1620
15:00	416	465	456	510	1847
16:00	464	511	496	426	1897
17:00	404	439	457	319	1619
18:00	443	452	385	326	1606
19:00	301	321	470	394	1486
20:00	219	150	161	145	675
21:00	115	150	108	104	477
22:00	84	67	50	111	312
23:00	74	57	44	35	210
					24423

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	26	29	17	14	86
1:00	12	12	9	12	45
2:00	9	8	8	7	32
3:00	7	6	9	7	29
4:00	11	12	18	20	61
5:00	36	60	94	135	325
6:00	210	345	461	483	1499
7:00	465	389	392	357	1603
8:00	354	412	516	468	1750
9:00	444	416	469	446	1775
10:00	376	371	384	349	1480
11:00	314	335	364	342	1355
12:00	344	349	347	340	1380
13:00	347	357	375	353	1432
14:00	347	394	403	390	1534
15:00	406	381	449	471	1707
16:00	451	475	471	456	1853
17:00	452	451	453	398	1754
18:00	443	452	392	329	1616
19:00	353	321	332	269	1275
20:00	187	134	140	144	605
21:00	171	162	168	166	667
22:00	126	76	66	78	346
23:00	62	46	40	30	178
					24387
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	25606

	Vol	Hour
07:00-09:00 Peak	2146	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1967	16:15

	Vol	Hour
AM Peak	2146	08:00
PM Peak	1967	16:15
Daily Peak	2146	08:00

	Vol	Hour
07:00-09:00 Peak	1798	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1776	17:30

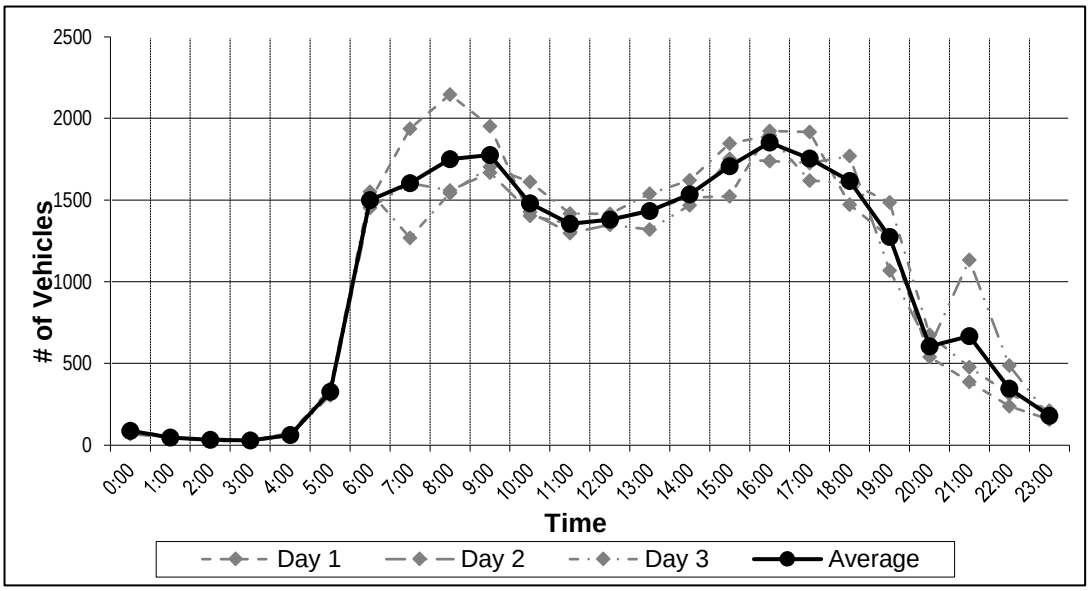
	Vol	Hour
AM Peak	1828	08:15
PM Peak	1776	17:30
Daily Peak	1828	08:15

	Vol	Hour
07:00-09:00 Peak	1797	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1897	16:00

	Vol	Hour
AM Peak	1797	06:15
PM Peak	1981	15:45
Daily Peak	1981	15:45

	Vol	Hour	PHF
06:00-09:00 Peak	1798	06:30	0.93
12:00-14:00 Peak	1432	13:00	0.95
16:00-19:00 Peak	1854	16:15	0.98

	Vol	Hour
AM Peak	1844	08:30
PM Peak	1868	15:45
Daily Peak	1868	15:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	5090
MD	9:00 am - 4:00 pm	11200
PM	4:00 pm - 7:00 pm	5480
NT	7:00 pm - 6:00 am	3800
AADT	0:00 am - 12:00 pm	25600
		25570
	FDOT 2019 AADT	

Distribution	
AM	0.20
MD	0.44
PM	0.21
NT	0.15
AADT	1.00

	K
07:00-09:00 Peak Hour	7.0%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	7.2%

2021-SB Loc 9e

SR 9/I-95, S OF IVES DAIRY ROAD INTERCHANGE, Loc 7 (15.6, & 15.9) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	458	410	349	290	1507
1:00	249	218	204	181	852
2:00	151	169	174	151	645
3:00	144	146	174	161	625
4:00	205	234	277	284	1000
5:00	320	462	581	763	2126
6:00	929	1246	1272	1317	4764
7:00	1264	1348	1256	1239	5107
8:00	1286	1294	1295	1233	5108
9:00	1215	1210	1114	1123	4662
10:00	1070	1067	1088	1049	4274
11:00	1084	1081	1111	1135	4411
12:00	1111	1129	1109	1111	4460
13:00	1136	1208	1212	1177	4733
14:00	1220	1206	1205	1241	4872
15:00	1213	1240	1023	1057	4533
16:00	1068	1170	1220	1217	4675
17:00	1224	1295	1156	1173	4848
18:00	1186	1223	1166	1190	4765
19:00	1061	1005	1105	856	4027
20:00	1041	818	878	763	3500
21:00	754	820	667	637	2878
22:00	583	627	574	528	2312
23:00	541	512	434	396	1883
					82567

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	350	332	334	257	1273
1:00	283	222	208	199	912
2:00	183	170	161	156	670
3:00	144	158	141	176	619
4:00	162	243	304	327	1036
5:00	363	534	747	832	2476
6:00	954	1267	1312	1287	4820
7:00	1308	1324	1169	1154	4955
8:00	1131	1075	1307	1236	4749
9:00	947	1057	1119	1189	4312
10:00	1164	1174	1197	1174	4709
11:00	1143	1201	1216	1001	4561
12:00	1128	1145	1240	1172	4685
13:00	1191	1219	1215	1198	4823
14:00	1261	1169	1171	1225	4826
15:00	1212	1232	1224	1190	4858
16:00	1141	1021	1029	1084	4275
17:00	1072	1059	1076	1063	4270
18:00	1125	1126	1109	1106	4466
19:00	1090	1118	988	991	4187
20:00	906	897	912	800	3515
21:00	755	807	725	654	2941
22:00	658	613	707	711	2689
23:00	619	566	547	512	2244
					82871

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	449	389	364	312	1514
1:00	266	246	237	205	954
2:00	185	201	217	179	782
3:00	183	187	190	183	743
4:00	200	231	290	348	1069
5:00	372	468	711	773	2324
6:00	978	1288	1351	1256	4873
7:00	1351	1300	1082	1069	4802
8:00	975	855	1319	1239	4388
9:00	1129	1170	1161	1194	4654
10:00	1154	1180	1195	1189	4718
11:00	1187	1188	1183	1161	4719
12:00	1226	1228	1209	1089	4752
13:00	1203	1198	1248	1173	4822
14:00	1155	1213	1232	1252	4852
15:00	1235	1248	1253	1207	4943
16:00	1214	1244	1225	1132	4815
17:00	1016	1062	1193	1146	4417
18:00	1156	1175	1138	980	4449
19:00	993	850	1083	1085	4011
20:00	1027	869	855	829	3580
21:00	756	793	782	671	3002
22:00	732	704	526	667	2629
23:00	653	584	571	489	2297
					84109

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	419	377	349	286	1431
1:00	266	229	216	195	906
2:00	173	180	184	162	699
3:00	157	164	168	173	662
4:00	189	236	290	320	1035
5:00	352	488	680	789	2309
6:00	954	1267	1312	1287	4820
7:00	1308	1324	1169	1154	4955
8:00	1131	1075	1307	1236	4749
9:00	1097	1146	1131	1169	4543
10:00	1129	1140	1160	1137	4566
11:00	1138	1157	1170	1099	4564
12:00	1155	1167	1186	1124	4632
13:00	1177	1208	1225	1183	4793
14:00	1212	1196	1203	1239	4850
15:00	1220	1240	1167	1151	4778
16:00	1141	1145	1158	1144	4588
17:00	1104	1139	1142	1127	4512
18:00	1156	1175	1138	1092	4561
19:00	1048	991	1059	977	4075
20:00	991	861	882	797	3531
21:00	755	807	725	654	2941
22:00	658	648	602	635	2543
23:00	604	554	517	466	2141
					83184
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	87343

	Vol	Hour
07:00-09:00 Peak	5201	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4956	16:30

	Vol	Hour
07:00-09:00 Peak	5231	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4466	18:00

	Vol	Hour
07:00-09:00 Peak	5258	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4815	16:00

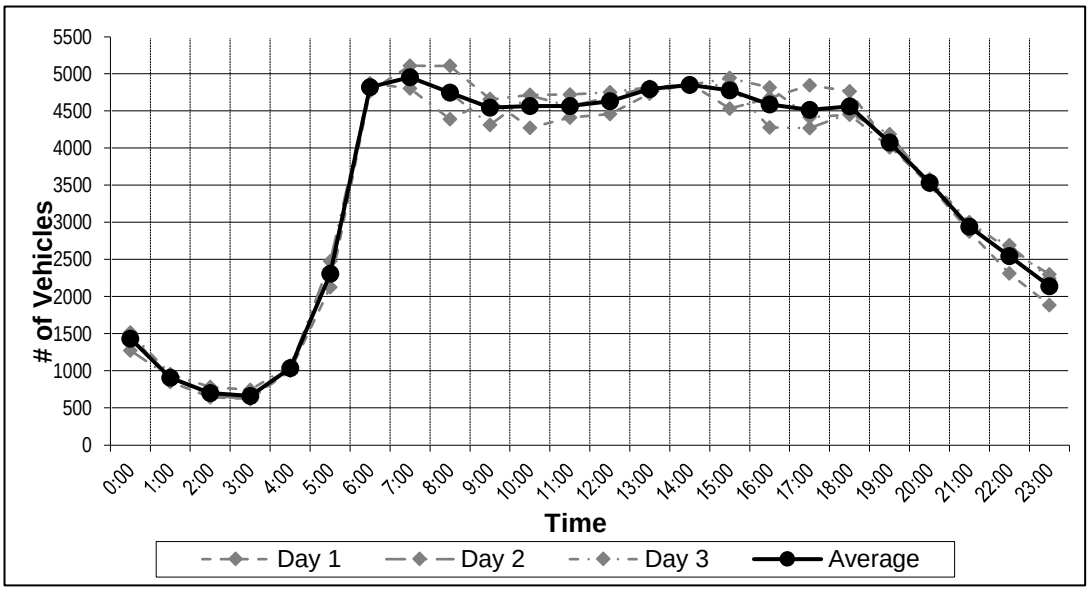
	Vol	Hour	PHF
06:00-09:00 Peak	5231	06:30	0.99
12:00-14:00 Peak	4793	13:00	0.98
16:00-19:00 Peak	4600	17:30	0.98

	Vol	Hour
AM Peak	5201	06:30
PM Peak	4956	16:30
Daily Peak	5201	06:30

	Vol	Hour
AM Peak	5231	06:30
PM Peak	4893	13:15
Daily Peak	5231	06:30

	Vol	Hour
AM Peak	5258	06:30
PM Peak	4988	14:45
Daily Peak	5258	06:30

	Vol	Hour
AM Peak	5231	06:30
PM Peak	4902	14:30
Daily Peak	5231	06:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	15250
MD	9:00 am - 4:00 pm	34360
PM	4:00 pm - 7:00 pm	14340
NT	7:00 pm - 6:00 am	23030
AADT	0:00 am - 12:00 pm	87300
		86980
	FDOT 2019 AADT	

Distribution	
AM	0.18
MD	0.40
PM	0.16
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	6.0%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	5.3%

2021-SB Loc 7

SR 9/I-95, IVES DAIRY ROAD INTERCHANGE SB ON RAMP, Loc 6 (16.3on) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	57	46	31	27	161
1:00	24	25	23	16	88
2:00	18	24	13	12	67
3:00	20	11	23	18	72
4:00	24	25	36	26	111
5:00	35	75	96	111	317
6:00	126	214	245	244	829
7:00	253	312	267	246	1078
8:00	259	258	245	203	965
9:00	227	241	234	226	928
10:00	210	207	212	182	811
11:00	222	217	221	205	865
12:00	207	221	231	238	897
13:00	221	223	272	241	957
14:00	279	251	287	287	1104
15:00	317	288	405	259	1269
16:00	246	244	303	225	1018
17:00	292	280	281	225	1078
18:00	253	234	235	199	921
19:00	201	210	233	217	861
20:00	206	178	158	147	689
21:00	134	176	116	121	547
22:00	107	118	108	87	420
23:00	103	77	65	44	289
					16342

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	66	32	43	22	163
1:00	33	33	25	27	118
2:00	22	20	17	19	78
3:00	13	22	17	17	69
4:00	24	27	31	40	122
5:00	47	68	115	104	334
6:00	153	190	222	235	800
7:00	248	298	295	222	1063
8:00	232	183	189	219	823
9:00	207	228	210	227	872
10:00	214	241	237	232	924
11:00	200	237	219	208	864
12:00	210	227	227	235	899
13:00	225	204	251	240	920
14:00	257	228	267	229	981
15:00	269	266	266	232	1033
16:00	237	179	209	222	847
17:00	214	191	215	210	830
18:00	237	199	209	181	826
19:00	202	185	195	213	795
20:00	179	205	178	154	716
21:00	141	139	90	78	448
22:00	86	100	114	100	400
23:00	114	71	66	65	316
					15241

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	69	50	39	33	191
1:00	32	28	29	20	109
2:00	21	18	15	18	72
3:00	18	12	28	14	72
4:00	23	30	31	47	131
5:00	43	73	114	112	342
6:00	161	218	226	201	806
7:00	277	297	248	157	979
8:00	222	191	239	187	839
9:00	216	207	202	225	850
10:00	221	246	233	212	912
11:00	224	229	238	231	922
12:00	217	219	227	194	857
13:00	245	241	256	250	992
14:00	265	268	292	267	1092
15:00	322	306	316	274	1218
16:00	289	244	294	242	1069
17:00	289	305	327	301	1222
18:00	216	226	202	185	829
19:00	215	231	231	199	876
20:00	188	182	153	156	679
21:00	149	168	140	107	564
22:00	112	119	122	79	432
23:00	52	99	88	61	300
					16355

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	64	43	38	27	172
1:00	30	29	26	21	106
2:00	20	21	15	16	72
3:00	17	15	23	16	71
4:00	24	27	33	38	122
5:00	42	72	108	109	331
6:00	147	207	231	227	812
7:00	259	302	270	208	1039
8:00	238	211	224	203	876
9:00	217	225	215	226	883
10:00	215	231	227	209	882
11:00	215	228	226	215	884
12:00	211	222	228	222	883
13:00	230	223	260	244	957
14:00	267	249	282	261	1059
15:00	303	287	329	255	1174
16:00	257	222	269	230	978
17:00	265	259	274	245	1043
18:00	235	220	215	188	858
19:00	206	209	220	210	845
20:00	191	188	163	152	694
21:00	141	161	115	102	519
22:00	102	112	115	89	418
23:00	90	82	73	57	302
					15980
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	16779

	Vol	Hour
07:00-09:00 Peak	1084	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1100	16:30

	Vol	Hour
AM Peak	1084	07:15
PM Peak	1297	14:45
Daily Peak	1297	14:45

	Vol	Hour
07:00-09:00 Peak	1076	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	861	17:30

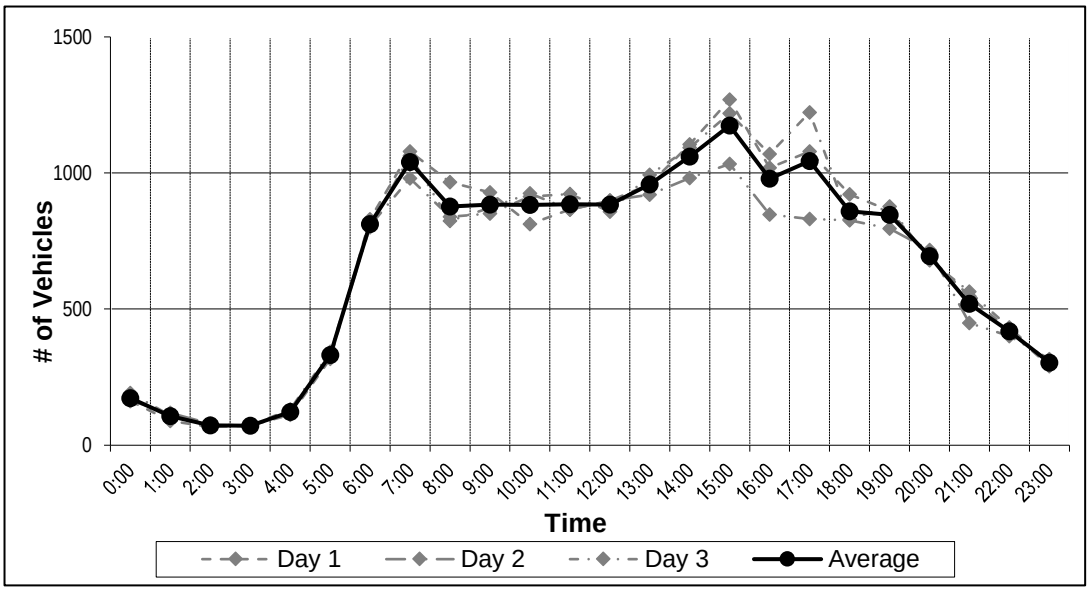
	Vol	Hour
AM Peak	1076	06:45
PM Peak	1033	15:00
Daily Peak	1076	06:45

	Vol	Hour
07:00-09:00 Peak	1023	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1222	17:00

	Vol	Hour
AM Peak	1023	06:45
PM Peak	1222	17:00
Daily Peak	1222	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	1058	06:45	0.88
12:00-14:00 Peak	957	13:00	0.92
16:00-19:00 Peak	1043	17:00	0.95

	Vol	Hour
AM Peak	1058	06:45
PM Peak	1180	14:45
Daily Peak	1180	14:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2860
MD	9:00 am - 4:00 pm	7060
PM	4:00 pm - 7:00 pm	3020
NT	7:00 pm - 6:00 am	3790
AADT	0:00 am - 12:00 pm	16800
		16730
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.42
PM	0.18
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	6.3%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.2%

2021-SB Loc 6

SR 9/I-95, IVES DAIRY ROAD INTERCHANGE, Loc 5 (16.3 & 16.7) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	398	367	314	264	1343
1:00	218	195	180	160	753
2:00	136	148	155	138	577
3:00	118	129	149	145	541
4:00	183	202	245	257	887
5:00	278	400	508	660	1846
6:00	832	1030	1029	1061	3952
7:00	1030	1068	1053	1000	4151
8:00	987	986	991	964	3928
9:00	989	960	943	869	3761
10:00	913	835	929	851	3528
11:00	868	914	873	875	3530
12:00	888	889	965	904	3646
13:00	914	965	969	938	3786
14:00	980	961	898	903	3742
15:00	894	577	722	793	2986
16:00	783	872	859	926	3440
17:00	882	926	779	866	3453
18:00	916	929	872	923	3640
19:00	772	838	854	677	3141
20:00	811	661	698	643	2813
21:00	592	655	539	525	2311
22:00	471	503	464	450	1888
23:00	438	425	363	339	1565
					65208

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	287	298	280	236	1101
1:00	250	185	182	173	790
2:00	159	153	136	137	585
3:00	135	132	124	159	550
4:00	135	217	270	287	909
5:00	323	484	628	725	2160
6:00	886	1038	1046	960	3930
7:00	816	919	937	948	3620
8:00	790	700	691	714	2895
9:00	772	778	843	928	3321
10:00	927	986	996	914	3823
11:00	934	974	1009	871	3788
12:00	850	978	1001	961	3790
13:00	951	1009	993	974	3927
14:00	1054	939	941	957	3891
15:00	989	962	939	886	3776
16:00	795	746	853	803	3197
17:00	792	799	786	777	3154
18:00	841	828	859	861	3389
19:00	867	893	776	788	3324
20:00	713	718	720	678	2829
21:00	625	573	519	442	2159
22:00	549	515	596	594	2254
23:00	508	494	484	443	1929
					65091

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	378	339	316	280	1313
1:00	232	224	202	182	840
2:00	168	184	202	156	710
3:00	166	177	159	168	670
4:00	180	205	269	297	951
5:00	334	416	591	654	1995
6:00	854	1075	1124	1055	4108
7:00	1114	1104	855	889	3962
8:00	794	589	1008	1018	3409
9:00	926	995	997	974	3892
10:00	953	918	955	1007	3833
11:00	949	935	926	880	3690
12:00	1010	974	1016	928	3928
13:00	1005	922	924	917	3768
14:00	931	902	868	917	3618
15:00	871	859	870	860	3460
16:00	870	925	914	776	3485
17:00	755	724	1001	780	3260
18:00	879	879	866	729	3353
19:00	795	681	825	843	3144
20:00	733	711	693	663	2800
21:00	608	640	633	564	2445
22:00	611	588	386	605	2190
23:00	479	476	493	414	1862
					66686

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	354	335	303	260	1252
1:00	233	201	188	172	794
2:00	154	162	164	144	624
3:00	140	146	144	157	587
4:00	166	208	261	280	915
5:00	312	433	576	680	2001
6:00	857	1048	1066	1025	3996
7:00	987	1030	948	946	3911
8:00	857	758	897	899	3411
9:00	896	911	928	924	3659
10:00	931	913	960	924	3728
11:00	917	941	936	875	3669
12:00	916	947	994	931	3788
13:00	957	965	962	943	3827
14:00	988	934	902	926	3750
15:00	918	799	844	846	3407
16:00	816	848	875	835	3374
17:00	810	816	855	808	3289
18:00	879	879	866	838	3462
19:00	811	804	818	769	3202
20:00	752	697	704	661	2814
21:00	608	623	564	510	2305
22:00	544	535	482	550	2111
23:00	475	465	447	399	1786
					65662
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	68945

	Vol	Hour
07:00-09:00 Peak	4212	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3640	18:00

	Vol	Hour
07:00-09:00 Peak	3930	06:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3389	18:00

	Vol	Hour
07:00-09:00 Peak	4397	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3539	17:30

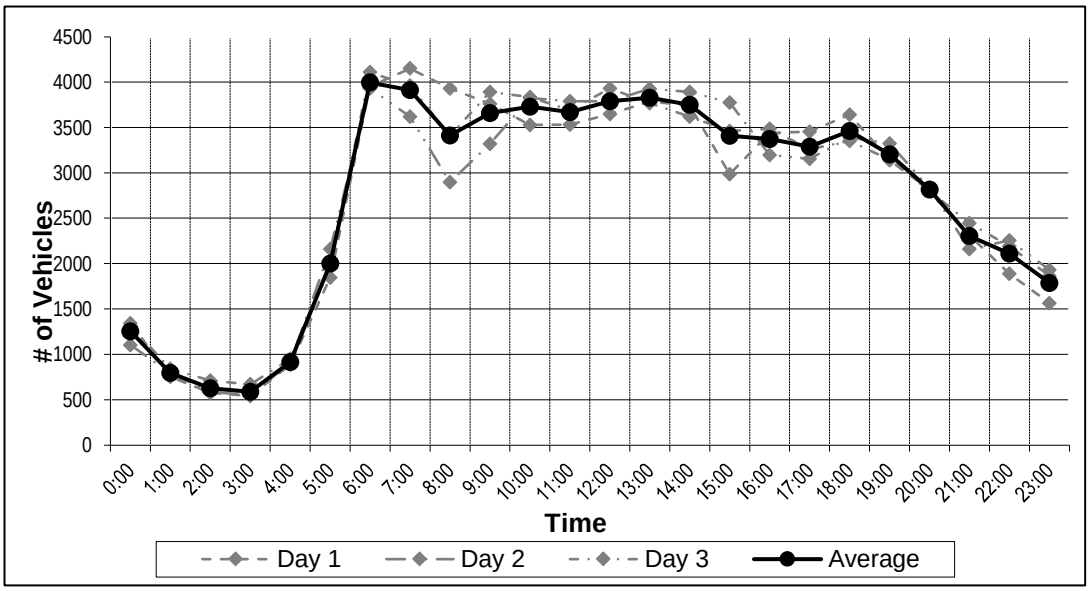
	Vol	Hour	PHF
06:00-09:00 Peak	4126	06:15	0.97
12:00-14:00 Peak	3847	12:30	0.97
16:00-19:00 Peak	3462	18:00	0.98

	Vol	Hour
AM Peak	4212	06:45
PM Peak	3852	13:15
Daily Peak	4212	06:45

	Vol	Hour
AM Peak	3930	06:00
PM Peak	4030	13:15
Daily Peak	4030	13:15

	Vol	Hour
AM Peak	4397	06:30
PM Peak	3928	12:00
Daily Peak	4397	06:30

	Vol	Hour
AM Peak	4126	06:15
PM Peak	3858	13:15
Daily Peak	4126	06:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	11880
MD	9:00 am - 4:00 pm	27120
PM	4:00 pm - 7:00 pm	10630
NT	7:00 pm - 6:00 am	19000
AADT	0:00 am - 12:00 pm	68900
		68630
	FDOT 2019 AADT	

	Distribution
AM	0.17
MD	0.40
PM	0.15
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	6.0%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	5.0%

2021-SB Loc 5

SR 9/I-95 EXP, N OF EXP LN NB OFF RAMP, Loc 5e (15.6,15.9,16.3,16.7,17.0,17.4,17.9) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	17	25	9	8	59
1:00	9	8	7	8	32
2:00	5	5	6	3	19
3:00	3	3	6	2	14
4:00	5	8	12	12	37
5:00	23	29	40	92	184
6:00	134	215	281	325	955
7:00	293	312	301	321	1227
8:00	349	346	319	360	1374
9:00	353	297	299	271	1220
10:00	240	250	215	189	894
11:00	177	199	223	201	800
12:00	191	198	210	226	825
13:00	232	203	225	200	860
14:00	231	231	246	210	918
15:00	245	238	249	294	1026
16:00	304	312	294	329	1239
17:00	336	307	309	290	1242
18:00	287	276	248	154	965
19:00	272	293	199	151	915
20:00	114	67	87	66	334
21:00	63	71	48	52	234
22:00	41	31	32	32	136
23:00	27	25	12	9	73
					15582

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	9	8	8	6	31
1:00	5	6	7	6	24
2:00	5	3	3	5	16
3:00	3	2	7	6	18
4:00	8	8	3	6	25
5:00	6	10	51	87	154
6:00	140	224	294	320	978
7:00	303	316	275	262	1156
8:00	268	256	315	247	1086
9:00	254	214	277	254	999
10:00	221	231	219	214	885
11:00	196	222	214	204	836
12:00	214	241	184	196	835
13:00	184	217	231	248	880
14:00	207	215	249	236	907
15:00	230	294	295	283	1102
16:00	269	285	307	287	1148
17:00	292	277	279	293	1141
18:00	295	297	274	297	1163
19:00	239	138	164	116	657
20:00	101	81	88	90	360
21:00	103	81	118	130	432
22:00	110	62	61	45	278
23:00	36	25	22	26	109
					15220

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	21	17	11	17	66
1:00	5	8	4	7	24
2:00	8	6	3	8	25
3:00	4	4	7	3	18
4:00	8	8	13	16	45
5:00	21	35	61	82	199
6:00	146	232	307	314	999
7:00	313	320	249	202	1084
8:00	186	166	310	237	899
9:00	237	257	260	284	1038
10:00	241	230	250	248	969
11:00	213	205	208	186	812
12:00	212	233	214	185	844
13:00	223	236	233	202	894
14:00	227	249	245	257	978
15:00	264	293	293	310	1160
16:00	304	318	324	279	1225
17:00	298	311	303	292	1204
18:00	291	287	261	226	1065
19:00	256	151	282	214	903
20:00	125	100	117	94	436
21:00	69	83	71	69	292
22:00	53	33	20	92	198
23:00	37	32	27	23	119
					15496

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	16	17	9	10	52
1:00	6	7	6	7	26
2:00	6	5	4	5	20
3:00	3	3	7	4	17
4:00	7	8	9	11	35
5:00	17	25	51	87	180
6:00	140	224	294	320	978
7:00	303	316	275	262	1156
8:00	268	256	315	281	1120
9:00	281	256	279	270	1086
10:00	234	237	228	217	916
11:00	195	209	215	197	816
12:00	206	224	203	202	835
13:00	213	219	230	217	879
14:00	222	232	247	234	935
15:00	246	275	279	296	1096
16:00	292	305	308	298	1203
17:00	309	298	297	292	1196
18:00	291	287	261	226	1065
19:00	256	194	215	160	825
20:00	113	83	97	83	376
21:00	78	78	79	84	319
22:00	68	42	38	56	204
23:00	33	27	20	19	99
					15434
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	16206

	Vol	Hour
07:00-09:00 Peak	1374	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1281	16:45

	Vol	Hour
AM Peak	1378	08:15
PM Peak	1281	16:45
Daily Peak	1378	08:15

	Vol	Hour
07:00-09:00 Peak	1233	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1171	16:15

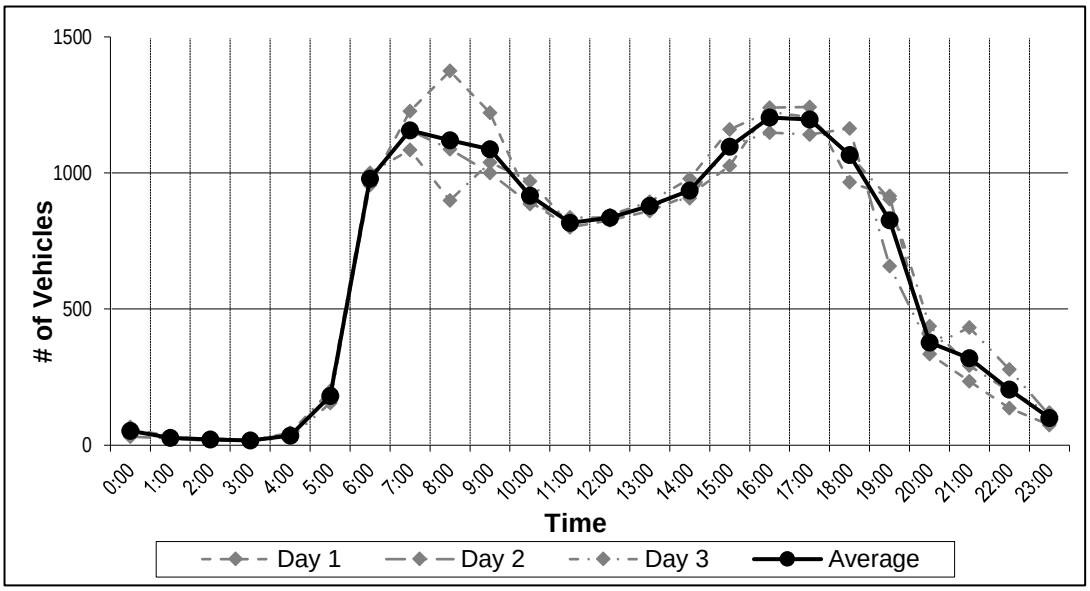
	Vol	Hour
AM Peak	1233	06:30
PM Peak	1171	16:15
Daily Peak	1233	06:30

	Vol	Hour
07:00-09:00 Peak	1254	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1225	16:00

	Vol	Hour
AM Peak	1254	06:30
PM Peak	1256	15:45
Daily Peak	1256	15:45

	Vol	Hour	PHF
06:00-09:00 Peak	1233	06:30	0.96
12:00-14:00 Peak	879	13:00	0.96
16:00-19:00 Peak	1220	16:15	0.99

	Vol	Hour
AM Peak	1233	06:30
PM Peak	1220	16:15
Daily Peak	1233	06:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	3420
MD	9:00 am - 4:00 pm	6890
PM	4:00 pm - 7:00 pm	3640
NT	7:00 pm - 6:00 am	2240
AADT	0:00 am - 12:00 pm	16200
		16190
	FDOT 2019 AADT	

	Distribution
AM	0.21
MD	0.43
PM	0.22
NT	0.14
AADT	1.00

	K
07:00-09:00 Peak Hour	7.6%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	7.5%

2021-SB Loc 5e

SR 9/I-95, N OF IVES DAIRY ROAD INTERCHANGE, Loc 15 (17.0 & 17.4) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	508	500	400	333	1741
1:00	271	262	249	200	982
2:00	184	170	188	174	716
3:00	146	176	188	161	671
4:00	204	264	286	337	1091
5:00	335	449	644	795	2223
6:00	992	1289	1277	1370	4928
7:00	1406	1475	1498	1551	5930
8:00	1504	1595	1427	1400	5926
9:00	1405	1361	1411	1272	5449
10:00	1289	1210	1423	1223	5145
11:00	1223	1289	1349	1333	5194
12:00	1276	1273	1345	1381	5275
13:00	1353	1358	1408	1395	5514
14:00	1385	1423	1509	1407	5724
15:00	1397	1420	1511	1372	5700
16:00	1396	1451	1421	1610	5878
17:00	1567	1534	1522	1465	6088
18:00	1551	1429	1448	1290	5718
19:00	1026	1188	1187	1009	4410
20:00	1125	969	1018	928	4040
21:00	839	881	743	675	3138
22:00	685	692	529	624	2530
23:00	567	603	476	452	2098
					96109

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	398	395	361	296	1450
1:00	293	253	228	204	978
2:00	211	176	178	158	723
3:00	179	159	149	189	676
4:00	169	252	314	337	1072
5:00	358	572	752	898	2580
6:00	1055	1258	1356	1433	5102
7:00	1319	1430	1370	1342	5461
8:00	1122	1093	1433	1464	5112
9:00	1168	1322	1343	1312	5145
10:00	1275	1372	1381	1289	5317
11:00	1309	1355	1417	1297	5378
12:00	1185	1388	1401	1364	5338
13:00	1366	1416	1412	1373	5567
14:00	1462	1366	1433	1436	5697
15:00	1517	1534	1556	1476	6083
16:00	1297	1287	1229	1372	5185
17:00	1444	1375	1301	1310	5430
18:00	1446	1408	1370	1326	5550
19:00	1295	1272	1119	1121	4807
20:00	1075	1066	1030	970	4141
21:00	946	832	840	797	3415
22:00	789	743	853	823	3208
23:00	675	657	628	600	2560
					95975

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	494	446	393	379	1712
1:00	278	300	247	223	1048
2:00	223	233	246	199	901
3:00	206	205	194	201	806
4:00	221	227	312	339	1099
5:00	399	489	708	822	2418
6:00	1042	1318	1439	1440	5239
7:00	1461	1550	1581	1486	6078
8:00	1392	1245	1347	1255	5239
9:00	1303	1383	1484	1429	5599
10:00	1304	1313	1447	1469	5533
11:00	1432	1462	1434	1355	5683
12:00	1384	1387	1468	1309	5548
13:00	1447	1477	1480	1396	5800
14:00	1372	1527	1526	1491	5916
15:00	1486	1565	1465	1474	5990
16:00	1523	1516	1478	1148	5665
17:00	1281	1093	1457	1388	5219
18:00	1499	1419	1409	1351	5678
19:00	1261	1324	1384	1356	5325
20:00	976	1025	1065	932	3998
21:00	888	909	901	804	3502
22:00	852	780	539	883	3054
23:00	760	702	662	556	2680
					99730

	Average				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	467	447	385	336	1635
1:00	281	272	241	209	1003
2:00	206	193	204	177	780
3:00	177	180	177	184	718
4:00	198	248	304	338	1088
5:00	364	503	701	838	2406
6:00	1030	1288	1357	1414	5089
7:00	1395	1485	1483	1460	5823
8:00	1339	1311	1402	1373	5425
9:00	1292	1355	1413	1338	5398
10:00	1289	1298	1417	1327	5331
11:00	1321	1369	1400	1328	5418
12:00	1282	1349	1405	1351	5387
13:00	1389	1417	1433	1388	5627
14:00	1406	1439	1489	1445	5779
15:00	1467	1506	1511	1441	5925
16:00	1405	1418	1376	1377	5576
17:00	1431	1334	1427	1388	5580
18:00	1499	1419	1409	1322	5649
19:00	1194	1261	1230	1162	4847
20:00	1059	1020	1038	943	4060
21:00	891	874	828	759	3352
22:00	775	738	640	777	2930
23:00	667	654	589	536	2446
					97272

Seasonal Factor (SF)	1.05
Weekly Axle Factor (WAF)	1.00
Calculated AADT	102136

	Vol	Hour
07:00-09:00 Peak	6148	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	6233	16:45

	Vol	Hour
AM Peak	6148	7:30
PM Peak	6233	16:45
Daily Peak	6233	16:45

	Vol	Hour
07:00-09:00 Peak	5552	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5550	18:00

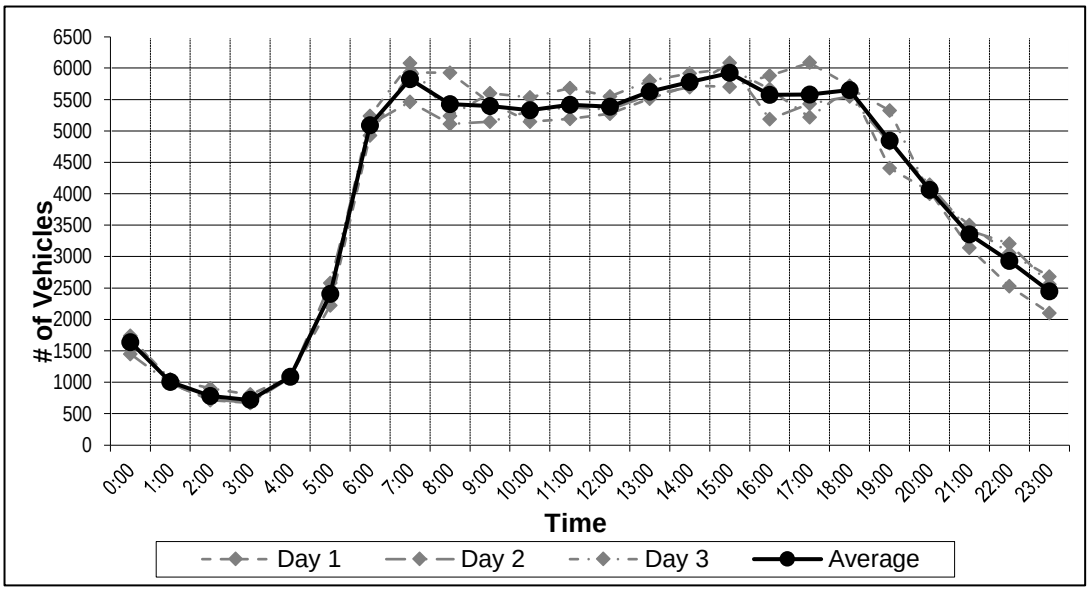
	Vol	Hour
AM Peak	5552	06:45
PM Peak	6083	15:00
Daily Peak	6083	15:00

	Vol	Hour
07:00-09:00 Peak	6078	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5763	17:30

	Vol	Hour
AM Peak	6078	07:00
PM Peak	6068	14:30
Daily Peak	6078	07:00

	Vol	Hour	PHF
06:00-09:00 Peak	5823	07:00	0.98
12:00-14:00 Peak	5627	13:00	0.98
16:00-19:00 Peak	5733	17:30	0.96

	Vol	Hour
AM Peak	5823	07:00
PM Peak	5929	14:45
Daily Peak	5929	14:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	17150
MD	9:00 am - 4:00 pm	40810
PM	4:00 pm - 7:00 pm	17650
NT	7:00 pm - 6:00 am	26150
AADT	0:00 am - 12:00 pm	102100
		101760
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.40
PM	0.17
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	5.6%

2021-SB Loc 3

SR 9/I-95, HALLANDALE BEACH BOULEVARD INTERCHANGE, Loc 17 (17.9) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	426	421	360	272	1479
1:00	229	252	239	198	918
2:00	163	156	163	138	620
3:00	129	154	160	151	594
4:00	193	216	233	280	922
5:00	280	390	552	675	1897
6:00	866	1083	1137	1174	4260
7:00	1227	1314	1307	1340	5188
8:00	1267	1421	1237	1213	5138
9:00	1214	1196	1186	1129	4725
10:00	1107	1062	1243	1069	4481
11:00	1058	1130	1147	1174	4509
12:00	1115	1099	1185	1194	4593
13:00	1170	1164	1187	1210	4731
14:00	1171	1233	1266	1172	4842
15:00	1202	1218	1057	1194	4671
16:00	1238	1300	1178	1458	5174
17:00	1341	1276	1311	1265	5193
18:00	1292	1181	1262	1133	4868
19:00	877	1009	1027	915	3828
20:00	963	864	839	818	3484
21:00	711	768	670	634	2783
22:00	612	602	582	550	2346
23:00	495	503	405	382	1785
					83029

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	357	352	316	267	1292
1:00	251	223	201	186	861
2:00	189	146	161	136	632
3:00	163	138	143	163	607
4:00	141	209	273	300	923
5:00	319	480	658	784	2241
6:00	882	1075	1165	1257	4379
7:00	1150	1245	1197	1214	4806
8:00	1164	1311	1183	1085	4743
9:00	955	1157	1139	1151	4402
10:00	1129	1206	1220	1119	4674
11:00	1129	1176	1220	1116	4641
12:00	1013	1198	1184	1160	4555
13:00	1173	1186	1219	1170	4748
14:00	1247	1137	1240	1224	4848
15:00	1217	1305	1310	1246	5078
16:00	1075	1118	1123	1137	4453
17:00	1229	1177	1165	1156	4727
18:00	1231	1187	1190	1160	4768
19:00	1162	1086	980	945	4173
20:00	924	938	896	858	3616
21:00	826	722	755	682	2985
22:00	694	639	750	739	2822
23:00	606	557	546	520	2229
					83203

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	439	396	346	324	1505
1:00	249	267	225	204	945
2:00	190	198	211	171	770
3:00	183	174	190	176	723
4:00	198	206	284	288	976
5:00	341	433	619	676	2069
6:00	895	1178	1214	1284	4571
7:00	1264	1374	1408	1285	5331
8:00	1342	1063	1196	1007	4608
9:00	1115	1240	1276	1216	4847
10:00	1220	1152	1264	1266	4902
11:00	1269	1226	1221	1162	4878
12:00	1203	1211	1260	1115	4789
13:00	1225	1246	1276	1178	4925
14:00	1187	1281	1293	1270	5031
15:00	1274	1324	1238	1262	5098
16:00	1323	1278	1257	1110	4968
17:00	1009	970	1104	1211	4294
18:00	1262	1130	1132	1106	4630
19:00	1080	1194	1225	1213	4712
20:00	833	900	919	799	3451
21:00	781	786	811	711	3089
22:00	757	669	436	818	2680
23:00	647	647	584	492	2370
					86162

	Average				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	407	390	341	288	1426
1:00	243	247	222	196	908
2:00	181	167	178	148	674
3:00	158	155	164	163	640
4:00	177	210	263	289	939
5:00	313	434	610	712	2069
6:00	881	1112	1172	1238	4403
7:00	1214	1311	1304	1280	5109
8:00	1258	1265	1205	1102	4830
9:00	1095	1198	1200	1165	4658
10:00	1152	1140	1242	1151	4685
11:00	1152	1177	1196	1151	4676
12:00	1110	1169	1210	1156	4645
13:00	1189	1199	1227	1186	4801
14:00	1202	1217	1266	1222	4907
15:00	1231	1282	1202	1234	4949
16:00	1212	1232	1186	1235	4865
17:00	1193	1141	1193	1211	4738
18:00	1262	1166	1195	1133	4756
19:00	1040	1096	1077	1024	4237
20:00	907	901	885	825	3518
21:00	773	759	745	676	2953
22:00	688	637	589	702	2616
23:00	583	569	512	465	2129
					84131
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	88338

	Vol	Hour
07:00-09:00 Peak	5335	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5386	16:45

	Vol	Hour
07:00-09:00 Peak	4886	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4768	18:00

	Vol	Hour
07:00-09:00 Peak	5409	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4968	16:00

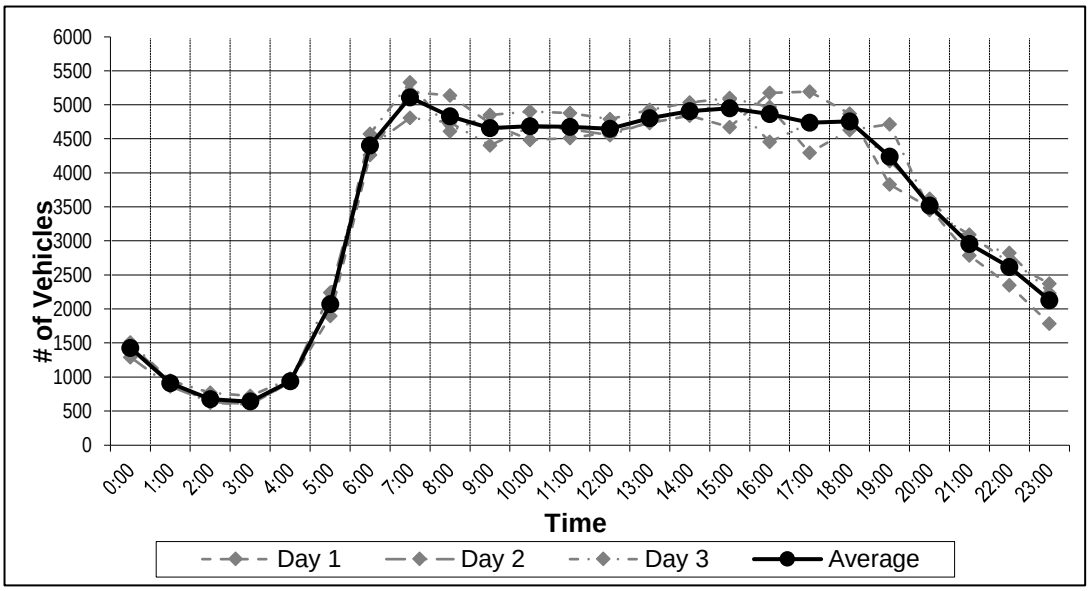
	Vol	Hour	PHF
06:00-09:00 Peak	5153	07:15	0.98
12:00-14:00 Peak	4801	13:00	0.98
16:00-19:00 Peak	4865	16:00	0.98

	Vol	Hour
AM Peak	5335	7:30
PM Peak	5386	16:45
Daily Peak	5386	16:45

	Vol	Hour
AM Peak	4886	7:30
PM Peak	5078	15:00
Daily Peak	5078	15:00

	Vol	Hour
AM Peak	5409	07:15
PM Peak	5161	14:30
Daily Peak	5409	07:15

	Vol	Hour
AM Peak	5153	07:15
PM Peak	5001	14:30
Daily Peak	5153	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	15060
MD	9:00 am - 4:00 pm	34990
PM	4:00 pm - 7:00 pm	15080
NT	7:00 pm - 6:00 am	22880
AADT	0:00 am - 12:00 pm	88300
		88010
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.40
PM	0.17
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.8%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	5.5%

2021-SB Loc 1

SR 9/I-95, GOLDEN GLADES INTERCHANGE, DS-0099N (Zone ID 2904) / GP - NB

Day 1 Tuesday, September 21, 2021					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	317	291	252	253	1113
1:00	226	214	204	189	833
2:00	194	188	179	173	734
3:00	192	168	195	179	734
4:00	182	189	199	216	786
5:00	238	326	400	467	1431
6:00	487	746	721	732	2686
7:00	755	855	853	791	3254
8:00	786	842	820	751	3199
9:00	632	606	630	745	2613
10:00	608	636	601	602	2447
11:00	645	622	660	714	2641
12:00	665	716	774	723	2878
13:00	813	723	712	734	2982
14:00	745	804	750	673	2972
15:00	649	621	647	705	2622
16:00	684	681	854	829	3048
17:00	708	836	780	724	3048
18:00	710	788	793	810	3101
19:00	837	781	634	707	2959
20:00	641	555	535	512	2243
21:00	510	424	452	433	1819
22:00	373	412	424	431	1640
23:00	384	376	381	304	1445
					53228

Day 2 Wednesday, September 22, 2021					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	355	266	257	249	1127
1:00	232	204	190	199	825
2:00	200	185	187	216	788
3:00	196	195	182	176	749
4:00	201	197	208	219	825
5:00	250	305	395	472	1422
6:00	544	672	634	716	2566
7:00	723	825	803	761	3112
8:00	750	798	742	705	2995
9:00	617	713	627	576	2533
10:00	620	676	663	704	2663
11:00	620	717	701	676	2714
12:00	706	738	768	744	2956
13:00	798	787	757	777	3119
14:00	739	801	794	770	3104
15:00	800	853	775	723	3151
16:00	581	561	618	609	2369
17:00	637	597	676	700	2610
18:00	697	732	814	853	3096
19:00	852	835	771	641	3099
20:00	644	594	542	576	2356
21:00	506	531	508	501	2046
22:00	387	476	487	413	1763
23:00	429	398	345	323	1495
					53483

Day 3 Thursday, September 23, 2021					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	308	306	269	269	1152
1:00	213	237	210	204	864
2:00	192	207	168	210	777
3:00	171	199	199	177	746
4:00	187	219	196	243	845
5:00	214	332	428	494	1468
6:00	534	655	681	699	2569
7:00	691	794	753	731	2969
8:00	713	753	664	659	2789
9:00	664	639	672	698	2673
10:00	658	696	707	706	2767
11:00	701	735	765	727	2928
12:00	803	814	792	766	3175
13:00	792	812	748	784	3136
14:00	727	867	814	734	3142
15:00	794	679	722	739	2934
16:00	666	684	745	780	2875
17:00	799	809	848	716	3172
18:00	722	760	648	701	2831
19:00	652	742	672	651	2717
20:00	681	659	693	648	2681
21:00	507	498	537	486	2028
22:00	477	464	445	471	1857
23:00	369	407	437	403	1616
					54711

Average					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	327	288	259	257	1131
1:00	224	218	201	197	840
2:00	195	193	178	200	766
3:00	186	187	192	177	742
4:00	190	202	201	226	819
5:00	234	321	408	478	1441
6:00	522	691	679	716	2608
7:00	723	825	803	761	3112
8:00	750	798	742	705	2995
9:00	638	653	643	673	2607
10:00	629	669	657	671	2626
11:00	655	691	709	706	2761
12:00	725	756	778	744	3003
13:00	801	774	739	765	3079
14:00	737	824	786	726	3073
15:00	748	718	715	722	2903
16:00	644	642	739	739	2764
17:00	715	747	768	713	2943
18:00	710	760	752	788	3010
19:00	780	786	692	666	2924
20:00	655	603	590	579	2427
21:00	508	484	499	473	1964
22:00	412	451	452	438	1753
23:00	394	394	388	343	1519
					53810

Seasonal Factor (SF) 1.05
Weekly Axle Factor (WAF) 1.00
Calculated AADT 56501

	Vol	Hour
07:00-09:00 Peak	3285	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3227	16:30

	Vol	Hour
AM Peak	3285	07:15
PM Peak	3228	18:15
Daily Peak	3285	07:15

	Vol	Hour
07:00-09:00 Peak	3139	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3096	18:00

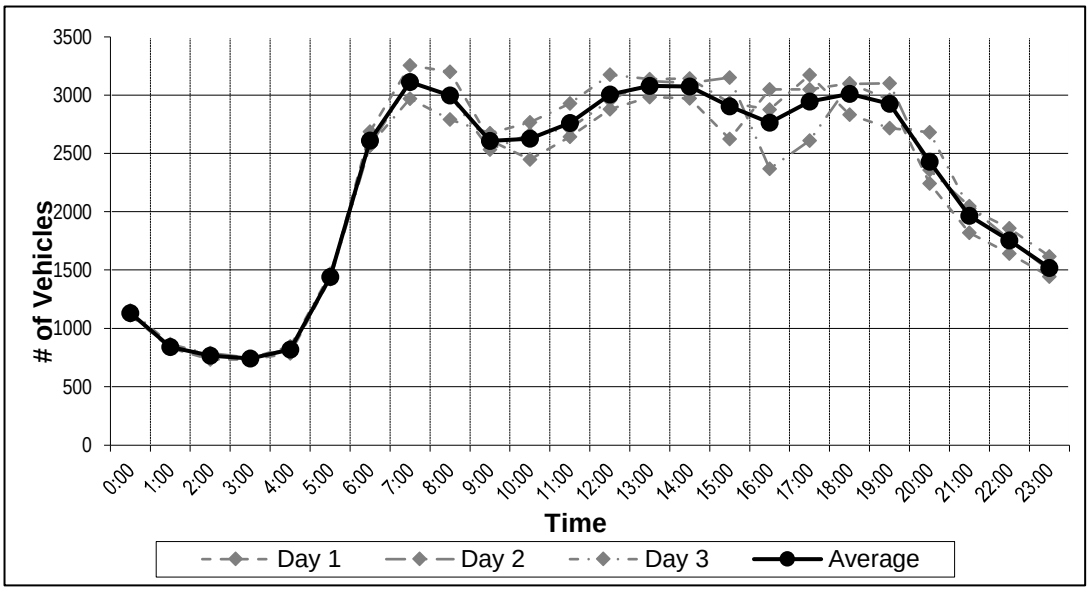
	Vol	Hour
AM Peak	3139	07:15
PM Peak	3354	18:30
Daily Peak	3354	18:30

	Vol	Hour
07:00-09:00 Peak	2991	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3236	16:45

	Vol	Hour
AM Peak	2991	07:15
PM Peak	3236	16:45
Daily Peak	3236	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	3139	07:15	0.95
12:00-14:00 Peak	3097	12:30	0.97
16:00-19:00 Peak	3010	18:00	0.95

	Vol	Hour
AM Peak	3139	07:15
PM Peak	3112	13:45
Daily Peak	3139	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	9150
MD	9:00 am - 4:00 pm	21050
PM	4:00 pm - 7:00 pm	9150
NT	7:00 pm - 6:00 am	16860
AADT	0:00 am - 12:00 pm	56500
		56210

FDOT 2019 AADT

Distribution	
AM	0.16
MD	0.37
PM	0.16
NT	0.30
AADT	1.00

	K
07:00-09:00 Peak Hour	5.6%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	5.3%

2021-NB Loc 1

SR 9/I-95, N OF GOLDEN GLADES INTERCHANGE, Loc 3 (13.6 and 14.0) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	366	347	271	287	1271
1:00	250	221	190	181	842
2:00	182	177	160	171	690
3:00	178	119	206	198	701
4:00	198	233	280	300	1011
5:00	334	509	725	798	2366
6:00	738	1170	1237	1197	4342
7:00	1232	1379	1339	1290	5240
8:00	1307	1302	1313	1231	5153
9:00	1062	1026	1144	904	4136
10:00	816	1148	983	978	3925
11:00	992	994	1058	1126	4170
12:00	1081	1181	1128	1158	4548
13:00	1222	1120	1166	1201	4709
14:00	1201	1243	1198	1146	4788
15:00	1271	1254	1027	1254	4806
16:00	1152	1192	1332	1399	5075
17:00	1242	1357	1309	1243	5151
18:00	1182	1301	1260	1279	5022
19:00	1308	1173	1028	1060	4569
20:00	966	886	806	783	3441
21:00	766	688	669	655	2778
22:00	576	612	624	611	2423
23:00	555	489	497	402	1943
					83100

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	450	347	306	290	1393
1:00	250	219	207	204	880
2:00	183	174	126	192	675
3:00	168	172	191	188	719
4:00	191	218	260	270	939
5:00	360	533	693	795	2381
6:00	880	1092	1253	1198	4423
7:00	1224	1353	1345	1292	5214
8:00	1285	1305	1254	1221	5065
9:00	946	1176	1173	1045	4340
10:00	947	1078	1085	1132	4242
11:00	1053	1146	1186	1118	4503
12:00	1098	1169	1187	1147	4601
13:00	1195	1230	1189	1200	4814
14:00	1184	1243	1259	1246	4932
15:00	1260	1297	1217	1170	4944
16:00	971	955	1061	1084	4071
17:00	1134	1062	1161	1158	4515
18:00	1214	1203	1226	1279	4922
19:00	1293	1241	1216	1005	4755
20:00	969	920	843	815	3547
21:00	772	804	759	702	3037
22:00	612	659	693	624	2588
23:00	548	526	483	415	1972
					83472

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	387	354	325	294	1360
1:00	248	252	194	204	898
2:00	191	188	149	175	703
3:00	155	197	202	195	749
4:00	206	260	250	354	1070
5:00	322	513	699	800	2334
6:00	905	1118	1269	1198	4490
7:00	1216	1326	1351	1294	5187
8:00	1263	1307	1194	1210	4974
9:00	1104	1100	1114	1163	4481
10:00	1075	1097	1116	1188	4476
11:00	1070	1169	1189	1176	4604
12:00	1234	1273	1203	1089	4799
13:00	1210	1233	1234	1273	4950
14:00	1166	1306	1384	1231	5087
15:00	1281	1211	1224	1238	4954
16:00	1154	1236	1234	1293	4917
17:00	1384	1362	1386	1272	5404
18:00	1198	1252	1014	1092	4556
19:00	1095	1129	1113	1020	4357
20:00	1019	1024	1000	943	3986
21:00	792	720	812	748	3072
22:00	717	667	708	654	2746
23:00	551	564	593	590	2298
					86452

	Average				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	401	349	301	290	1341
1:00	249	231	197	196	873
2:00	185	180	145	179	689
3:00	167	163	200	194	724
4:00	198	237	263	308	1006
5:00	339	518	706	798	2361
6:00	841	1127	1253	1198	4419
7:00	1224	1353	1345	1292	5214
8:00	1285	1305	1254	1221	5065
9:00	1037	1101	1144	1037	4319
10:00	946	1108	1061	1099	4214
11:00	1038	1103	1144	1140	4425
12:00	1138	1208	1173	1131	4650
13:00	1209	1194	1196	1225	4824
14:00	1184	1264	1280	1208	4936
15:00	1271	1254	1156	1221	4902
16:00	1092	1128	1209	1259	4688
17:00	1253	1260	1285	1224	5022
18:00	1198	1252	1167	1217	4834
19:00	1232	1181	1119	1028	4560
20:00	985	943	883	847	3658
21:00	777	737	747	702	2963
22:00	635	646	675	630	2586
23:00	551	526	524	469	2070
					84343
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	88560

	Vol	Hour
07:00-09:00 Peak	5315	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5330	16:30

	Vol	Hour
AM Peak	5315	07:15
PM Peak	5330	16:30
Daily Peak	5330	16:30

	Vol	Hour
07:00-09:00 Peak	5275	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4922	18:00

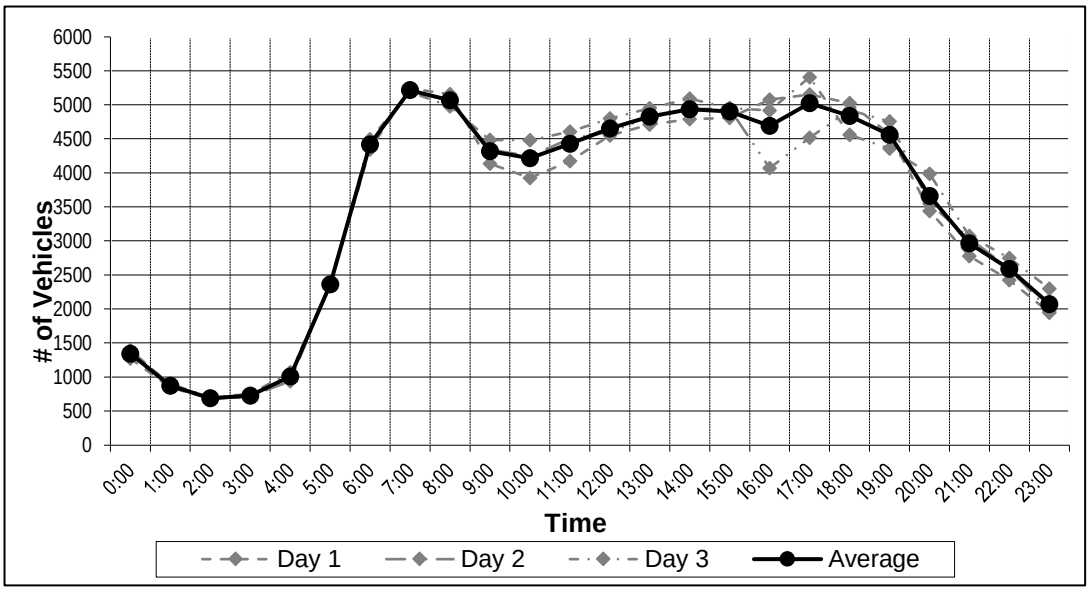
	Vol	Hour
AM Peak	5275	07:15
PM Peak	5062	14:30
Daily Peak	5275	07:15

	Vol	Hour
07:00-09:00 Peak	5234	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5425	16:45

	Vol	Hour
AM Peak	5234	07:15
PM Peak	5425	16:45
Daily Peak	5425	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	5275	07:15	0.97
12:00-14:00 Peak	4824	13:00	0.98
16:00-19:00 Peak	5057	16:45	0.98

	Vol	Hour
AM Peak	5275	07:15
PM Peak	5057	16:45
Daily Peak	5275	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	15430
MD	9:00 am - 4:00 pm	33880
PM	4:00 pm - 7:00 pm	15270
NT	7:00 pm - 6:00 am	23620
AADT	0:00 am - 12:00 pm	88600
		88200
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.38
PM	0.17
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	6.0%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	5.7%

2021-NB Loc 3

SR 9/I-95, N OF GOLDEN GLADES INTERCHANGE, Loc 3e (13.6 and 14.0) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	30	21	14	10	75
1:00	12	10	6	5	33
2:00	6	6	5	8	25
3:00	3	12	7	14	36
4:00	11	3	7	11	32
5:00	11	25	51	51	138
6:00	89	131	196	199	615
7:00	177	247	249	238	911
8:00	250	219	240	202	911
9:00	205	150	166	143	664
10:00	153	153	157	140	603
11:00	145	157	162	154	618
12:00	143	183	192	171	689
13:00	199	173	198	221	791
14:00	152	261	231	224	868
15:00	208	281	210	244	943
16:00	267	239	309	335	1150
17:00	313	325	329	290	1257
18:00	289	290	315	322	1216
19:00	232	193	171	156	752
20:00	123	136	115	112	486
21:00	89	93	71	69	322
22:00	64	68	43	61	236
23:00	52	40	47	34	173
					13544

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	40	26	21	16	103
1:00	16	7	6	12	41
2:00	11	10	8	6	35
3:00	6	9	6	7	28
4:00	11	3	6	11	31
5:00	13	26	32	49	120
6:00	80	122	181	192	575
7:00	182	236	250	248	916
8:00	242	221	237	227	927
9:00	290	150	161	144	745
10:00	160	180	174	153	667
11:00	144	161	164	149	618
12:00	159	163	206	216	744
13:00	174	216	249	314	953
14:00	206	215	252	239	912
15:00	266	286	268	265	1085
16:00	240	267	269	234	1010
17:00	267	247	262	304	1080
18:00	316	361	374	369	1420
19:00	309	303	187	186	985
20:00	133	142	111	115	501
21:00	103	91	81	83	358
22:00	65	65	82	46	258
23:00	51	49	45	30	175
					14287

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	28	28	23	12	91
1:00	14	9	10	7	40
2:00	6	5	5	4	20
3:00	10	4	4	2	20
4:00	5	7	10	10	32
5:00	16	25	38	48	127
6:00	75	123	165	184	547
7:00	187	225	251	257	920
8:00	234	223	234	186	877
9:00	179	176	171	141	667
10:00	146	176	176	167	665
11:00	166	159	184	181	690
12:00	234	212	187	179	812
13:00	175	192	185	184	736
14:00	229	245	197	212	883
15:00	306	275	305	239	1125
16:00	253	281	235	266	1035
17:00	294	321	317	332	1264
18:00	303	326	345	346	1320
19:00	271	248	179	171	869
20:00	128	139	113	110	490
21:00	104	98	116	98	416
22:00	85	65	73	68	291
23:00	48	58	71	65	242
					14179

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	33	25	19	13	90
1:00	14	9	7	8	38
2:00	8	7	6	6	27
3:00	6	8	6	8	28
4:00	9	4	8	11	32
5:00	13	25	40	49	127
6:00	81	125	181	192	579
7:00	182	236	250	248	916
8:00	242	221	237	205	905
9:00	225	159	166	143	693
10:00	153	170	169	153	645
11:00	152	159	170	161	642
12:00	179	186	195	189	749
13:00	183	194	211	240	828
14:00	196	240	227	225	888
15:00	260	281	261	249	1051
16:00	253	262	271	278	1064
17:00	291	298	303	309	1201
18:00	303	326	345	346	1320
19:00	271	248	179	171	869
20:00	128	139	113	112	492
21:00	99	94	89	83	365
22:00	71	66	66	58	261
23:00	50	49	54	43	196
					14006
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	14706

	Vol	Hour
07:00-09:00 Peak	984	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1302	16:45

	Vol	Hour
AM Peak	984	07:15
PM Peak	1302	16:45
Daily Peak	1302	16:45

	Vol	Hour
07:00-09:00 Peak	976	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1420	18:00

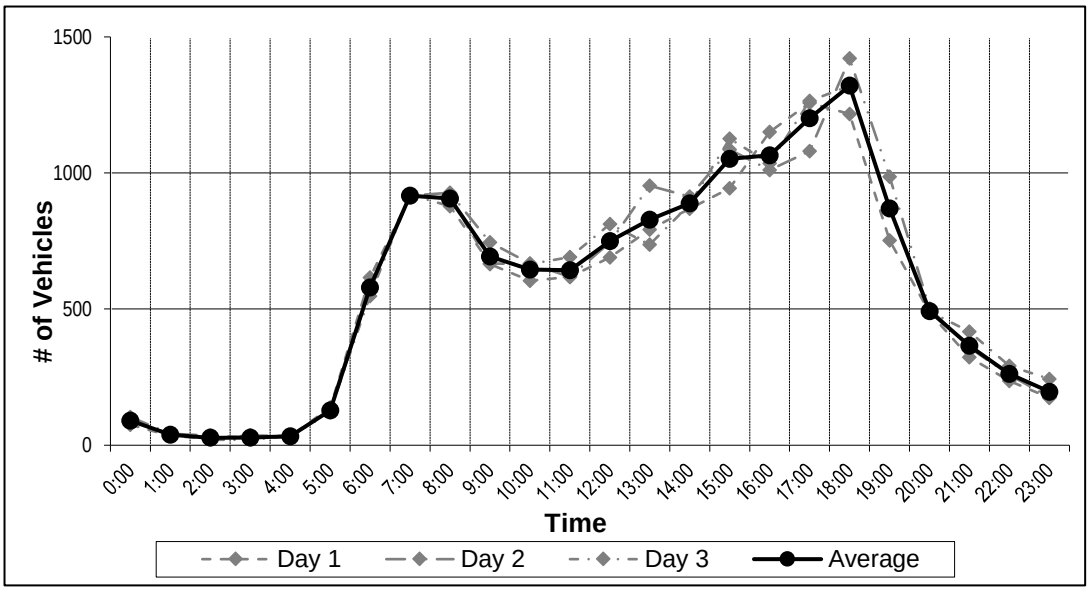
	Vol	Hour
AM Peak	976	07:15
PM Peak	1420	18:00
Daily Peak	1420	18:00

	Vol	Hour
07:00-09:00 Peak	967	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1320	18:00

	Vol	Hour
AM Peak	967	07:15
PM Peak	1320	18:00
Daily Peak	1320	18:00

	Vol	Hour	PHF
06:00-09:00 Peak	976	07:15	0.98
12:00-14:00 Peak	828	13:00	0.86
16:00-19:00 Peak	1320	18:00	0.95

	Vol	Hour
AM Peak	976	07:15
PM Peak	1320	18:00
Daily Peak	1320	18:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	2520
MD	9:00 am - 4:00 pm	5770
PM	4:00 pm - 7:00 pm	3760
NT	7:00 pm - 6:00 am	2630
AADT	0:00 am - 12:00 pm	14700
		14680
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.39
PM	0.26
NT	0.18
AADT	1.00

	K
07:00-09:00 Peak Hour	6.6%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	9.0%

2021-NB Loc 3e

SR 9/I-95, N OF NB OFF-RAMP TO EXP LN, Loc 5 (14.5) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	348	333	253	263	1197
1:00	227	201	191	170	789
2:00	166	160	139	156	621
3:00	162	195	197	170	724
4:00	169	215	267	256	907
5:00	319	470	693	731	2213
6:00	884	1151	1211	1148	4394
7:00	1160	1283	1262	1220	4925
8:00	1214	1188	1200	1137	4739
9:00	1014	960	957	1037	3968
10:00	992	1112	972	924	4000
11:00	941	961	1003	1069	3974
12:00	1017	1100	1083	1087	4287
13:00	1166	1084	1104	1101	4455
14:00	1133	1160	1157	1083	4533
15:00	1026	1165	1268	1221	4680
16:00	1105	1120	1210	1316	4751
17:00	1175	1148	1265	1178	4766
18:00	1121	1234	1171	1199	4725
19:00	1217	1108	1018	1037	4380
20:00	956	858	803	913	3530
21:00	905	860	749	723	3237
22:00	675	649	638	683	2645
23:00	653	569	581	507	2310
					80750

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	508	382	327	291	1508
1:00	261	210	214	190	875
2:00	180	166	126	195	667
3:00	156	179	187	191	713
4:00	178	227	256	268	929
5:00	360	524	669	756	2309
6:00	824	828	1199	1132	3983
7:00	1125	1256	1247	1214	4842
8:00	1177	1216	1165	1013	4571
9:00	769	1046	1142	1017	3974
10:00	950	1022	1046	1082	4100
11:00	1013	1075	1003	1070	4161
12:00	1059	1092	1139	1129	4419
13:00	1136	1156	1135	1134	4561
14:00	1116	1178	1187	1183	4664
15:00	1162	1221	1134	1098	4615
16:00	900	977	1155	1163	4195
17:00	1224	1190	1239	1250	4903
18:00	1311	1291	1319	1300	5221
19:00	1301	1265	1210	1044	4820
20:00	951	894	861	767	3473
21:00	779	781	725	694	2979
22:00	594	641	679	604	2518
23:00	537	524	448	408	1917
					80917

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	365	344	306	284	1299
1:00	231	249	188	198	866
2:00	181	199	138	169	687
3:00	152	190	199	186	727
4:00	198	252	256	341	1047
5:00	322	479	647	770	2218
6:00	839	1038	1186	1115	4178
7:00	1089	1229	1231	1208	4757
8:00	1139	1243	1129	1162	4673
9:00	1075	1028	1038	1135	4276
10:00	1022	1033	1053	1120	4228
11:00	1029	1102	1137	1122	4390
12:00	1132	1205	1152	1060	4549
13:00	1136	1152	1185	1162	4635
14:00	1124	1182	1331	1155	4792
15:00	1157	1108	1153	1138	4556
16:00	1097	1140	1147	1243	4627
17:00	1254	1249	1290	1179	4972
18:00	1216	1263	1122	1198	4799
19:00	1150	1132	1137	1060	4479
20:00	1108	1108	1110	1057	4383
21:00	942	855	980	866	3643
22:00	826	723	754	765	3068
23:00	676	608	630	599	2513
					84362

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	407	353	295	279	1334
1:00	240	220	198	186	844
2:00	176	175	134	173	658
3:00	157	188	194	182	721
4:00	182	231	260	288	961
5:00	334	491	670	752	2247
6:00	849	1006	1199	1132	4186
7:00	1125	1256	1247	1214	4842
8:00	1177	1216	1165	1104	4662
9:00	953	1011	1046	1063	4073
10:00	988	1056	1024	1042	4110
11:00	994	1046	1048	1087	4175
12:00	1069	1132	1125	1092	4418
13:00	1146	1131	1141	1132	4550
14:00	1124	1173	1225	1140	4662
15:00	1115	1165	1185	1152	4617
16:00	1034	1079	1171	1241	4525
17:00	1218	1196	1265	1202	4881
18:00	1216	1263	1204	1232	4915
19:00	1223	1168	1122	1047	4560
20:00	1005	953	925	912	3795
21:00	875	832	818	761	3286
22:00	698	671	690	684	2743
23:00	622	567	553	505	2247
					82012
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	86113

	Vol	Hour
07:00-09:00 Peak	4979	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4904	16:45

	Vol	Hour
AM Peak	4979	07:15
PM Peak	4904	16:45
Daily Peak	4979	07:15

	Vol	Hour
07:00-09:00 Peak	4894	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5221	18:00

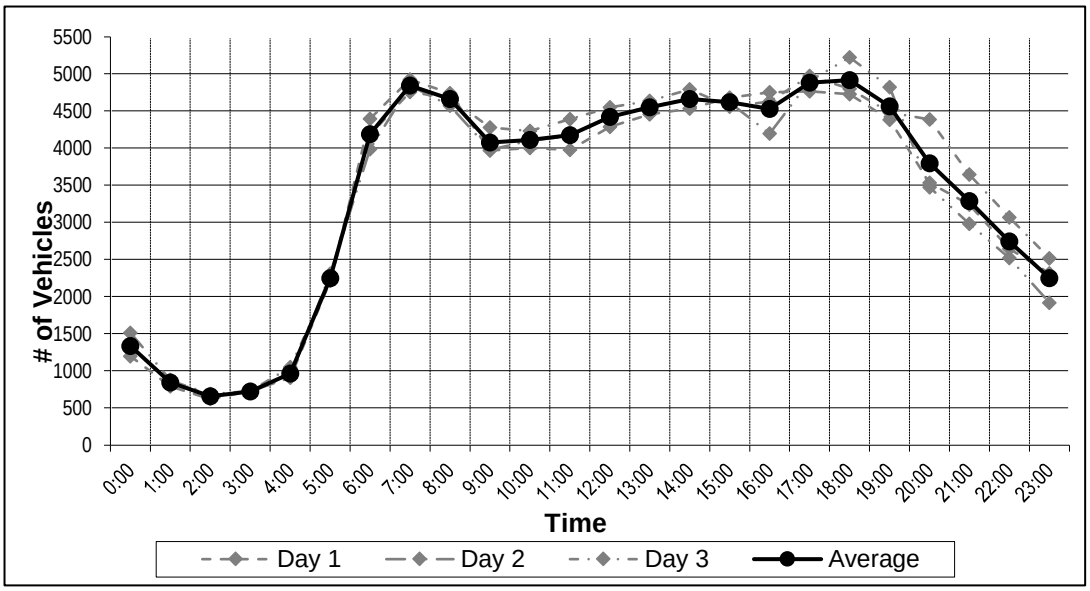
	Vol	Hour
AM Peak	4894	07:15
PM Peak	5221	18:00
Daily Peak	5221	18:00

	Vol	Hour
07:00-09:00 Peak	4821	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5036	16:45

	Vol	Hour
AM Peak	4821	7:30
PM Peak	5036	16:45
Daily Peak	5036	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	4894	07:15	0.97
12:00-14:00 Peak	4550	13:00	0.99
16:00-19:00 Peak	4946	17:30	0.98

	Vol	Hour
AM Peak	4894	07:15
PM Peak	4946	17:30
Daily Peak	4946	17:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	14370
MD	9:00 am - 4:00 pm	32140
PM	4:00 pm - 7:00 pm	15040
NT	7:00 pm - 6:00 am	24230
AADT	0:00 am - 12:00 pm	86100
		85780
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.37
PM	0.18
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.3%
15:00-18:00 Peak Hour	5.7%

2021-NB Loc 5

SR 9/I-95, MIAMIGARDENS DRIVE INTERCHANGE, Loc 6 (14.5 GPoff) - NB

Day 1 Tuesday, September 21, 2021					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	29	28	25	29	111
1:00	20	11	11	14	56
2:00	6	10	6	14	36
3:00	3	27	12	16	58
4:00	8	9	8	21	46
5:00	17	12	20	35	84
6:00	30	48	46	79	203
7:00	92	107	125	159	483
8:00	158	154	163	161	636
9:00	128	113	117	115	473
10:00	104	120	103	126	453
11:00	113	113	118	104	448
12:00	125	121	140	124	510
13:00	140	127	137	133	537
14:00	142	142	126	129	539
15:00	132	151	137	115	535
16:00	102	96	124	133	455
17:00	121	134	80	141	476
18:00	118	136	136	149	539
19:00	140	122	117	102	481
20:00	104	98	83	82	367
21:00	73	66	61	67	267
22:00	52	54	41	58	205
23:00	51	45	60	34	190
					8188

Day 2 Wednesday, September 22, 2021					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	36	25	25	22	108
1:00	30	21	19	8	78
2:00	13	17	8	19	57
3:00	12	16	9	14	51
4:00	11	13	13	13	50
5:00	13	11	18	42	84
6:00	39	83	49	87	258
7:00	90	109	137	158	494
8:00	156	155	157	166	634
9:00	142	111	140	135	528
10:00	116	104	102	116	438
11:00	106	121	93	123	443
12:00	118	117	135	135	505
13:00	116	127	135	136	514
14:00	110	142	123	142	517
15:00	123	155	139	122	539
16:00	97	93	94	116	400
17:00	110	110	128	90	438
18:00	117	113	99	107	436
19:00	120	120	141	103	484
20:00	105	100	98	84	387
21:00	77	78	62	70	287
22:00	70	63	59	45	237
23:00	56	49	52	41	198
					8165

Day 3 Thursday, September 23, 2021					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	40	24	22	23	109
1:00	22	16	14	12	64
2:00	13	10	7	16	46
3:00	10	17	9	14	50
4:00	11	12	13	19	55
5:00	10	20	26	39	95
6:00	28	45	64	95	232
7:00	88	111	148	157	504
8:00	153	155	150	171	629
9:00	155	114	149	156	574
10:00	113	109	103	119	444
11:00	111	120	117	145	493
12:00	138	144	113	119	514
13:00	137	152	153	139	581
14:00	138	151	161	146	596
15:00	162	146	135	144	587
16:00	122	123	140	132	517
17:00	159	128	155	134	576
18:00	118	125	120	117	480
19:00	101	92	112	94	399
20:00	102	89	102	99	392
21:00	80	74	73	69	296
22:00	64	58	58	68	248
23:00	58	46	51	57	212
					8693

Average					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	35	26	24	25	110
1:00	24	16	15	11	66
2:00	11	12	7	16	46
3:00	8	20	10	15	53
4:00	10	11	11	18	50
5:00	13	14	21	39	87
6:00	32	59	53	87	231
7:00	90	109	137	158	494
8:00	156	155	157	166	634
9:00	142	113	135	135	525
10:00	111	111	103	120	445
11:00	110	118	109	124	461
12:00	127	127	129	126	509
13:00	131	135	142	136	544
14:00	130	145	137	139	551
15:00	139	151	137	127	554
16:00	107	104	119	127	457
17:00	130	124	121	122	497
18:00	118	125	118	124	485
19:00	120	111	123	100	454
20:00	104	96	94	88	382
21:00	77	73	65	69	284
22:00	62	58	53	57	230
23:00	55	47	54	44	200
					8349
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	8766

	Vol	Hour
07:00-09:00 Peak	636	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	539	18:00

	Vol	Hour
AM Peak	636	08:00
PM Peak	561	18:15
Daily Peak	636	08:00

	Vol	Hour
07:00-09:00 Peak	634	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	464	16:45

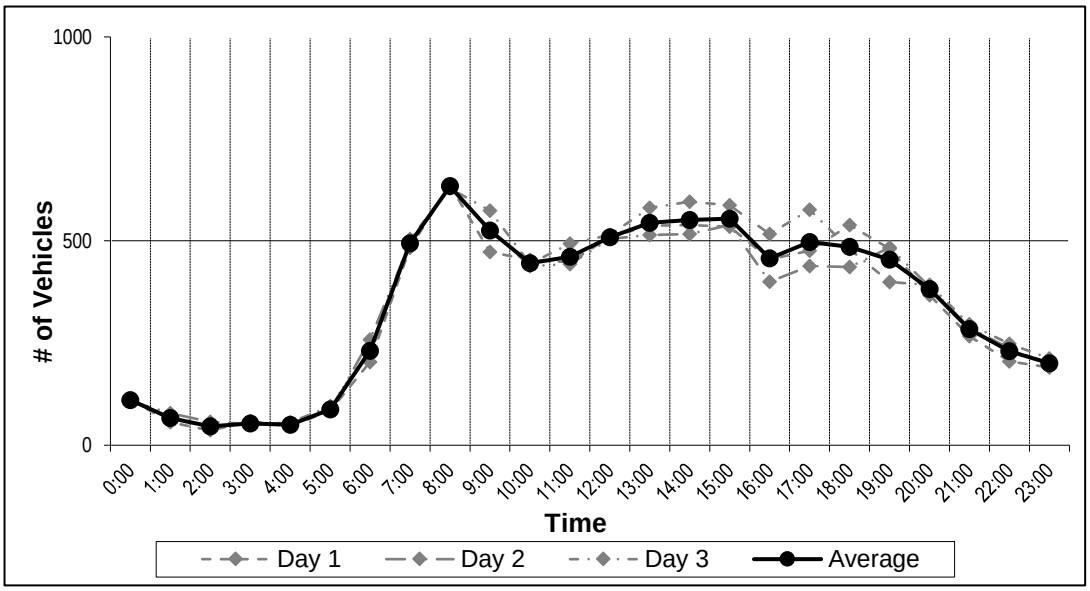
	Vol	Hour
AM Peak	634	08:00
PM Peak	559	14:45
Daily Peak	634	08:00

	Vol	Hour
07:00-09:00 Peak	629	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	576	17:00

	Vol	Hour
AM Peak	631	08:15
PM Peak	620	14:15
Daily Peak	631	08:15

	Vol	Hour	PHF
06:00-09:00 Peak	634	08:00	0.95
12:00-14:00 Peak	544	13:00	0.96
16:00-19:00 Peak	502	16:45	0.97

	Vol	Hour
AM Peak	634	08:00
PM Peak	566	14:30
Daily Peak	634	08:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	1430
MD	9:00 am - 4:00 pm	3770
PM	4:00 pm - 7:00 pm	1510
NT	7:00 pm - 6:00 am	2040
AADT	0:00 am - 12:00 pm	8800
		8750
	FDOT 2019 AADT	

Distribution	
AM	0.16
MD	0.43
PM	0.17
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	7.2%
12:00-14:00 Peak Hour	6.2%
15:00-18:00 Peak Hour	5.7%

2021-NB Loc 6

SR 9/I-95, MIAMI GARDENS DRIVE INTERCHANGE BTWN NB RAMPS, Loc 7 (14.6) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	314	304	226	232	1076
1:00	205	190	177	155	727
2:00	164	148	133	143	588
3:00	161	127	161	156	605
4:00	158	198	252	262	870
5:00	296	445	666	683	2090
6:00	714	954	1058	1019	3745
7:00	981	1131	1112	1045	4269
8:00	1019	967	974	940	3900
9:00	865	830	815	895	3405
10:00	851	957	828	790	3426
11:00	801	809	851	954	3415
12:00	876	974	909	952	3711
13:00	1017	934	956	974	3881
14:00	962	995	1025	937	3919
15:00	881	997	899	1030	3807
16:00	928	1001	1067	1157	4153
17:00	1034	1062	1089	1008	4193
18:00	974	1065	1014	1027	4080
19:00	1073	980	882	909	3844
20:00	851	738	686	663	2938
21:00	644	589	567	538	2338
22:00	525	527	566	508	2126
23:00	464	407	431	353	1655
					68761

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	349	301	246	237	1133
1:00	208	172	176	175	731
2:00	159	147	115	167	588
3:00	136	154	173	170	633
4:00	161	207	229	249	846
5:00	335	482	625	676	2118
6:00	764	960	1095	992	3811
7:00	979	1031	1092	1028	4130
8:00	927	948	963	944	3782
9:00	859	947	963	833	3602
10:00	778	854	918	924	3474
11:00	837	910	834	925	3506
12:00	877	932	979	980	3768
13:00	997	996	1004	986	3983
14:00	977	991	1019	1015	4002
15:00	1014	1049	998	947	4008
16:00	838	765	914	868	3385
17:00	922	875	938	954	3689
18:00	985	995	1031	996	4007
19:00	1054	1026	978	899	3957
20:00	790	753	738	644	2925
21:00	674	684	653	608	2619
22:00	492	570	604	529	2195
23:00	480	460	387	370	1697
					68589

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	316	321	290	259	1186
1:00	222	225	168	178	793
2:00	163	184	131	149	627
3:00	140	178	190	177	685
4:00	190	242	236	329	997
5:00	308	470	613	723	2114
6:00	786	965	1132	964	3847
7:00	976	931	1072	1010	3989
8:00	834	928	951	947	3660
9:00	889	884	883	976	3632
10:00	880	902	936	980	3698
11:00	897	971	980	960	3808
12:00	990	1025	1043	915	3973
13:00	991	979	975	1023	3968
14:00	950	1024	1135	987	4096
15:00	973	944	1017	969	3903
16:00	939	991	996	1104	4030
17:00	1080	1113	1122	980	4295
18:00	980	1030	904	941	3855
19:00	914	937	889	801	3541
20:00	830	834	812	764	3240
21:00	686	606	693	644	2629
22:00	615	570	607	555	2347
23:00	468	473	519	516	1976
					70889

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	326	309	254	243	1132
1:00	212	196	174	169	751
2:00	162	160	126	153	601
3:00	146	153	175	168	642
4:00	170	216	239	280	905
5:00	313	466	635	694	2108
6:00	755	960	1095	992	3802
7:00	979	1031	1092	1028	4130
8:00	927	948	963	944	3782
9:00	871	887	887	901	3546
10:00	836	904	894	898	3532
11:00	845	897	888	946	3576
12:00	914	977	977	949	3817
13:00	1002	970	978	994	3944
14:00	963	1003	1060	980	4006
15:00	956	997	971	982	3906
16:00	902	919	992	1043	3856
17:00	1012	1017	1050	981	4060
18:00	980	1030	983	988	3981
19:00	1014	981	916	870	3781
20:00	824	775	745	690	3034
21:00	668	626	638	597	2529
22:00	544	556	592	531	2223
23:00	471	447	446	413	1777
					69421

Seasonal Factor (SF)	1.05
Weekly Axle Factor (WAF)	1.00
Calculated AADT	72892

	Vol	Hour
07:00-09:00 Peak	4307	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4342	16:45

	Vol	Hour
AM Peak	4307	07:15
PM Peak	4342	16:45
Daily Peak	4342	16:45

	Vol	Hour
07:00-09:00 Peak	4130	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4007	18:00

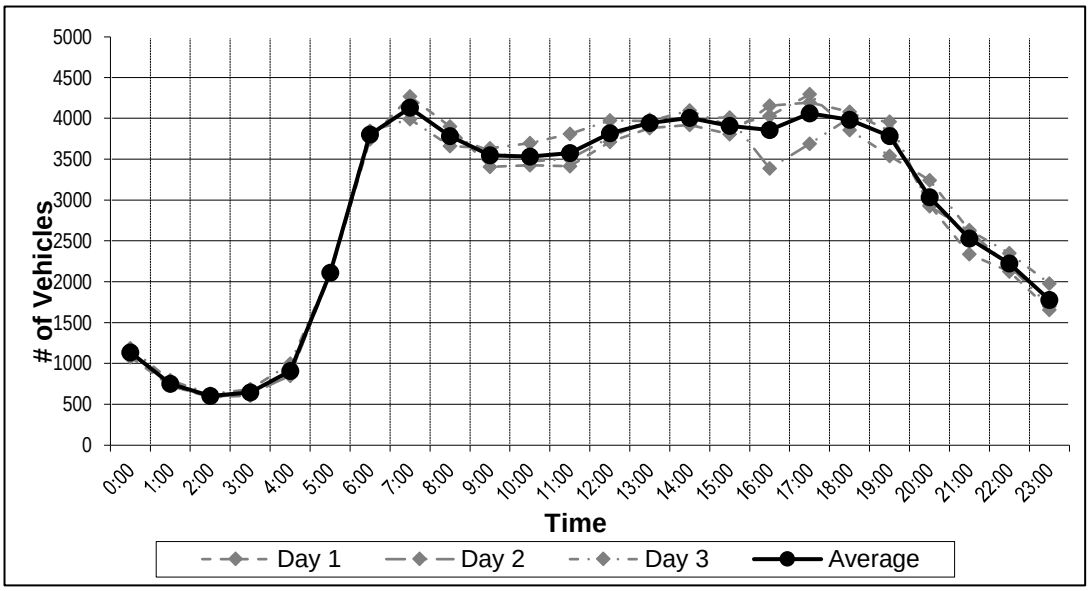
	Vol	Hour
AM Peak	4130	07:00
PM Peak	4107	18:30
Daily Peak	4130	07:00

	Vol	Hour
07:00-09:00 Peak	4037	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4419	16:45

	Vol	Hour
AM Peak	4037	06:15
PM Peak	4419	16:45
Daily Peak	4419	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	4130	07:00	0.95
12:00-14:00 Peak	3944	13:00	0.98
16:00-19:00 Peak	4122	16:45	0.98

	Vol	Hour
AM Peak	4130	07:00
PM Peak	4122	16:45
Daily Peak	4130	07:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	12300
MD	9:00 am - 4:00 pm	27640
PM	4:00 pm - 7:00 pm	12490
NT	7:00 pm - 6:00 am	20150
AADT	0:00 am - 12:00 pm	72900
		72580

FDOT 2019 AADT

Distribution	
AM	0.17
MD	0.38
PM	0.17
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	5.7%

2021-NB Loc 7

SR 9/I-95, N OF MIAMI GARDENS DRIVE INTERCHANGE, Loc 9 (14.9) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	369	362	263	270	1264
1:00	242	221	207	171	841
2:00	187	171	152	158	668
3:00	185	155	213	165	718
4:00	189	231	312	302	1034
5:00	331	523	766	768	2388
6:00	850	1097	1257	1243	4447
7:00	1222	1377	1334	1278	5211
8:00	1265	1202	1253	1183	4903
9:00	1047	1026	962	1100	4135
10:00	1044	1155	1015	963	4177
11:00	938	986	1045	1073	4042
12:00	1066	1120	1088	1150	4424
13:00	1208	1160	1164	1185	4717
14:00	1174	1238	1259	1179	4850
15:00	1113	1236	1142	1277	4768
16:00	1206	1277	1350	1431	5264
17:00	1337	1397	1339	1258	5331
18:00	1257	1340	1262	1247	5106
19:00	1238	1190	1064	1081	4573
20:00	1000	862	777	752	3391
21:00	753	708	691	640	2792
22:00	605	622	671	600	2498
23:00	546	472	458	411	1887
					83429

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	415	346	293	283	1337
1:00	234	198	194	201	827
2:00	203	174	148	189	714
3:00	163	176	206	204	749
4:00	180	252	278	285	995
5:00	395	560	740	815	2510
6:00	863	1119	1272	1228	4482
7:00	1214	1339	1341	1282	5176
8:00	1202	1237	1225	1172	4836
9:00	1070	1072	1171	1053	4366
10:00	926	1038	1073	1114	4151
11:00	975	1127	1045	973	4120
12:00	1064	1087	1194	1163	4508
13:00	1178	1192	1276	1163	4809
14:00	1230	1280	1343	1289	5142
15:00	1306	1271	1256	1226	5059
16:00	1121	1073	1180	1104	4478
17:00	1183	1182	1157	1210	4732
18:00	1244	1244	1242	1227	4957
19:00	1238	1206	1165	1069	4678
20:00	956	907	892	769	3524
21:00	805	812	807	703	3127
22:00	608	661	710	610	2589
23:00	541	532	465	428	1966
					83832

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	388	360	332	296	1376
1:00	244	262	202	211	919
2:00	190	209	153	169	721
3:00	164	201	225	213	803
4:00	214	271	289	368	1142
5:00	362	535	721	819	2437
6:00	912	1140	1286	1213	4551
7:00	1206	1301	1347	1286	5140
8:00	1138	1272	1197	1161	4768
9:00	1092	1117	1051	1168	4428
10:00	1071	1133	1110	1180	4494
11:00	1057	1154	1218	1104	4533
12:00	1160	1221	1256	1081	4718
13:00	1186	1213	1273	1229	4901
14:00	1183	1270	1422	1306	5181
15:00	1241	1201	1279	1267	4988
16:00	1230	1281	1286	1411	5208
17:00	1366	1446	1387	1257	5456
18:00	1251	1292	1154	1145	4842
19:00	1135	1136	1113	974	4358
20:00	1018	981	964	900	3863
21:00	812	760	811	743	3126
22:00	723	653	713	650	2739
23:00	525	548	613	550	2236
					86928

	Average				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	391	356	296	283	1326
1:00	240	227	201	194	862
2:00	193	185	151	172	701
3:00	171	177	215	194	757
4:00	194	251	293	318	1056
5:00	363	539	742	801	2445
6:00	875	1119	1272	1228	4494
7:00	1214	1339	1341	1282	5176
8:00	1202	1237	1225	1172	4836
9:00	1070	1072	1061	1107	4310
10:00	1014	1109	1066	1086	4275
11:00	990	1089	1103	1050	4232
12:00	1097	1143	1179	1131	4550
13:00	1191	1188	1238	1192	4809
14:00	1196	1263	1341	1258	5058
15:00	1220	1236	1226	1257	4939
16:00	1186	1210	1272	1315	4983
17:00	1295	1342	1294	1242	5173
18:00	1251	1292	1219	1206	4968
19:00	1204	1177	1114	1041	4536
20:00	991	917	878	807	3593
21:00	790	760	770	695	3015
22:00	645	645	698	620	2608
23:00	537	517	512	463	2029
					84731

Seasonal Factor (SF)	1.05
Weekly Axle Factor (WAF)	1.00
Calculated AADT	88968

	Vol	Hour
07:00-09:00 Peak	5254	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5515	16:30

	Vol	Hour
AM Peak	5254	07:15
PM Peak	5515	16:30
Daily Peak	5515	16:30

	Vol	Hour
07:00-09:00 Peak	5176	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4957	18:00

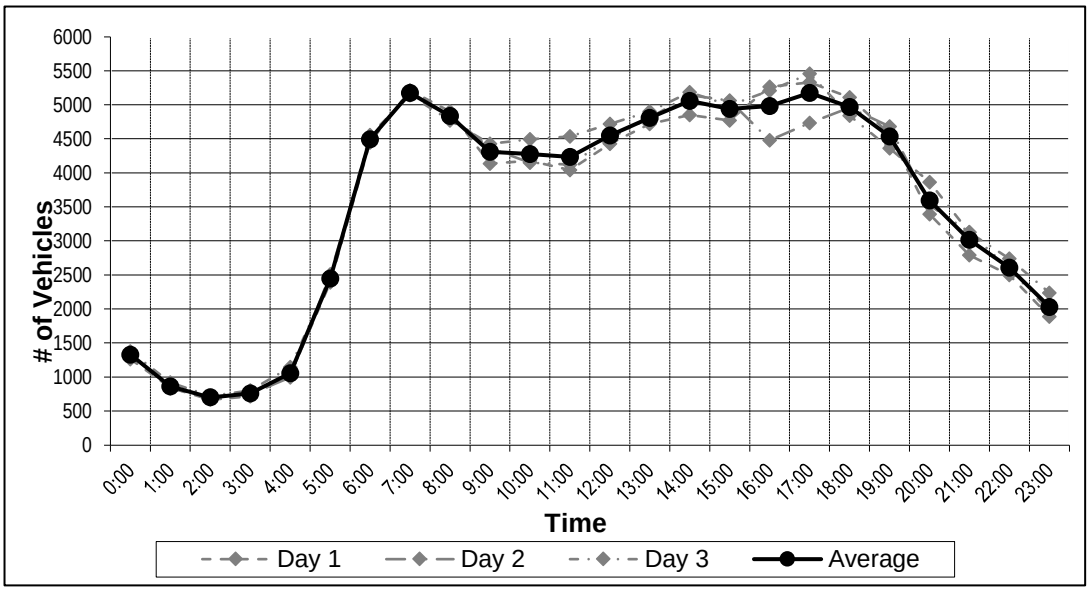
	Vol	Hour
AM Peak	5176	07:00
PM Peak	5218	14:15
Daily Peak	5218	14:15

	Vol	Hour
07:00-09:00 Peak	5140	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5610	16:45

	Vol	Hour
AM Peak	5140	07:00
PM Peak	5610	16:45
Daily Peak	5610	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	5176	07:00	0.96
12:00-14:00 Peak	4809	13:00	0.97
16:00-19:00 Peak	5246	16:45	0.98

	Vol	Hour
AM Peak	5176	07:00
PM Peak	5246	16:45
Daily Peak	5246	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	15230
MD	9:00 am - 4:00 pm	33780
PM	4:00 pm - 7:00 pm	15880
NT	7:00 pm - 6:00 am	23720
AADT	0:00 am - 12:00 pm	89000
		88610
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.38
PM	0.18
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	5.8%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	5.9%

2021-NB Loc 9

SR 9/I-95, N OF MIAMI GARDENS DRIVE INTERCHANGE, Loc 9e (14.5, 14.6, & 14.9) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	35	24	14	17	90
1:00	13	13	6	7	39
2:00	8	4	3	9	24
3:00	3	8	4	6	21
4:00	6	1	9	13	29
5:00	12	37	83	92	224
6:00	151	231	291	309	982
7:00	287	363	375	379	1404
8:00	356	316	382	313	1367
9:00	266	231	219	213	929
10:00	219	255	210	190	874
11:00	201	216	225	232	874
12:00	199	263	261	255	978
13:00	249	240	269	286	1044
14:00	202	326	309	287	1124
15:00	309	402	354	400	1465
16:00	373	329	477	499	1678
17:00	429	438	359	428	1654
18:00	371	397	419	440	1627
19:00	370	269	224	192	1055
20:00	156	163	161	142	622
21:00	104	111	92	83	390
22:00	76	81	61	73	291
23:00	63	47	50	31	191
					18976

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	48	23	22	17	110
1:00	18	9	7	10	44
2:00	8	9	5	6	28
3:00	6	9	5	3	23
4:00	10	1	7	9	27
5:00	21	46	60	85	212
6:00	132	266	245	294	937
7:00	288	343	379	374	1384
8:00	335	317	357	415	1424
9:00	313	317	246	213	1089
10:00	231	236	247	243	957
11:00	188	211	263	235	897
12:00	205	222	291	275	993
13:00	234	286	261	299	1080
14:00	258	302	320	323	1203
15:00	348	398	369	356	1471
16:00	368	366	403	343	1480
17:00	366	347	387	433	1533
18:00	434	482	521	517	1954
19:00	473	462	279	249	1463
20:00	184	176	151	162	673
21:00	118	118	111	107	454
22:00	83	82	110	73	348
23:00	66	51	65	36	218
					20002

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	35	30	28	17	110
1:00	17	11	14	10	52
2:00	7	6	4	4	21
3:00	8	5	5	2	20
4:00	5	9	11	15	40
5:00	14	49	65	82	210
6:00	126	207	272	279	884
7:00	289	322	382	369	1362
8:00	313	317	332	290	1252
9:00	261	235	240	212	948
10:00	206	243	235	236	920
11:00	228	247	246	242	963
12:00	252	267	260	225	1004
13:00	237	261	279	289	1066
14:00	311	324	298	290	1223
15:00	393	406	393	340	1532
16:00	350	382	341	344	1417
17:00	406	437	437	417	1697
18:00	403	440	344	337	1524
19:00	282	289	160	111	842
20:00	110	86	190	185	571
21:00	146	133	150	126	555
22:00	119	88	88	85	380
23:00	58	60	70	76	264
					18857

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	39	26	21	17	103
1:00	16	11	9	9	45
2:00	8	6	4	6	24
3:00	6	7	5	4	22
4:00	7	4	9	12	32
5:00	16	44	69	86	215
6:00	136	235	269	294	934
7:00	288	343	379	374	1384
8:00	335	317	357	339	1348
9:00	280	261	235	213	989
10:00	219	245	231	223	918
11:00	206	225	245	236	912
12:00	219	251	271	252	993
13:00	240	262	270	291	1063
14:00	257	317	309	300	1183
15:00	350	402	372	365	1489
16:00	364	359	407	395	1525
17:00	400	407	394	426	1627
18:00	403	440	428	431	1702
19:00	375	340	221	184	1120
20:00	150	142	167	163	622
21:00	123	121	118	105	467
22:00	93	84	86	77	340
23:00	62	53	62	48	225
					19282
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	20246

	Vol	Hour
07:00-09:00 Peak	1473	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1843	16:30

	Vol	Hour
AM Peak	1473	07:15
PM Peak	1843	16:30
Daily Peak	1843	16:30

	Vol	Hour
07:00-09:00 Peak	1431	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1954	18:00

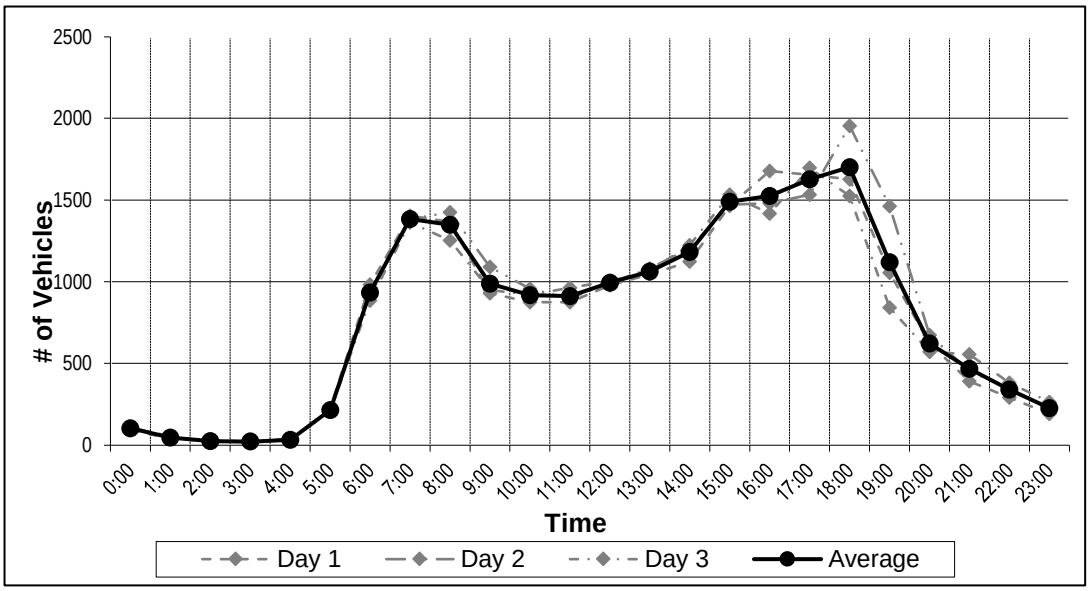
	Vol	Hour
AM Peak	1431	07:15
PM Peak	1993	18:15
Daily Peak	1993	18:15

	Vol	Hour
07:00-09:00 Peak	1386	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1697	17:00

	Vol	Hour
AM Peak	1386	07:15
PM Peak	1697	17:00
Daily Peak	1697	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	1431	07:15	0.94
12:00-14:00 Peak	1063	13:00	0.91
16:00-19:00 Peak	1702	18:00	0.97

	Vol	Hour
AM Peak	1431	07:15
PM Peak	1702	18:00
Daily Peak	1702	18:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	3850
MD	9:00 am - 4:00 pm	7920
PM	4:00 pm - 7:00 pm	5100
NT	7:00 pm - 6:00 am	3350
AADT	0:00 am - 12:00 pm	20200
		20220
	FDOT 2019 AADT	

Distribution	
AM	0.19
MD	0.39
PM	0.25
NT	0.17
AADT	1.00

	K
07:00-09:00 Peak Hour	7.1%
12:00-14:00 Peak Hour	5.3%
15:00-18:00 Peak Hour	8.4%

2021-NB Loc 9e

SR 9/I-95, S OF IVES DAIRY ROAD INTERCHANGE, Loc 11 (15.2, 15.6, & 15.9) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	392	373	272	285	1322
1:00	241	235	205	174	855
2:00	182	187	147	170	686
3:00	184	165	213	170	732
4:00	185	240	306	311	1042
5:00	327	527	771	811	2436
6:00	853	1133	1358	1371	4715
7:00	1315	1487	1503	1409	5714
8:00	1390	1303	1348	1319	5360
9:00	1200	1110	1049	1094	4453
10:00	1068	1247	1112	1038	4465
11:00	1003	1067	1142	1171	4383
12:00	1148	1192	1197	1229	4766
13:00	1290	1260	1288	1304	5142
14:00	1244	1356	1381	1301	5282
15:00	1289	1400	1251	1421	5361
16:00	1385	1396	1540	1606	5927
17:00	1551	1568	1522	1429	6070
18:00	1410	1471	1438	1435	5754
19:00	1388	1322	1138	1167	5015
20:00	1088	955	858	814	3715
21:00	797	761	706	692	2956
22:00	649	648	714	632	2643
23:00	611	482	493	416	2002
					90796

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	446	343	309	292	1390
1:00	237	211	198	214	860
2:00	205	184	152	183	724
3:00	174	178	210	213	775
4:00	192	249	291	288	1020
5:00	381	567	756	815	2519
6:00	900	1154	1368	1347	4769
7:00	1327	1462	1490	1411	5690
8:00	1382	1354	1357	1318	5411
9:00	1124	1436	1353	1134	5047
10:00	1019	1131	1165	1218	4533
11:00	1065	1186	1181	1060	4492
12:00	1146	1195	1284	1270	4895
13:00	1269	1296	1399	1276	5240
14:00	1347	1415	1442	1404	5608
15:00	1452	1446	1390	1388	5676
16:00	1024	1121	1376	1322	4843
17:00	1323	1360	1332	1384	5399
18:00	1450	1477	1479	1427	5833
19:00	1435	1394	1326	1136	5291
20:00	1035	1024	945	829	3833
21:00	889	846	823	696	3254
22:00	644	694	760	643	2741
23:00	572	579	521	440	2112
					91955

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	414	382	343	314	1453
1:00	253	265	214	217	949
2:00	191	205	163	172	731
3:00	167	193	238	211	809
4:00	220	273	287	381	1161
5:00	362	535	714	849	2460
6:00	947	1175	1377	1322	4821
7:00	1339	1437	1476	1413	5665
8:00	1374	1405	1365	1304	5448
9:00	1227	1200	1150	1248	4825
10:00	1159	1214	1201	1237	4811
11:00	1163	1252	1302	1246	4963
12:00	1253	1307	1369	1167	5096
13:00	1269	1299	1366	1387	5321
14:00	1295	1405	1536	1445	5681
15:00	1394	1354	1421	1419	5588
16:00	1381	1412	1474	1727	5994
17:00	1763	1779	1575	1304	6421
18:00	1430	1474	1459	1162	5525
19:00	1180	1161	1179	1031	4551
20:00	1059	1034	1034	1006	4133
21:00	908	823	882	819	3432
22:00	764	699	757	675	2895
23:00	579	577	629	590	2375
					95108

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	417	366	308	297	1388
1:00	244	237	206	202	889
2:00	193	192	154	175	714
3:00	175	179	220	198	772
4:00	199	254	295	327	1075
5:00	357	543	747	825	2472
6:00	900	1154	1368	1347	4769
7:00	1327	1462	1490	1411	5690
8:00	1382	1354	1357	1314	5407
9:00	1184	1249	1184	1159	4776
10:00	1082	1197	1159	1164	4602
11:00	1077	1168	1208	1159	4612
12:00	1182	1231	1283	1222	4918
13:00	1276	1285	1351	1322	5234
14:00	1295	1392	1453	1383	5523
15:00	1378	1400	1354	1409	5541
16:00	1263	1310	1463	1552	5588
17:00	1546	1569	1476	1372	5963
18:00	1430	1474	1459	1341	5704
19:00	1334	1292	1214	1111	4951
20:00	1061	1004	946	883	3894
21:00	865	810	804	736	3215
22:00	686	680	744	650	2760
23:00	587	546	548	482	2163
					92620
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	97251

	Vol	Hour
07:00-09:00 Peak	5789	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	6265	16:30

	Vol	Hour
AM Peak	5789	07:15
PM Peak	6265	16:30
Daily Peak	6265	16:30

	Vol	Hour
07:00-09:00 Peak	5745	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5833	18:00

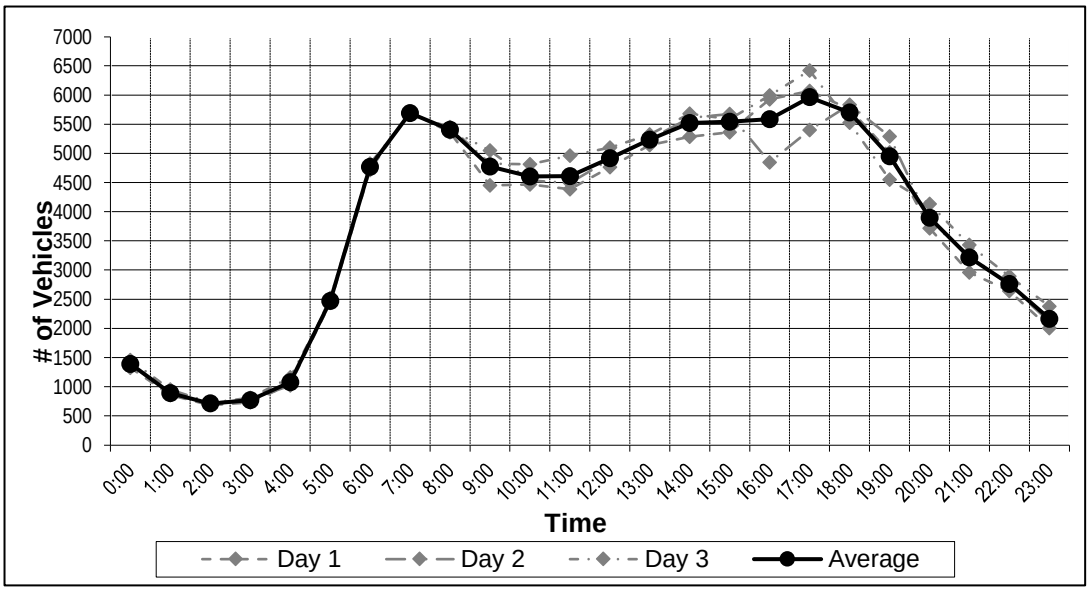
	Vol	Hour
AM Peak	5745	07:15
PM Peak	5833	18:00
Daily Peak	5833	18:00

	Vol	Hour
07:00-09:00 Peak	5700	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	6844	16:45

	Vol	Hour
AM Peak	5700	07:15
PM Peak	6844	16:45
Daily Peak	6844	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	5745	07:15	0.96
12:00-14:00 Peak	5234	13:00	0.97
16:00-19:00 Peak	6143	16:45	0.98

	Vol	Hour
AM Peak	5745	07:15
PM Peak	6143	16:45
Daily Peak	6143	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	16660
MD	9:00 am - 4:00 pm	36970
PM	4:00 pm - 7:00 pm	18120
NT	7:00 pm - 6:00 am	25140
AADT	0:00 am - 12:00 pm	97300
		96890
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.38
PM	0.19
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.9%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	6.3%

2021-NB Loc 11

SR 9/I-95, IVES DAIRY ROAD INTERCHANGE NB OFF-RAMP, Loc 12 (15.9 GPoff) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	52	69	43	34	198
1:00	42	37	21	15	115
2:00	25	20	26	25	96
3:00	19	11	11	13	54
4:00	9	29	22	33	93
5:00	33	39	74	105	251
6:00	94	142	187	271	694
7:00	248	277	315	283	1123
8:00	256	248	259	226	989
9:00	218	184	200	195	797
10:00	183	257	203	212	855
11:00	186	185	234	222	827
12:00	228	216	239	244	927
13:00	247	225	246	282	1000
14:00	225	281	294	289	1089
15:00	241	230	208	264	943
16:00	219	237	296	283	1035
17:00	238	235	255	226	954
18:00	246	225	147	267	885
19:00	269	260	211	243	983
20:00	212	197	160	155	724
21:00	149	129	133	116	527
22:00	89	104	135	103	431
23:00	118	83	101	71	373
					15963

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	89	38	38	37	202
1:00	28	26	22	28	104
2:00	30	23	18	26	97
3:00	19	15	16	18	68
4:00	17	17	24	27	85
5:00	38	49	69	91	247
6:00	95	136	207	245	683
7:00	244	268	295	287	1094
8:00	261	268	250	212	991
9:00	195	235	248	259	937
10:00	215	202	228	233	878
11:00	201	226	241	218	886
12:00	191	230	235	251	907
13:00	225	245	309	275	1054
14:00	254	277	220	204	955
15:00	243	246	238	243	970
16:00	238	240	238	235	951
17:00	196	238	249	216	899
18:00	278	268	290	246	1082
19:00	231	233	231	201	896
20:00	215	196	170	170	751
21:00	165	148	136	106	555
22:00	111	128	127	108	474
23:00	95	111	86	77	369
					16135

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	69	63	57	41	230
1:00	33	40	24	33	130
2:00	36	21	27	19	103
3:00	17	24	16	29	86
4:00	24	18	18	42	102
5:00	21	42	65	95	223
6:00	95	129	226	219	669
7:00	239	259	275	291	1064
8:00	266	288	240	244	1038
9:00	222	202	211	224	859
10:00	211	257	238	229	935
11:00	228	243	241	224	936
12:00	230	240	286	240	996
13:00	184	213	249	299	945
14:00	274	260	281	290	1105
15:00	262	213	226	233	934
16:00	256	242	257	263	1018
17:00	278	315	309	259	1161
18:00	262	247	219	217	945
19:00	244	155	197	192	788
20:00	200	193	190	174	757
21:00	175	148	157	141	621
22:00	129	119	124	129	501
23:00	83	106	119	92	400
					16546

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	70	57	46	37	210
1:00	34	34	22	25	115
2:00	30	21	24	23	98
3:00	18	17	14	20	69
4:00	17	21	21	34	93
5:00	31	43	69	97	240
6:00	95	136	207	245	683
7:00	244	268	295	287	1094
8:00	261	268	250	227	1006
9:00	212	207	220	226	865
10:00	203	239	223	225	890
11:00	205	218	239	221	883
12:00	216	229	253	245	943
13:00	219	228	268	285	1000
14:00	251	273	265	261	1050
15:00	249	230	224	247	950
16:00	238	240	264	260	1002
17:00	237	263	271	234	1005
18:00	262	247	219	243	971
19:00	248	216	213	212	889
20:00	209	195	173	166	743
21:00	163	142	142	121	568
22:00	110	117	129	113	469
23:00	99	100	102	80	381
					16217

Seasonal Factor (SF)	1.05
Weekly Axle Factor (WAF)	1.00
Calculated AADT	17028

	Vol	Hour
07:00-09:00 Peak	1131	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1054	16:15

	Vol	Hour
07:00-09:00 Peak	1111	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1082	18:00

	Vol	Hour
07:00-09:00 Peak	1120	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1165	16:45

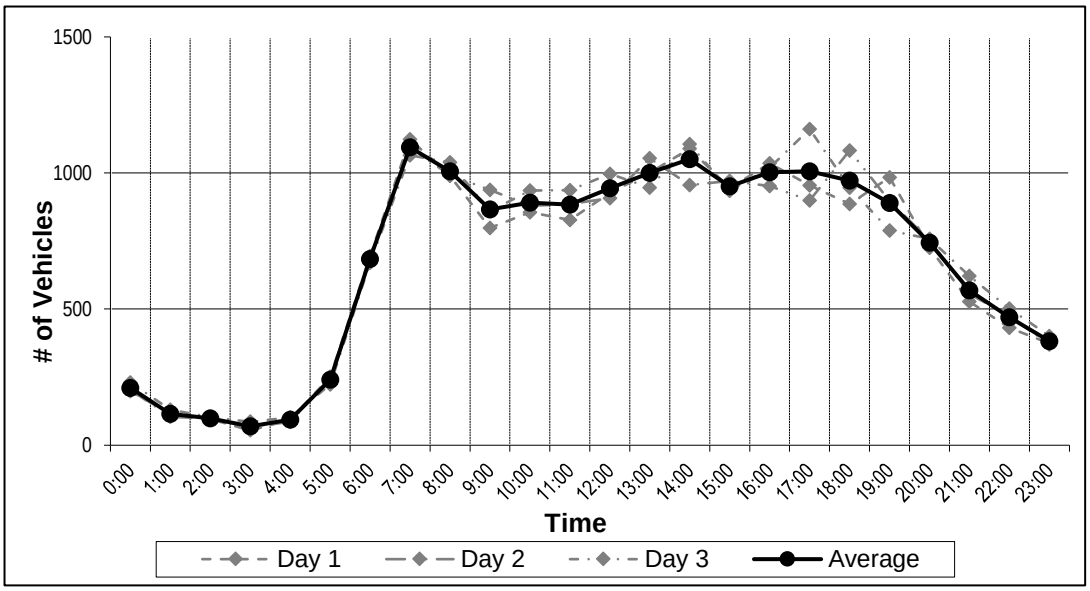
	Vol	Hour	PHF
06:00-09:00 Peak	1111	07:15	0.94
12:00-14:00 Peak	1000	13:00	0.88
16:00-19:00 Peak	1031	16:45	0.95

	Vol	Hour
AM Peak	1131	07:15
PM Peak	1105	14:15
Daily Peak	1131	07:15

	Vol	Hour
AM Peak	1111	07:15
PM Peak	1115	13:30
Daily Peak	1115	13:30

	Vol	Hour
AM Peak	1120	7:30
PM Peak	1165	16:45
Daily Peak	1165	16:45

	Vol	Hour
AM Peak	1111	07:15
PM Peak	1077	13:30
Daily Peak	1111	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	2920
MD	9:00 am - 4:00 pm	6910
PM	4:00 pm - 7:00 pm	3130
NT	7:00 pm - 6:00 am	4030
AADT	0:00 am - 12:00 pm	17000
		16990

FDOT 2019 AADT

Distribution	
AM	0.17
MD	0.41
PM	0.18
NT	0.24
AADT	1.00

	K
07:00-09:00 Peak Hour	6.5%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	6.1%

2021-NB Loc 12

SR 9/I-95, IVES DAIRY ROAD INTERCHANGE, Loc 13 (16.3 & 16.7) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	333	299	221	262	1115
1:00	194	196	189	151	730
2:00	155	166	124	146	591
3:00	167	149	202	158	676
4:00	169	218	272	273	932
5:00	296	464	673	713	2146
6:00	750	949	1163	1047	3909
7:00	1054	1172	1183	1092	4501
8:00	1127	1018	1066	1062	4273
9:00	960	939	822	849	3570
10:00	851	1002	855	822	3530
11:00	791	849	899	936	3475
12:00	897	948	922	950	3717
13:00	1012	1000	1023	973	4008
14:00	1000	1045	1022	970	4037
15:00	1026	1147	1137	1096	4406
16:00	1090	1111	1217	1267	4685
17:00	1248	1246	1205	1195	4894
18:00	1141	1149	1201	1146	4637
19:00	1091	1021	906	900	3918
20:00	876	729	701	665	2971
21:00	657	600	579	568	2404
22:00	545	559	579	503	2186
23:00	510	386	381	361	1638
					72949

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	353	302	273	240	1168
1:00	199	187	175	176	737
2:00	173	164	136	150	623
3:00	154	156	185	194	689
4:00	168	228	264	246	906
5:00	359	514	663	729	2265
6:00	798	978	1147	1060	3983
7:00	1052	1162	1168	1105	4487
8:00	1088	1020	1090	1053	4251
9:00	798	1057	1082	854	3791
10:00	808	883	922	943	3556
11:00	853	928	911	849	3541
12:00	914	942	1022	988	3866
13:00	1019	997	1031	946	3993
14:00	1070	1102	1132	1142	4446
15:00	1159	1184	1120	1107	4570
16:00	1090	1127	1191	1332	4740
17:00	1332	1309	1220	1095	4956
18:00	590	1127	1136	1089	3942
19:00	1142	1138	1074	913	4267
20:00	816	839	734	676	3065
21:00	701	664	733	584	2682
22:00	527	568	611	525	2231
23:00	483	461	434	363	1741
					74496

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	343	314	287	272	1216
1:00	217	229	184	186	816
2:00	155	181	140	149	625
3:00	150	157	220	182	709
4:00	193	248	268	320	1029
5:00	343	485	623	752	2203
6:00	846	1006	1130	1073	4055
7:00	1049	1152	1153	1117	4471
8:00	1049	1022	1113	1011	4195
9:00	962	984	894	1014	3854
10:00	916	903	934	966	3719
11:00	911	976	1028	996	3911
12:00	1008	1022	1060	948	4038
13:00	1056	1047	1082	1057	4242
14:00	1000	1096	1210	1107	4413
15:00	1073	1110	1153	1110	4446
16:00	1089	1142	1164	1396	4791
17:00	1415	1372	1235	994	5016
18:00	866	1138	1169	944	4117
19:00	900	842	865	500	3107
20:00	815	816	825	800	3256
21:00	727	650	719	671	2767
22:00	627	584	607	566	2384
23:00	436	451	526	499	1912
					75292

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	343	305	260	258	1166
1:00	203	204	183	171	761
2:00	161	170	133	148	612
3:00	157	154	202	178	691
4:00	177	231	268	280	956
5:00	333	488	653	731	2205
6:00	798	978	1147	1060	3983
7:00	1052	1162	1168	1105	4487
8:00	1088	1020	1090	1042	4240
9:00	907	993	933	906	3739
10:00	858	929	904	910	3601
11:00	852	918	946	927	3643
12:00	940	971	1001	962	3874
13:00	1029	1015	1045	992	4081
14:00	1023	1081	1121	1073	4298
15:00	1086	1147	1137	1104	4474
16:00	1090	1127	1191	1332	4740
17:00	1332	1309	1220	1095	4956
18:00	866	1138	1169	1060	4233
19:00	1044	1000	948	771	3763
20:00	836	795	753	714	3098
21:00	695	638	677	608	2618
22:00	566	570	599	531	2266
23:00	476	433	447	408	1764
					74249
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	77961

	Vol	Hour
07:00-09:00 Peak	4574	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4978	16:30

	Vol	Hour
AM Peak	4574	07:15
PM Peak	4978	16:30
Daily Peak	4978	16:30

	Vol	Hour
07:00-09:00 Peak	4523	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5193	16:45

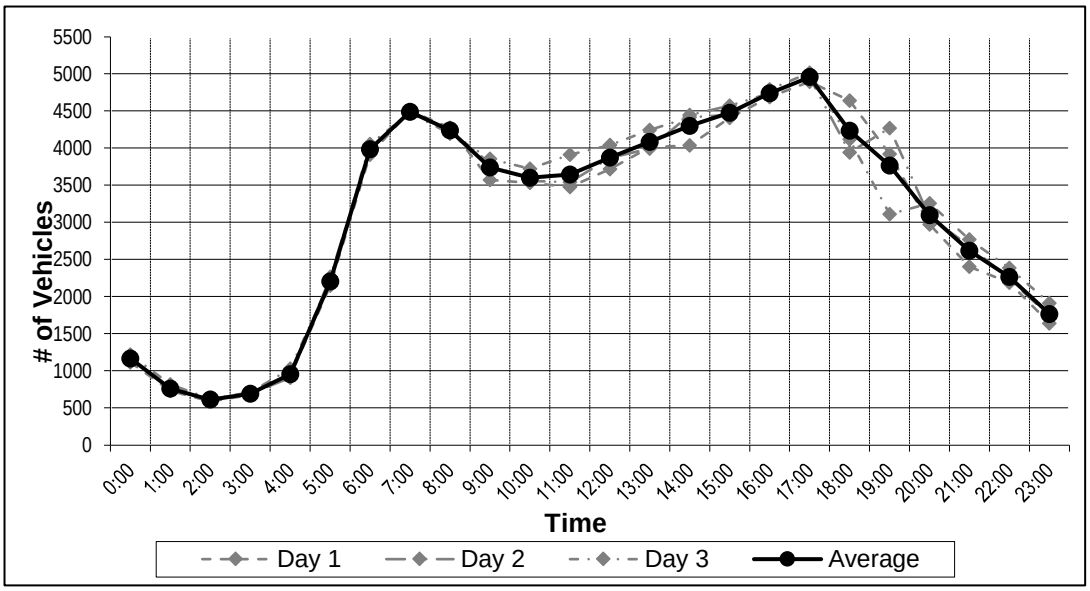
	Vol	Hour
AM Peak	4523	07:15
PM Peak	5193	16:45
Daily Peak	5193	16:45

	Vol	Hour
07:00-09:00 Peak	4471	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5418	16:45

	Vol	Hour
AM Peak	4471	07:00
PM Peak	5418	16:45
Daily Peak	5418	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	4523	07:15	0.97
12:00-14:00 Peak	4081	13:00	0.98
16:00-19:00 Peak	5193	16:45	0.97

	Vol	Hour
AM Peak	4523	07:15
PM Peak	5193	16:45
Daily Peak	5193	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	13350
MD	9:00 am - 4:00 pm	29100
PM	4:00 pm - 7:00 pm	14630
NT	7:00 pm - 6:00 am	20580
AADT	0:00 am - 12:00 pm	78000
		77660
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.37
PM	0.19
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	5.8%
12:00-14:00 Peak Hour	5.2%
15:00-18:00 Peak Hour	6.7%

2021-NB Loc 13

SR 9/I-95 EXP, N OF EXP LN NB OFF RAMP, Loc 11 (15.2,15.6,15.9,16.3,16.7,17.0,17.4,17.9) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	19	15	10	12	56
1:00	8	8	5	5	26
2:00	4	2	1	5	12
3:00	4	2	2	3	11
4:00	3	2	5	6	16
5:00	10	32	55	70	167
6:00	100	153	199	184	636
7:00	199	229	239	239	906
8:00	234	214	244	201	893
9:00	152	151	134	134	571
10:00	136	175	130	119	560
11:00	123	109	144	129	505
12:00	123	168	160	175	626
13:00	149	168	157	165	639
14:00	141	199	194	164	698
15:00	177	128	170	222	697
16:00	225	215	275	327	1042
17:00	255	262	255	233	1005
18:00	220	221	262	267	970
19:00	222	156	132	110	620
20:00	77	82	87	83	329
21:00	62	70	57	52	241
22:00	49	49	33	40	171
23:00	38	28	31	26	123
					11520

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	29	15	12	9	65
1:00	12	6	3	5	26
2:00	5	4	4	4	17
3:00	6	5	5	1	17
4:00	3	1	4	7	15
5:00	14	36	45	68	163
6:00	125	224	181	177	707
7:00	192	216	241	222	871
8:00	207	195	216	224	842
9:00	164	104	116	137	521
10:00	148	142	160	139	589
11:00	124	133	157	165	579
12:00	128	136	180	159	603
13:00	146	169	144	173	632
14:00	167	162	189	186	704
15:00	214	236	229	224	903
16:00	216	212	199	185	812
17:00	198	181	177	208	764
18:00	216	262	311	337	1126
19:00	303	264	178	152	897
20:00	97	107	84	97	385
21:00	62	66	74	62	264
22:00	44	51	69	44	208
23:00	32	7	6	20	65
					11775

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	18	16	12	13	59
1:00	10	5	8	6	29
2:00	4	5	3	2	14
3:00	7	5	3	2	17
4:00	3	7	7	8	25
5:00	12	30	47	66	155
6:00	93	148	187	170	598
7:00	184	203	243	205	835
8:00	180	176	187	164	707
9:00	140	126	151	131	548
10:00	123	136	159	148	566
11:00	132	155	154	155	596
12:00	155	164	168	124	611
13:00	124	171	173	161	629
14:00	188	201	186	164	739
15:00	242	246	228	204	920
16:00	199	219	237	256	911
17:00	227	222	236	226	911
18:00	218	242	287	302	1049
19:00	263	210	155	131	759
20:00	96	71	114	100	381
21:00	98	69	81	74	322
22:00	77	52	58	53	240
23:00	35	37	50	41	163
					11784

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	22	15	11	11	59
1:00	10	6	5	5	26
2:00	4	4	3	4	15
3:00	6	4	3	2	15
4:00	3	3	5	7	18
5:00	12	33	49	68	162
6:00	106	175	189	177	647
7:00	192	216	241	222	871
8:00	207	195	216	196	814
9:00	152	127	134	134	547
10:00	136	151	150	135	572
11:00	126	132	152	150	560
12:00	135	156	169	153	613
13:00	140	169	158	166	633
14:00	165	187	190	171	713
15:00	211	203	209	217	840
16:00	213	215	237	256	921
17:00	227	222	223	222	894
18:00	218	242	287	302	1049
19:00	263	210	155	131	759
20:00	90	87	95	93	365
21:00	74	68	71	63	276
22:00	57	51	53	46	207
23:00	35	24	29	29	117
					11693

Seasonal Factor (SF)	1.05
Weekly Axle Factor (WAF)	1.00
Calculated AADT	12278

	Vol	Hour
07:00-09:00 Peak	941	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1119	16:30

	Vol	Hour
AM Peak	941	07:15
PM Peak	1119	16:30
Daily Peak	1119	16:30

	Vol	Hour
07:00-09:00 Peak	886	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1126	18:00

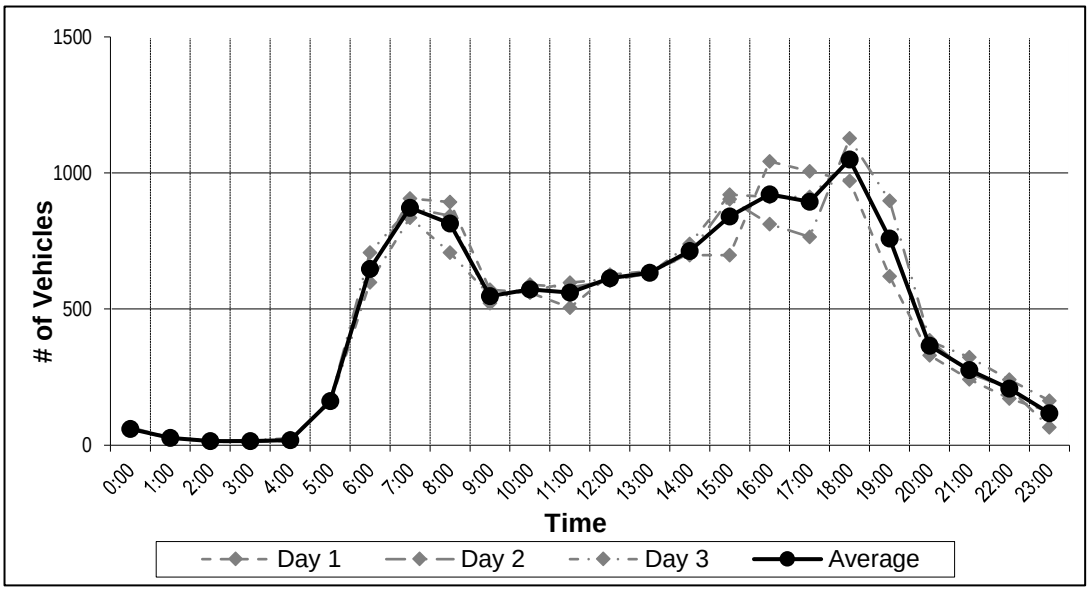
	Vol	Hour
AM Peak	886	07:15
PM Peak	1215	18:30
Daily Peak	1215	18:30

	Vol	Hour
07:00-09:00 Peak	835	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1049	18:00

	Vol	Hour
AM Peak	835	07:00
PM Peak	1094	18:15
Daily Peak	1094	18:15

	Vol	Hour	PHF
06:00-09:00 Peak	886	07:15	0.92
12:00-14:00 Peak	633	13:00	0.94
16:00-19:00 Peak	1049	18:00	0.87

	Vol	Hour
AM Peak	886	07:15
PM Peak	1094	18:15
Daily Peak	1094	18:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	2450
MD	9:00 am - 4:00 pm	4700
PM	4:00 pm - 7:00 pm	3010
NT	7:00 pm - 6:00 am	2110
AADT	0:00 am - 12:00 pm	12300
		12270

FDOT 2019 AADT

Distribution	
AM	0.20
MD	0.38
PM	0.25
NT	0.17
AADT	1.00

	K
07:00-09:00 Peak Hour	7.2%
12:00-14:00 Peak Hour	5.2%
15:00-18:00 Peak Hour	8.5%

2021-NB Loc 13e

SR 9/I-95, IVES DAIRY ROAD INTERCHANGE NB ON RAMP, Loc 14 (17.0 GPon) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	49	51	38	45	183
1:00	26	29	21	20	96
2:00	15	19	21	19	74
3:00	18	11	16	20	65
4:00	10	14	28	27	79
5:00	35	43	51	102	231
6:00	70	111	188	186	555
7:00	206	245	266	241	958
8:00	219	223	242	242	926
9:00	203	175	190	202	770
10:00	160	174	171	152	657
11:00	167	159	177	174	677
12:00	195	185	176	206	762
13:00	194	226	200	211	831
14:00	229	217	220	207	873
15:00	241	175	218	182	816
16:00	228	227	239	239	933
17:00	255	259	233	200	947
18:00	220	221	256	227	924
19:00	218	210	195	193	816
20:00	175	167	159	110	611
21:00	124	141	96	78	439
22:00	77	81	78	70	306
23:00	68	65	57	45	235
					13764

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	46	30	26	20	122
1:00	15	19	21	12	67
2:00	15	11	8	8	42
3:00	10	20	7	16	53
4:00	15	16	23	34	88
5:00	23	36	51	87	197
6:00	83	124	182	180	569
7:00	204	241	267	241	953
8:00	210	202	240	261	913
9:00	236	238	232	221	927
10:00	195	198	198	163	754
11:00	160	189	175	197	721
12:00	179	204	200	186	769
13:00	191	187	208	190	776
14:00	203	217	215	221	856
15:00	182	217	194	229	822
16:00	222	232	231	225	910
17:00	262	276	262	222	1022
18:00	210	185	164	186	745
19:00	236	242	236	210	924
20:00	162	189	136	140	627
21:00	137	121	160	96	514
22:00	105	107	93	93	398
23:00	89	79	73	48	289
					14058

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	43	35	38	33	149
1:00	34	18	18	24	94
2:00	13	15	15	13	56
3:00	14	16	20	19	69
4:00	15	34	27	40	116
5:00	36	41	67	99	243
6:00	95	136	175	174	580
7:00	201	236	268	241	946
8:00	200	181	238	244	863
9:00	207	227	207	222	863
10:00	191	188	207	214	800
11:00	184	194	189	215	782
12:00	199	178	233	203	813
13:00	240	226	239	215	920
14:00	226	217	209	216	868
15:00	222	223	242	242	929
16:00	215	237	222	211	885
17:00	269	292	290	244	1095
18:00	200	149	173	195	717
19:00	227	226	216	202	871
20:00	169	178	148	125	620
21:00	131	131	128	124	514
22:00	107	115	111	91	424
23:00	85	75	84	59	303
					14520

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	46	39	34	33	152
1:00	25	22	20	19	86
2:00	14	15	15	13	57
3:00	14	16	14	18	62
4:00	13	21	26	34	94
5:00	31	40	56	96	223
6:00	83	124	182	180	569
7:00	204	241	267	241	953
8:00	210	202	240	249	901
9:00	215	213	210	215	853
10:00	182	187	192	176	737
11:00	170	181	180	195	726
12:00	191	189	203	198	781
13:00	208	213	216	205	842
14:00	219	217	215	215	866
15:00	215	205	218	218	856
16:00	222	232	231	225	910
17:00	262	276	262	222	1022
18:00	210	185	198	203	796
19:00	227	226	216	202	871
20:00	169	178	148	125	620
21:00	131	131	128	99	489
22:00	96	101	94	85	376
23:00	81	73	71	51	276
					14118
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	14824

	Vol	Hour
07:00-09:00 Peak	971	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	992	16:30

	Vol	Hour
AM Peak	971	07:15
PM Peak	992	16:30
Daily Peak	992	16:30

	Vol	Hour
07:00-09:00 Peak	959	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1025	16:45

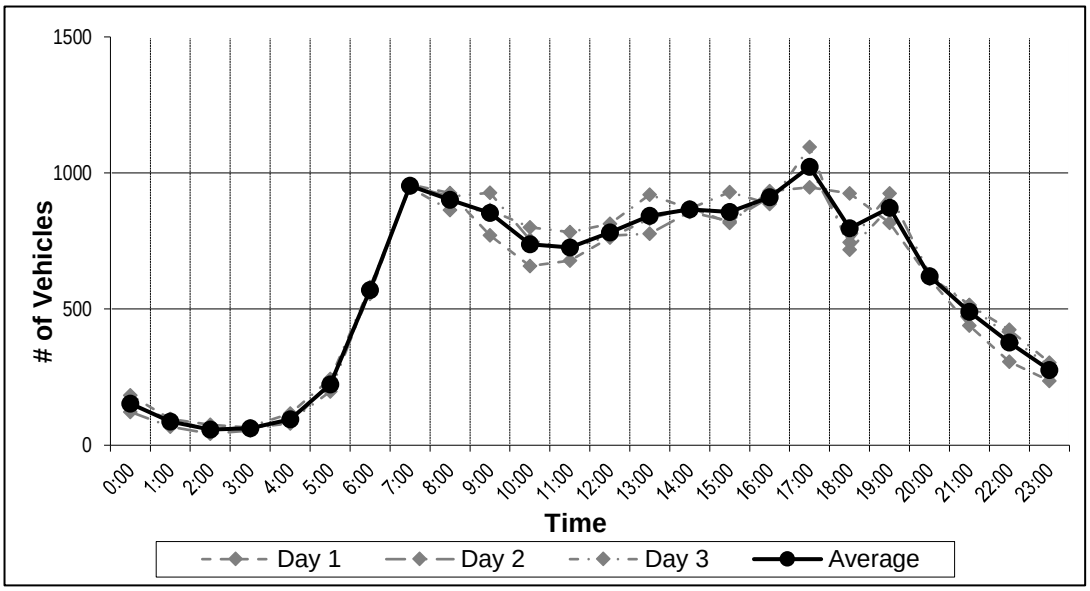
	Vol	Hour
AM Peak	975	08:30
PM Peak	1025	16:45
Daily Peak	1025	16:45

	Vol	Hour
07:00-09:00 Peak	946	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1095	17:00

	Vol	Hour
AM Peak	946	07:00
PM Peak	1095	17:00
Daily Peak	1095	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	959	07:15	0.90
12:00-14:00 Peak	842	13:00	0.97
16:00-19:00 Peak	1025	16:45	0.93

	Vol	Hour
AM Peak	959	07:15
PM Peak	1025	16:45
Daily Peak	1025	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2540
MD	9:00 am - 4:00 pm	5940
PM	4:00 pm - 7:00 pm	2860
NT	7:00 pm - 6:00 am	3440
AADT	0:00 am - 12:00 pm	14800
		14780
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.40
PM	0.19
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	6.5%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.9%

2021-NB Loc 14

SR 9/I-95, N OF IVES DAIRY ROAD INTERCHANGE, Loc 15 (17.0 & 17.4) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	464	402	333	344	1543
1:00	253	250	235	204	942
2:00	189	198	161	179	727
3:00	202	182	216	211	811
4:00	216	263	335	327	1141
5:00	364	570	811	899	2644
6:00	854	1113	1484	1362	4813
7:00	1505	1719	1814	1644	6682
8:00	1586	1519	1620	1570	6295
9:00	1353	1384	1251	1319	5307
10:00	1242	1358	1277	1162	5039
11:00	1164	1234	1303	1338	5039
12:00	1280	1362	1360	1394	5396
13:00	1424	1490	1453	1436	5803
14:00	1491	1551	1535	1476	6053
15:00	1534	1605	1593	1397	6129
16:00	1487	1519	1684	1712	6402
17:00	1705	1707	1612	1524	6548
18:00	1574	1647	1634	1569	6424
19:00	1498	1513	1286	1276	5573
20:00	1214	1075	1047	917	4253
21:00	903	910	712	677	3202
22:00	735	729	623	566	2653
23:00	637	516	510	496	2159
					101578

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	432	407	358	298	1495
1:00	255	248	217	219	939
2:00	210	200	168	178	756
3:00	193	197	218	230	838
4:00	215	274	327	315	1131
5:00	407	593	797	899	2696
6:00	946	1190	1487	1413	5036
7:00	1541	1726	1811	1637	6715
8:00	1537	1488	1609	1568	6202
9:00	1439	1649	1572	1282	5942
10:00	1247	1321	1363	1325	5256
11:00	1260	1319	1350	1300	5229
12:00	1357	1396	1458	1484	5695
13:00	1473	1422	1518	1423	5836
14:00	1448	1534	1536	1623	6141
15:00	1509	1631	1574	1588	6302
16:00	1375	1577	1659	1745	6356
17:00	1810	1638	1648	1335	6431
18:00	1120	1165	1404	1495	5184
19:00	1569	1618	1540	1363	6090
20:00	1146	1240	1064	975	4425
21:00	986	959	1010	849	3804
22:00	763	800	809	736	3108
23:00	663	635	573	490	2361
					103968

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	451	391	385	346	1573
1:00	302	278	234	238	1052
2:00	200	218	170	186	774
3:00	187	203	274	231	895
4:00	237	289	338	404	1268
5:00	416	575	785	917	2693
6:00	1037	1267	1489	1464	5257
7:00	1577	1733	1807	1630	6747
8:00	1487	1456	1597	1586	6126
9:00	1428	1487	1361	1485	5761
10:00	1334	1329	1408	1458	5529
11:00	1326	1439	1464	1452	5681
12:00	1487	1371	1546	1448	5852
13:00	1551	1571	1550	1580	6252
14:00	1522	1604	1663	1644	6433
15:00	1588	1578	1612	1654	6432
16:00	1525	1634	1633	1777	6569
17:00	1915	1568	1683	1146	6312
18:00	1347	1406	1076	1156	4985
19:00	1112	1304	1014	879	4309
20:00	992	993	941	947	3873
21:00	757	713	805	914	3189
22:00	839	854	832	775	3300
23:00	702	646	689	658	2695
					103557

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	449	400	359	329	1537
1:00	270	259	229	220	978
2:00	200	205	166	181	752
3:00	194	194	236	224	848
4:00	223	275	333	349	1180
5:00	396	579	798	905	2678
6:00	946	1190	1487	1413	5036
7:00	1541	1726	1811	1637	6715
8:00	1537	1488	1609	1575	6209
9:00	1407	1507	1395	1362	5671
10:00	1274	1336	1349	1315	5274
11:00	1250	1331	1372	1363	5316
12:00	1375	1376	1455	1442	5648
13:00	1483	1494	1507	1480	5964
14:00	1487	1563	1578	1581	6209
15:00	1544	1605	1593	1546	6288
16:00	1462	1577	1659	1745	6443
17:00	1810	1638	1648	1335	6431
18:00	1347	1406	1371	1407	5531
19:00	1393	1478	1280	1173	5324
20:00	1117	1103	1017	946	4183
21:00	882	861	842	813	3398
22:00	779	794	755	692	3020
23:00	667	599	591	548	2405
					103038

Seasonal Factor (SF)	1.05
Weekly Axle Factor (WAF)	1.00
Calculated AADT	108190

	Vol	Hour
07:00-09:00 Peak	6763	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	6808	16:30

	Vol	Hour
AM Peak	6763	07:15
PM Peak	6808	16:30
Daily Peak	6808	16:30

	Vol	Hour
07:00-09:00 Peak	6715	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	6852	16:30

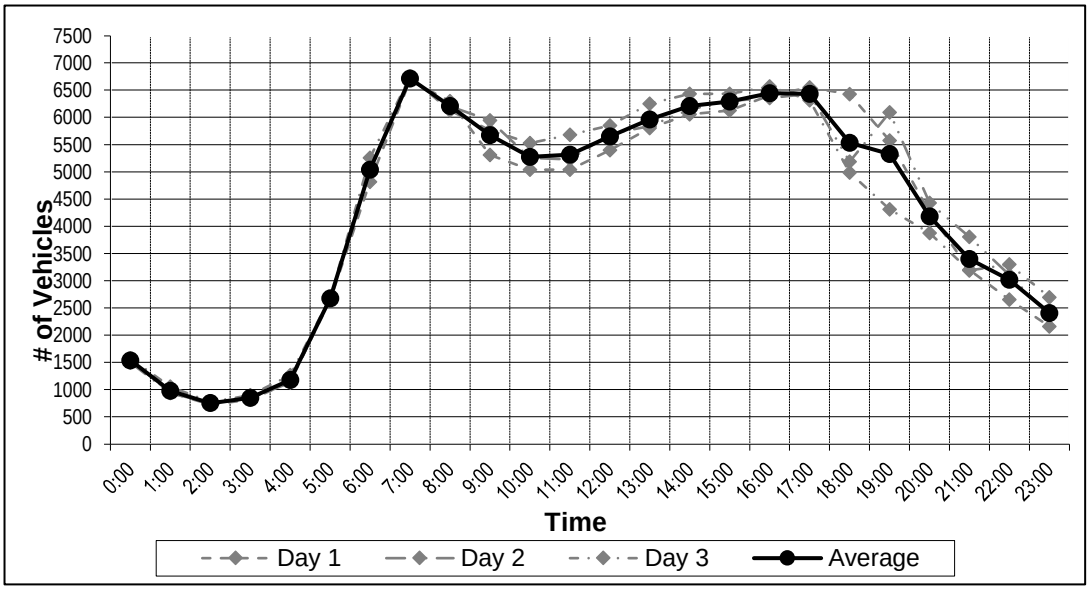
	Vol	Hour
AM Peak	6715	07:00
PM Peak	6852	16:30
Daily Peak	6852	16:30

	Vol	Hour
07:00-09:00 Peak	6747	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	6959	16:15

	Vol	Hour
AM Peak	6747	07:00
PM Peak	6959	16:15
Daily Peak	6959	16:15

	Vol	Hour	PHF
06:00-09:00 Peak	6715	07:00	0.93
12:00-14:00 Peak	5964	13:00	0.99
16:00-19:00 Peak	6852	16:30	0.95

	Vol	Hour
AM Peak	6715	07:00
PM Peak	6852	16:30
Daily Peak	6852	16:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	18860
MD	9:00 am - 4:00 pm	42390
PM	4:00 pm - 7:00 pm	19330
NT	7:00 pm - 6:00 am	27220
AADT	0:00 am - 12:00 pm	108200
		107800
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.39
PM	0.18
NT	0.25
AADT	1.00

	K
07:00-09:00 Peak Hour	6.2%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	6.3%

2021-NB Loc 15

SR 9/I-95, HALLANDALE BEACH BOULEVARD INTERCHANGE, Loc 17 (17.9) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	388	323	276	317	1304
1:00	249	248	221	195	913
2:00	182	193	149	152	676
3:00	163	163	191	187	704
4:00	183	220	293	306	1002
5:00	296	507	725	776	2304
6:00	801	1062	1338	1198	4399
7:00	1322	1476	1556	1367	5721
8:00	1328	1300	1369	1263	5260
9:00	1132	1157	1017	1137	4443
10:00	1045	1100	1111	971	4227
11:00	975	1016	1060	1167	4218
12:00	1048	1110	1177	1179	4514
13:00	1209	1259	1224	1255	4947
14:00	1219	1353	1290	1216	5078
15:00	1246	1337	1385	1328	5296
16:00	1281	1360	1457	1497	5595
17:00	1470	1438	1406	1369	5683
18:00	1336	1457	1389	1357	5539
19:00	1300	1138	1049	1030	4517
20:00	990	893	881	713	3477
21:00	742	769	652	658	2821
22:00	626	640	510	465	2241
23:00	590	454	422	405	1871
					86750

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	340	328	283	232	1183
1:00	216	191	175	179	761
2:00	166	171	147	148	632
3:00	163	165	193	190	711
4:00	179	239	294	266	978
5:00	332	515	716	794	2357
6:00	851	1106	1329	1228	4514
7:00	1335	1482	1577	1408	5802
8:00	1348	1196	1294	1322	5160
9:00	1332	1506	1406	1066	5310
10:00	1025	1108	1127	1132	4392
11:00	1105	1096	1160	1076	4437
12:00	1145	1182	1231	1239	4797
13:00	1280	1192	1266	1198	4936
14:00	1175	1288	1278	1360	5101
15:00	1378	1365	1408	1360	5511
16:00	1151	1393	1431	1462	5437
17:00	1202	1210	1121	1164	4697
18:00	1285	1264	1254	1346	5149
19:00	1359	1342	1273	1132	5106
20:00	943	1024	877	807	3651
21:00	794	830	800	727	3151
22:00	615	658	683	592	2548
23:00	487	228	330	390	1435
					87756

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	376	313	321	275	1285
1:00	248	229	189	199	865
2:00	167	181	136	160	644
3:00	147	160	232	182	721
4:00	209	239	308	349	1105
5:00	360	504	705	822	2391
6:00	901	1150	1320	1257	4628
7:00	1348	1488	1598	1449	5883
8:00	1367	1091	1219	1285	4962
9:00	1185	1249	1145	1214	4793
10:00	1135	1160	1239	1156	4690
11:00	1127	1199	1238	1227	4791
12:00	1242	1133	1283	1236	4894
13:00	1263	1352	1280	1327	5222
14:00	1258	1373	1452	1399	5482
15:00	1358	1308	1361	1431	5458
16:00	1291	1426	1405	1426	5548
17:00	1336	1324	1264	1115	5039
18:00	1147	991	1218	1238	4594
19:00	1240	1211	1139	1062	4652
20:00	981	973	899	971	3824
21:00	833	818	788	753	3192
22:00	670	686	682	639	2677
23:00	576	547	574	550	2247
					89587

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	368	321	293	275	1257
1:00	238	223	195	191	847
2:00	172	182	144	153	651
3:00	158	163	205	186	712
4:00	190	233	298	307	1028
5:00	329	509	715	797	2350
6:00	851	1106	1329	1228	4514
7:00	1335	1482	1577	1408	5802
8:00	1348	1196	1294	1290	5128
9:00	1216	1304	1189	1139	4848
10:00	1068	1123	1159	1086	4436
11:00	1069	1104	1153	1157	4483
12:00	1145	1142	1230	1218	4735
13:00	1251	1268	1257	1260	5036
14:00	1217	1338	1340	1325	5220
15:00	1327	1337	1385	1373	5422
16:00	1241	1393	1431	1462	5527
17:00	1336	1324	1264	1216	5140
18:00	1256	1237	1287	1314	5094
19:00	1300	1230	1154	1075	4759
20:00	971	963	886	830	3650
21:00	790	806	747	713	3056
22:00	637	661	625	565	2488
23:00	551	410	442	448	1851
					88034
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	92436

	Vol	Hour
07:00-09:00 Peak	5727	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5862	16:30

	Vol	Hour
AM Peak	5727	07:15
PM Peak	5862	16:30
Daily Peak	5862	16:30

	Vol	Hour
07:00-09:00 Peak	5815	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5488	16:15

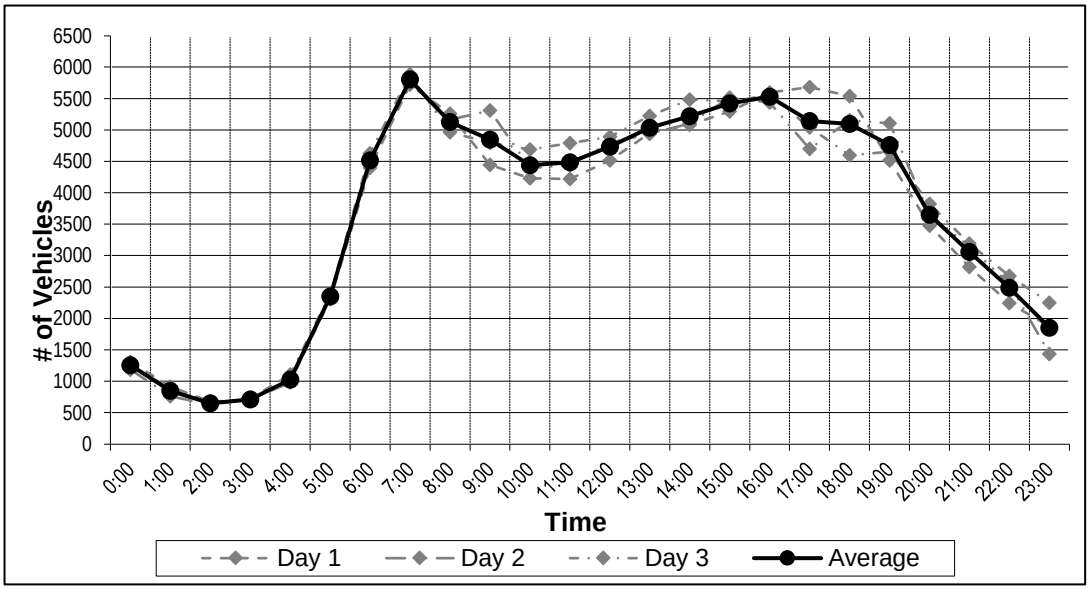
	Vol	Hour
AM Peak	5815	07:15
PM Peak	5511	14:45
Daily Peak	5815	07:15

	Vol	Hour
07:00-09:00 Peak	5902	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5593	16:15

	Vol	Hour
AM Peak	5902	07:15
PM Peak	5593	16:15
Daily Peak	5902	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	5815	07:15	0.92
12:00-14:00 Peak	5036	13:00	0.99
16:00-19:00 Peak	5622	16:15	0.96

	Vol	Hour
AM Peak	5815	07:15
PM Peak	5622	16:15
Daily Peak	5815	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	16220
MD	9:00 am - 4:00 pm	35890
PM	4:00 pm - 7:00 pm	16550
NT	7:00 pm - 6:00 am	23440
AADT	0:00 am - 12:00 pm	92400
		92100
	FDOT 2019 AADT	

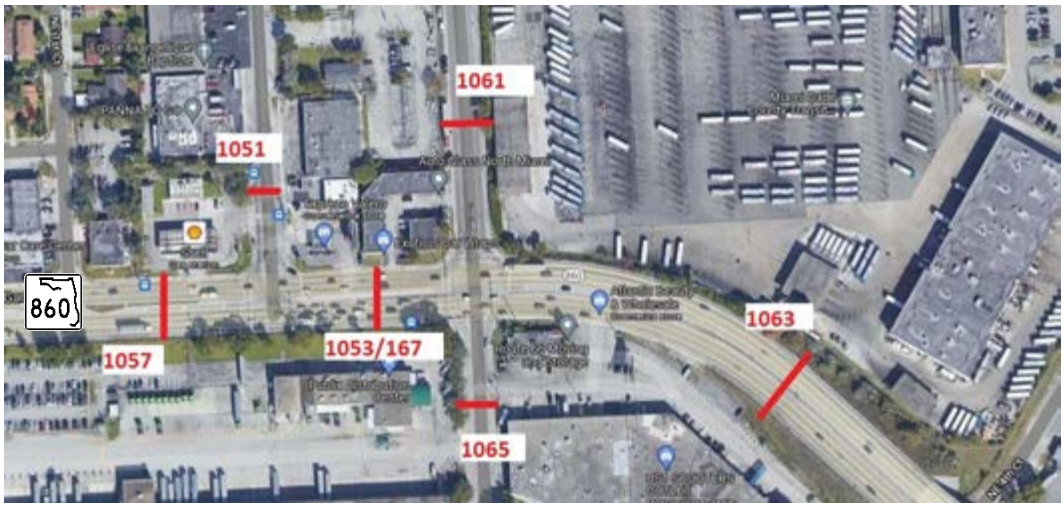
Distribution	
AM	0.18
MD	0.39
PM	0.18
NT	0.25
AADT	1.00

	K
07:00-09:00 Peak Hour	6.3%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	6.1%

2021-NB Loc 17

APPENDIX D2

Traffic Data for
SR 860/Miami Gardens Drive



APPENDIX

D2

MIAMI GARDENS DR W OF NE 2ND AVE, 87-1057 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	137	92	83	53	365
1:00	53	64	46	32	195
2:00	36	27	33	30	126
3:00	32	24	44	36	136
4:00	35	36	35	62	168
5:00	59	65	80	73	277
6:00	80	94	115	166	455
7:00	176	178	227	267	848
8:00	254	247	233	249	983
9:00	231	222	191	216	860
10:00	205	212	205	224	846
11:00	214	199	184	221	818
12:00	218	226	233	236	913
13:00	225	253	216	228	922
14:00	230	241	249	306	1026
15:00	296	260	289	296	1141
16:00	279	292	323	330	1224
17:00	352	301	330	275	1258
18:00	273	222	214	170	879
19:00	177	249	224	226	876
20:00	202	171	149	159	681
21:00	158	143	119	163	583
22:00	141	144	91	109	485
23:00	87	88	88	72	335
					16400

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	97	55	38	266
1:00	45	35	30	35	145
2:00	25	24	32	18	99
3:00	35	34	31	25	125
4:00	26	23	29	44	122
5:00	56	50	51	76	233
6:00	87	101	116	156	460
7:00	151	164	177	206	698
8:00	236	238	231	238	943
9:00	198	233	181	212	824
10:00	194	203	171	192	760
11:00	184	212	218	201	815
12:00	252	221	228	243	944
13:00	231	244	264	261	1000
14:00	303	229	262	263	1057
15:00	297	278	295	299	1169
16:00	329	296	300	304	1229
17:00	384	378	326	290	1378
18:00	240	297	249	252	1038
19:00	236	228	233	222	919
20:00	185	199	137	179	700
21:00	153	175	136	140	604
22:00	140	129	103	113	485
23:00	120	117	97	83	417
					16430

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	67	73	80	54	274
1:00	59	45	45	35	184
2:00	43	37	17	32	129
3:00	36	24	24	25	109
4:00	30	31	33	50	144
5:00	49	49	56	80	234
6:00	72	95	122	147	436
7:00	179	189	202	213	783
8:00	231	220	234	247	932
9:00	230	213	192	174	809
10:00	200	210	187	217	814
11:00	234	211	222	251	918
12:00	233	214	258	222	927
13:00	232	233	247	241	953
14:00	262	236	226	278	1002
15:00	268	284	317	284	1153
16:00	302	282	293	312	1189
17:00	320	307	321	279	1227
18:00	267	269	268	259	1063
19:00	254	251	257	228	990
20:00	258	183	187	181	809
21:00	156	168	143	133	600
22:00	147	204	176	176	703
23:00	148	169	147	139	603
					16985

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	93	87	73	48	301
1:00	52	48	40	34	174
2:00	35	29	27	27	118
3:00	34	27	33	29	123
4:00	30	30	32	52	144
5:00	55	55	62	76	248
6:00	80	97	118	156	451
7:00	169	177	202	229	777
8:00	240	235	233	245	953
9:00	220	223	188	201	832
10:00	200	208	188	211	807
11:00	211	207	208	224	850
12:00	234	220	240	234	928
13:00	229	243	242	243	957
14:00	265	235	246	282	1028
15:00	287	274	300	293	1154
16:00	303	290	305	315	1213
17:00	352	329	326	281	1288
18:00	260	263	244	227	994
19:00	222	243	238	225	928
20:00	215	184	158	173	730
21:00	156	162	133	145	596
22:00	143	159	123	133	558
23:00	118	125	111	98	452
					16604

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	16604

	Vol	Hour
07:00-09:00 Peak	1001	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1313	16:45

	Vol	Hour
AM Peak	1001	07:45
PM Peak	1313	16:45
Daily Peak	1313	16:45

	Vol	Hour
07:00-09:00 Peak	943	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1392	16:45

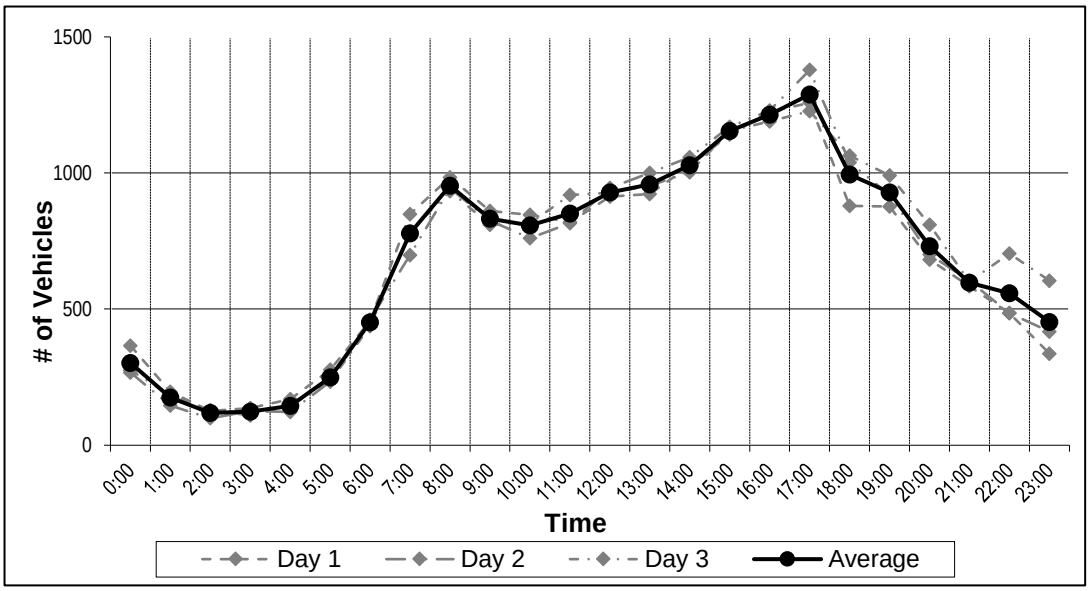
	Vol	Hour
AM Peak	943	08:00
PM Peak	1392	16:45
Daily Peak	1392	16:45

	Vol	Hour
07:00-09:00 Peak	932	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1260	16:45

	Vol	Hour
AM Peak	932	08:00
PM Peak	1260	16:45
Daily Peak	1260	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	953	08:00	0.97
12:00-14:00 Peak	957	13:00	0.98
16:00-19:00 Peak	1322	16:45	0.94

	Vol	Hour
AM Peak	953	08:00
PM Peak	1322	16:45
Daily Peak	1322	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2180
MD	9:00 am - 4:00 pm	6560
PM	4:00 pm - 7:00 pm	3500
NT	7:00 pm - 6:00 am	4370
AADT	0:00 am - 12:00 pm	16600
		16610
	FDOT 2019 AADT	none

Distribution	
AM	0.13
MD	0.39
PM	0.21
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.8%
15:00-18:00 Peak Hour	8.0%

87-1057 (WB)

MIAMI GARDENS DR W OF NE 2ND AVE, 87-1057 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	127	93	76	80	376
1:00	58	45	45	46	194
2:00	60	45	45	44	194
3:00	48	50	53	64	215
4:00	43	45	53	68	209
5:00	63	89	115	144	411
6:00	151	210	250	371	982
7:00	330	401	438	474	1643
8:00	492	432	445	446	1815
9:00	381	303	319	331	1334
10:00	326	304	292	285	1207
11:00	247	246	310	342	1145
12:00	326	305	300	281	1212
13:00	301	290	310	295	1196
14:00	290	254	335	337	1216
15:00	330	319	373	317	1339
16:00	337	318	310	307	1272
17:00	323	327	331	317	1298
18:00	350	313	310	322	1295
19:00	285	242	245	259	1031
20:00	187	212	188	170	757
21:00	150	157	151	132	590
22:00	135	148	149	128	560
23:00	111	115	87	92	405
					21896

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	66	68	70	52	256
1:00	56	45	35	26	162
2:00	34	23	36	30	123
3:00	29	28	36	48	141
4:00	43	43	51	53	190
5:00	52	70	120	139	381
6:00	145	204	265	386	1000
7:00	326	388	477	492	1683
8:00	474	435	426	413	1748
9:00	397	361	348	296	1402
10:00	279	289	249	267	1084
11:00	224	271	291	296	1082
12:00	255	265	263	285	1068
13:00	306	289	323	271	1189
14:00	311	280	306	330	1227
15:00	308	312	303	306	1229
16:00	307	290	329	339	1265
17:00	327	317	296	334	1274
18:00	330	318	312	298	1258
19:00	268	224	236	226	954
20:00	218	203	170	182	773
21:00	154	156	160	153	623
22:00	135	127	125	115	502
23:00	118	86	98	95	397
					21011

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	67	66	64	74	271
1:00	47	50	50	49	196
2:00	44	35	52	31	162
3:00	44	38	39	45	166
4:00	43	32	59	52	186
5:00	49	86	102	170	407
6:00	132	223	283	378	1016
7:00	398	432	465	487	1782
8:00	509	483	454	408	1854
9:00	384	365	326	322	1397
10:00	315	282	284	248	1129
11:00	291	265	268	301	1125
12:00	268	269	261	273	1071
13:00	293	350	335	328	1306
14:00	316	291	334	357	1298
15:00	330	331	356	348	1365
16:00	324	316	319	350	1309
17:00	354	340	339	319	1352
18:00	310	309	322	296	1237
19:00	275	294	244	240	1053
20:00	224	213	179	187	803
21:00	192	179	171	175	717
22:00	196	138	140	144	618
23:00	108	135	122	154	519
					22339

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	87	76	70	69	302
1:00	54	47	43	40	184
2:00	46	34	44	35	159
3:00	40	39	43	52	174
4:00	43	40	54	58	195
5:00	55	82	112	151	400
6:00	143	212	266	378	999
7:00	351	407	460	484	1702
8:00	492	450	442	422	1806
9:00	387	343	331	316	1377
10:00	307	292	275	267	1141
11:00	254	261	290	313	1118
12:00	283	280	275	280	1118
13:00	300	310	323	298	1231
14:00	306	275	325	341	1247
15:00	323	321	344	324	1312
16:00	323	308	319	332	1282
17:00	335	328	322	323	1308
18:00	330	313	315	305	1263
19:00	276	253	242	242	1013
20:00	210	209	179	180	778
21:00	165	164	161	153	643
22:00	155	138	138	129	560
23:00	112	112	102	114	440
					21752

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	21752

	Vol	Hour
07:00-09:00 Peak	1843	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1325	17:15

	Vol	Hour
AM Peak	1843	07:45
PM Peak	1359	14:45
Daily Peak	1843	07:45

	Vol	Hour
07:00-09:00 Peak	1878	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1312	16:30

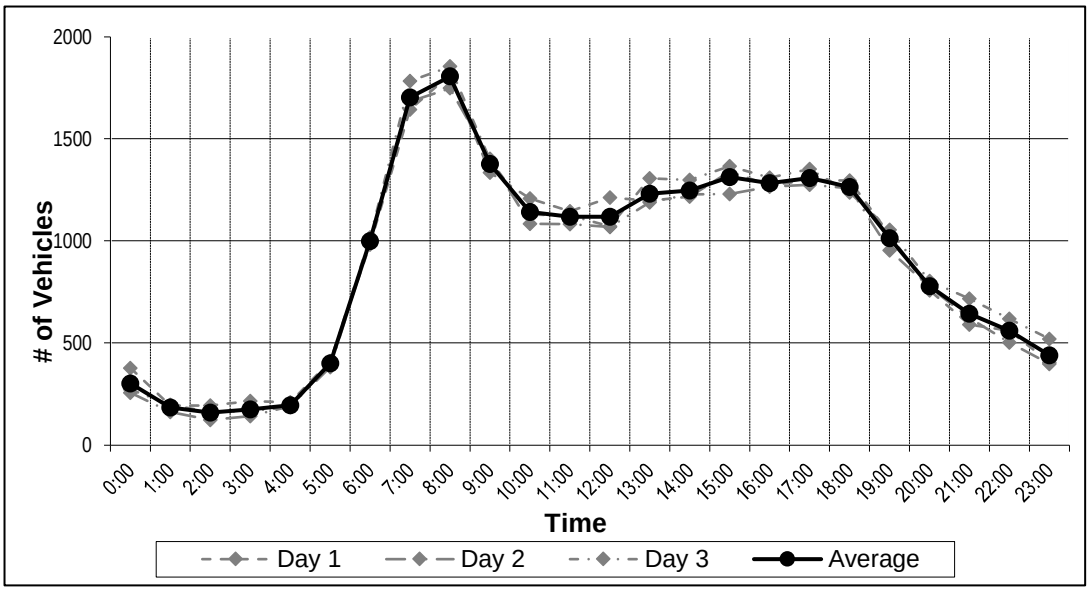
	Vol	Hour
AM Peak	1878	7:30
PM Peak	1312	16:30
Daily Peak	1878	7:30

	Vol	Hour
07:00-09:00 Peak	1944	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1383	16:45

	Vol	Hour
AM Peak	1944	7:30
PM Peak	1383	16:45
Daily Peak	1944	7:30

	Vol	Hour	PHF
06:00-09:00 Peak	1886	07:30	0.96
12:00-14:00 Peak	1231	13:00	0.95
16:00-19:00 Peak	1317	16:45	0.98

	Vol	Hour
AM Peak	1886	07:30
PM Peak	1329	14:45
Daily Peak	1886	07:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	4510
MD	9:00 am - 4:00 pm	8540
PM	4:00 pm - 7:00 pm	3850
NT	7:00 pm - 6:00 am	4850
AADT	0:00 am - 12:00 pm	21800
		21750
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.39
PM	0.18
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	8.7%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.1%

87-1057 (EB)

NE 2ND AVE N OF MIAMI GARDENS DR, 87-1051 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	18	12	12	10	52
1:00	11	12	4	11	38
2:00	9	5	6	5	25
3:00	5	6	10	12	33
4:00	5	4	10	25	44
5:00	21	30	25	26	102
6:00	38	37	58	61	194
7:00	66	70	84	94	314
8:00	90	80	84	78	332
9:00	66	60	58	69	253
10:00	63	66	54	58	241
11:00	54	65	59	64	242
12:00	71	62	58	49	240
13:00	61	69	67	84	281
14:00	62	66	74	71	273
15:00	91	86	76	70	323
16:00	85	87	91	86	349
17:00	92	82	71	61	306
18:00	63	57	58	49	227
19:00	44	53	61	54	212
20:00	38	51	40	47	176
21:00	37	31	32	49	149
22:00	33	29	27	34	123
23:00	33	33	27	21	114
					4643

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	17	10	18	5	50
1:00	18	7	13	9	47
2:00	4	6	10	8	28
3:00	7	10	8	9	34
4:00	3	6	10	12	31
5:00	11	21	19	27	78
6:00	29	36	62	79	206
7:00	68	79	91	96	334
8:00	85	77	95	78	335
9:00	63	59	63	70	255
10:00	58	64	54	65	241
11:00	51	76	55	59	241
12:00	68	72	58	47	245
13:00	72	57	70	74	273
14:00	75	59	69	72	275
15:00	66	36	71	69	242
16:00	79	80	80	91	330
17:00	75	78	76	75	304
18:00	64	64	56	62	246
19:00	50	52	48	47	197
20:00	39	50	41	35	165
21:00	40	37	32	31	140
22:00	29	27	24	28	108
23:00	19	38	27	25	109
					4514

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	17	11	9	6	43
1:00	15	7	8	9	39
2:00	14	3	3	7	27
3:00	3	4	9	5	21
4:00	6	3	7	23	39
5:00	19	19	22	30	90
6:00	35	37	63	64	199
7:00	67	83	92	97	339
8:00	93	82	82	66	323
9:00	65	59	67	67	258
10:00	67	54	51	57	229
11:00	54	62	59	75	250
12:00	54	65	57	59	235
13:00	63	67	56	65	251
14:00	80	61	65	89	295
15:00	77	82	76	68	303
16:00	84	75	95	85	339
17:00	95	98	71	72	336
18:00	53	63	61	57	234
19:00	57	45	58	56	216
20:00	52	48	46	45	191
21:00	61	35	34	34	164
22:00	26	35	38	34	133
23:00	29	37	29	15	110
					4664

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	17	11	13	7	48
1:00	15	9	8	10	42
2:00	9	5	6	7	27
3:00	5	7	9	9	30
4:00	5	4	9	20	38
5:00	17	23	22	28	90
6:00	34	37	61	68	200
7:00	67	77	89	96	329
8:00	89	80	87	74	330
9:00	65	59	63	69	256
10:00	63	61	53	60	237
11:00	53	68	58	66	245
12:00	64	66	58	52	240
13:00	65	64	64	74	267
14:00	72	62	69	77	280
15:00	78	68	74	69	289
16:00	83	81	89	87	340
17:00	87	86	73	69	315
18:00	60	61	58	56	235
19:00	50	50	56	52	208
20:00	43	50	42	42	177
21:00	46	34	33	38	151
22:00	29	30	30	32	121
23:00	27	36	28	20	111
					4606

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	4606

	Vol	Hour
07:00-09:00 Peak	348	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	356	16:15

	Vol	Hour
AM Peak	348	7:30
PM Peak	356	16:15
Daily Peak	356	16:15

	Vol	Hour
07:00-09:00 Peak	353	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	330	16:00

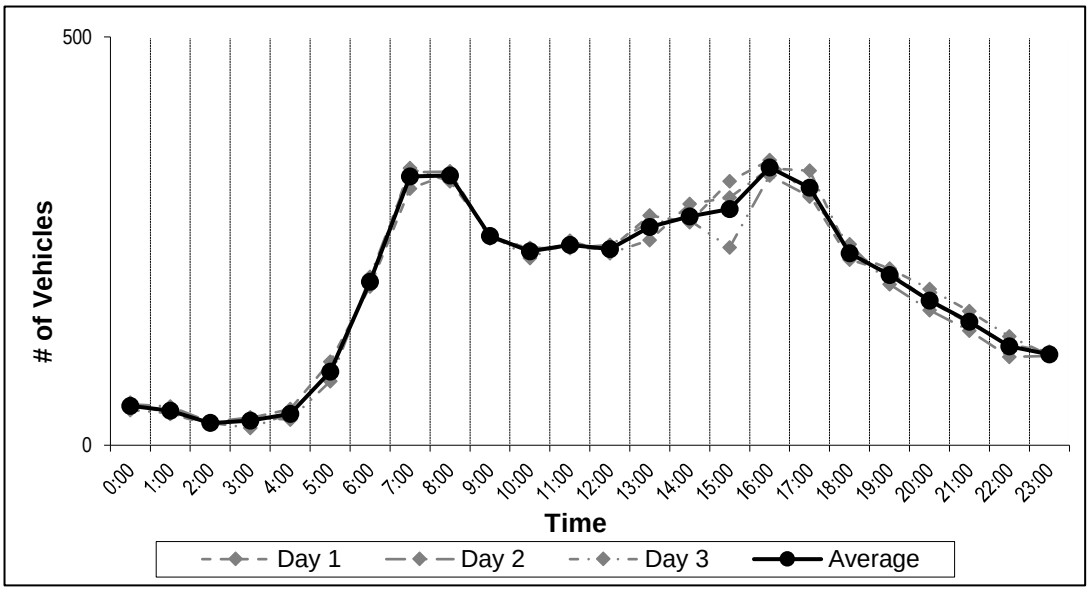
	Vol	Hour
AM Peak	353	07:45
PM Peak	330	16:00
Daily Peak	353	07:45

	Vol	Hour
07:00-09:00 Peak	365	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	373	16:30

	Vol	Hour
AM Peak	365	07:15
PM Peak	373	16:30
Daily Peak	373	16:30

	Vol	Hour	PHF
06:00-09:00 Peak	354	07:30	0.92
12:00-14:00 Peak	267	13:00	0.90
16:00-19:00 Peak	349	16:30	0.98

	Vol	Hour
AM Peak	354	07:30
PM Peak	349	16:30
Daily Peak	354	07:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	860
MD	9:00 am - 4:00 pm	1810
PM	4:00 pm - 7:00 pm	890
NT	7:00 pm - 6:00 am	1040
AADT	0:00 am - 12:00 pm	4600
		4600
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.39
PM	0.19
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	7.7%
12:00-14:00 Peak Hour	5.8%
15:00-18:00 Peak Hour	7.6%

87-1051 (SB)

NE 2ND AVE N OF MIAMI GARDENS DR, 87-1051 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	40	13	17	15	85
1:00	16	10	12	8	46
2:00	7	6	10	6	29
3:00	14	5	4	10	33
4:00	4	4	5	8	21
5:00	10	6	20	30	66
6:00	32	54	60	54	200
7:00	61	55	67	58	241
8:00	72	66	63	86	287
9:00	69	66	64	65	264
10:00	58	45	53	53	209
11:00	57	55	60	59	231
12:00	89	55	46	54	244
13:00	82	65	60	62	269
14:00	64	60	70	79	273
15:00	85	112	109	110	416
16:00	100	88	110	84	382
17:00	99	99	95	91	384
18:00	84	91	86	92	353
19:00	69	86	80	55	290
20:00	68	77	56	61	262
21:00	61	42	32	47	182
22:00	40	48	32	38	158
23:00	34	46	30	24	134
					5059

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	21	22	13	16	72
1:00	5	15	9	5	34
2:00	6	6	9	7	28
3:00	8	4	6	8	26
4:00	5	3	6	10	24
5:00	6	14	17	33	70
6:00	40	58	62	83	243
7:00	58	56	64	53	231
8:00	59	66	56	78	259
9:00	63	58	58	60	239
10:00	63	48	61	51	223
11:00	57	61	64	56	238
12:00	59	67	49	81	256
13:00	69	71	69	62	271
14:00	88	77	86	94	345
15:00	79	34	90	91	294
16:00	93	117	110	87	407
17:00	89	103	104	101	397
18:00	96	87	84	79	346
19:00	70	63	58	88	279
20:00	61	68	63	64	256
21:00	35	62	42	47	186
22:00	45	41	28	39	153
23:00	41	39	33	31	144
					5021

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	22	17	11	12	62
1:00	13	12	18	9	52
2:00	9	7	13	4	33
3:00	12	8	8	6	34
4:00	5	3	10	9	27
5:00	9	17	16	39	81
6:00	30	58	71	65	224
7:00	57	65	60	69	251
8:00	65	73	87	76	301
9:00	74	58	70	53	255
10:00	41	45	54	57	197
11:00	49	56	61	59	225
12:00	51	62	57	73	243
13:00	53	55	73	81	262
14:00	72	63	74	101	310
15:00	70	105	97	87	359
16:00	102	88	91	87	368
17:00	95	104	91	111	401
18:00	92	81	85	78	336
19:00	72	82	89	65	308
20:00	66	57	48	57	228
21:00	64	55	56	38	213
22:00	44	59	36	44	183
23:00	31	44	36	29	140
					5093

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	28	17	14	14	73
1:00	11	12	13	7	43
2:00	7	6	11	6	30
3:00	11	6	6	8	31
4:00	5	3	7	9	24
5:00	8	12	18	34	72
6:00	34	57	64	67	222
7:00	59	59	64	60	242
8:00	65	68	69	80	282
9:00	69	61	64	59	253
10:00	54	46	56	54	210
11:00	54	57	62	58	231
12:00	66	61	51	69	247
13:00	68	64	67	68	267
14:00	75	67	77	91	310
15:00	78	84	99	96	357
16:00	98	98	104	86	386
17:00	94	102	97	101	394
18:00	91	86	85	83	345
19:00	70	77	76	69	292
20:00	65	67	56	61	249
21:00	53	53	43	44	193
22:00	43	49	32	40	164
23:00	35	43	33	28	139
					5056
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	5056

	Vol	Hour
07:00-09:00 Peak	287	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	392	16:30

	Vol	Hour
AM Peak	287	08:00
PM Peak	431	15:15
Daily Peak	431	15:15

	Vol	Hour
07:00-09:00 Peak	261	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	407	16:00

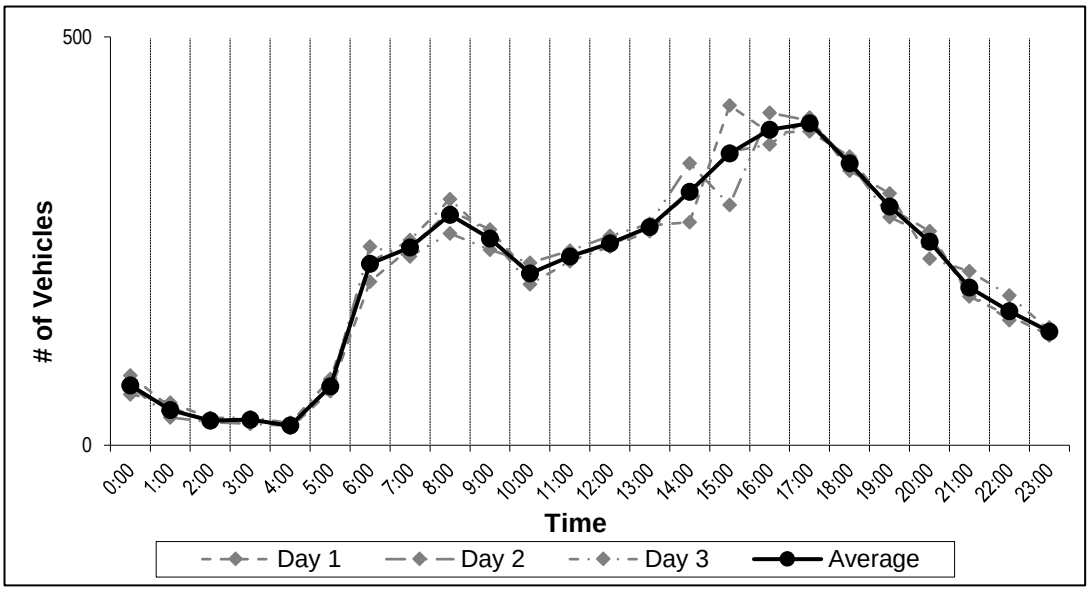
	Vol	Hour
AM Peak	263	08:15
PM Peak	411	15:45
Daily Peak	411	15:45

	Vol	Hour
07:00-09:00 Peak	301	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	401	17:00

	Vol	Hour
AM Peak	310	08:15
PM Peak	401	17:00
Daily Peak	401	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	282	08:00	0.88
12:00-14:00 Peak	268	12:45	0.97
16:00-19:00 Peak	394	17:00	0.97

	Vol	Hour
AM Peak	286	08:15
PM Peak	396	15:45
Daily Peak	396	15:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	750
MD	9:00 am - 4:00 pm	1880
PM	4:00 pm - 7:00 pm	1130
NT	7:00 pm - 6:00 am	1310
AADT	0:00 am - 12:00 pm	5100
		5070
	FDOT 2019 AADT	none

Distribution	
AM	0.15
MD	0.37
PM	0.22
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.6%
12:00-14:00 Peak Hour	5.3%
15:00-18:00 Peak Hour	7.8%

87-1051 (NB)

MIAMI GARDENS DR E OF NE 2ND AVE, 87-1053 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	157	97	94	69	417
1:00	62	66	54	36	218
2:00	45	35	40	33	153
3:00	43	27	41	43	154
4:00	40	44	40	68	192
5:00	73	74	115	108	370
6:00	102	125	159	217	603
7:00	248	268	272	345	1133
8:00	327	296	301	340	1264
9:00	292	289	295	317	1193
10:00	282	277	293	290	1142
11:00	264	251	262	292	1069
12:00	304	235	249	257	1045
13:00	247	294	238	245	1024
14:00	258	275	282	330	1145
15:00	320	317	344	332	1313
16:00	323	318	366	348	1355
17:00	388	349	348	312	1397
18:00	303	296	314	258	1171
19:00	250	286	248	247	1031
20:00	219	219	177	185	800
21:00	186	153	136	177	652
22:00	160	169	101	121	551
23:00	110	111	91	82	394
					19786

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	81	100	57	45	283
1:00	46	45	35	37	163
2:00	27	27	31	24	109
3:00	35	31	30	25	121
4:00	31	23	31	46	131
5:00	60	56	61	91	268
6:00	105	111	131	184	531
7:00	176	182	199	239	796
8:00	258	268	274	261	1061
9:00	231	243	219	244	937
10:00	219	245	196	205	865
11:00	218	240	235	241	934
12:00	267	273	249	264	1053
13:00	243	275	296	282	1096
14:00	337	276	310	310	1233
15:00	336	306	345	336	1323
16:00	377	370	334	350	1431
17:00	421	424	373	348	1566
18:00	289	323	296	293	1201
19:00	260	286	257	256	1059
20:00	223	240	170	214	847
21:00	170	212	148	154	684
22:00	171	142	126	138	577
23:00	142	130	119	94	485
					18754

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	85	75	65	301
1:00	58	52	54	39	203
2:00	37	47	24	34	142
3:00	49	33	28	27	137
4:00	28	33	43	53	157
5:00	53	55	64	102	274
6:00	94	114	160	170	538
7:00	232	240	233	269	974
8:00	275	276	302	253	1106
9:00	239	246	219	207	911
10:00	233	245	237	239	954
11:00	274	248	274	266	1062
12:00	261	264	280	270	1075
13:00	256	247	318	282	1103
14:00	295	296	268	352	1211
15:00	336	352	392	357	1437
16:00	387	332	359	367	1445
17:00	377	359	387	357	1480
18:00	331	328	333	324	1316
19:00	324	309	317	272	1222
20:00	286	233	224	213	956
21:00	187	192	181	172	732
22:00	168	243	214	219	844
23:00	190	215	189	177	771
					20351

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	105	94	75	60	334
1:00	55	54	48	37	194
2:00	36	36	32	30	134
3:00	42	30	33	32	137
4:00	33	33	38	56	160
5:00	62	62	80	100	304
6:00	100	117	150	190	557
7:00	219	230	235	284	968
8:00	287	280	292	285	1144
9:00	254	259	244	256	1013
10:00	245	256	242	245	988
11:00	252	246	257	266	1021
12:00	277	257	259	264	1057
13:00	249	272	284	270	1075
14:00	297	282	287	331	1197
15:00	331	325	360	342	1358
16:00	362	340	353	355	1410
17:00	395	377	369	339	1480
18:00	308	316	314	292	1230
19:00	278	294	274	258	1104
20:00	243	231	190	204	868
21:00	181	186	155	168	690
22:00	166	185	147	159	657
23:00	147	152	133	118	550
					19630
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	19630

	Vol	Hour
07:00-09:00 Peak	1269	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1451	16:30

	Vol	Hour
AM Peak	1269	07:45
PM Peak	1451	16:30
Daily Peak	1451	16:30

	Vol	Hour
07:00-09:00 Peak	1061	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1568	16:45

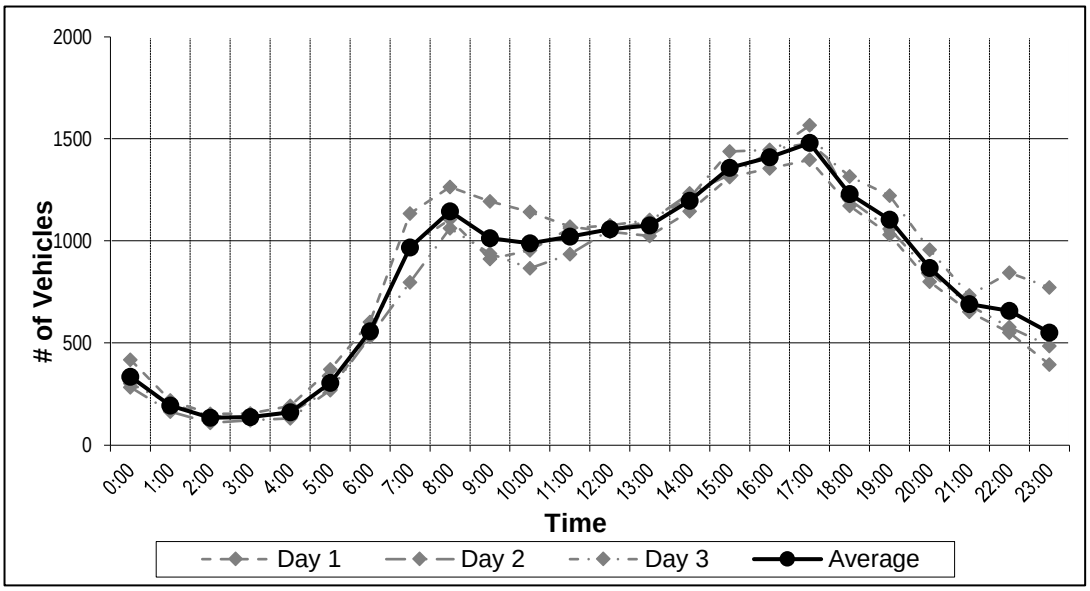
	Vol	Hour
AM Peak	1061	08:00
PM Peak	1568	16:45
Daily Peak	1568	16:45

	Vol	Hour
07:00-09:00 Peak	1122	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1490	16:45

	Vol	Hour
AM Peak	1122	07:45
PM Peak	1490	16:45
Daily Peak	1490	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1144	08:00	0.98
12:00-14:00 Peak	1075	13:00	0.95
16:00-19:00 Peak	1496	16:45	0.95

	Vol	Hour
AM Peak	1144	08:00
PM Peak	1496	16:45
Daily Peak	1496	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2670
MD	9:00 am - 4:00 pm	7710
PM	4:00 pm - 7:00 pm	4120
NT	7:00 pm - 6:00 am	5130
AADT	0:00 am - 12:00 pm	19600
		19630
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.39
PM	0.21
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.8%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	7.6%

87-1053 (WB)

MIAMI GARDENS DR E OF NE 2ND AVE, 87-1053 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	127	90	74	87	378
1:00	58	51	43	53	205
2:00	64	47	46	42	199
3:00	53	54	59	67	233
4:00	45	52	61	81	239
5:00	72	108	121	146	447
6:00	162	194	280	400	1036
7:00	350	449	485	543	1827
8:00	528	499	480	484	1991
9:00	427	360	335	386	1508
10:00	365	324	317	311	1317
11:00	281	277	336	365	1259
12:00	372	297	283	300	1252
13:00	313	325	334	325	1297
14:00	326	296	367	368	1357
15:00	372	346	398	340	1456
16:00	353	334	330	339	1356
17:00	358	355	352	336	1401
18:00	347	327	324	306	1304
19:00	290	273	266	277	1106
20:00	194	222	198	186	800
21:00	168	169	173	149	659
22:00	138	153	162	144	597
23:00	124	121	97	97	439
					23663

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	77	67	72	52	268
1:00	65	49	39	29	182
2:00	38	23	38	36	135
3:00	27	33	39	52	151
4:00	36	46	58	63	203
5:00	61	75	134	136	406
6:00	146	177	272	401	996
7:00	368	409	519	544	1840
8:00	519	473	474	445	1911
9:00	429	392	382	348	1551
10:00	319	310	275	287	1191
11:00	261	302	317	327	1207
12:00	265	301	277	291	1134
13:00	330	306	346	304	1286
14:00	343	305	339	352	1339
15:00	340	330	336	327	1333
16:00	327	323	337	382	1369
17:00	340	352	319	371	1382
18:00	329	341	326	317	1313
19:00	267	269	257	231	1024
20:00	230	209	187	184	810
21:00	191	166	162	166	685
22:00	140	138	136	127	541
23:00	117	108	115	94	434
					22691

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	79	66	67	73	285
1:00	50	51	52	49	202
2:00	50	35	51	35	171
3:00	46	39	46	46	177
4:00	45	34	66	63	208
5:00	56	93	110	170	429
6:00	143	196	296	415	1050
7:00	400	462	514	539	1915
8:00	551	539	504	437	2031
9:00	407	386	356	365	1514
10:00	349	324	306	284	1263
11:00	317	313	282	320	1232
12:00	293	287	276	301	1157
13:00	317	374	370	364	1425
14:00	356	346	361	385	1448
15:00	374	385	373	385	1517
16:00	366	345	368	382	1461
17:00	398	378	377	349	1502
18:00	330	331	342	321	1324
19:00	297	315	262	261	1135
20:00	250	244	205	191	890
21:00	216	177	183	187	763
22:00	199	147	151	161	658
23:00	115	155	122	164	556
					24313

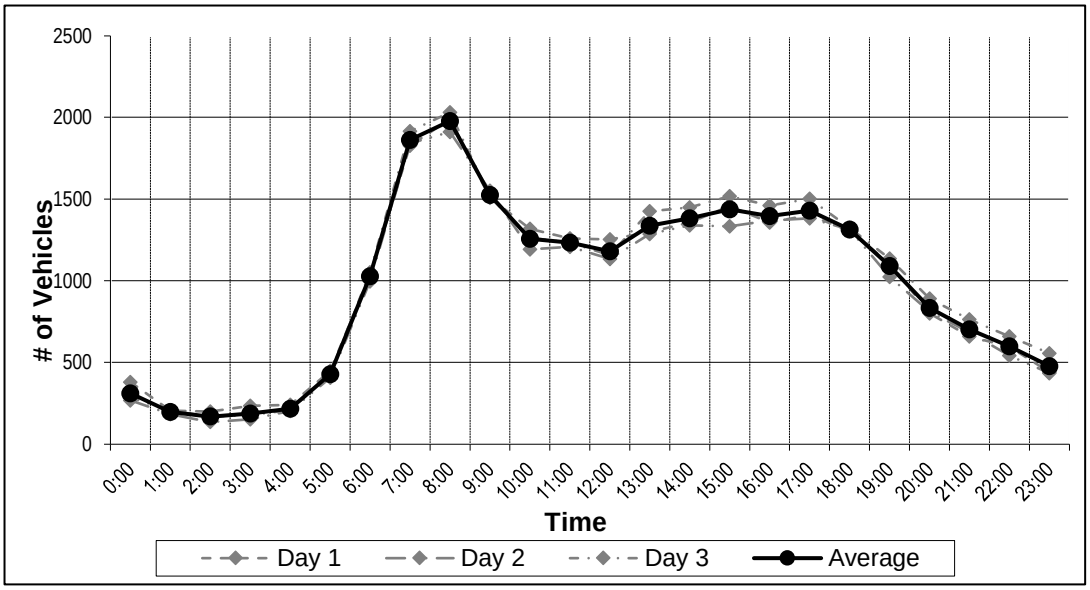
Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	94	74	71	71	310
1:00	58	50	45	44	197
2:00	51	35	45	38	169
3:00	42	42	48	55	187
4:00	42	44	62	69	217
5:00	63	92	122	151	428
6:00	150	189	283	405	1027
7:00	373	440	506	542	1861
8:00	533	504	486	455	1978
9:00	421	379	358	366	1524
10:00	344	319	299	294	1256
11:00	286	297	312	337	1232
12:00	310	295	279	297	1181
13:00	320	335	350	331	1336
14:00	342	316	356	368	1382
15:00	362	354	369	351	1436
16:00	349	334	345	368	1396
17:00	365	362	349	352	1428
18:00	335	333	331	315	1314
19:00	285	286	262	256	1089
20:00	225	225	197	187	834
21:00	192	171	173	167	703
22:00	159	146	150	144	599
23:00	119	128	111	118	476
					23560
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	23560

	Vol	Hour
07:00-09:00 Peak	2055	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1404	16:45
AM Peak	2055	7:30
PM Peak	1484	14:45
Daily Peak	2055	7:30

	Vol	Hour
07:00-09:00 Peak	2055	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1411	16:30
AM Peak	2055	7:30
PM Peak	1411	16:30
Daily Peak	2055	7:30

	Vol	Hour
07:00-09:00 Peak	2143	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1535	16:45
AM Peak	2143	7:30
PM Peak	1535	16:45
Daily Peak	2143	7:30

	Vol	Hour	PHF
06:00-09:00 Peak	2085	07:30	0.96
12:00-14:00 Peak	1336	13:00	0.95
16:00-19:00 Peak	1444	16:45	0.98
AM Peak	2085	07:30	
PM Peak	1453	14:45	
Daily Peak	2085	07:30	



Period	Hour	Vol
AM	6:00 am - 9:00 am	4870
MD	9:00 am - 4:00 pm	9350
PM	4:00 pm - 7:00 pm	4140
NT	7:00 pm - 6:00 am	5210
AADT	0:00 am - 12:00 pm	23600
		23570
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.40
PM	0.18
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	8.8%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.1%

87-1053 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 201_MGD@NE2Ave
Site Code: 201-3808
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				NE 2nd Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	44	285	0	0	0	98	31	0	0	0	0	0	48	1	7	514
06:45 AM	1	31	352	0	0	0	154	36	0	0	0	0	0	53	0	10	637
Total	1	75	637	0	0	0	252	67	0	0	0	0	0	101	1	17	1151
07:00 AM	1	28	349	0	0	0	159	31	0	0	0	0	0	67	0	7	642
07:15 AM	3	11	414	0	0	0	181	49	0	0	0	0	0	72	0	18	748
07:30 AM	2	18	435	0	0	0	197	39	0	0	0	0	0	82	0	10	783
07:45 AM	0	10	491	0	0	0	207	44	0	0	0	0	0	93	0	6	851
Total	6	67	1689	0	0	0	744	163	0	0	0	0	0	314	0	41	3024
08:00 AM	0	21	490	0	0	0	209	43	0	0	0	0	0	98	0	5	866
08:15 AM	1	30	516	0	0	0	201	46	0	0	0	0	0	80	0	12	886
08:30 AM	4	14	470	0	0	0	227	66	0	0	0	0	0	82	0	5	868
08:45 AM	1	9	419	0	0	0	273	68	0	0	0	0	0	58	0	5	833
Total	6	74	1895	0	0	0	910	223	0	0	0	0	0	318	0	27	3453
09:00 AM	0	17	386	0	0	0	249	57	0	0	0	0	0	59	0	11	779
09:15 AM	0	10	333	0	0	0	217	36	0	0	0	0	0	53	0	12	661
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	27	719	0	0	0	466	93	0	0	0	0	0	112	0	23	1440
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	1	26	324	0	0	0	327	65	0	0	0	0	0	47	0	18	808
03:45 PM	1	28	339	0	0	0	277	59	0	0	0	0	0	68	0	10	782
Total	2	54	663	0	0	0	604	124	0	0	0	0	0	115	0	28	1590
04:00 PM	2	25	303	0	0	0	282	80	0	0	0	0	0	61	0	16	769
04:15 PM	1	24	293	0	0	0	288	68	0	0	0	0	0	60	0	14	748
04:30 PM	2	19	324	0	0	0	278	72	0	0	0	0	0	72	0	20	787
04:45 PM	3	23	360	0	0	0	283	65	0	0	0	0	0	59	0	22	815
Total	8	91	1280	0	0	0	1131	285	0	0	0	0	0	252	0	72	3119
05:00 PM	1	20	344	0	0	0	316	76	0	0	0	0	0	70	0	22	849
05:15 PM	0	24	306	0	0	0	274	81	0	0	0	0	0	79	0	29	793
05:30 PM	1	15	345	0	0	0	290	73	0	0	0	0	0	57	0	10	791
05:45 PM	2	18	293	0	0	0	265	88	0	0	0	0	0	56	0	13	735
Total	4	77	1288	0	0	0	1145	318	0	0	0	0	0	262	0	74	3168
06:00 PM	1	19	267	0	0	0	247	74	0	0	0	0	0	29	0	10	647
06:15 PM	0	18	262	0	0	0	241	51	0	0	0	0	0	50	0	14	636
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	37	529	0	0	0	488	125	0	0	0	0	0	79	0	24	1283

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

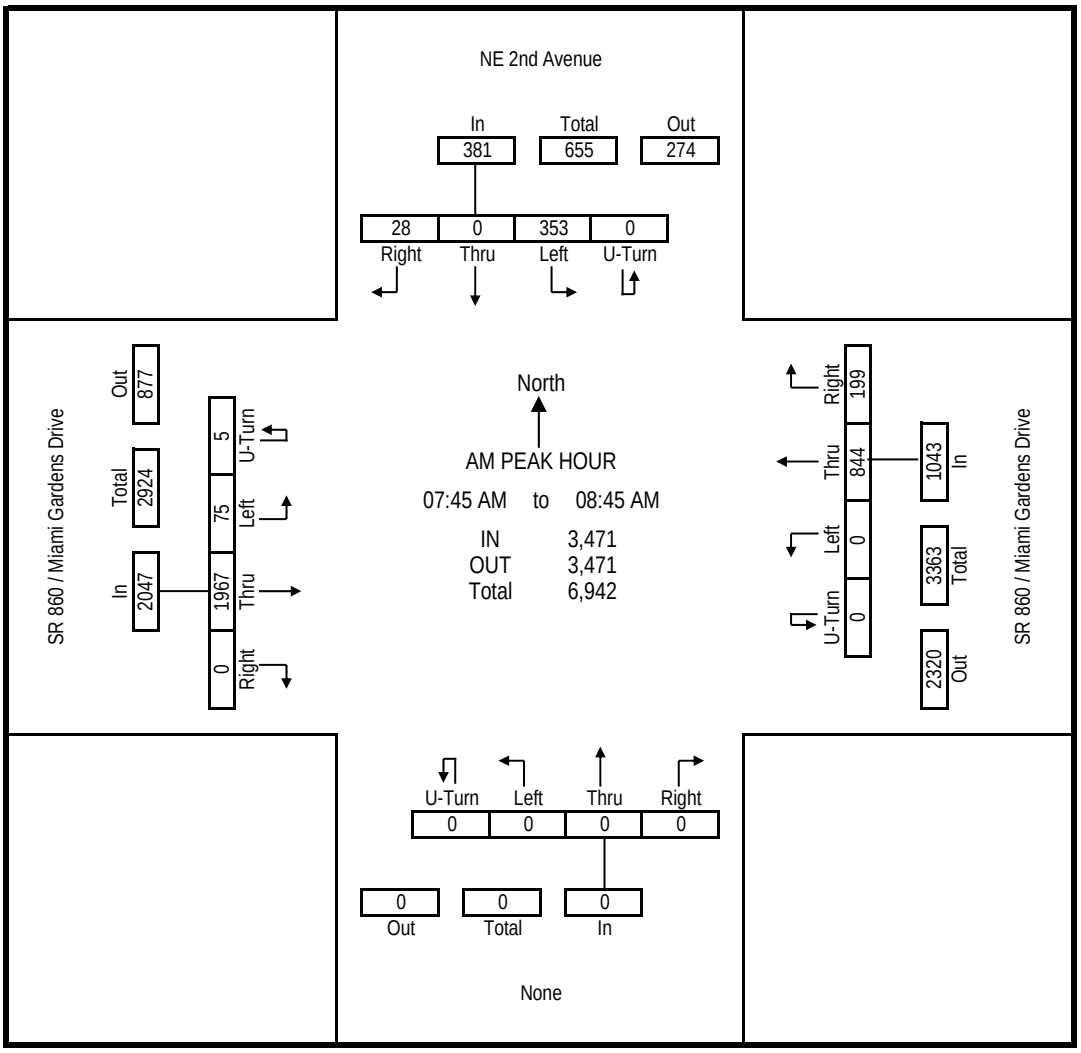
FDOT District 6

File Name: 201_MGD@NE2Ave
Site Code: 201-3808
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				NE 2nd Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:45 AM	0	10	491	0	0	0	207	44	0	0	0	0	0	93	0	6	851
08:00 AM	0	21	490	0	0	0	209	43	0	0	0	0	0	98	0	5	866
08:15 AM	1	30	516	0	0	0	201	46	0	0	0	0	0	80	0	12	886
08:30 AM	4	14	470	0	0	0	227	66	0	0	0	0	0	82	0	5	868
Total	5	75	1967	0	0	0	844	199	0	0	0	0	0	353	0	28	3471
PHF	0.313	0.625	0.953	0.000	0.000	0.000	0.930	0.754	0.000	0.000	0.000	0.000	0.000	0.901	0.000	0.979	0.98
Heavy Veh %	0%	12%	3%	0%	0%	0%	4%	7%	0%	0%	0%	0%	0%	4%	0%	15%	4%
App Vol %	0%	4%	96%	0%	0%	0%	81%	19%	0%	0%	0%	0%	0%	93%	0%	7%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 07:45 AM to 08:45 AM

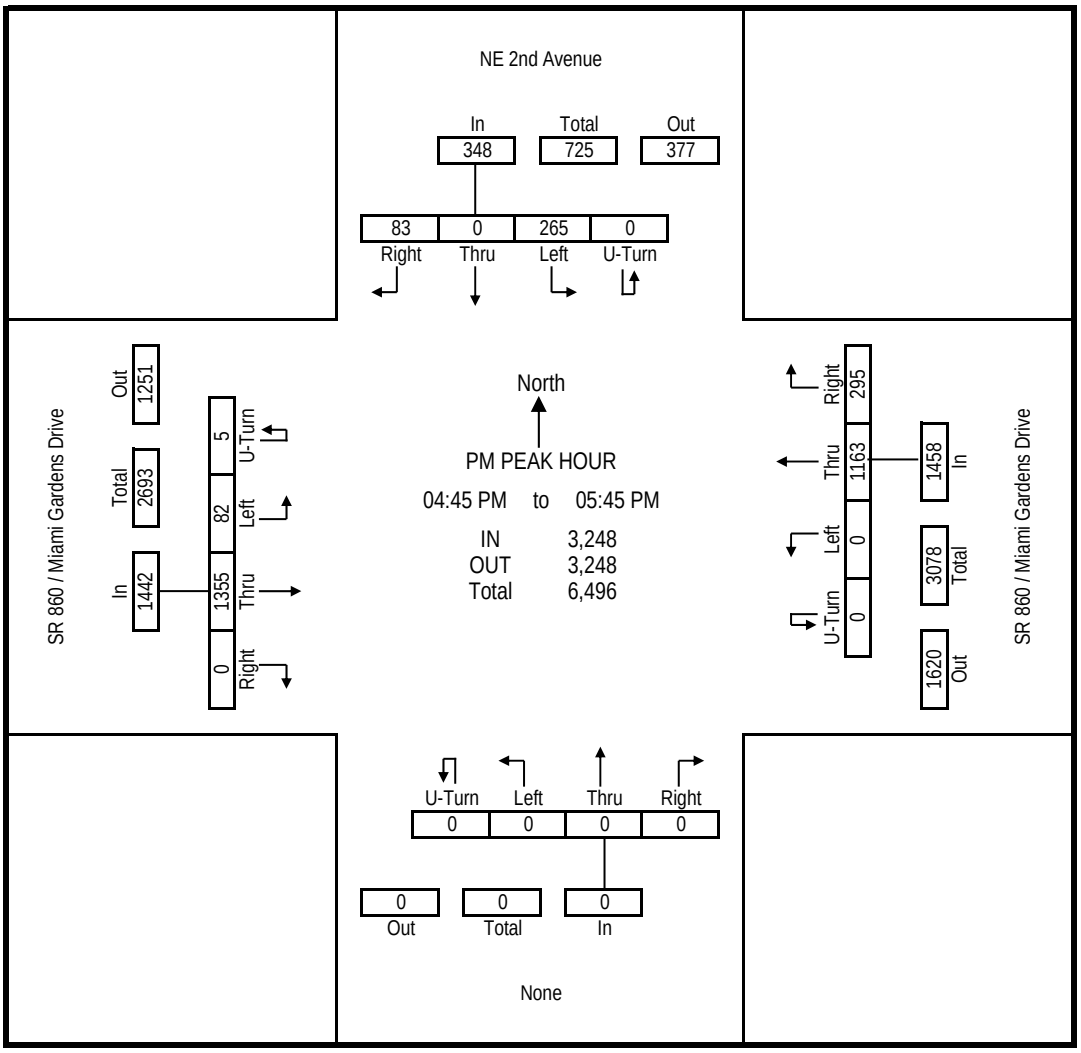


Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				NE 2nd Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:45 PM	3	23	360	0	0	0	283	65	0	0	0	0	0	59	0	22	815
05:00 PM	1	20	344	0	0	0	316	76	0	0	0	0	0	70	0	22	849
05:15 PM	0	24	306	0	0	0	274	81	0	0	0	0	0	79	0	29	793
05:30 PM	1	15	345	0	0	0	290	73	0	0	0	0	0	57	0	10	791
Total	5	82	1355	0	0	0	1163	295	0	0	0	0	0	265	0	83	3248
PHF	0.417	0.854	0.941	0.000	0.000	0.000	0.920	0.910	0.000	0.000	0.000	0.000	0.000	0.839	0.000	0.716	0.96
Heavy Veh %	0%	5%	2%	0%	0%	0%	2%	4%	0%	0%	0%	0%	0%	1%	0%	0%	2%
App Vol %	0%	6%	94%	0%	0%	0%	80%	20%	0%	0%	0%	0%	0%	76%	0%	24%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM

Peak Hour for Entire Intersection Begins at : 04:45 PM to 05:45 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 201_MGD@NE2Ave
Site Code: 201-3808
Count Date: 9/23/2021

Groups Printed: Automobiles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				NE 2nd Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	44	275	0	0	0	88	30	0	0	0	0	0	47	1	7	492
06:45 AM	1	30	345	0	0	0	139	34	0	0	0	0	0	52	0	9	610
Total	1	74	620	0	0	0	227	64	0	0	0	0	0	99	1	16	1102
07:00 AM	1	26	345	0	0	0	137	29	0	0	0	0	0	64	0	7	609
07:15 AM	3	11	396	0	0	0	163	43	0	0	0	0	0	69	0	14	699
07:30 AM	2	18	424	0	0	0	185	35	0	0	0	0	0	77	0	7	748
07:45 AM	0	8	478	0	0	0	200	41	0	0	0	0	0	89	0	5	821
Total	6	63	1643	0	0	0	685	148	0	0	0	0	0	299	0	33	2877
08:00 AM	0	19	477	0	0	0	196	41	0	0	0	0	0	93	0	3	829
08:15 AM	1	24	498	0	0	0	192	41	0	0	0	0	0	77	0	10	843
08:30 AM	4	14	460	0	0	0	221	62	0	0	0	0	0	81	0	5	847
08:45 AM	1	9	401	0	0	0	266	66	0	0	0	0	0	55	0	4	802
Total	6	66	1836	0	0	0	875	210	0	0	0	0	0	306	0	22	3321
09:00 AM	0	16	373	0	0	0	243	54	0	0	0	0	0	58	0	10	754
09:15 AM	0	10	315	0	0	0	201	34	0	0	0	0	0	47	0	11	618
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	26	688	0	0	0	444	88	0	0	0	0	0	105	0	21	1372
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	1	26	319	0	0	0	317	65	0	0	0	0	0	47	0	18	793
03:45 PM	1	26	332	0	0	0	269	58	0	0	0	0	0	67	0	10	763
Total	2	52	651	0	0	0	586	123	0	0	0	0	0	114	0	28	1556
04:00 PM	2	25	297	0	0	0	271	76	0	0	0	0	0	58	0	16	745
04:15 PM	1	19	288	0	0	0	280	57	0	0	0	0	0	59	0	14	718
04:30 PM	2	16	312	0	0	0	270	69	0	0	0	0	0	72	0	19	760
04:45 PM	3	23	354	0	0	0	276	60	0	0	0	0	0	57	0	22	795
Total	8	83	1251	0	0	0	1097	262	0	0	0	0	0	246	0	71	3018
05:00 PM	1	18	342	0	0	0	310	72	0	0	0	0	0	69	0	22	834
05:15 PM	0	23	298	0	0	0	269	81	0	0	0	0	0	78	0	29	778
05:30 PM	1	14	336	0	0	0	284	71	0	0	0	0	0	57	0	10	773
05:45 PM	2	14	287	0	0	0	263	88	0	0	0	0	0	56	0	12	722
Total	4	69	1263	0	0	0	1126	312	0	0	0	0	0	260	0	73	3107
06:00 PM	1	17	261	0	0	0	244	73	0	0	0	0	0	28	0	10	634
06:15 PM	0	18	251	0	0	0	233	50	0	0	0	0	0	50	0	13	615
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	35	512	0	0	0	477	123	0	0	0	0	0	78	0	23	1249

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 201_MGD@NE2Ave
Site Code: 201-3808
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				NE 2nd Avenue Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	10	0	0	0	10	1	0	0	0	0	0	1	0	0	22
06:45 AM	0	1	7	0	0	0	15	2	0	0	0	0	0	1	0	1	27
Total	0	1	17	0	0	0	25	3	0	0	0	0	0	2	0	1	49
07:00 AM	0	2	4	0	0	0	22	2	0	0	0	0	0	3	0	0	33
07:15 AM	0	0	18	0	0	0	18	6	0	0	0	0	0	3	0	4	49
07:30 AM	0	0	11	0	0	0	12	4	0	0	0	0	0	5	0	3	35
07:45 AM	0	2	13	0	0	0	7	3	0	0	0	0	0	4	0	1	30
Total	0	4	46	0	0	0	59	15	0	0	0	0	0	15	0	8	147
08:00 AM	0	2	13	0	0	0	13	2	0	0	0	0	0	5	0	2	37
08:15 AM	0	6	18	0	0	0	9	5	0	0	0	0	0	3	0	2	43
08:30 AM	0	0	10	0	0	0	6	4	0	0	0	0	0	1	0	0	21
08:45 AM	0	0	18	0	0	0	7	2	0	0	0	0	0	3	0	1	31
Total	0	8	59	0	0	0	35	13	0	0	0	0	0	12	0	5	132
09:00 AM	0	1	13	0	0	0	6	3	0	0	0	0	0	1	0	1	25
09:15 AM	0	0	18	0	0	0	16	2	0	0	0	0	0	6	0	1	43
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	31	0	0	0	22	5	0	0	0	0	0	7	0	2	68
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0	15
03:45 PM	0	2	7	0	0	0	8	1	0	0	0	0	0	1	0	0	19
Total	0	2	12	0	0	0	18	1	0	0	0	0	0	1	0	0	34
04:00 PM	0	0	6	0	0	0	11	4	0	0	0	0	0	3	0	0	24
04:15 PM	0	5	5	0	0	0	8	11	0	0	0	0	0	1	0	0	30
04:30 PM	0	3	12	0	0	0	8	3	0	0	0	0	0	0	0	1	27
04:45 PM	0	0	6	0	0	0	7	5	0	0	0	0	0	2	0	0	20
Total	0	8	29	0	0	0	34	23	0	0	0	0	0	6	0	1	101
05:00 PM	0	2	2	0	0	0	6	4	0	0	0	0	0	1	0	0	15
05:15 PM	0	1	8	0	0	0	5	0	0	0	0	0	0	1	0	0	15
05:30 PM	0	1	9	0	0	0	6	2	0	0	0	0	0	0	0	0	18
05:45 PM	0	4	6	0	0	0	2	0	0	0	0	0	0	0	0	1	13
Total	0	8	25	0	0	0	19	6	0	0	0	0	0	2	0	1	61
06:00 PM	0	2	6	0	0	0	3	1	0	0	0	0	0	1	0	0	13
06:15 PM	0	0	11	0	0	0	8	1	0	0	0	0	0	0	0	1	21
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	17	0	0	0	11	2	0	0	0	0	0	1	0	1	34

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 201_MGD@NE2Ave
Site Code: 201-3808
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				NE 2nd Avenue Eastbound				
Start Time	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MIAMI GARDENS DR W OF NE 2ND CT, 87-1067 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	157	97	94	69	417
1:00	62	66	54	36	218
2:00	45	35	40	33	153
3:00	43	27	41	43	154
4:00	40	44	40	68	192
5:00	73	74	115	108	370
6:00	102	125	159	217	603
7:00	248	268	272	345	1133
8:00	327	296	301	340	1264
9:00	292	289	295	317	1193
10:00	282	277	293	290	1142
11:00	264	251	262	292	1069
12:00	304	235	249	257	1045
13:00	247	294	238	245	1024
14:00	258	275	282	330	1145
15:00	320	317	344	332	1313
16:00	323	318	366	348	1355
17:00	388	349	348	312	1397
18:00	303	296	314	258	1171
19:00	250	286	248	247	1031
20:00	219	219	177	185	800
21:00	186	153	136	177	652
22:00	160	169	101	121	551
23:00	110	111	91	82	394
					19786

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	81	100	57	45	283
1:00	46	45	35	37	163
2:00	27	27	31	24	109
3:00	35	31	30	25	121
4:00	31	23	31	46	131
5:00	60	56	61	91	268
6:00	105	111	131	184	531
7:00	176	182	199	239	796
8:00	258	268	274	261	1061
9:00	231	243	219	244	937
10:00	219	245	196	205	865
11:00	218	240	235	241	934
12:00	267	273	249	264	1053
13:00	243	275	296	282	1096
14:00	337	276	310	310	1233
15:00	336	306	345	336	1323
16:00	377	370	334	350	1431
17:00	421	424	373	348	1566
18:00	289	323	296	293	1201
19:00	260	286	257	256	1059
20:00	223	240	170	214	847
21:00	170	212	148	154	684
22:00	171	142	126	138	577
23:00	142	130	119	94	485
					18754

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	85	75	65	301
1:00	58	52	54	39	203
2:00	37	47	24	34	142
3:00	49	33	28	27	137
4:00	28	33	43	53	157
5:00	53	55	64	102	274
6:00	94	114	160	170	538
7:00	232	240	233	269	974
8:00	275	276	302	253	1106
9:00	239	246	219	207	911
10:00	233	245	237	239	954
11:00	274	248	274	266	1062
12:00	261	264	280	270	1075
13:00	256	247	318	282	1103
14:00	295	296	268	352	1211
15:00	336	352	392	357	1437
16:00	387	332	359	367	1445
17:00	377	359	387	357	1480
18:00	331	328	333	324	1316
19:00	324	309	317	272	1222
20:00	286	233	224	213	956
21:00	187	192	181	172	732
22:00	168	243	214	219	844
23:00	190	215	189	177	771
					20351

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	105	94	75	60	334
1:00	55	54	48	37	194
2:00	36	36	32	30	134
3:00	42	30	33	32	137
4:00	33	33	38	56	160
5:00	62	62	80	100	304
6:00	100	117	150	190	557
7:00	219	230	235	284	968
8:00	287	280	292	285	1144
9:00	254	259	244	256	1013
10:00	245	256	242	245	988
11:00	252	246	257	266	1021
12:00	277	257	259	264	1057
13:00	249	272	284	270	1075
14:00	297	282	287	331	1197
15:00	331	325	360	342	1358
16:00	362	340	353	355	1410
17:00	395	377	369	339	1480
18:00	308	316	314	292	1230
19:00	278	294	274	258	1104
20:00	243	231	190	204	868
21:00	181	186	155	168	690
22:00	166	185	147	159	657
23:00	147	152	133	118	550
					19630

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	19630

	Vol	Hour
07:00-09:00 Peak	1269	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1451	16:30

	Vol	Hour
AM Peak	1269	07:45
PM Peak	1451	16:30
Daily Peak	1451	16:30

	Vol	Hour
07:00-09:00 Peak	1061	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1568	16:45

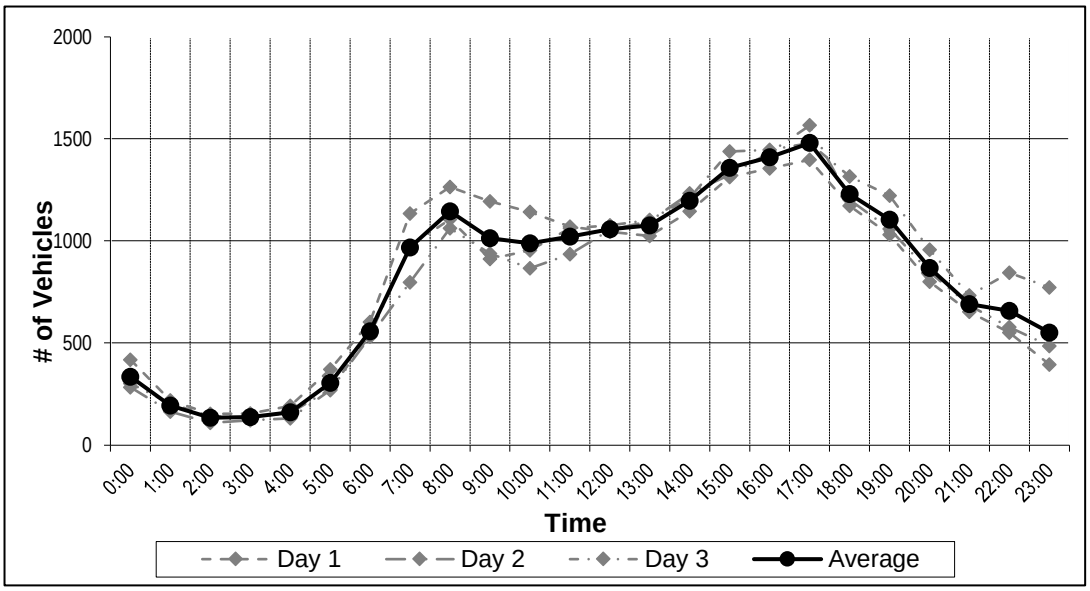
	Vol	Hour
AM Peak	1061	08:00
PM Peak	1568	16:45
Daily Peak	1568	16:45

	Vol	Hour
07:00-09:00 Peak	1122	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1490	16:45

	Vol	Hour
AM Peak	1122	07:45
PM Peak	1490	16:45
Daily Peak	1490	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1144	08:00	0.98
12:00-14:00 Peak	1075	13:00	0.95
16:00-19:00 Peak	1496	16:45	0.95

	Vol	Hour
AM Peak	1144	08:00
PM Peak	1496	16:45
Daily Peak	1496	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2670
MD	9:00 am - 4:00 pm	7710
PM	4:00 pm - 7:00 pm	4120
NT	7:00 pm - 6:00 am	5130
AADT	0:00 am - 12:00 pm	19600
		19630
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.39
PM	0.21
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.8%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	7.6%

87-1067 (WB)

MIAMI GARDENS DR W OF NE 2ND CT, 87-1067 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	127	90	74	87	378
1:00	58	51	43	53	205
2:00	64	47	46	42	199
3:00	53	54	59	67	233
4:00	45	52	61	81	239
5:00	72	108	121	146	447
6:00	162	194	280	400	1036
7:00	350	449	485	543	1827
8:00	528	499	480	484	1991
9:00	427	360	335	386	1508
10:00	365	324	317	311	1317
11:00	281	277	336	365	1259
12:00	372	297	283	300	1252
13:00	313	325	334	325	1297
14:00	326	296	367	368	1357
15:00	372	346	398	340	1456
16:00	353	334	330	339	1356
17:00	358	355	352	336	1401
18:00	347	327	324	306	1304
19:00	290	273	266	277	1106
20:00	194	222	198	186	800
21:00	168	169	173	149	659
22:00	138	153	162	144	597
23:00	124	121	97	97	439
					23663

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	77	67	72	52	268
1:00	65	49	39	29	182
2:00	38	23	38	36	135
3:00	27	33	39	52	151
4:00	36	46	58	63	203
5:00	61	75	134	136	406
6:00	146	177	272	401	996
7:00	368	409	519	544	1840
8:00	519	473	474	445	1911
9:00	429	392	382	348	1551
10:00	319	310	275	287	1191
11:00	261	302	317	327	1207
12:00	265	301	277	291	1134
13:00	330	306	346	304	1286
14:00	343	305	339	352	1339
15:00	340	330	336	327	1333
16:00	327	323	337	382	1369
17:00	340	352	319	371	1382
18:00	329	341	326	317	1313
19:00	267	269	257	231	1024
20:00	230	209	187	184	810
21:00	191	166	162	166	685
22:00	140	138	136	127	541
23:00	117	108	115	94	434
					22691

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	79	66	67	73	285
1:00	50	51	52	49	202
2:00	50	35	51	35	171
3:00	46	39	46	46	177
4:00	45	34	66	63	208
5:00	56	93	110	170	429
6:00	143	196	296	415	1050
7:00	400	462	514	539	1915
8:00	551	539	504	437	2031
9:00	407	386	356	365	1514
10:00	349	324	306	284	1263
11:00	317	313	282	320	1232
12:00	293	287	276	301	1157
13:00	317	374	370	364	1425
14:00	356	346	361	385	1448
15:00	374	385	373	385	1517
16:00	366	345	368	382	1461
17:00	398	378	377	349	1502
18:00	330	331	342	321	1324
19:00	297	315	262	261	1135
20:00	250	244	205	191	890
21:00	216	177	183	187	763
22:00	199	147	151	161	658
23:00	115	155	122	164	556
					24313

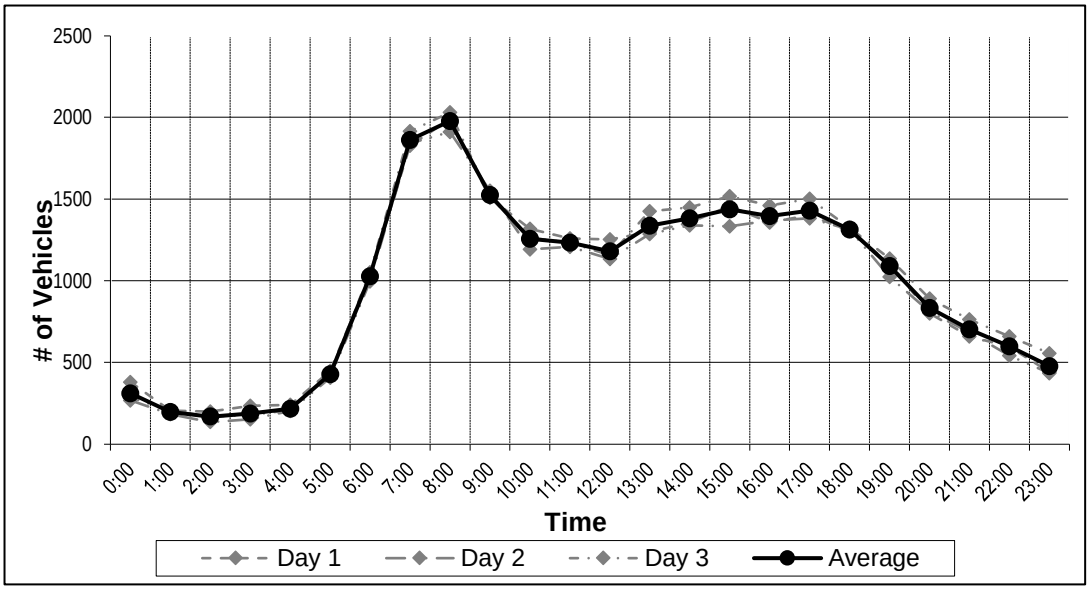
Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	94	74	71	71	310
1:00	58	50	45	44	197
2:00	51	35	45	38	169
3:00	42	42	48	55	187
4:00	42	44	62	69	217
5:00	63	92	122	151	428
6:00	150	189	283	405	1027
7:00	373	440	506	542	1861
8:00	533	504	486	455	1978
9:00	421	379	358	366	1524
10:00	344	319	299	294	1256
11:00	286	297	312	337	1232
12:00	310	295	279	297	1181
13:00	320	335	350	331	1336
14:00	342	316	356	368	1382
15:00	362	354	369	351	1436
16:00	349	334	345	368	1396
17:00	365	362	349	352	1428
18:00	335	333	331	315	1314
19:00	285	286	262	256	1089
20:00	225	225	197	187	834
21:00	192	171	173	167	703
22:00	159	146	150	144	599
23:00	119	128	111	118	476
					23560
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	23560

	Vol	Hour
07:00-09:00 Peak	2055	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1404	16:45
	Vol	Hour
AM Peak	2055	7:30
PM Peak	1484	14:45
Daily Peak	2055	7:30

	Vol	Hour
07:00-09:00 Peak	2055	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1411	16:30
	Vol	Hour
AM Peak	2055	7:30
PM Peak	1411	16:30
Daily Peak	2055	7:30

	Vol	Hour
07:00-09:00 Peak	2143	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1535	16:45
	Vol	Hour
AM Peak	2143	7:30
PM Peak	1535	16:45
Daily Peak	2143	7:30

	Vol	Hour	PHF
06:00-09:00 Peak	2085	07:30	0.96
12:00-14:00 Peak	1336	13:00	0.95
16:00-19:00 Peak	1444	16:45	0.98
	Vol	Hour	
AM Peak	2085	07:30	
PM Peak	1453	14:45	
Daily Peak	2085	07:30	



Period	Hour	Vol
AM	6:00 am - 9:00 am	4870
MD	9:00 am - 4:00 pm	9350
PM	4:00 pm - 7:00 pm	4140
NT	7:00 pm - 6:00 am	5210
AADT	0:00 am - 12:00 pm	23600
		23570
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.40
PM	0.18
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	8.8%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.1%

87-1067 (EB)

NE 2ND CT N OF MIAMI GARDENS DR, 87-1061 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	5	16	6	33
1:00	7	3	1	2	13
2:00	5	7	1	3	16
3:00	5	7	3	4	19
4:00	4	5	6	18	33
5:00	17	20	17	24	78
6:00	31	23	18	19	91
7:00	31	16	19	25	91
8:00	32	22	21	22	97
9:00	33	31	29	34	127
10:00	33	32	31	29	125
11:00	27	35	33	43	138
12:00	31	32	35	38	136
13:00	33	35	28	34	130
14:00	49	33	46	38	166
15:00	33	48	58	50	189
16:00	46	37	42	31	156
17:00	65	43	37	36	181
18:00	42	24	34	29	129
19:00	23	24	23	24	94
20:00	14	17	9	10	50
21:00	14	8	12	19	53
22:00	27	9	4	13	53
23:00	9	7	7	5	28
					2226

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	9	5	10	8	32
1:00	7	6	3	1	17
2:00	2	1	1	3	7
3:00	8	5	2	4	19
4:00	4	5	9	14	32
5:00	20	22	17	22	81
6:00	28	19	14	16	77
7:00	26	16	12	24	78
8:00	28	17	22	24	91
9:00	33	31	29	36	129
10:00	36	30	33	24	123
11:00	29	28	34	36	127
12:00	33	36	37	35	141
13:00	40	27	38	29	134
14:00	37	33	40	38	148
15:00	44	30	64	47	185
16:00	33	29	41	42	145
17:00	59	42	38	22	161
18:00	35	23	29	17	104
19:00	31	27	21	17	96
20:00	16	15	10	11	52
21:00	11	12	9	6	38
22:00	10	10	9	9	38
23:00	9	4	5	4	22
					2077

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	5	6	13	9	33
1:00	6	3	3	1	13
2:00	4	3	2	3	12
3:00	10	3	4	3	20
4:00	5	3	12	18	38
5:00	20	18	17	19	74
6:00	28	21	18	20	87
7:00	27	27	19	23	96
8:00	29	32	28	24	113
9:00	23	34	31	28	116
10:00	31	30	35	27	123
11:00	33	24	42	31	130
12:00	49	30	28	33	140
13:00	41	31	32	26	130
14:00	41	31	37	35	144
15:00	37	40	68	39	184
16:00	45	30	38	36	149
17:00	58	42	35	24	159
18:00	35	18	22	22	97
19:00	31	17	22	19	89
20:00	25	17	10	11	63
21:00	15	10	6	10	41
22:00	23	10	10	5	48
23:00	10	10	10	15	45
					2144

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	7	5	13	8	33
1:00	7	4	2	1	14
2:00	4	4	1	3	12
3:00	8	5	3	4	20
4:00	4	4	9	17	34
5:00	19	20	17	22	78
6:00	29	21	17	18	85
7:00	28	20	17	24	89
8:00	30	24	24	23	101
9:00	30	32	30	33	125
10:00	33	31	33	27	124
11:00	30	29	36	37	132
12:00	38	33	33	35	139
13:00	38	31	33	30	132
14:00	42	32	41	37	152
15:00	38	39	63	45	185
16:00	41	32	40	36	149
17:00	61	42	37	27	167
18:00	37	22	28	23	110
19:00	28	23	22	20	93
20:00	18	16	10	11	55
21:00	13	10	9	12	44
22:00	20	10	8	9	47
23:00	9	7	7	8	31
					2151

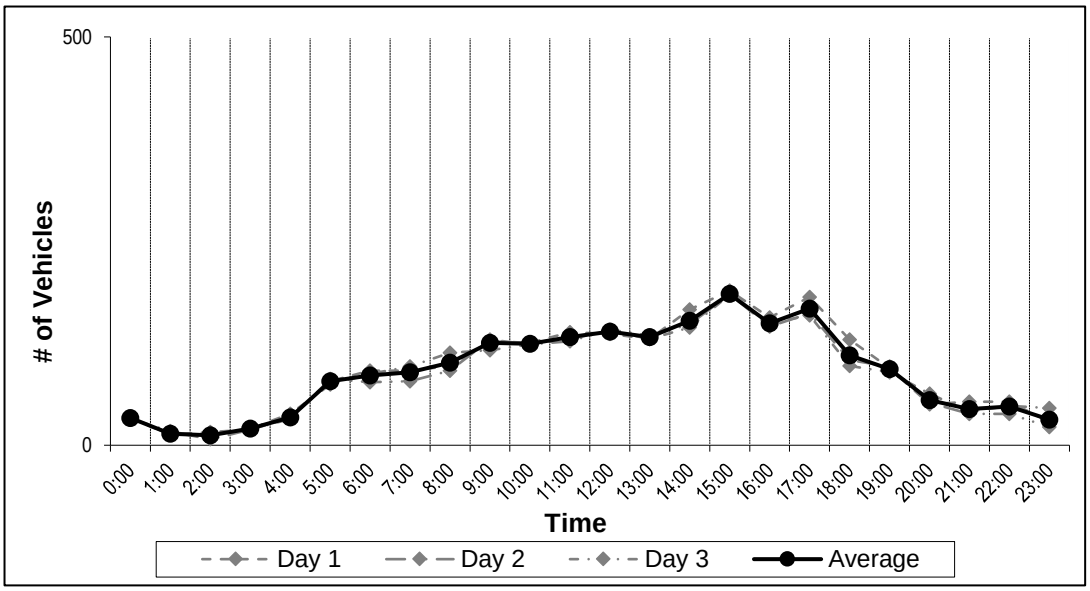
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	2151

	Vol	Hour
07:00-09:00 Peak	100	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	181	16:30
AM Peak	138	11:00
PM Peak	202	15:15
Daily Peak	202	15:15

	Vol	Hour
07:00-09:00 Peak	91	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	184	16:30
AM Peak	135	09:45
PM Peak	185	15:00
Daily Peak	185	15:00

	Vol	Hour
07:00-09:00 Peak	113	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	174	16:30
AM Peak	130	11:00
PM Peak	192	15:15
Daily Peak	192	15:15

	Vol	Hour	PHF
06:00-09:00 Peak	102	07:45	0.85
12:00-14:00 Peak	139	12:00	0.91
16:00-19:00 Peak	179	16:30	0.73
AM Peak	132	11:00	
PM Peak	188	15:15	
Daily Peak	188	15:15	



Period	Hour	Vol
AM	6:00 am - 9:00 am	280
MD	9:00 am - 4:00 pm	990
PM	4:00 pm - 7:00 pm	430
NT	7:00 pm - 6:00 am	460
AADT	0:00 am - 12:00 pm	2200
		2160
	FDOT 2019 AADT	none

Distribution	
AM	0.13
MD	0.46
PM	0.20
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	4.7%
12:00-14:00 Peak Hour	6.5%
15:00-18:00 Peak Hour	8.3%

87-1061 (SB)

NE 2ND CT N OF MIAMI GARDENS DR, 87-1061 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	7	10	10	6	33
1:00	1	2	1	1	5
2:00	2	4	3	3	12
3:00	2	4	6	9	21
4:00	8	13	17	13	51
5:00	22	11	24	38	95
6:00	31	23	24	45	123
7:00	26	21	38	38	123
8:00	37	31	37	41	146
9:00	42	44	34	33	153
10:00	33	29	27	24	113
11:00	25	30	38	32	125
12:00	23	31	33	27	114
13:00	26	25	31	28	110
14:00	23	24	34	23	104
15:00	29	24	26	21	100
16:00	20	16	14	17	67
17:00	16	15	19	22	72
18:00	17	22	24	30	93
19:00	19	24	17	17	77
20:00	20	10	18	8	56
21:00	10	11	9	11	41
22:00	3	4	7	8	22
23:00	8	3	6	4	21
					1877

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	6	5	8	23
1:00	5	2	2	0	9
2:00	1	0	5	3	9
3:00	6	3	6	5	20
4:00	8	10	10	13	41
5:00	14	12	20	39	85
6:00	17	23	28	35	103
7:00	31	19	36	38	124
8:00	41	32	29	36	138
9:00	43	43	41	30	157
10:00	36	30	26	25	117
11:00	21	27	37	31	116
12:00	20	20	24	27	91
13:00	24	28	19	25	96
14:00	26	20	25	26	97
15:00	14	22	26	20	82
16:00	13	23	10	12	58
17:00	16	17	17	17	67
18:00	17	16	22	27	82
19:00	23	18	15	20	76
20:00	11	9	10	10	40
21:00	7	7	9	9	32
22:00	8	4	8	9	29
23:00	3	4	5	4	16
					1708

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	5	3	4	15
1:00	1	3	3	1	8
2:00	1	3	3	3	10
3:00	5	3	9	8	25
4:00	7	9	11	16	43
5:00	18	11	23	44	96
6:00	28	21	36	39	124
7:00	31	28	25	43	127
8:00	37	30	31	47	145
9:00	50	43	44	27	164
10:00	36	31	27	27	121
11:00	24	29	32	38	123
12:00	32	25	40	43	140
13:00	26	37	29	36	128
14:00	27	30	18	20	95
15:00	17	33	23	28	101
16:00	18	20	21	13	72
17:00	16	16	21	17	70
18:00	20	20	23	31	94
19:00	24	19	24	14	81
20:00	13	6	9	6	34
21:00	7	9	10	11	37
22:00	3	8	7	9	27
23:00	3	3	9	5	20
					1900

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	5	7	6	6	24
1:00	2	2	2	1	7
2:00	1	2	4	3	10
3:00	4	3	7	7	21
4:00	8	11	13	14	46
5:00	18	11	22	40	91
6:00	25	22	29	40	116
7:00	29	23	33	40	125
8:00	38	31	32	41	142
9:00	45	43	40	30	158
10:00	35	30	27	25	117
11:00	23	29	36	34	122
12:00	25	25	32	32	114
13:00	25	30	26	30	111
14:00	25	25	26	23	99
15:00	20	26	25	23	94
16:00	17	20	15	14	66
17:00	16	16	19	19	70
18:00	18	19	23	29	89
19:00	22	20	19	17	78
20:00	15	8	12	8	43
21:00	8	9	9	10	36
22:00	5	5	7	9	26
23:00	5	3	7	4	19
					1824

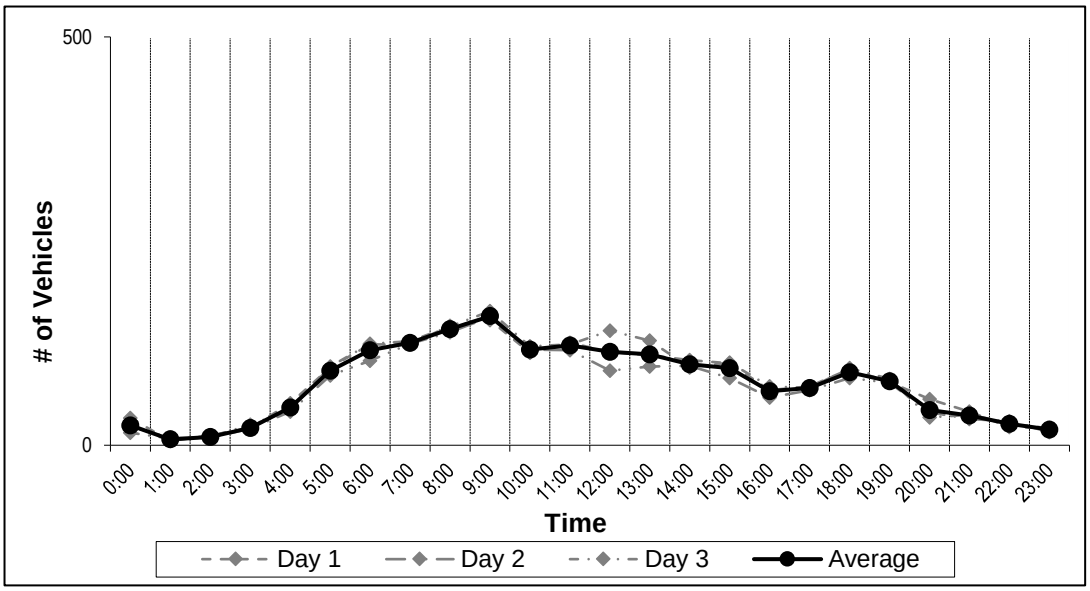
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	1824

	Vol	Hour
07:00-09:00 Peak	146	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	93	18:00
AM Peak	164	08:30
PM Peak	117	12:15
Daily Peak	164	08:30

	Vol	Hour
07:00-09:00 Peak	147	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	82	18:00
AM Peak	163	08:45
PM Peak	103	12:30
Daily Peak	163	08:45

	Vol	Hour
07:00-09:00 Peak	145	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	94	18:00
AM Peak	184	08:45
PM Peak	146	12:30
Daily Peak	184	08:45

	Vol	Hour	PHF
06:00-09:00 Peak	142	07:30	0.89
12:00-14:00 Peak	119	12:30	0.93
16:00-19:00 Peak	89	18:00	0.77
AM Peak	169	08:45	
PM Peak	119	12:30	
Daily Peak	169	08:45	



Period	Hour	Vol
AM	6:00 am - 9:00 am	380
MD	9:00 am - 4:00 pm	820
PM	4:00 pm - 7:00 pm	230
NT	7:00 pm - 6:00 am	400
AADT	0:00 am - 12:00 pm	1800
		1830
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.45
PM	0.13
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.8%
12:00-14:00 Peak Hour	6.5%
15:00-18:00 Peak Hour	4.9%

87-1061 (NB)

NE 2ND CT S OF MIAMI GARDENS DR, 87-1065 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	7	3	5	2	17
1:00	2	1	3	3	9
2:00	1	5	8	6	20
3:00	5	6	1	8	20
4:00	16	6	8	8	38
5:00	3	11	11	14	39
6:00	3	3	4	7	17
7:00	5	9	7	11	32
8:00	9	11	9	8	37
9:00	7	11	4	8	30
10:00	12	16	11	10	49
11:00	9	5	9	8	31
12:00	14	4	11	8	37
13:00	4	7	5	10	26
14:00	5	8	4	5	22
15:00	5	7	5	6	23
16:00	7	9	5	3	24
17:00	3	4	9	4	20
18:00	5	5	7	5	22
19:00	2	2	5	5	14
20:00	5	1	0	3	9
21:00	3	5	1	5	14
22:00	1	3	0	1	5
23:00	2	2	3	0	7
					562

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	0	2	3	8
1:00	0	12	3	4	19
2:00	0	2	3	1	6
3:00	5	3	5	6	19
4:00	2	3	4	1	10
5:00	9	2	3	9	23
6:00	3	7	7	10	27
7:00	11	9	5	21	46
8:00	9	12	7	6	34
9:00	12	12	18	9	51
10:00	8	9	7	5	29
11:00	5	5	7	7	24
12:00	3	7	7	9	26
13:00	22	7	9	9	47
14:00	18	4	9	5	36
15:00	9	9	11	11	40
16:00	9	7	14	3	33
17:00	5	7	3	3	18
18:00	4	1	3	2	10
19:00	2	3	3	3	11
20:00	1	3	4	4	12
21:00	1	4	5	3	13
22:00	4	1	3	1	9
23:00	1	0	1	0	2
					553

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	0	2	3	8
1:00	1	4	1	1	7
2:00	1	0	1	3	5
3:00	3	1	7	3	14
4:00	2	4	1	3	10
5:00	1	2	4	6	13
6:00	7	5	5	10	27
7:00	12	9	7	13	41
8:00	10	5	8	16	39
9:00	10	12	7	10	39
10:00	7	3	7	2	19
11:00	3	7	4	5	19
12:00	10	11	7	8	36
13:00	6	11	43	37	97
14:00	13	9	4	6	32
15:00	6	9	10	7	32
16:00	6	5	3	6	20
17:00	6	3	3	7	19
18:00	2	3	4	4	13
19:00	6	7	3	5	21
20:00	3	6	1	1	11
21:00	2	3	5	5	15
22:00	5	1	5	5	16
23:00	0	3	1	7	11
					564

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	1	3	3	11
1:00	1	6	2	3	12
2:00	1	2	4	3	10
3:00	4	3	4	6	17
4:00	7	4	4	4	19
5:00	4	5	6	10	25
6:00	4	5	5	9	23
7:00	9	9	6	15	39
8:00	9	9	8	10	36
9:00	10	12	10	9	41
10:00	9	9	8	6	32
11:00	6	6	7	7	26
12:00	9	7	8	8	32
13:00	11	8	19	19	57
14:00	12	7	6	5	30
15:00	7	8	9	8	32
16:00	7	7	7	4	25
17:00	5	5	5	5	20
18:00	4	3	5	4	16
19:00	3	4	4	4	15
20:00	3	3	2	3	11
21:00	2	4	4	4	14
22:00	3	2	3	2	10
23:00	1	2	2	2	7
					560

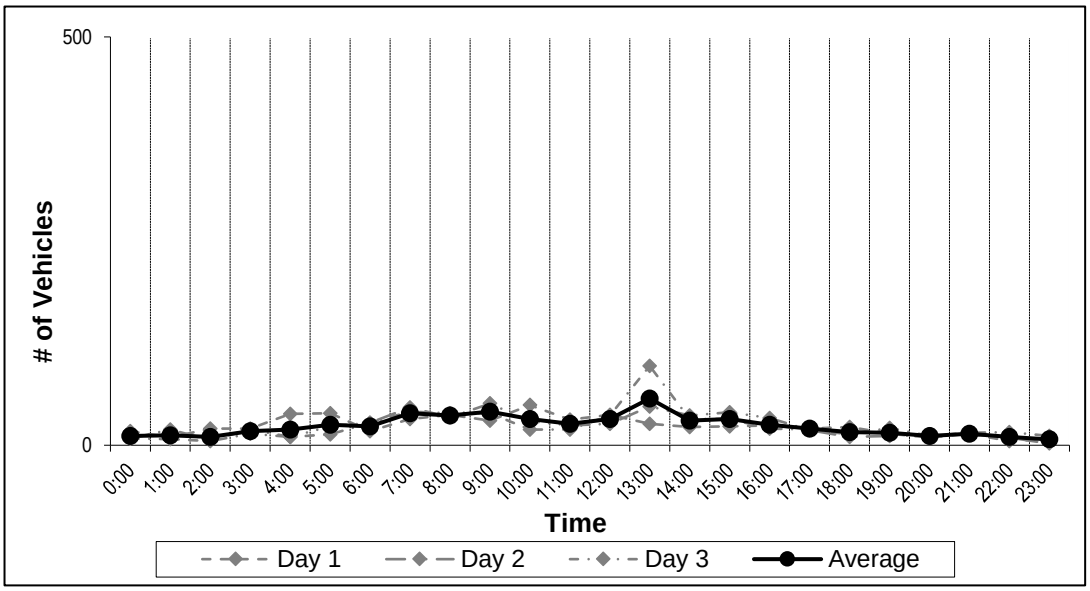
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	560

	Vol	Hour
07:00-09:00 Peak	40	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	24	16:00
AM Peak	49	10:00
PM Peak	37	12:00
Daily Peak	49	10:00

	Vol	Hour
07:00-09:00 Peak	49	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	33	16:00
AM Peak	51	09:00
PM Peak	47	12:45
Daily Peak	51	09:00

	Vol	Hour
07:00-09:00 Peak	41	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	20	16:00
AM Peak	46	08:30
PM Peak	104	13:15
Daily Peak	104	13:15

	Vol	Hour	PHF
06:00-09:00 Peak	41	07:45	0.68
12:00-14:00 Peak	57	13:00	0.75
16:00-19:00 Peak	25	16:00	0.89
AM Peak	42	08:45	
PM Peak	58	13:15	
Daily Peak	58	13:15	



Period	Hour	Vol
AM	6:00 am - 9:00 am	100
MD	9:00 am - 4:00 pm	250
PM	4:00 pm - 7:00 pm	60
NT	7:00 pm - 6:00 am	150
AADT	0:00 am - 12:00 pm	600
		560
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.45
PM	0.11
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	7.3%
12:00-14:00 Peak Hour	10.2%
15:00-18:00 Peak Hour	4.5%

87-1065 (SB)

NE 2ND CT S OF MIAMI GARDENS DR, 87-1065 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	1	3	1	11
1:00	1	2	3	1	7
2:00	1	3	7	4	15
3:00	5	3	3	8	19
4:00	5	10	4	4	23
5:00	5	4	7	10	26
6:00	4	6	10	14	34
7:00	14	14	12	17	57
8:00	21	27	17	27	92
9:00	23	15	10	21	69
10:00	17	21	10	10	58
11:00	10	14	12	21	57
12:00	17	12	11	16	56
13:00	12	8	14	14	48
14:00	15	14	12	10	51
15:00	9	14	13	15	51
16:00	20	18	19	19	76
17:00	17	18	17	13	65
18:00	15	13	9	10	47
19:00	10	9	10	3	32
20:00	4	6	3	4	17
21:00	6	5	3	3	17
22:00	5	1	2	3	11
23:00	3	3	6	1	13
					952

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	1	1	3	6
1:00	2	8	1	5	16
2:00	2	4	4	1	11
3:00	3	3	3	4	13
4:00	3	2	6	3	14
5:00	10	6	13	8	37
6:00	10	16	11	6	43
7:00	10	17	10	17	54
8:00	17	17	17	21	72
9:00	11	19	17	10	57
10:00	16	3	11	17	47
11:00	10	16	17	10	53
12:00	14	16	14	14	58
13:00	17	15	14	13	59
14:00	13	9	17	7	46
15:00	17	19	17	15	68
16:00	21	12	19	23	75
17:00	25	19	17	16	77
18:00	12	11	7	9	39
19:00	7	4	5	7	23
20:00	8	3	8	3	22
21:00	1	3	3	3	10
22:00	3	4	3	3	13
23:00	1	3	3	1	8
					921

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	3	1	3	8
1:00	1	0	4	1	6
2:00	2	1	2	2	7
3:00	1	3	4	4	12
4:00	3	4	2	4	13
5:00	10	1	5	3	19
6:00	5	8	6	10	29
7:00	14	13	14	12	53
8:00	17	10	14	19	60
9:00	16	15	10	14	55
10:00	16	14	10	10	50
11:00	10	17	16	16	59
12:00	19	14	13	16	62
13:00	21	17	12	13	63
14:00	20	14	15	5	54
15:00	10	16	17	20	63
16:00	19	13	20	19	71
17:00	26	19	20	14	79
18:00	17	9	13	8	47
19:00	10	8	6	4	28
20:00	6	3	3	2	14
21:00	3	3	4	4	14
22:00	3	2	3	4	12
23:00	0	3	2	1	6
					884

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	2	2	2	9
1:00	1	3	3	2	9
2:00	2	3	4	2	11
3:00	3	3	3	5	14
4:00	4	5	4	4	17
5:00	8	4	8	7	27
6:00	6	10	9	10	35
7:00	13	15	12	15	55
8:00	18	18	16	22	74
9:00	17	16	12	15	60
10:00	16	13	10	12	51
11:00	10	16	15	16	57
12:00	17	14	13	15	59
13:00	17	13	13	13	56
14:00	16	12	15	7	50
15:00	12	16	16	17	61
16:00	20	14	19	20	73
17:00	23	19	18	14	74
18:00	15	11	10	9	45
19:00	9	7	7	5	28
20:00	6	4	5	3	18
21:00	3	4	3	3	13
22:00	4	2	3	3	12
23:00	1	3	4	1	9
					917

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	917

	Vol	Hour
07:00-09:00 Peak	92	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	76	16:00

	Vol	Hour
AM Peak	94	08:15
PM Peak	76	16:00
Daily Peak	94	08:15

	Vol	Hour
07:00-09:00 Peak	72	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	86	16:30

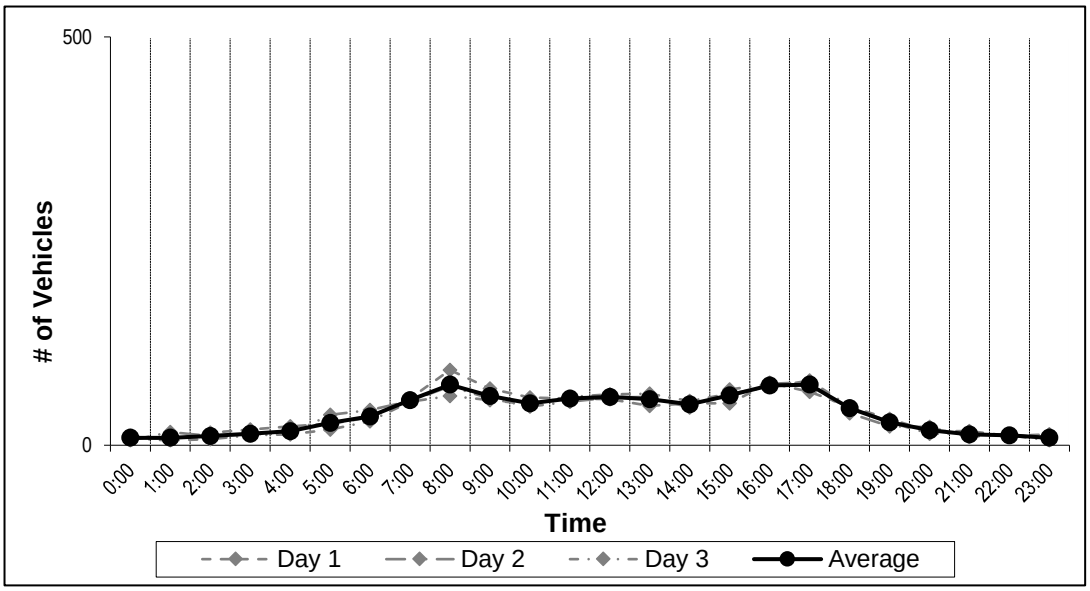
	Vol	Hour
AM Peak	72	08:00
PM Peak	86	16:30
Daily Peak	86	16:30

	Vol	Hour
07:00-09:00 Peak	60	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	84	16:30

	Vol	Hour
AM Peak	64	08:30
PM Peak	84	16:30
Daily Peak	84	16:30

	Vol	Hour	PHF
06:00-09:00 Peak	74	08:00	0.84
12:00-14:00 Peak	59	12:00	0.87
16:00-19:00 Peak	81	16:30	0.88

	Vol	Hour
AM Peak	74	08:00
PM Peak	81	16:30
Daily Peak	81	16:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	160
MD	9:00 am - 4:00 pm	390
PM	4:00 pm - 7:00 pm	190
NT	7:00 pm - 6:00 am	170
AADT	0:00 am - 12:00 pm	900
		910
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.43
PM	0.21
NT	0.19
AADT	1.00

	K
07:00-09:00 Peak Hour	8.1%
12:00-14:00 Peak Hour	6.4%
15:00-18:00 Peak Hour	8.8%

87-1065 (NB)

MIAMI GARDENS DR E OF NE 2ND CT, 87-1063 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	96	101	93	83	373
1:00	58	47	44	51	200
2:00	58	40	43	58	199
3:00	39	35	58	48	180
4:00	33	49	48	59	189
5:00	62	71	85	129	347
6:00	125	155	158	218	656
7:00	316	304	288	354	1262
8:00	350	337	318	335	1340
9:00	280	269	282	268	1099
10:00	268	264	292	252	1076
11:00	289	287	283	303	1162
12:00	266	291	321	308	1186
13:00	309	321	310	337	1277
14:00	268	330	338	362	1298
15:00	371	397	403	372	1543
16:00	346	392	377	410	1525
17:00	377	433	407	415	1632
18:00	393	387	361	344	1485
19:00	297	287	298	295	1177
20:00	264	248	210	198	920
21:00	200	185	166	173	724
22:00	157	162	148	128	595
23:00	137	152	133	96	518
					21963

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	83	85	98	71	337
1:00	61	52	45	33	191
2:00	41	33	26	32	132
3:00	33	30	37	27	127
4:00	55	25	58	65	203
5:00	46	63	81	118	308
6:00	110	155	171	201	637
7:00	224	246	265	347	1082
8:00	364	332	319	337	1352
9:00	251	264	263	256	1034
10:00	264	269	291	273	1097
11:00	287	293	277	296	1153
12:00	259	280	330	331	1200
13:00	318	325	317	358	1318
14:00	303	341	379	373	1396
15:00	344	352	407	388	1491
16:00	337	370	370	361	1438
17:00	363	399	414	421	1597
18:00	431	404	341	354	1530
19:00	347	292	288	289	1216
20:00	238	232	249	215	934
21:00	167	179	183	191	720
22:00	140	115	147	148	550
23:00	130	140	105	114	489
					21532

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	139	91	81	70	381
1:00	67	46	40	39	192
2:00	41	36	31	33	141
3:00	40	24	33	31	128
4:00	29	28	36	76	169
5:00	66	49	79	112	306
6:00	131	140	173	210	654
7:00	207	246	295	360	1108
8:00	335	341	317	332	1325
9:00	309	273	300	279	1161
10:00	271	259	292	231	1053
11:00	291	280	288	310	1169
12:00	272	302	311	285	1170
13:00	307	319	289	346	1261
14:00	298	316	357	404	1375
15:00	343	391	427	385	1546
16:00	375	323	342	417	1457
17:00	354	429	386	352	1521
18:00	391	365	351	400	1507
19:00	358	315	317	272	1262
20:00	263	275	236	216	990
21:00	209	191	203	168	771
22:00	176	183	168	136	663
23:00	145	145	158	118	566
					21876

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	106	92	91	75	364
1:00	62	48	43	41	194
2:00	47	36	33	41	157
3:00	37	30	43	35	145
4:00	39	34	47	67	187
5:00	58	61	82	120	321
6:00	122	150	167	210	649
7:00	249	265	283	354	1151
8:00	350	337	318	335	1340
9:00	280	269	282	268	1099
10:00	268	264	292	252	1076
11:00	289	287	283	303	1162
12:00	266	291	321	308	1186
13:00	311	322	305	347	1285
14:00	290	329	358	380	1357
15:00	353	380	412	382	1527
16:00	353	362	363	396	1474
17:00	365	420	402	396	1583
18:00	405	385	351	366	1507
19:00	334	298	301	285	1218
20:00	255	252	232	210	949
21:00	192	185	184	177	738
22:00	158	153	154	137	602
23:00	137	146	132	109	524
					21795

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	21795

	Vol	Hour
07:00-09:00 Peak	1359	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1648	17:15

	Vol	Hour
AM Peak	1359	07:45
PM Peak	1648	17:15
Daily Peak	1648	17:15

	Vol	Hour
07:00-09:00 Peak	1362	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1670	17:30

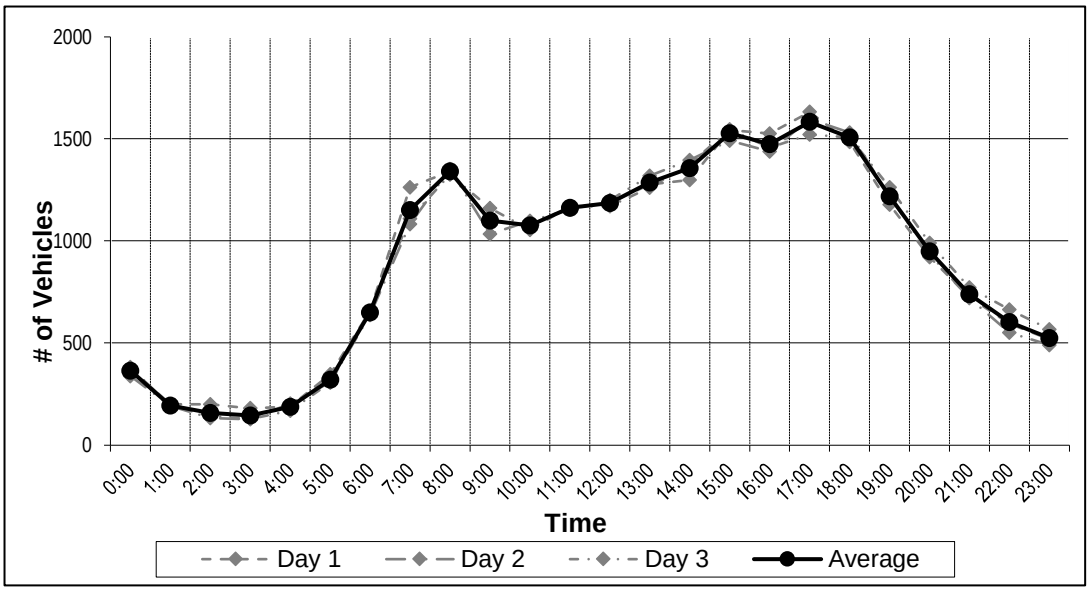
	Vol	Hour
AM Peak	1362	07:45
PM Peak	1670	17:30
Daily Peak	1670	17:30

	Vol	Hour
07:00-09:00 Peak	1353	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1586	16:45

	Vol	Hour
AM Peak	1353	07:45
PM Peak	1586	16:45
Daily Peak	1586	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1359	07:45	0.96
12:00-14:00 Peak	1285	13:00	0.93
16:00-19:00 Peak	1623	17:15	0.97

	Vol	Hour
AM Peak	1359	07:45
PM Peak	1623	17:15
Daily Peak	1623	17:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	3140
MD	9:00 am - 4:00 pm	8690
PM	4:00 pm - 7:00 pm	4560
NT	7:00 pm - 6:00 am	5400
AADT	0:00 am - 12:00 pm	21800
		21790
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.40
PM	0.21
NT	0.25
AADT	1.00

	K
07:00-09:00 Peak Hour	6.2%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	7.4%

87-1063 (WB)

MIAMI GARDENS DR E OF NE 2ND CT, 87-1063 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	55	60	52	49	216
1:00	47	48	32	43	170
2:00	29	25	28	30	112
3:00	44	42	38	47	171
4:00	40	38	55	48	181
5:00	67	75	94	132	368
6:00	120	168	247	361	896
7:00	328	366	515	650	1859
8:00	623	662	615	633	2533
9:00	637	407	356	371	1771
10:00	292	271	301	262	1126
11:00	288	241	272	268	1069
12:00	256	276	275	293	1100
13:00	277	282	318	303	1180
14:00	321	286	394	407	1408
15:00	303	324	321	345	1293
16:00	320	419	370	328	1437
17:00	423	401	369	328	1521
18:00	285	330	327	299	1241
19:00	257	244	243	247	991
20:00	177	195	154	161	687
21:00	170	149	132	113	564
22:00	116	124	124	97	461
23:00	95	94	80	61	330
					22685

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	64	37	45	43	189
1:00	38	31	36	28	133
2:00	30	41	17	21	109
3:00	28	43	25	38	134
4:00	29	32	55	43	159
5:00	66	75	80	103	324
6:00	125	166	284	374	949
7:00	361	490	556	641	2048
8:00	630	662	615	630	2537
9:00	678	380	404	401	1863
10:00	277	292	319	261	1149
11:00	306	243	228	296	1073
12:00	252	306	269	268	1095
13:00	251	264	289	300	1104
14:00	389	327	314	358	1388
15:00	313	278	277	297	1165
16:00	387	411	436	424	1658
17:00	416	350	382	388	1536
18:00	303	289	286	303	1181
19:00	256	230	191	196	873
20:00	150	166	177	132	625
21:00	134	126	124	114	498
22:00	100	94	94	101	389
23:00	86	86	68	79	319
					22498

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	62	45	52	58	217
1:00	38	34	31	25	128
2:00	34	20	22	29	105
3:00	33	40	33	31	137
4:00	35	27	52	55	169
5:00	61	65	96	115	337
6:00	115	150	268	378	911
7:00	397	455	487	636	1975
8:00	600	624	559	570	2353
9:00	530	407	308	340	1585
10:00	307	249	283	264	1103
11:00	268	239	316	239	1062
12:00	260	247	280	317	1104
13:00	303	301	347	303	1254
14:00	318	299	374	356	1347
15:00	325	296	371	383	1375
16:00	394	407	430	457	1688
17:00	457	385	425	402	1669
18:00	335	323	300	273	1231
19:00	233	233	268	220	954
20:00	198	213	160	164	735
21:00	156	145	134	132	567
22:00	98	119	107	102	426
23:00	87	102	97	82	368
					22800

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	60	47	50	50	207
1:00	41	38	33	32	144
2:00	31	29	22	27	109
3:00	35	42	32	39	148
4:00	35	32	54	49	170
5:00	65	72	90	117	344
6:00	120	161	266	371	918
7:00	362	437	519	642	1960
8:00	618	649	596	611	2474
9:00	615	398	356	371	1740
10:00	292	271	301	262	1126
11:00	287	241	272	268	1068
12:00	256	276	275	293	1100
13:00	277	282	318	302	1179
14:00	343	304	361	374	1382
15:00	314	299	323	342	1278
16:00	367	412	412	403	1594
17:00	432	379	392	373	1576
18:00	308	314	304	292	1218
19:00	249	236	234	221	940
20:00	175	191	164	152	682
21:00	153	140	130	120	543
22:00	105	112	108	100	425
23:00	89	94	82	74	339
					22664
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	22664

	Vol	Hour
07:00-09:00 Peak	2550	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1540	16:15

	Vol	Hour
AM Peak	2550	07:45
PM Peak	1540	16:15
Daily Peak	2550	07:45

	Vol	Hour
07:00-09:00 Peak	2548	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1687	16:15

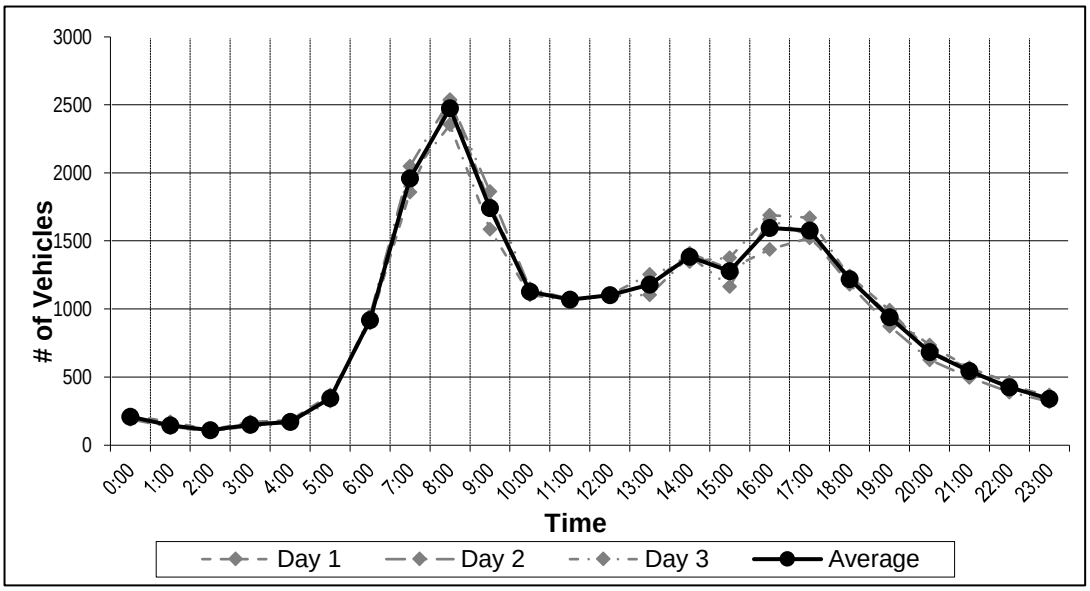
	Vol	Hour
AM Peak	2585	08:15
PM Peak	1687	16:15
Daily Peak	2585	08:15

	Vol	Hour
07:00-09:00 Peak	2419	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1751	16:15

	Vol	Hour
AM Peak	2419	07:45
PM Peak	1751	16:15
Daily Peak	2419	07:45

	Vol	Hour	PHF
06:00-09:00 Peak	2505	07:45	0.96
12:00-14:00 Peak	1179	13:00	0.93
16:00-19:00 Peak	1659	16:15	0.96

	Vol	Hour
AM Peak	2505	07:45
PM Peak	1659	16:15
Daily Peak	2505	07:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	5350
MD	9:00 am - 4:00 pm	8870
PM	4:00 pm - 7:00 pm	4390
NT	7:00 pm - 6:00 am	4050
AADT	0:00 am - 12:00 pm	22700
		22660
	FDOT 2019 AADT	none

Distribution	
AM	0.24
MD	0.39
PM	0.19
NT	0.18
AADT	1.00

	K
07:00-09:00 Peak Hour	11.1%
12:00-14:00 Peak Hour	5.2%
15:00-18:00 Peak Hour	7.3%

87-1063 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 202_MGD@NE2Ct
Site Code: 201-4761
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

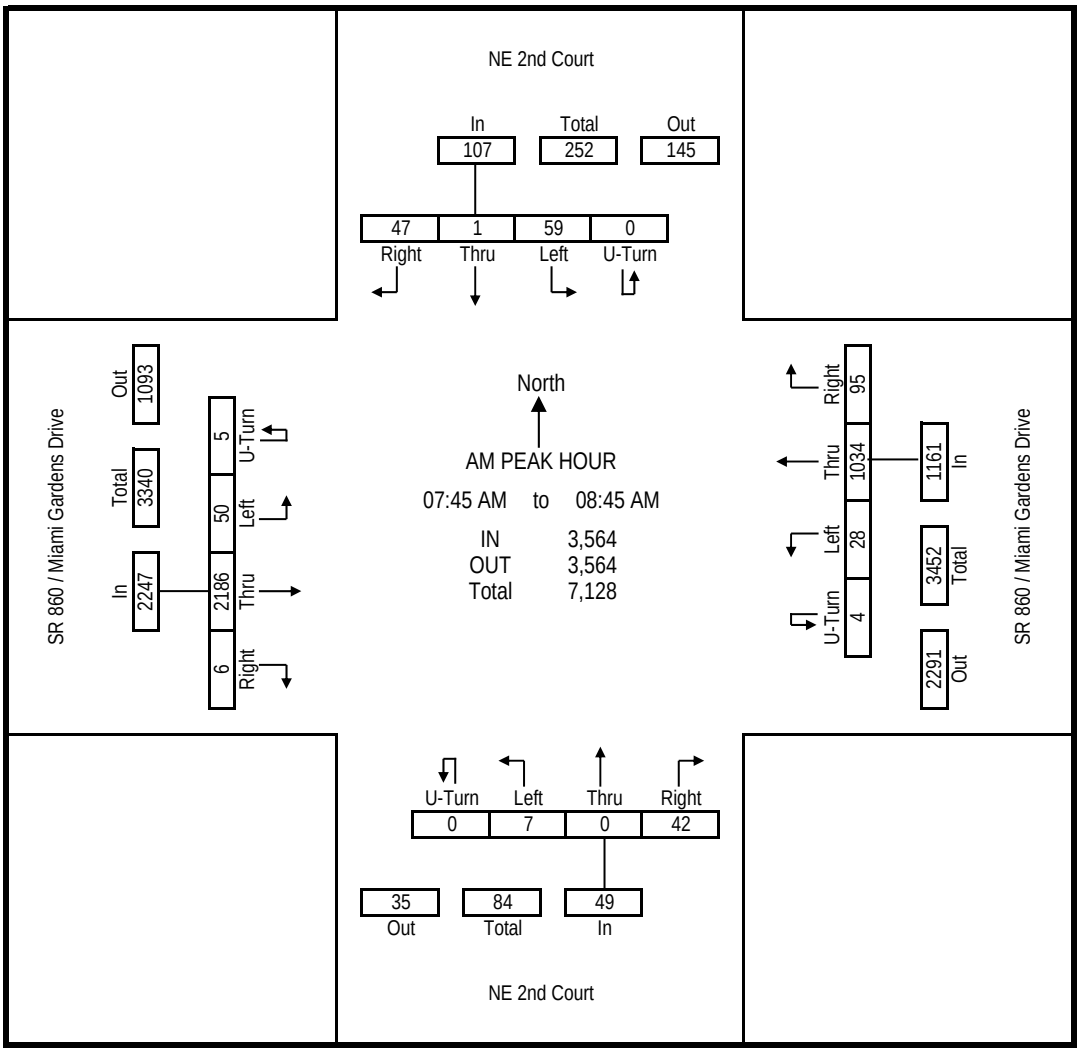
	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 2nd Court Northbound				NE 2nd Court Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	24	287	0	0	5	126	16	0	0	0	5	0	8	0	10	481
06:45 AM	0	27	381	2	0	8	179	19	0	3	0	6	0	10	0	13	648
Total	0	51	668	2	0	13	305	35	0	3	0	11	0	18	0	23	1129
07:00 AM	0	16	386	2	2	10	186	19	0	3	0	10	0	10	1	22	667
07:15 AM	1	15	457	1	0	6	217	17	0	3	0	11	0	9	1	18	756
07:30 AM	0	10	466	4	0	2	231	17	0	2	0	11	0	9	0	13	765
07:45 AM	1	20	589	1	0	13	247	28	0	1	0	11	0	14	0	6	931
Total	2	61	1898	8	2	31	881	81	0	9	0	43	0	42	2	59	3119
08:00 AM	3	14	552	0	0	8	253	22	0	3	0	13	0	19	1	12	900
08:15 AM	0	8	559	2	1	3	261	20	0	2	0	7	0	19	0	8	890
08:30 AM	1	8	486	3	3	4	273	25	0	1	0	11	0	7	0	21	843
08:45 AM	0	23	476	6	0	11	333	27	0	3	0	17	0	11	0	17	924
Total	4	53	2073	11	4	26	1120	94	0	9	0	48	0	56	1	58	3557
09:00 AM	0	28	439	2	4	8	289	24	0	3	2	11	0	12	0	15	837
09:15 AM	0	17	362	3	1	8	228	29	0	5	0	7	0	13	0	22	695
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	45	801	5	5	16	517	53	0	8	2	18	0	25	0	37	1532
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	6	386	1	6	10	378	14	0	5	0	10	0	25	0	47	888
03:45 PM	1	8	414	2	2	5	353	21	0	2	0	19	0	24	0	15	866
Total	1	14	800	3	8	15	731	35	0	7	0	29	0	49	0	62	1754
04:00 PM	1	10	378	2	5	4	407	13	0	2	0	12	0	19	0	25	878
04:15 PM	0	5	361	1	4	3	396	16	0	4	2	10	1	11	0	16	830
04:30 PM	0	5	363	1	1	1	349	13	0	5	0	16	0	18	1	16	789
04:45 PM	0	2	411	3	1	1	382	9	0	2	0	15	0	20	2	11	859
Total	1	22	1513	7	11	9	1534	51	0	13	2	53	1	68	3	68	3356
05:00 PM	2	3	420	2	3	4	376	11	1	9	0	20	0	35	0	32	918
05:15 PM	0	5	358	3	2	0	365	12	0	1	2	17	0	24	0	23	812
05:30 PM	1	7	428	1	1	2	402	13	0	3	0	19	0	16	0	15	908
05:45 PM	0	6	349	1	3	5	370	9	0	2	0	13	0	8	0	11	777
Total	3	21	1555	7	9	11	1513	45	1	15	2	69	0	83	0	81	3415
06:00 PM	0	7	276	0	1	2	327	9	0	3	1	14	0	13	0	11	664
06:15 PM	0	13	273	2	2	1	313	7	0	3	0	7	0	7	0	16	644
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	20	549	2	3	3	640	16	0	6	1	21	0	20	0	27	1308

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 2nd Court Northbound				NE 2nd Court Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:45 AM	1	20	589	1	0	13	247	28	0	1	0	11	0	14	0	6	931
08:00 AM	3	14	552	0	0	8	253	22	0	3	0	13	0	19	1	12	900
08:15 AM	0	8	559	2	1	3	261	20	0	2	0	7	0	19	0	8	890
08:30 AM	1	8	486	3	3	4	273	25	0	1	0	11	0	7	0	21	843
Total	5	50	2186	6	4	28	1034	95	0	7	0	42	0	59	1	47	3564
PHF	0.417	0.625	0.928	0.500	0.333	0.538	0.947	0.848	0.000	0.583	0.000	0.808	0.000	0.776	0.560	0.957	0.96
Heavy Veh %	0%	12%	3%	0%	0%	10%	3%	13%	0%	36%	0%	11%	0%	23%	50%	20%	5%
App Vol %	0%	2%	97%	0%	0%	2%	89%	8%	0%	14%	0%	86%	0%	55%	1%	44%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM

Peak Hour for Entire Intersection Begins at : 07:45 AM to 08:45 AM

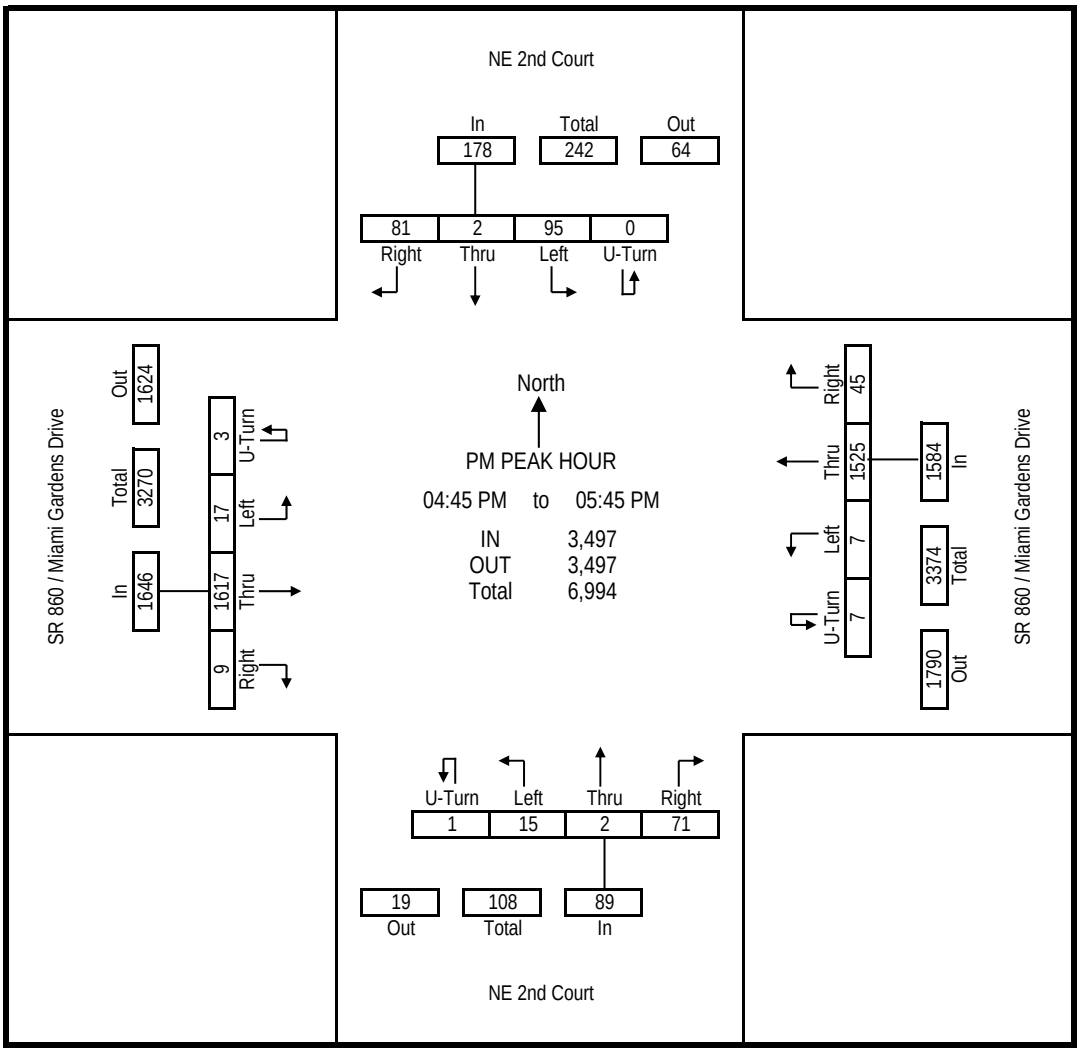


Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 2nd Court Northbound				NE 2nd Court Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:45 PM	0	2	411	3	1	1	382	9	0	2	0	15	0	20	2	11	859
05:00 PM	2	3	420	2	3	4	376	11	1	9	0	20	0	35	0	32	918
05:15 PM	0	5	358	3	2	0	365	12	0	1	2	17	0	24	0	23	812
05:30 PM	1	7	428	1	1	2	402	13	0	3	0	19	0	16	0	15	908
Total	3	17	1617	9	7	7	1525	45	1	15	2	71	0	95	2	81	3497
PHF	0.375	0.607	0.945	0.750	0.583	0.438	0.948	0.865	0.250	0.417	0.250	0.888	0.000	0.679	0.250	0.633	0.95
Heavy Veh %	0%	15%	2%	10%	0%	22%	2%	25%	0%	6%	0%	1%	0%	10%	0%	5%	3%
App Vol %	0%	1%	98%	1%	0%	0%	96%	3%	1%	17%	2%	80%	0%	53%	1%	46%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM

Peak Hour for Entire Intersection Begins at : 04:45 PM to 05:45 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 202_MGD@NE2Ct
Site Code: 201-4761
Count Date: 9/23/2021

Groups Printed: Automobiles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 2nd Court Northbound				NE 2nd Court Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	23	275	0	0	4	120	14	0	0	0	5	0	1	0	3	445
06:45 AM	0	26	370	2	0	8	168	17	0	1	0	4	0	5	0	7	608
Total	0	49	645	2	0	12	288	31	0	1	0	9	0	6	0	10	1053
07:00 AM	0	16	377	2	2	10	178	16	0	1	0	8	0	3	0	6	619
07:15 AM	1	12	436	1	0	5	205	15	0	1	0	7	0	2	1	6	692
07:30 AM	0	8	451	4	0	1	221	17	0	0	0	10	0	6	0	8	726
07:45 AM	1	19	570	1	0	12	241	24	0	0	0	9	0	10	0	6	893
Total	2	55	1834	8	2	28	845	72	0	2	0	34	0	21	1	26	2930
08:00 AM	3	12	532	0	0	7	243	21	0	2	0	11	0	13	0	8	852
08:15 AM	0	6	535	2	1	3	250	15	0	0	0	6	0	13	0	6	837
08:30 AM	1	6	474	3	3	3	267	21	0	1	0	11	0	5	0	15	810
08:45 AM	0	15	454	5	0	8	326	22	0	2	0	16	0	7	0	16	871
Total	4	39	1995	10	4	21	1086	79	0	5	0	44	0	38	0	45	3370
09:00 AM	0	22	422	2	2	8	285	18	0	2	2	8	0	7	0	13	791
09:15 AM	0	12	339	2	1	6	217	22	0	2	0	6	0	6	0	18	631
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	34	761	4	3	14	502	40	0	4	2	14	0	13	0	31	1422
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	5	379	1	6	3	369	9	0	5	0	10	0	18	0	45	850
03:45 PM	1	7	405	2	2	4	344	15	0	2	0	19	0	16	0	12	829
Total	1	12	784	3	8	7	713	24	0	7	0	29	0	34	0	57	1679
04:00 PM	1	8	364	2	5	4	395	11	0	2	0	12	0	16	0	21	841
04:15 PM	0	5	353	0	4	1	377	11	0	3	2	9	1	8	0	14	788
04:30 PM	0	5	349	1	1	1	337	8	0	5	0	13	0	13	1	15	749
04:45 PM	0	2	402	3	1	1	372	6	0	2	0	14	0	16	2	9	830
Total	1	20	1468	6	11	7	1481	36	0	12	2	48	1	53	3	59	3208
05:00 PM	2	3	416	2	3	3	364	8	1	9	0	20	0	32	0	32	895
05:15 PM	0	3	351	2	2	0	360	8	0	1	2	17	0	22	0	22	790
05:30 PM	1	6	419	1	1	1	393	8	0	2	0	19	0	15	0	14	880
05:45 PM	0	5	342	1	3	4	368	6	0	2	0	13	0	7	0	10	761
Total	3	17	1528	6	9	8	1485	30	1	14	2	69	0	76	0	78	3326
06:00 PM	0	4	272	0	1	2	324	4	0	3	0	13	0	12	0	9	644
06:15 PM	0	5	268	1	2	0	304	3	0	3	0	7	0	5	0	15	613
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	9	540	1	3	2	628	7	0	6	0	20	0	17	0	24	1257

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 202_MGD@NE2Ct
Site Code: 201-4761
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				NE 2nd Court Northbound				NE 2nd Court Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	12	0	0	1	6	2	0	0	0	0	0	7	0	7	36
06:45 AM	0	1	11	0	0	0	11	2	0	2	0	2	0	5	0	6	40
Total	0	2	23	0	0	1	17	4	0	2	0	2	0	12	0	13	76
07:00 AM	0	0	9	0	0	0	8	3	0	2	0	2	0	7	1	16	48
07:15 AM	0	3	21	0	0	1	12	2	0	2	0	4	0	7	0	12	64
07:30 AM	0	2	15	0	0	1	10	0	0	2	0	1	0	3	0	5	39
07:45 AM	0	1	19	0	0	1	6	4	0	1	0	2	0	4	0	0	38
Total	0	6	64	0	0	3	36	9	0	7	0	9	0	21	1	33	189
08:00 AM	0	2	20	0	0	1	10	1	0	1	0	2	0	6	1	4	48
08:15 AM	0	2	24	0	0	0	11	5	0	2	0	1	0	6	0	2	53
08:30 AM	0	2	12	0	0	1	6	4	0	0	0	0	0	2	0	6	33
08:45 AM	0	8	22	1	0	3	7	5	0	1	0	1	0	4	0	1	53
Total	0	14	78	1	0	5	34	15	0	4	0	4	0	18	1	13	187
09:00 AM	0	6	17	0	2	0	4	6	0	1	0	3	0	5	0	2	46
09:15 AM	0	5	23	1	0	2	11	7	0	3	0	1	0	7	0	4	64
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	11	40	1	2	2	15	13	0	4	0	4	0	12	0	6	110
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	7	0	0	7	9	5	0	0	0	0	0	7	0	2	38
03:45 PM	0	1	9	0	0	1	9	6	0	0	0	0	0	8	0	3	37
Total	0	2	16	0	0	8	18	11	0	0	0	0	0	15	0	5	75
04:00 PM	0	2	14	0	0	0	12	2	0	0	0	0	0	3	0	4	37
04:15 PM	0	0	8	1	0	2	19	5	0	1	0	1	0	3	0	2	42
04:30 PM	0	0	14	0	0	0	12	5	0	0	0	3	0	5	0	1	40
04:45 PM	0	0	9	0	0	0	10	3	0	0	0	1	0	4	0	2	29
Total	0	2	45	1	0	2	53	15	0	1	0	5	0	15	0	9	148
05:00 PM	0	0	4	0	0	1	12	3	0	0	0	0	0	3	0	0	23
05:15 PM	0	2	7	1	0	0	5	4	0	0	0	0	0	2	0	1	22
05:30 PM	0	1	9	0	0	1	9	5	0	1	0	0	0	1	0	1	28
05:45 PM	0	1	7	0	0	1	2	3	0	0	0	0	0	1	0	1	16
Total	0	4	27	1	0	3	28	15	0	1	0	0	0	7	0	3	89
06:00 PM	0	3	4	0	0	0	3	5	0	0	1	1	0	1	0	2	20
06:15 PM	0	8	5	1	0	1	9	4	0	0	0	0	0	2	0	1	31
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	11	9	1	0	1	12	9	0	0	1	1	0	3	0	3	51

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 202_MGD@NE2Ct
Site Code: 201-4761
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				NE 2nd Court Northbound				NE 2nd Court Eastbound				
Start Time	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	5
09:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
03:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3
04:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	4
05:15 PM	0	2	0	7	0	0	0	0	0	1	0	1	0	0	0	0	11
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	9	0	1	0	2	0	1	0	2	0	0	0	0	17
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MIAMI GARDENS DR W OF NE 6TH AVE, 87-1077 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	96	101	93	83	373
1:00	58	47	44	51	200
2:00	58	40	43	58	199
3:00	39	35	58	48	180
4:00	33	49	48	59	189
5:00	62	71	85	129	347
6:00	125	155	158	218	656
7:00	316	304	288	354	1262
8:00	350	337	318	335	1340
9:00	280	269	282	268	1099
10:00	268	264	292	252	1076
11:00	289	287	283	303	1162
12:00	266	291	321	308	1186
13:00	309	321	310	337	1277
14:00	268	330	338	362	1298
15:00	371	397	403	372	1543
16:00	346	392	377	410	1525
17:00	377	433	407	415	1632
18:00	393	387	361	344	1485
19:00	297	287	298	295	1177
20:00	264	248	210	198	920
21:00	200	185	166	173	724
22:00	157	162	148	128	595
23:00	137	152	133	96	518
					21963

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	83	85	98	71	337
1:00	61	52	45	33	191
2:00	41	33	26	32	132
3:00	33	30	37	27	127
4:00	55	25	58	65	203
5:00	46	63	81	118	308
6:00	110	155	171	201	637
7:00	224	246	265	347	1082
8:00	364	332	319	337	1352
9:00	251	264	263	256	1034
10:00	264	269	291	273	1097
11:00	287	293	277	296	1153
12:00	259	280	330	331	1200
13:00	318	325	317	358	1318
14:00	303	341	379	373	1396
15:00	344	352	407	388	1491
16:00	337	370	370	361	1438
17:00	363	399	414	421	1597
18:00	431	404	341	354	1530
19:00	347	292	288	289	1216
20:00	238	232	249	215	934
21:00	167	179	183	191	720
22:00	140	115	147	148	550
23:00	130	140	105	114	489
					21532

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	139	91	81	70	381
1:00	67	46	40	39	192
2:00	41	36	31	33	141
3:00	40	24	33	31	128
4:00	29	28	36	76	169
5:00	66	49	79	112	306
6:00	131	140	173	210	654
7:00	207	246	295	360	1108
8:00	335	341	317	332	1325
9:00	309	273	300	279	1161
10:00	271	259	292	231	1053
11:00	291	280	288	310	1169
12:00	272	302	311	285	1170
13:00	307	319	289	346	1261
14:00	298	316	357	404	1375
15:00	343	391	427	385	1546
16:00	375	323	342	417	1457
17:00	354	429	386	352	1521
18:00	391	365	351	400	1507
19:00	358	315	317	272	1262
20:00	263	275	236	216	990
21:00	209	191	203	168	771
22:00	176	183	168	136	663
23:00	145	145	158	118	566
					21876

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	106	92	91	75	364
1:00	62	48	43	41	194
2:00	47	36	33	41	157
3:00	37	30	43	35	145
4:00	39	34	47	67	187
5:00	58	61	82	120	321
6:00	122	150	167	210	649
7:00	249	265	283	354	1151
8:00	350	337	318	335	1340
9:00	280	269	282	268	1099
10:00	268	264	292	252	1076
11:00	289	287	283	303	1162
12:00	266	291	321	308	1186
13:00	311	322	305	347	1285
14:00	290	329	358	380	1357
15:00	353	380	412	382	1527
16:00	353	362	363	396	1474
17:00	365	420	402	396	1583
18:00	405	385	351	366	1507
19:00	334	298	301	285	1218
20:00	255	252	232	210	949
21:00	192	185	184	177	738
22:00	158	153	154	137	602
23:00	137	146	132	109	524
					21795

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	21795

	Vol	Hour
07:00-09:00 Peak	1359	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1648	17:15

	Vol	Hour
AM Peak	1359	07:45
PM Peak	1648	17:15
Daily Peak	1648	17:15

	Vol	Hour
07:00-09:00 Peak	1362	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1670	17:30

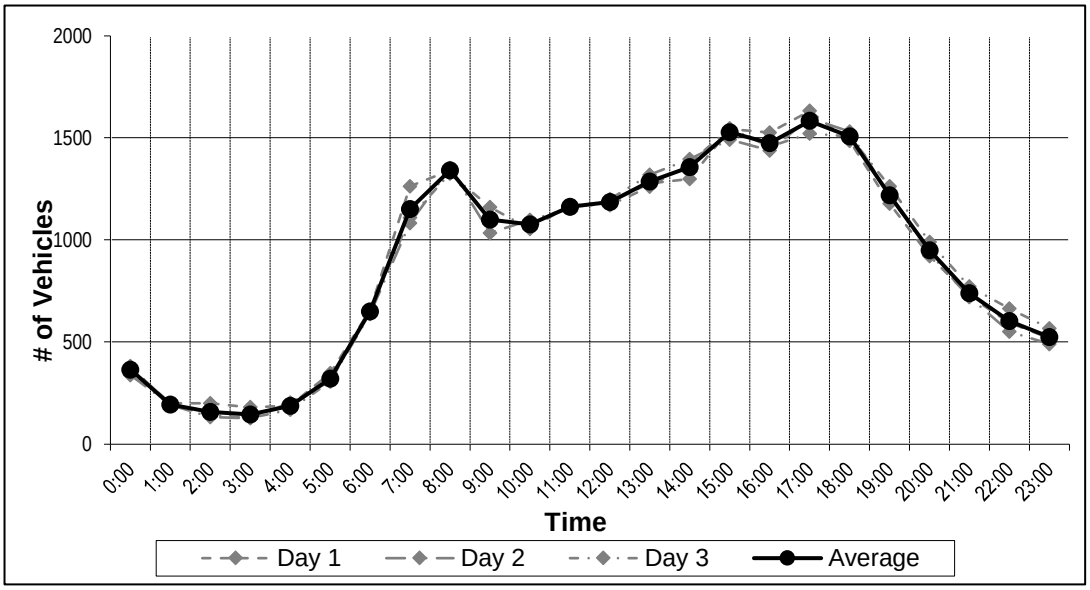
	Vol	Hour
AM Peak	1362	07:45
PM Peak	1670	17:30
Daily Peak	1670	17:30

	Vol	Hour
07:00-09:00 Peak	1353	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1586	16:45

	Vol	Hour
AM Peak	1353	07:45
PM Peak	1586	16:45
Daily Peak	1586	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1359	07:45	0.96
12:00-14:00 Peak	1285	13:00	0.93
16:00-19:00 Peak	1623	17:15	0.97

	Vol	Hour
AM Peak	1359	07:45
PM Peak	1623	17:15
Daily Peak	1623	17:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	3140
MD	9:00 am - 4:00 pm	8690
PM	4:00 pm - 7:00 pm	4560
NT	7:00 pm - 6:00 am	5400
AADT	0:00 am - 12:00 pm	21800
		21790
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.40
PM	0.21
NT	0.25
AADT	1.00

	K
07:00-09:00 Peak Hour	6.2%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	7.4%

87-1077 (WB)

MIAMI GARDENS DR W OF NE 6TH AVE, 87-1077 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	55	60	52	49	216
1:00	47	48	32	43	170
2:00	29	25	28	30	112
3:00	44	42	38	47	171
4:00	40	38	55	48	181
5:00	67	75	94	132	368
6:00	120	168	247	361	896
7:00	328	366	515	650	1859
8:00	623	662	615	633	2533
9:00	637	407	356	371	1771
10:00	292	271	301	262	1126
11:00	288	241	272	268	1069
12:00	256	276	275	293	1100
13:00	277	282	318	303	1180
14:00	321	286	394	407	1408
15:00	303	324	321	345	1293
16:00	320	419	370	328	1437
17:00	423	401	369	328	1521
18:00	285	330	327	299	1241
19:00	257	244	243	247	991
20:00	177	195	154	161	687
21:00	170	149	132	113	564
22:00	116	124	124	97	461
23:00	95	94	80	61	330
					22685

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	64	37	45	43	189
1:00	38	31	36	28	133
2:00	30	41	17	21	109
3:00	28	43	25	38	134
4:00	29	32	55	43	159
5:00	66	75	80	103	324
6:00	125	166	284	374	949
7:00	361	490	556	641	2048
8:00	630	662	615	630	2537
9:00	678	380	404	401	1863
10:00	277	292	319	261	1149
11:00	306	243	228	296	1073
12:00	252	306	269	268	1095
13:00	251	264	289	300	1104
14:00	389	327	314	358	1388
15:00	313	278	277	297	1165
16:00	387	411	436	424	1658
17:00	416	350	382	388	1536
18:00	303	289	286	303	1181
19:00	256	230	191	196	873
20:00	150	166	177	132	625
21:00	134	126	124	114	498
22:00	100	94	94	101	389
23:00	86	86	68	79	319
					22498

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	62	45	52	58	217
1:00	38	34	31	25	128
2:00	34	20	22	29	105
3:00	33	40	33	31	137
4:00	35	27	52	55	169
5:00	61	65	96	115	337
6:00	115	150	268	378	911
7:00	397	455	487	636	1975
8:00	600	624	559	570	2353
9:00	530	407	308	340	1585
10:00	307	249	283	264	1103
11:00	268	239	316	239	1062
12:00	260	247	280	317	1104
13:00	303	301	347	303	1254
14:00	318	299	374	356	1347
15:00	325	296	371	383	1375
16:00	394	407	430	457	1688
17:00	457	385	425	402	1669
18:00	335	323	300	273	1231
19:00	233	233	268	220	954
20:00	198	213	160	164	735
21:00	156	145	134	132	567
22:00	98	119	107	102	426
23:00	87	102	97	82	368
					22800

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	60	47	50	50	207
1:00	41	38	33	32	144
2:00	31	29	22	27	109
3:00	35	42	32	39	148
4:00	35	32	54	49	170
5:00	65	72	90	117	344
6:00	120	161	266	371	918
7:00	362	437	519	642	1960
8:00	618	649	596	611	2474
9:00	615	398	356	371	1740
10:00	292	271	301	262	1126
11:00	287	241	272	268	1068
12:00	256	276	275	293	1100
13:00	277	282	318	302	1179
14:00	343	304	361	374	1382
15:00	314	299	323	342	1278
16:00	367	412	412	403	1594
17:00	432	379	392	373	1576
18:00	308	314	304	292	1218
19:00	249	236	234	221	940
20:00	175	191	164	152	682
21:00	153	140	130	120	543
22:00	105	112	108	100	425
23:00	89	94	82	74	339
					22664
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	22664

	Vol	Hour
07:00-09:00 Peak	2550	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1540	16:15

	Vol	Hour
AM Peak	2550	07:45
PM Peak	1540	16:15
Daily Peak	2550	07:45

	Vol	Hour
07:00-09:00 Peak	2548	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1687	16:15

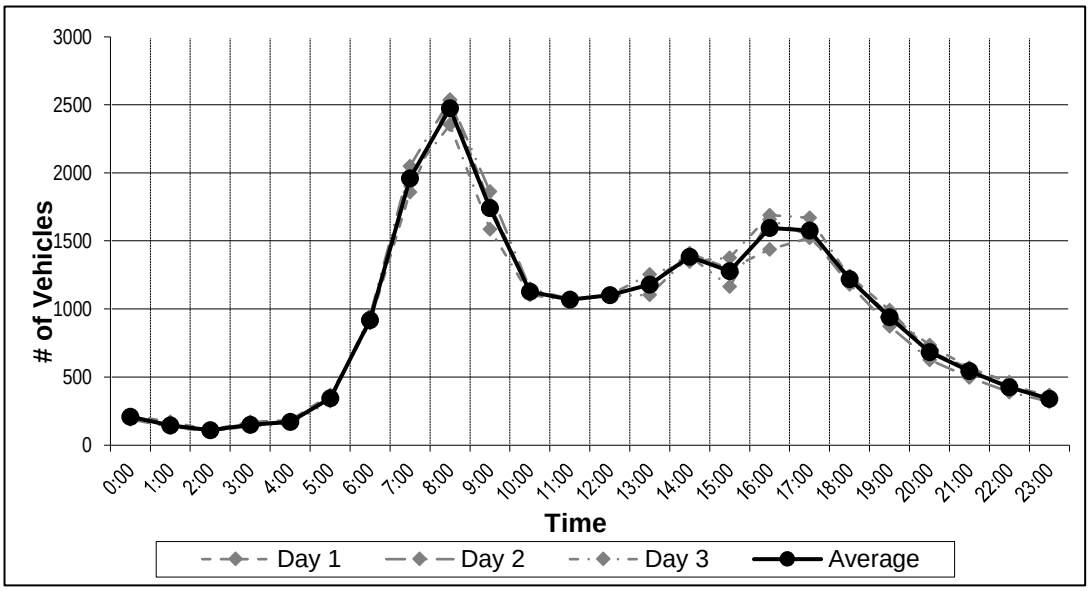
	Vol	Hour
AM Peak	2585	08:15
PM Peak	1687	16:15
Daily Peak	2585	08:15

	Vol	Hour
07:00-09:00 Peak	2419	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1751	16:15

	Vol	Hour
AM Peak	2419	07:45
PM Peak	1751	16:15
Daily Peak	2419	07:45

	Vol	Hour	PHF
06:00-09:00 Peak	2505	07:45	0.96
12:00-14:00 Peak	1179	13:00	0.93
16:00-19:00 Peak	1659	16:15	0.96

	Vol	Hour
AM Peak	2505	07:45
PM Peak	1659	16:15
Daily Peak	2505	07:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	5350
MD	9:00 am - 4:00 pm	8870
PM	4:00 pm - 7:00 pm	4390
NT	7:00 pm - 6:00 am	4050
AADT	0:00 am - 12:00 pm	22700
		22660
	FDOT 2019 AADT	none

Distribution	
AM	0.24
MD	0.39
PM	0.19
NT	0.18
AADT	1.00

	K
07:00-09:00 Peak Hour	11.1%
12:00-14:00 Peak Hour	5.2%
15:00-18:00 Peak Hour	7.3%

87-1077 (EB)

I-95 SB RAMPS N OF MIAMI GARDENS DR, 87-1071 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	75	67	53	59	254
1:00	37	32	35	44	148
2:00	41	37	28	40	146
3:00	34	31	34	23	122
4:00	18	26	40	32	116
5:00	32	28	56	74	190
6:00	76	92	117	152	437
7:00	269	278	234	238	1019
8:00	226	288	246	252	1012
9:00	240	210	193	178	821
10:00	146	169	146	146	607
11:00	147	138	129	146	560
12:00	149	139	133	142	563
13:00	153	146	140	150	589
14:00	140	159	182	188	669
15:00	187	169	188	201	745
16:00	167	185	191	213	756
17:00	165	213	201	205	784
18:00	154	182	165	208	709
19:00	176	173	164	130	643
20:00	146	128	123	116	513
21:00	108	142	85	107	442
22:00	92	107	79	72	350
23:00	87	92	66	63	308
					12503

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	47	56	68	37	208
1:00	34	30	33	23	120
2:00	26	23	23	21	93
3:00	25	11	27	21	84
4:00	27	23	40	32	122
5:00	22	34	44	76	176
6:00	73	108	114	130	425
7:00	137	154	206	211	708
8:00	297	249	240	265	1051
9:00	220	205	139	130	694
10:00	173	130	150	140	593
11:00	150	152	129	142	573
12:00	143	137	144	152	576
13:00	137	156	139	128	560
14:00	164	177	163	207	711
15:00	189	161	149	161	660
16:00	178	177	191	201	747
17:00	176	198	172	169	715
18:00	171	148	181	208	708
19:00	202	186	193	188	769
20:00	145	148	131	129	553
21:00	97	100	104	106	407
22:00	66	20	94	108	288
23:00	69	82	62	67	280
					11821

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	65	66	56	41	228
1:00	37	37	27	34	135
2:00	23	33	17	22	95
3:00	35	22	15	29	101
4:00	27	21	26	39	113
5:00	31	34	43	66	174
6:00	67	83	113	170	433
7:00	167	175	198	235	775
8:00	212	227	234	273	946
9:00	268	193	180	217	858
10:00	161	165	160	142	628
11:00	155	126	107	162	550
12:00	156	133	129	139	557
13:00	154	155	124	160	593
14:00	179	127	153	214	673
15:00	204	184	188	184	760
16:00	198	184	204	198	784
17:00	165	158	163	189	675
18:00	151	142	174	176	643
19:00	156	183	209	127	675
20:00	153	183	127	124	587
21:00	114	127	105	96	442
22:00	117	107	90	81	395
23:00	94	91	76	69	330
					12150

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	62	63	59	46	230
1:00	36	33	32	34	135
2:00	30	31	23	28	112
3:00	31	21	25	24	101
4:00	24	23	35	34	116
5:00	28	32	48	72	180
6:00	72	94	115	151	432
7:00	191	202	213	228	834
8:00	245	255	240	263	1003
9:00	243	203	171	175	792
10:00	160	155	152	143	610
11:00	151	139	122	150	562
12:00	149	136	135	144	564
13:00	148	152	134	146	580
14:00	161	154	166	203	684
15:00	193	171	175	182	721
16:00	181	182	195	204	762
17:00	169	190	179	188	726
18:00	159	157	173	197	686
19:00	178	181	189	148	696
20:00	148	153	127	123	551
21:00	106	123	98	103	430
22:00	92	78	88	87	345
23:00	83	88	68	66	305
					12157
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	12157

	Vol	Hour
07:00-09:00 Peak	1019	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	792	16:45

	Vol	Hour
AM Peak	1026	08:15
PM Peak	792	16:45
Daily Peak	1026	08:15

	Vol	Hour
07:00-09:00 Peak	1051	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	766	16:30

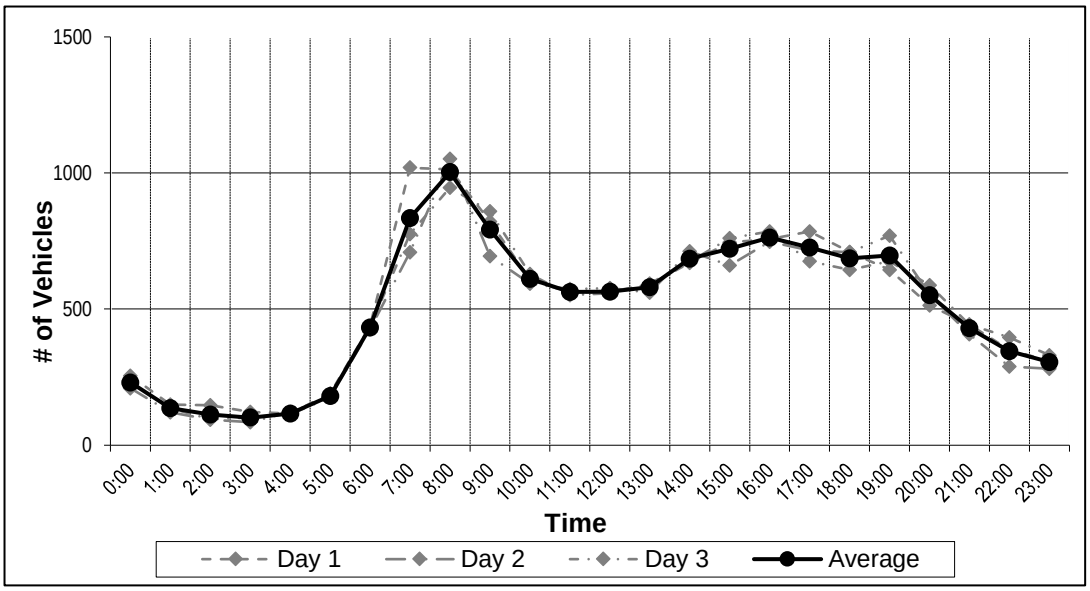
	Vol	Hour
AM Peak	1051	08:00
PM Peak	789	18:45
Daily Peak	1051	08:00

	Vol	Hour
07:00-09:00 Peak	946	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	784	16:00

	Vol	Hour
AM Peak	1002	08:15
PM Peak	790	14:45
Daily Peak	1002	08:15

	Vol	Hour	PHF
06:00-09:00 Peak	1003	08:00	0.95
12:00-14:00 Peak	580	13:00	0.95
16:00-19:00 Peak	762	16:00	0.93

	Vol	Hour
AM Peak	1003	08:00
PM Peak	762	16:00
Daily Peak	1003	08:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	2270
MD	9:00 am - 4:00 pm	4510
PM	4:00 pm - 7:00 pm	2170
NT	7:00 pm - 6:00 am	3200
AADT	0:00 am - 12:00 pm	12200
		12150
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.37
PM	0.18
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	8.3%
12:00-14:00 Peak Hour	4.8%
15:00-18:00 Peak Hour	6.3%

87-1071 (SB)

I-95 SB RAMPS N OF MIAMI GARDENS DR, 87-1071 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	44	37	34	22	137
1:00	27	27	20	10	84
2:00	16	13	19	16	64
3:00	17	29	15	25	86
4:00	19	40	41	37	137
5:00	51	51	82	92	276
6:00	102	139	167	116	524
7:00	113	112	163	214	602
8:00	246	190	206	199	841
9:00	158	168	190	183	699
10:00	171	172	228	180	751
11:00	181	166	181	201	729
12:00	190	192	202	202	786
13:00	194	210	209	218	831
14:00	178	195	193	182	748
15:00	217	189	205	207	818
16:00	209	202	219	172	802
17:00	215	213	207	209	844
18:00	190	204	213	216	823
19:00	166	173	127	119	585
20:00	129	99	84	93	405
21:00	79	99	52	62	292
22:00	79	80	72	46	277
23:00	54	60	32	27	173
					12314

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	37	31	25	9	102
1:00	22	16	10	11	59
2:00	11	11	11	10	43
3:00	12	8	7	18	45
4:00	15	23	37	26	101
5:00	36	55	79	89	259
6:00	106	149	167	138	560
7:00	186	199	193	247	825
8:00	202	199	223	172	796
9:00	158	193	205	166	722
10:00	178	221	200	169	768
11:00	159	178	207	196	740
12:00	184	192	226	208	810
13:00	219	213	230	247	909
14:00	189	206	174	206	775
15:00	204	248	190	202	844
16:00	166	172	160	166	664
17:00	190	160	188	190	728
18:00	187	205	234	198	824
19:00	142	156	126	140	564
20:00	111	124	108	94	437
21:00	58	98	78	85	319
22:00	75	72	51	49	247
23:00	58	54	44	44	200
					12341

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	41	19	18	18	96
1:00	17	15	15	9	56
2:00	12	13	15	19	59
3:00	12	14	25	16	67
4:00	13	25	28	35	101
5:00	39	53	80	89	261
6:00	106	142	153	134	535
7:00	166	192	191	214	763
8:00	198	174	206	161	739
9:00	137	165	187	160	649
10:00	175	165	233	160	733
11:00	193	172	184	194	743
12:00	184	200	211	179	774
13:00	179	200	205	206	790
14:00	245	199	202	207	853
15:00	222	206	213	211	852
16:00	206	203	216	212	837
17:00	233	216	217	200	866
18:00	204	184	215	226	829
19:00	188	186	178	189	741
20:00	131	115	93	112	451
21:00	105	86	103	73	367
22:00	81	79	76	59	295
23:00	68	54	52	45	219
					12676

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	41	29	26	16	112
1:00	22	19	15	10	66
2:00	13	12	15	15	55
3:00	14	17	16	20	67
4:00	16	29	35	33	113
5:00	42	53	80	90	265
6:00	105	143	162	129	539
7:00	155	168	182	225	730
8:00	215	188	212	177	792
9:00	151	175	194	170	690
10:00	175	186	220	170	751
11:00	178	172	191	197	738
12:00	186	195	213	196	790
13:00	197	208	215	224	844
14:00	204	200	190	198	792
15:00	214	214	203	207	838
16:00	194	192	198	183	767
17:00	213	196	204	200	813
18:00	194	198	221	213	826
19:00	165	172	144	149	630
20:00	124	113	95	100	432
21:00	81	94	78	73	326
22:00	78	77	66	51	272
23:00	60	56	43	39	198
					12446
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	12446

	Vol	Hour
07:00-09:00 Peak	856	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	844	17:00

	Vol	Hour
07:00-09:00 Peak	871	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	824	18:00

	Vol	Hour
07:00-09:00 Peak	795	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	878	16:45

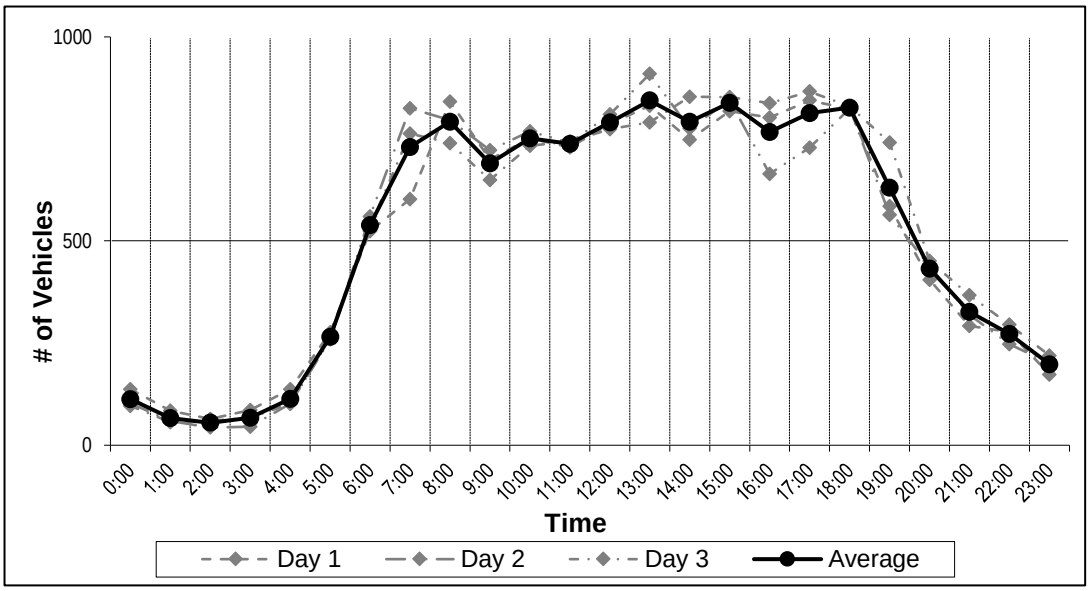
	Vol	Hour	PHF
06:00-09:00 Peak	840	07:45	0.93
12:00-14:00 Peak	844	13:00	0.94
16:00-19:00 Peak	826	18:00	0.93

	Vol	Hour
AM Peak	856	07:45
PM Peak	844	17:00
Daily Peak	856	07:45

	Vol	Hour
AM Peak	871	07:45
PM Peak	909	13:00
Daily Peak	909	13:00

	Vol	Hour
AM Peak	795	07:15
PM Peak	878	16:45
Daily Peak	878	16:45

	Vol	Hour
AM Peak	840	07:45
PM Peak	851	13:15
Daily Peak	851	13:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	2060
MD	9:00 am - 4:00 pm	5440
PM	4:00 pm - 7:00 pm	2410
NT	7:00 pm - 6:00 am	2540
AADT	0:00 am - 12:00 pm	12400
		12450
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.44
PM	0.19
NT	0.20
AADT	1.00

	K
07:00-09:00 Peak Hour	6.7%
12:00-14:00 Peak Hour	6.8%
15:00-18:00 Peak Hour	6.6%

87-1071 (NB)

NE 6TH AVE S OF MIAMI GARDENS DR, 87-1075 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	41	47	63	50	201
1:00	42	39	33	23	137
2:00	31	36	23	24	114
3:00	34	32	16	19	101
4:00	24	28	31	39	122
5:00	33	54	54	80	221
6:00	83	126	154	205	568
7:00	231	227	266	323	1047
8:00	340	334	301	277	1252
9:00	245	264	243	225	977
10:00	212	200	215	227	854
11:00	243	247	225	219	934
12:00	229	228	207	203	867
13:00	246	259	237	252	994
14:00	236	243	259	287	1025
15:00	274	268	286	248	1076
16:00	293	347	324	283	1247
17:00	330	313	310	272	1225
18:00	272	228	248	234	982
19:00	244	230	226	174	874
20:00	158	155	165	132	610
21:00	138	138	122	124	522
22:00	138	140	123	106	507
23:00	113	98	103	80	394
					16851

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	54	60	54	241
1:00	40	33	36	33	142
2:00	25	24	33	25	107
3:00	25	19	15	23	82
4:00	15	18	23	36	92
5:00	24	45	49	76	194
6:00	82	120	179	229	610
7:00	243	278	279	331	1131
8:00	371	337	334	369	1411
9:00	333	258	244	183	1018
10:00	206	209	205	200	820
11:00	207	232	187	196	822
12:00	198	258	230	235	921
13:00	237	218	228	232	915
14:00	210	246	242	297	995
15:00	268	237	277	287	1069
16:00	274	278	261	273	1086
17:00	280	260	264	258	1062
18:00	234	221	257	178	890
19:00	195	196	226	182	799
20:00	182	162	124	150	618
21:00	155	121	132	101	509
22:00	138	125	116	116	495
23:00	103	119	103	85	410
					16439

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	67	83	67	69	286
1:00	43	36	36	32	147
2:00	32	29	21	36	118
3:00	28	34	18	22	102
4:00	17	21	34	30	102
5:00	31	56	51	66	204
6:00	89	95	167	248	599
7:00	241	275	269	325	1110
8:00	338	316	347	342	1343
9:00	332	275	227	236	1070
10:00	235	202	217	278	932
11:00	243	195	220	216	874
12:00	240	225	221	252	938
13:00	258	229	269	238	994
14:00	226	305	269	252	1052
15:00	240	288	284	284	1096
16:00	284	294	269	286	1133
17:00	312	301	258	256	1127
18:00	215	222	268	248	953
19:00	249	239	250	192	930
20:00	207	202	152	163	724
21:00	139	164	140	113	556
22:00	153	127	137	144	561
23:00	106	121	118	116	461
					17412

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	60	61	63	58	242
1:00	42	36	35	29	142
2:00	29	30	26	28	113
3:00	29	28	16	21	94
4:00	19	22	29	35	105
5:00	29	52	51	74	206
6:00	85	114	167	227	593
7:00	238	260	271	326	1095
8:00	350	329	327	329	1335
9:00	303	266	238	215	1022
10:00	218	204	212	235	869
11:00	231	225	211	210	877
12:00	222	237	219	230	908
13:00	247	235	245	241	968
14:00	224	265	257	279	1025
15:00	261	264	282	273	1080
16:00	284	306	285	281	1156
17:00	307	291	277	262	1137
18:00	240	224	258	220	942
19:00	229	222	234	183	868
20:00	182	173	147	148	650
21:00	144	141	131	113	529
22:00	143	131	125	122	521
23:00	107	113	108	94	422
					16899

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	16899

	Vol	Hour
07:00-09:00 Peak	1298	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1284	16:15

	Vol	Hour
AM Peak	1298	07:45
PM Peak	1284	16:15
Daily Peak	1298	07:45

	Vol	Hour
07:00-09:00 Peak	1411	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1092	16:15

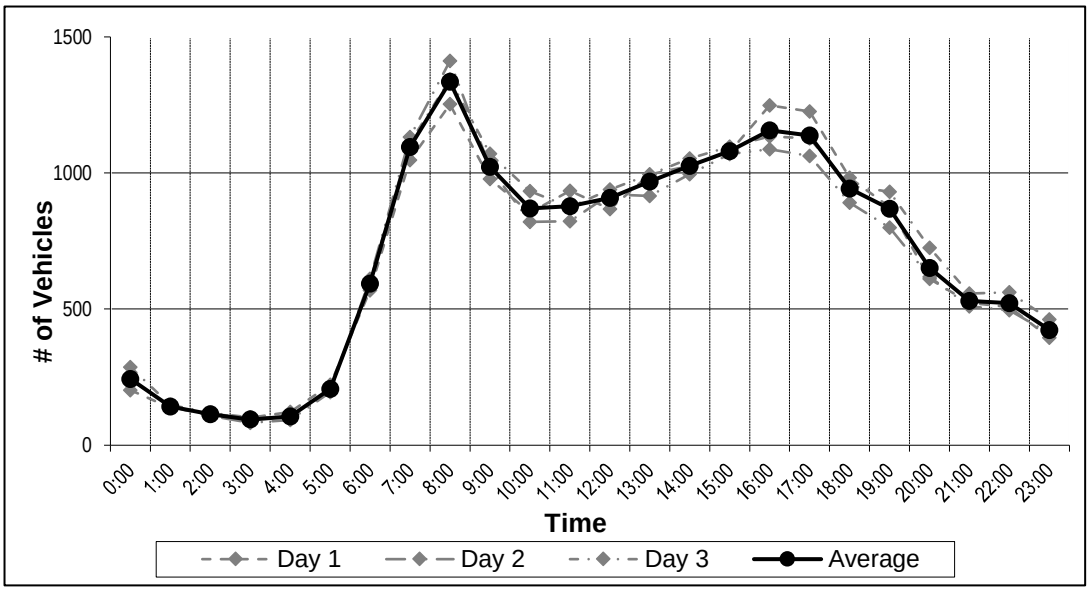
	Vol	Hour
AM Peak	1411	08:00
PM Peak	1116	15:30
Daily Peak	1411	08:00

	Vol	Hour
07:00-09:00 Peak	1343	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1168	16:30

	Vol	Hour
AM Peak	1343	08:00
PM Peak	1168	16:30
Daily Peak	1343	08:00

	Vol	Hour	PHF
06:00-09:00 Peak	1335	08:00	0.95
12:00-14:00 Peak	968	13:00	0.98
16:00-19:00 Peak	1179	16:15	0.96

	Vol	Hour
AM Peak	1335	08:00
PM Peak	1179	16:15
Daily Peak	1335	08:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	3020
MD	9:00 am - 4:00 pm	6750
PM	4:00 pm - 7:00 pm	3240
NT	7:00 pm - 6:00 am	3890
AADT	0:00 am - 12:00 pm	16900
		16900
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.40
PM	0.19
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	7.9%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	7.0%

87-1075 (SB)

NE 6TH AVE S OF MIAMI GARDENS DR, 87-1075 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	77	51	45	47	220
1:00	39	28	24	21	112
2:00	19	22	17	15	73
3:00	13	18	24	23	78
4:00	23	27	35	33	118
5:00	38	43	73	82	236
6:00	91	84	119	136	430
7:00	107	143	152	165	567
8:00	156	179	192	172	699
9:00	159	151	161	171	642
10:00	169	180	169	154	672
11:00	171	186	180	168	705
12:00	220	197	191	189	797
13:00	216	199	232	200	847
14:00	211	227	235	238	911
15:00	260	294	299	276	1129
16:00	343	315	323	285	1266
17:00	313	355	326	260	1254
18:00	268	263	226	205	962
19:00	194	193	183	172	742
20:00	182	122	136	103	543
21:00	108	120	106	108	442
22:00	96	92	94	94	376
23:00	82	66	81	78	307
					14128

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	68	49	43	22	182
1:00	33	22	19	18	92
2:00	18	17	19	21	75
3:00	18	17	23	23	81
4:00	21	21	28	27	97
5:00	35	53	65	76	229
6:00	69	96	134	132	431
7:00	163	157	175	175	670
8:00	168	180	201	199	748
9:00	161	151	135	139	586
10:00	132	141	165	145	583
11:00	173	143	168	158	642
12:00	160	181	165	189	695
13:00	193	176	168	187	724
14:00	202	215	226	210	853
15:00	234	239	263	245	981
16:00	282	281	213	273	1049
17:00	313	315	310	271	1209
18:00	236	237	208	160	841
19:00	185	171	182	145	683
20:00	160	146	136	124	566
21:00	115	103	104	105	427
22:00	87	87	97	77	348
23:00	77	71	96	56	300
					13092

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	42	48	35	198
1:00	42	24	24	31	121
2:00	18	19	16	20	73
3:00	20	18	27	19	84
4:00	18	20	20	31	89
5:00	26	57	59	75	217
6:00	76	102	132	138	448
7:00	146	168	166	173	653
8:00	181	199	185	195	760
9:00	187	163	156	150	656
10:00	147	155	175	165	642
11:00	154	180	152	189	675
12:00	220	216	204	195	835
13:00	190	238	245	211	884
14:00	230	247	304	308	1089
15:00	258	263	292	288	1101
16:00	303	296	254	318	1171
17:00	327	320	328	307	1282
18:00	263	246	233	215	957
19:00	221	197	203	200	821
20:00	197	150	163	133	643
21:00	141	149	132	111	533
22:00	125	112	69	115	421
23:00	91	83	93	77	344
					14697

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	47	45	35	200
1:00	38	25	22	23	108
2:00	18	19	17	19	73
3:00	17	18	25	22	82
4:00	21	23	28	30	102
5:00	33	51	66	78	228
6:00	79	94	128	135	436
7:00	139	156	164	171	630
8:00	168	186	193	189	736
9:00	169	155	151	153	628
10:00	149	159	170	155	633
11:00	166	170	167	172	675
12:00	200	198	187	191	776
13:00	200	204	215	199	818
14:00	214	230	255	252	951
15:00	251	265	285	270	1071
16:00	309	297	263	292	1161
17:00	318	330	321	279	1248
18:00	256	249	222	193	920
19:00	200	187	189	172	748
20:00	180	139	145	120	584
21:00	121	124	114	108	467
22:00	103	97	87	95	382
23:00	83	73	90	70	316
					13973
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	13973

	Vol	Hour
07:00-09:00 Peak	699	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1279	16:45

	Vol	Hour
AM Peak	705	11:00
PM Peak	1279	16:45
Daily Peak	1279	16:45

	Vol	Hour
07:00-09:00 Peak	748	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1211	16:45

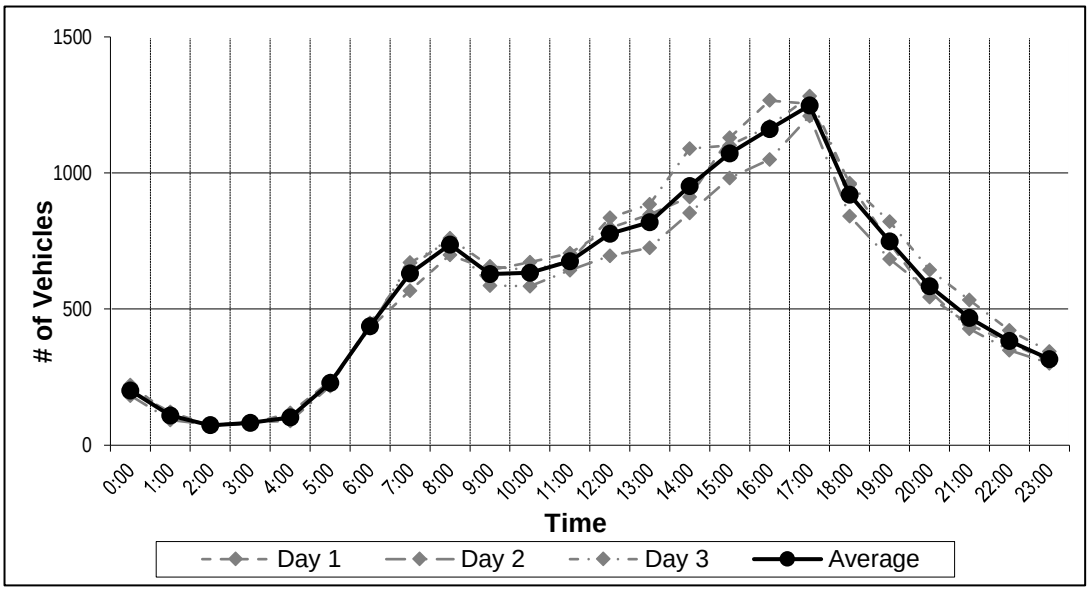
	Vol	Hour
AM Peak	748	08:00
PM Peak	1211	16:45
Daily Peak	1211	16:45

	Vol	Hour
07:00-09:00 Peak	760	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1293	16:45

	Vol	Hour
AM Peak	766	08:15
PM Peak	1293	16:45
Daily Peak	1293	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	736	08:00	0.95
12:00-14:00 Peak	818	13:00	0.95
16:00-19:00 Peak	1261	16:45	0.96

	Vol	Hour
AM Peak	737	08:15
PM Peak	1261	16:45
Daily Peak	1261	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	1800
MD	9:00 am - 4:00 pm	5550
PM	4:00 pm - 7:00 pm	3330
NT	7:00 pm - 6:00 am	3290
AADT	0:00 am - 12:00 pm	14000
		13970
	FDOT 2019 AADT	none

Distribution	
AM	0.13
MD	0.40
PM	0.24
NT	0.24
AADT	1.00

	K
07:00-09:00 Peak Hour	5.3%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	9.0%

87-1075 (NB)

MIAMI GARDENS DR E OF NE 6TH AVE, 87-1073 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	91	60	48	40	239
1:00	39	31	44	25	139
2:00	25	32	20	16	93
3:00	23	23	25	29	100
4:00	25	52	42	43	162
5:00	55	68	119	124	366
6:00	164	190	218	189	761
7:00	282	239	285	318	1124
8:00	310	358	326	321	1315
9:00	301	308	304	311	1224
10:00	282	331	312	288	1213
11:00	296	300	331	315	1242
12:00	326	291	322	299	1238
13:00	277	355	288	364	1284
14:00	319	316	305	318	1258
15:00	349	352	360	350	1411
16:00	357	327	333	377	1394
17:00	367	323	361	384	1435
18:00	316	382	357	364	1419
19:00	293	289	231	253	1066
20:00	235	188	161	181	765
21:00	152	171	114	121	558
22:00	149	141	122	85	497
23:00	120	113	76	64	373
					20676

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	59	60	50	29	198
1:00	47	28	23	16	114
2:00	14	11	17	16	58
3:00	14	24	23	25	86
4:00	15	23	42	33	113
5:00	53	77	109	131	370
6:00	165	214	233	227	839
7:00	306	278	335	351	1270
8:00	331	365	334	329	1359
9:00	304	316	323	310	1253
10:00	285	315	325	285	1210
11:00	291	317	347	324	1279
12:00	325	326	353	324	1328
13:00	385	329	329	353	1396
14:00	307	331	317	377	1332
15:00	381	357	368	311	1417
16:00	267	282	266	280	1095
17:00	263	280	352	344	1239
18:00	343	341	367	357	1408
19:00	263	272	250	236	1021
20:00	195	166	199	172	732
21:00	144	166	148	152	610
22:00	130	112	99	111	452
23:00	117	102	86	84	389
					20568

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	70	57	44	48	219
1:00	31	30	18	16	95
2:00	23	23	22	23	91
3:00	14	15	28	21	78
4:00	22	28	35	43	128
5:00	53	74	103	132	362
6:00	171	200	199	222	792
7:00	272	286	334	344	1236
8:00	322	343	351	318	1334
9:00	313	297	300	284	1194
10:00	311	279	346	299	1235
11:00	291	300	282	314	1187
12:00	305	327	375	288	1295
13:00	343	321	307	377	1348
14:00	323	350	325	356	1354
15:00	345	356	376	321	1398
16:00	358	296	349	361	1364
17:00	359	362	375	332	1428
18:00	309	343	317	380	1349
19:00	331	331	246	285	1193
20:00	201	235	165	170	771
21:00	183	196	149	134	662
22:00	138	154	116	115	523
23:00	140	101	101	78	420
					21056

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	59	47	39	218
1:00	39	30	28	19	116
2:00	21	22	20	18	81
3:00	17	21	25	25	88
4:00	21	34	40	40	135
5:00	54	73	110	129	366
6:00	167	201	217	213	798
7:00	287	268	318	338	1211
8:00	321	355	337	323	1336
9:00	306	307	309	302	1224
10:00	293	308	328	291	1220
11:00	293	306	320	318	1237
12:00	319	315	350	304	1288
13:00	335	335	308	365	1343
14:00	316	332	316	350	1314
15:00	358	355	368	327	1408
16:00	327	302	316	339	1284
17:00	330	322	363	353	1368
18:00	323	355	347	367	1392
19:00	296	297	242	258	1093
20:00	210	196	175	174	755
21:00	160	178	137	136	611
22:00	139	136	112	104	491
23:00	126	105	88	75	394
					20771
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	20771

	Vol	Hour
07:00-09:00 Peak	1315	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1443	17:30

	Vol	Hour
AM Peak	1315	08:00
PM Peak	1443	17:30
Daily Peak	1443	17:30

	Vol	Hour
07:00-09:00 Peak	1382	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1408	18:00

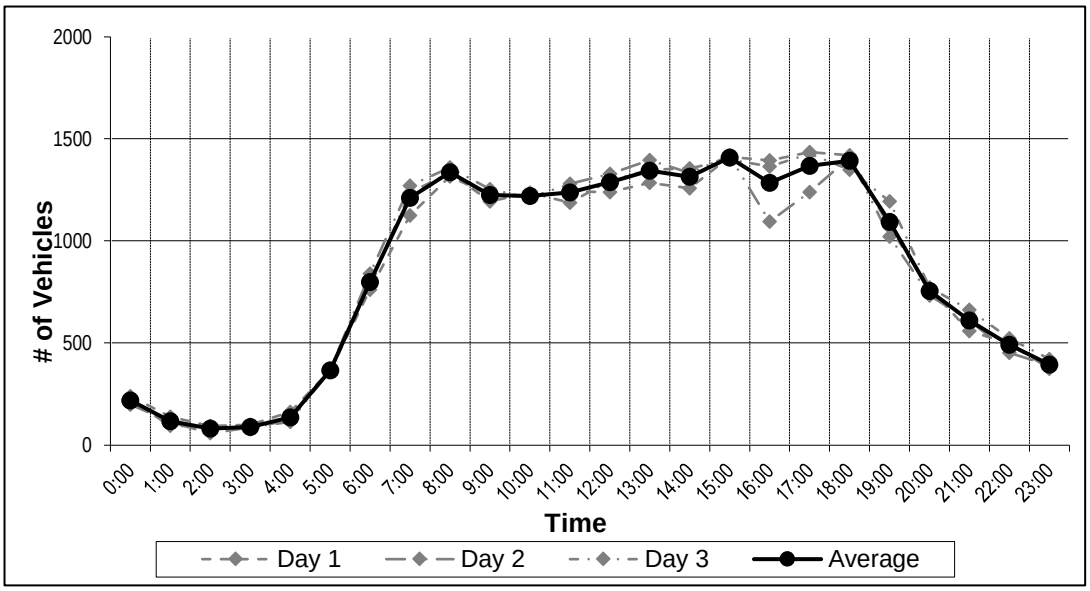
	Vol	Hour
AM Peak	1382	7:30
PM Peak	1483	14:45
Daily Peak	1483	14:45

	Vol	Hour
07:00-09:00 Peak	1360	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1457	16:45

	Vol	Hour
AM Peak	1360	07:45
PM Peak	1457	16:45
Daily Peak	1457	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1351	07:45	0.95
12:00-14:00 Peak	1343	13:00	0.92
16:00-19:00 Peak	1394	17:30	0.96

	Vol	Hour
AM Peak	1351	07:45
PM Peak	1431	14:45
Daily Peak	1431	14:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	3350
MD	9:00 am - 4:00 pm	9030
PM	4:00 pm - 7:00 pm	4040
NT	7:00 pm - 6:00 am	4350
AADT	0:00 am - 12:00 pm	20800
		20770
	FDOT 2019 AADT	none

Distribution	
AM	0.16
MD	0.43
PM	0.19
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	6.5%
12:00-14:00 Peak Hour	6.5%
15:00-18:00 Peak Hour	6.7%

87-1073 (WB)

MIAMI GARDENS DR E OF NE 6TH AVE, 87-1073 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	77	76	70	57	280
1:00	65	58	57	46	226
2:00	36	46	38	47	167
3:00	54	62	60	63	239
4:00	56	65	64	89	274
5:00	91	122	155	193	561
6:00	175	247	327	386	1135
7:00	361	404	481	528	1774
8:00	501	514	494	483	1992
9:00	460	399	409	359	1627
10:00	336	370	360	334	1400
11:00	365	368	323	380	1436
12:00	341	329	439	407	1516
13:00	437	434	407	383	1661
14:00	423	402	443	442	1710
15:00	411	445	428	446	1730
16:00	450	470	453	481	1854
17:00	457	476	438	401	1772
18:00	431	400	458	410	1699
19:00	368	340	330	314	1352
20:00	281	286	239	241	1047
21:00	229	209	188	184	810
22:00	193	164	178	151	686
23:00	113	121	137	90	461
					27409

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	65	68	51	257
1:00	49	56	37	32	174
2:00	39	35	29	30	133
3:00	39	50	50	42	181
4:00	45	52	73	67	237
5:00	98	115	146	173	532
6:00	173	262	317	383	1135
7:00	388	451	500	488	1827
8:00	489	514	489	502	1994
9:00	490	433	424	362	1709
10:00	331	357	392	323	1403
11:00	388	344	314	362	1408
12:00	336	359	357	368	1420
13:00	352	378	383	384	1497
14:00	456	429	424	425	1734
15:00	430	426	384	423	1663
16:00	474	482	501	526	1983
17:00	495	450	450	455	1850
18:00	437	448	435	417	1737
19:00	403	344	315	316	1378
20:00	264	289	249	232	1034
21:00	214	204	180	186	784
22:00	159	165	177	161	662
23:00	128	99	102	96	425
					27157

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	89	75	82	73	319
1:00	50	39	42	32	163
2:00	45	49	27	47	168
3:00	39	54	50	51	194
4:00	46	44	72	74	236
5:00	94	113	158	176	541
6:00	203	230	301	352	1086
7:00	418	480	478	491	1867
8:00	485	509	514	499	2007
9:00	463	430	364	393	1650
10:00	356	340	383	328	1407
11:00	345	341	391	331	1408
12:00	397	345	353	384	1479
13:00	359	361	455	394	1569
14:00	414	443	421	411	1689
15:00	424	417	463	447	1751
16:00	461	406	394	453	1714
17:00	468	457	461	470	1856
18:00	385	375	385	392	1537
19:00	398	375	351	328	1452
20:00	326	306	269	225	1126
21:00	238	220	207	185	850
22:00	198	214	163	143	718
23:00	141	139	116	120	516
					27303

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	80	72	73	60	285
1:00	55	51	45	37	188
2:00	40	43	31	41	155
3:00	44	55	53	52	204
4:00	49	54	70	77	250
5:00	94	117	153	181	545
6:00	184	246	315	374	1119
7:00	389	445	486	502	1822
8:00	492	512	499	495	1998
9:00	471	421	399	371	1662
10:00	341	356	378	328	1403
11:00	366	351	343	358	1418
12:00	358	344	383	386	1471
13:00	383	391	415	387	1576
14:00	431	425	429	426	1711
15:00	422	429	425	439	1715
16:00	462	453	449	487	1851
17:00	473	461	450	442	1826
18:00	418	408	426	406	1658
19:00	390	353	332	319	1394
20:00	290	294	252	233	1069
21:00	227	211	192	185	815
22:00	183	181	173	152	689
23:00	127	120	118	102	467
					27291

Seasonal Factor (SF) 1.00
Weekly Axle Factor (WAF) 1.00
Calculated AADT 27291

	Vol	Hour
07:00-09:00 Peak	2037	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1867	16:30

	Vol	Hour
07:00-09:00 Peak	1994	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2004	16:15

	Vol	Hour
07:00-09:00 Peak	2007	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1856	17:00

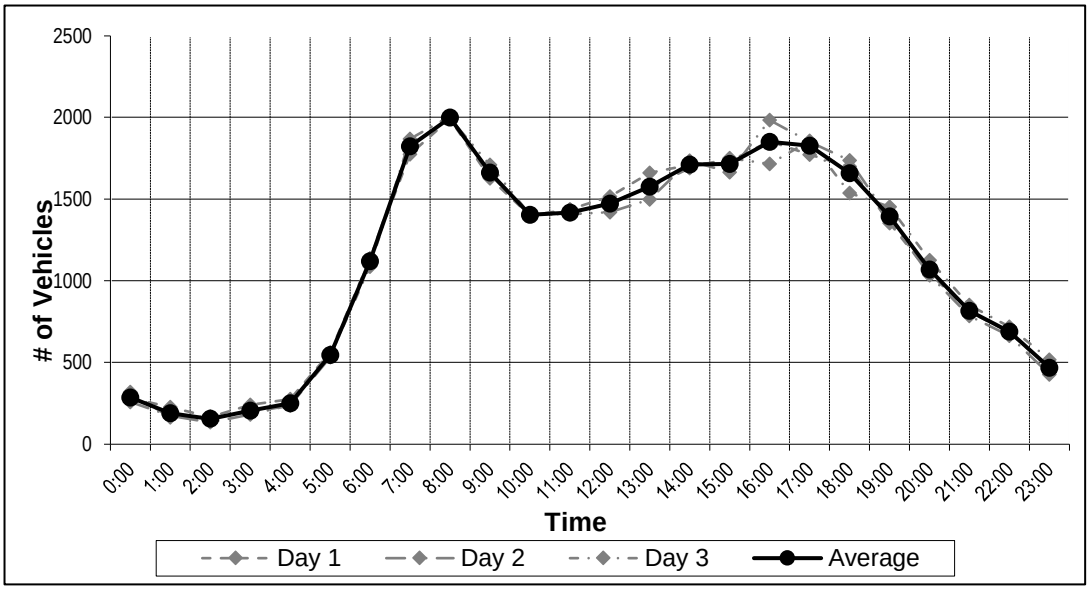
	Vol	Hour	PHF
06:00-09:00 Peak	2005	07:45	0.98
12:00-14:00 Peak	1576	13:00	0.95
16:00-19:00 Peak	1871	16:45	0.96

	Vol	Hour
AM Peak	2037	07:45
PM Peak	1867	16:30
Daily Peak	2037	07:45

	Vol	Hour
AM Peak	1995	08:15
PM Peak	2004	16:15
Daily Peak	2004	16:15

	Vol	Hour
AM Peak	2007	08:00
PM Peak	1856	17:00
Daily Peak	2007	08:00

	Vol	Hour
AM Peak	2005	07:45
PM Peak	1871	16:45
Daily Peak	2005	07:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	4940
MD	9:00 am - 4:00 pm	10960
PM	4:00 pm - 7:00 pm	5340
NT	7:00 pm - 6:00 am	6060
AADT	0:00 am - 12:00 pm	27300
		27300
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.40
PM	0.20
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.3%
12:00-14:00 Peak Hour	5.8%
15:00-18:00 Peak Hour	6.9%

87-1073 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 203_MGD@I-95SBRamps
Site Code: 203-3238
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 6th Avenue Northbound				I-95 Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	11	184	113	1	8	66	136	0	60	7	75	0	16	63	38	778
06:45 AM	0	6	217	180	0	15	81	130	0	47	7	94	0	32	85	81	975
Total	0	17	401	293	1	23	147	266	0	107	14	169	0	48	148	119	1753
07:00 AM	0	9	227	185	1	16	93	153	0	75	12	96	0	33	78	52	1030
07:15 AM	0	7	288	192	0	23	93	167	0	91	13	84	0	27	95	58	1138
07:30 AM	0	7	319	191	1	15	104	183	0	98	8	88	0	50	93	52	1209
07:45 AM	0	3	355	256	3	16	137	132	0	99	7	70	0	51	69	75	1273
Total	0	26	1189	824	5	70	427	635	0	363	40	338	0	161	335	237	4650
08:00 AM	1	13	383	274	2	32	132	133	0	95	5	94	0	35	79	70	1348
08:15 AM	2	1	283	225	2	16	134	163	0	116	5	89	0	38	93	46	1213
08:30 AM	1	3	320	239	1	25	149	183	0	101	12	94	0	66	104	54	1352
08:45 AM	1	4	287	262	2	39	181	135	0	141	9	74	0	100	106	77	1418
Total	5	21	1273	1000	7	112	596	614	0	453	31	351	0	239	382	247	5331
09:00 AM	0	5	224	214	1	46	155	113	0	87	12	86	0	99	126	97	1265
09:15 AM	0	13	338	200	1	22	124	139	0	85	2	80	0	42	82	63	1191
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	18	562	414	2	68	279	252	0	172	14	166	0	141	208	160	2456
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	27	246	171	0	19	174	167	0	149	15	110	0	48	97	55	1278
03:45 PM	1	19	251	172	4	17	165	178	0	126	23	120	0	52	99	45	1272
Total	1	46	497	343	4	36	339	345	0	275	38	230	0	100	196	100	2550
04:00 PM	2	23	283	164	1	11	176	176	0	186	21	112	0	64	85	63	1367
04:15 PM	1	11	254	175	3	15	198	179	0	189	21	131	0	55	72	74	1378
04:30 PM	0	22	269	163	1	11	159	162	0	96	21	92	0	70	84	50	1200
04:45 PM	0	12	255	171	4	10	154	180	0	181	29	121	0	87	96	49	1349
Total	3	68	1061	673	9	47	687	697	0	652	92	456	0	276	337	236	5294
05:00 PM	2	20	277	193	0	15	159	174	0	169	36	148	0	45	84	45	1367
05:15 PM	1	27	268	179	1	18	142	168	0	178	27	145	0	41	88	40	1323
05:30 PM	1	8	286	159	3	17	173	166	0	164	48	133	0	41	73	36	1308
05:45 PM	0	14	269	150	1	14	178	166	0	161	30	131	0	62	74	40	1290
Total	4	69	1100	681	5	64	652	674	0	672	141	557	0	189	319	161	5288
06:00 PM	2	11	218	120	0	11	172	173	0	150	10	98	0	53	61	34	1113
06:15 PM	1	6	210	129	1	13	145	144	0	129	15	109	0	43	58	27	1030
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	17	428	249	1	24	317	317	0	279	25	207	0	96	119	61	2143

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

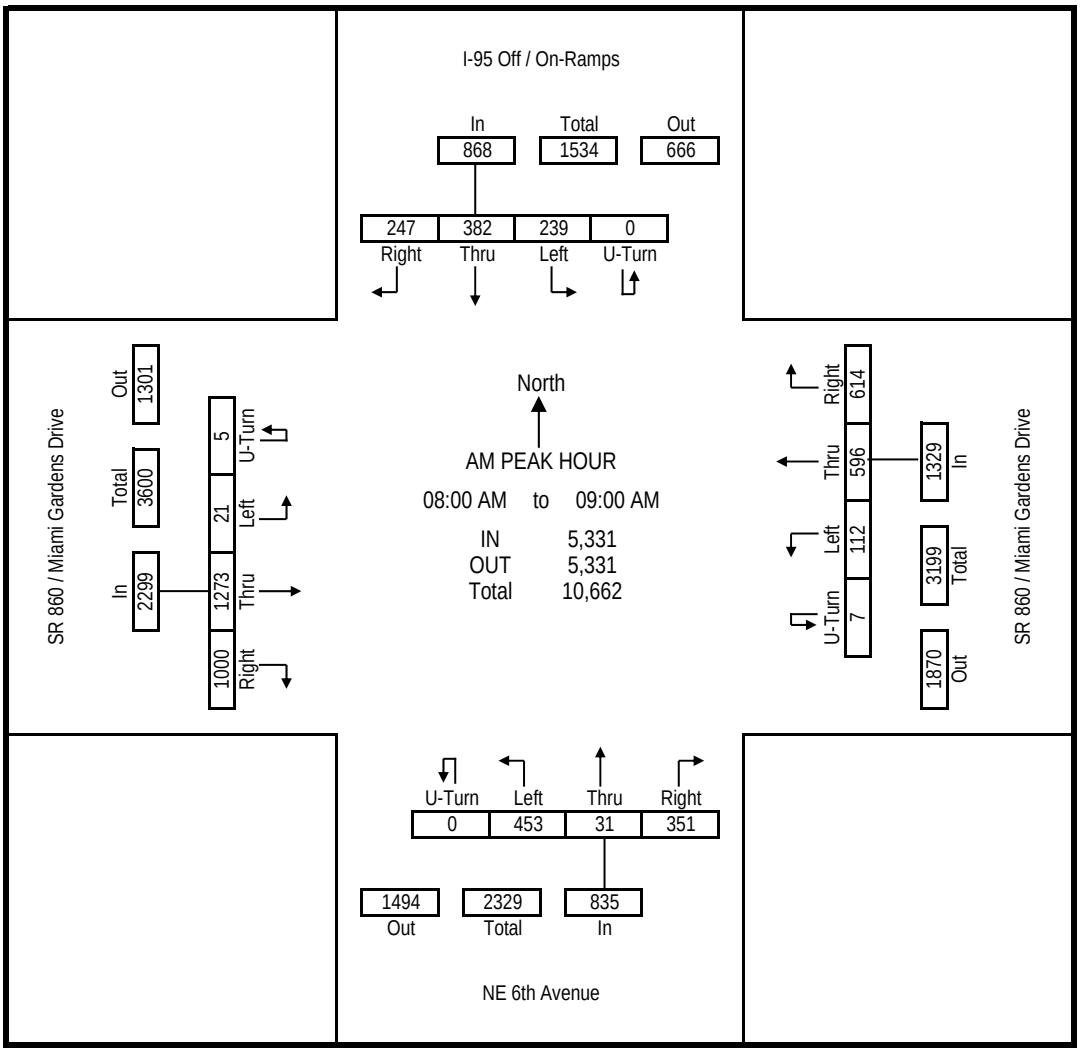
FDOT District 6

File Name: 203_MGD@I-95SBRamps
Site Code: 203-3238
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 6th Avenue Northbound				I-95 Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	1	13	383	274	2	32	132	133	0	95	5	94	0	35	79	70	1348
08:15 AM	2	1	283	225	2	16	134	163	0	116	5	89	0	38	93	46	1213
08:30 AM	1	3	320	239	1	25	149	183	0	101	12	94	0	66	104	54	1352
08:45 AM	1	4	287	262	2	39	181	135	0	141	9	74	0	100	106	77	1418
Total	5	21	1273	1000	7	112	596	614	0	453	31	351	0	239	382	247	5331
PHF	0.625	0.404	0.831	0.912	0.875	0.718	0.823	0.839	0.000	0.803	0.646	0.934	0.000	0.598	0.802	0.940	0.94
Heavy Veh %	17%	19%	4%	2%	0%	3%	4%	1%	0%	2%	3%	1%	0%	2%	1%	5%	3%
App Vol %	0%	1%	55%	43%	1%	8%	45%	46%	0%	54%	4%	42%	0%	28%	44%	28%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM

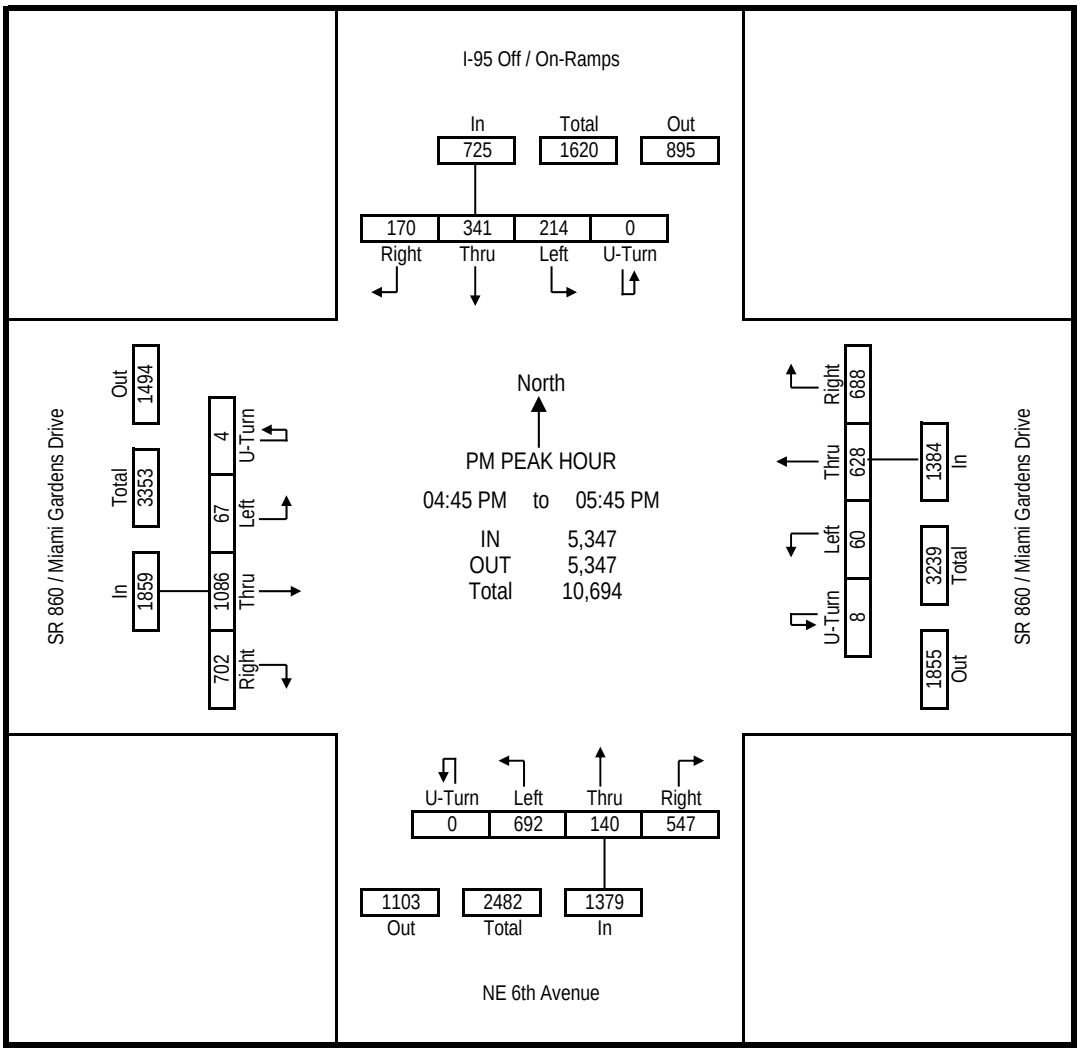


Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 6th Avenue Northbound				I-95 Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:45 PM	0	12	255	171	4	10	154	180	0	181	29	121	0	87	96	49	1349
05:00 PM	2	20	277	193	0	15	159	174	0	169	36	148	0	45	84	45	1367
05:15 PM	1	27	268	179	1	18	142	168	0	178	27	145	0	41	88	40	1323
05:30 PM	1	8	286	159	3	17	173	166	0	164	48	133	0	41	73	36	1308
Total	4	67	1086	702	8	60	628	688	0	692	140	547	0	214	341	170	5347
PHF	0.500	0.620	0.949	0.909	0.500	0.833	0.908	0.956	0.000	0.956	0.729	0.924	0.000	0.615	0.888	0.867	0.98
Heavy Veh %	0%	3%	2%	1%	0%	0%	4%	2%	0%	2%	1%	1%	0%	1%	1%	6%	2%
App Vol %	0%	4%	58%	38%	1%	4%	45%	50%	0%	50%	10%	40%	0%	30%	47%	23%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM

Peak Hour for Entire Intersection Begins at : 04:45 PM to 05:45 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 203_MGD@I-95SBRamps
Site Code: 203-3238
Count Date: 9/23/2021

Groups Printed: Automobiles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 6th Avenue Northbound				I-95 Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	9	172	110	1	8	64	135	0	58	7	73	0	15	59	34	745
06:45 AM	0	4	205	175	0	14	76	128	0	47	7	94	0	32	83	72	937
Total	0	13	377	285	1	22	140	263	0	105	14	167	0	47	142	106	1682
07:00 AM	0	7	219	176	1	16	92	152	0	74	12	96	0	33	76	46	1000
07:15 AM	0	5	266	186	0	23	89	166	0	90	13	83	0	25	93	53	1092
07:30 AM	0	6	303	185	1	15	102	183	0	96	8	88	0	50	93	47	1177
07:45 AM	0	3	336	253	3	15	130	130	0	97	7	69	0	50	65	73	1231
Total	0	21	1124	800	5	69	413	631	0	357	40	336	0	158	327	219	4500
08:00 AM	1	8	362	267	2	29	127	130	0	94	5	94	0	34	77	67	1297
08:15 AM	1	1	272	215	2	16	127	163	0	113	5	87	0	37	90	41	1170
08:30 AM	1	3	305	237	1	25	145	181	0	99	11	92	0	64	104	50	1318
08:45 AM	1	4	275	258	2	39	171	133	0	140	9	74	0	98	106	76	1386
Total	4	16	1214	977	7	109	570	607	0	446	30	347	0	233	377	234	5171
09:00 AM	0	4	210	208	1	44	148	112	0	86	11	81	0	95	124	91	1215
09:15 AM	0	11	314	188	1	21	114	137	0	82	2	80	0	37	79	57	1123
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	15	524	396	2	65	262	249	0	168	13	161	0	132	203	148	2338
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	25	238	168	0	19	164	164	0	146	15	105	0	48	97	46	1235
03:45 PM	1	19	243	168	4	17	158	167	0	121	23	118	0	52	99	42	1232
Total	1	44	481	336	4	36	322	331	0	267	38	223	0	100	196	88	2467
04:00 PM	2	22	275	161	1	10	171	171	0	184	21	110	0	61	84	55	1328
04:15 PM	1	11	246	172	3	15	186	173	0	186	19	129	0	54	69	61	1325
04:30 PM	0	20	256	162	1	11	149	155	0	93	21	92	0	70	83	46	1159
04:45 PM	0	11	245	169	4	10	149	174	0	175	29	119	0	85	95	47	1312
Total	3	64	1022	664	9	46	655	673	0	638	90	450	0	270	331	209	5124
05:00 PM	2	20	271	191	0	15	155	172	0	162	35	146	0	45	83	42	1339
05:15 PM	1	26	262	178	1	18	136	165	0	175	27	142	0	40	87	38	1296
05:30 PM	1	8	281	157	3	17	163	162	0	164	47	132	0	41	73	33	1282
05:45 PM	0	13	261	148	1	14	174	164	0	161	30	131	0	61	74	36	1268
Total	4	67	1075	674	5	64	628	663	0	662	139	551	0	187	317	149	5185
06:00 PM	2	11	214	118	0	11	165	170	0	149	10	97	0	53	61	33	1094
06:15 PM	1	6	206	128	1	13	140	144	0	124	15	108	0	43	58	22	1009
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	17	420	246	1	24	305	314	0	273	25	205	0	96	119	55	2103

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 203_MGD@I-95SBRamps
Site Code: 203-3238
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				NE 6th Avenue Northbound				I-95 Off / On-Ramps Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	2	12	3	0	0	2	1	0	2	0	2	0	1	4	4	33
06:45 AM	0	2	12	5	0	1	5	2	0	0	0	0	0	0	2	9	38
Total	0	4	24	8	0	1	7	3	0	2	0	2	0	1	6	13	71
07:00 AM	0	2	8	9	0	0	1	1	0	1	0	0	0	0	2	6	30
07:15 AM	0	2	22	6	0	0	4	1	0	1	0	1	0	2	2	5	46
07:30 AM	0	1	16	6	0	0	2	0	0	2	0	0	0	0	0	5	32
07:45 AM	0	0	19	3	0	1	7	2	0	2	0	1	0	1	4	2	42
Total	0	5	65	24	0	1	14	4	0	6	0	2	0	3	8	18	150
08:00 AM	0	5	21	7	0	3	5	3	0	1	0	0	0	1	2	3	51
08:15 AM	1	0	11	10	0	0	7	0	0	3	0	2	0	1	3	5	43
08:30 AM	0	0	15	2	0	0	4	2	0	2	1	2	0	2	0	4	34
08:45 AM	0	0	12	4	0	0	10	2	0	1	0	0	0	2	0	1	32
Total	1	5	59	23	0	3	26	7	0	7	1	4	0	6	5	13	160
09:00 AM	0	1	14	6	0	2	7	1	0	1	1	5	0	4	2	6	50
09:15 AM	0	2	24	12	0	1	10	2	0	3	0	0	0	5	3	6	68
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	38	18	0	3	17	3	0	4	1	5	0	9	5	12	118
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	2	8	3	0	0	10	3	0	3	0	5	0	0	0	9	43
03:45 PM	0	0	8	4	0	0	7	11	0	5	0	2	0	0	0	3	40
Total	0	2	16	7	0	0	17	14	0	8	0	7	0	0	0	12	83
04:00 PM	0	1	8	3	0	1	5	5	0	2	0	2	0	3	1	8	39
04:15 PM	0	0	8	3	0	0	12	6	0	3	2	2	0	1	3	13	53
04:30 PM	0	2	13	1	0	0	10	7	0	3	0	0	0	0	1	4	41
04:45 PM	0	1	10	2	0	0	5	6	0	6	0	2	0	2	1	2	37
Total	0	4	39	9	0	1	32	24	0	14	2	6	0	6	6	27	170
05:00 PM	0	0	6	2	0	0	4	2	0	7	1	2	0	0	1	3	28
05:15 PM	0	1	6	1	0	0	6	3	0	3	0	3	0	1	1	2	27
05:30 PM	0	0	5	2	0	0	10	4	0	0	1	1	0	0	0	3	26
05:45 PM	0	1	8	2	0	0	4	2	0	0	0	0	0	1	0	4	22
Total	0	2	25	7	0	0	24	11	0	10	2	6	0	2	2	12	103
06:00 PM	0	0	4	2	0	0	7	3	0	1	0	1	0	0	0	1	19
06:15 PM	0	0	4	1	0	0	5	0	0	5	0	1	0	0	0	5	21
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	8	3	0	0	12	3	0	6	0	2	0	0	0	6	40

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 203_MGD@I-95SBRamps
Site Code: 203-3238
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				NE 6th Avenue Northbound				I-95 Off / On-Ramps Eastbound				
Start Time	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MIAMI GARDENS DR W OF I-95 NB RAMPS, 87-1087 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	91	60	48	40	239
1:00	39	31	44	25	139
2:00	25	32	20	16	93
3:00	23	23	25	29	100
4:00	25	52	42	43	162
5:00	55	68	119	124	366
6:00	164	190	218	189	761
7:00	282	239	285	318	1124
8:00	310	358	326	321	1315
9:00	301	308	304	311	1224
10:00	282	331	312	288	1213
11:00	296	300	331	315	1242
12:00	326	291	322	299	1238
13:00	277	355	288	364	1284
14:00	319	316	305	318	1258
15:00	349	352	360	350	1411
16:00	357	327	333	377	1394
17:00	367	323	361	384	1435
18:00	316	382	357	364	1419
19:00	293	289	231	253	1066
20:00	235	188	161	181	765
21:00	152	171	114	121	558
22:00	149	141	122	85	497
23:00	120	113	76	64	373
					20676

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	59	60	50	29	198
1:00	47	28	23	16	114
2:00	14	11	17	16	58
3:00	14	24	23	25	86
4:00	15	23	42	33	113
5:00	53	77	109	131	370
6:00	165	214	233	227	839
7:00	306	278	335	351	1270
8:00	331	365	334	329	1359
9:00	304	316	323	310	1253
10:00	285	315	325	285	1210
11:00	291	317	347	324	1279
12:00	325	326	353	324	1328
13:00	385	329	329	353	1396
14:00	307	331	317	377	1332
15:00	381	357	368	311	1417
16:00	267	282	266	280	1095
17:00	263	280	352	344	1239
18:00	343	341	367	357	1408
19:00	263	272	250	236	1021
20:00	195	166	199	172	732
21:00	144	166	148	152	610
22:00	130	112	99	111	452
23:00	117	102	86	84	389
					20568

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	70	57	44	48	219
1:00	31	30	18	16	95
2:00	23	23	22	23	91
3:00	14	15	28	21	78
4:00	22	28	35	43	128
5:00	53	74	103	132	362
6:00	171	200	199	222	792
7:00	272	286	334	344	1236
8:00	322	343	351	318	1334
9:00	313	297	300	284	1194
10:00	311	279	346	299	1235
11:00	291	300	282	314	1187
12:00	305	327	375	288	1295
13:00	343	321	307	377	1348
14:00	323	350	325	356	1354
15:00	345	356	376	321	1398
16:00	358	296	349	361	1364
17:00	359	362	375	332	1428
18:00	309	343	317	380	1349
19:00	331	331	246	285	1193
20:00	201	235	165	170	771
21:00	183	196	149	134	662
22:00	138	154	116	115	523
23:00	140	101	101	78	420
					21056

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	59	47	39	218
1:00	39	30	28	19	116
2:00	21	22	20	18	81
3:00	17	21	25	25	88
4:00	21	34	40	40	135
5:00	54	73	110	129	366
6:00	167	201	217	213	798
7:00	287	268	318	338	1211
8:00	321	355	337	323	1336
9:00	306	307	309	302	1224
10:00	293	308	328	291	1220
11:00	293	306	320	318	1237
12:00	319	315	350	304	1288
13:00	335	335	308	365	1343
14:00	316	332	316	350	1314
15:00	358	355	368	327	1408
16:00	327	302	316	339	1284
17:00	330	322	363	353	1368
18:00	323	355	347	367	1392
19:00	296	297	242	258	1093
20:00	210	196	175	174	755
21:00	160	178	137	136	611
22:00	139	136	112	104	491
23:00	126	105	88	75	394
					20771
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	20771

	Vol	Hour
07:00-09:00 Peak	1315	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1443	17:30

	Vol	Hour
AM Peak	1315	08:00
PM Peak	1443	17:30
Daily Peak	1443	17:30

	Vol	Hour
07:00-09:00 Peak	1382	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1408	18:00

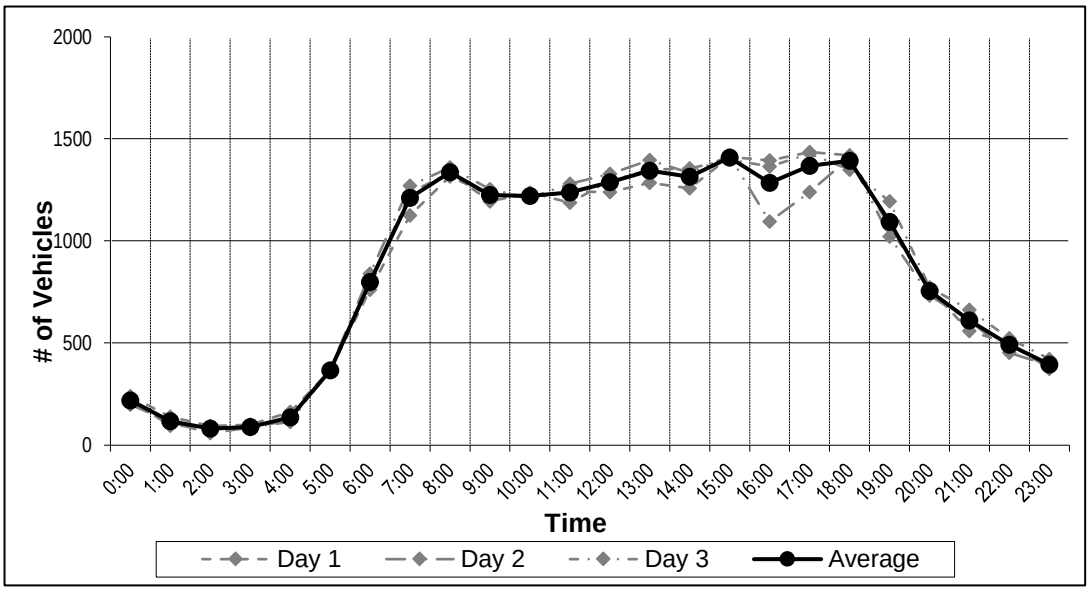
	Vol	Hour
AM Peak	1382	7:30
PM Peak	1483	14:45
Daily Peak	1483	14:45

	Vol	Hour
07:00-09:00 Peak	1360	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1457	16:45

	Vol	Hour
AM Peak	1360	07:45
PM Peak	1457	16:45
Daily Peak	1457	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1351	07:45	0.95
12:00-14:00 Peak	1343	13:00	0.92
16:00-19:00 Peak	1394	17:30	0.96

	Vol	Hour
AM Peak	1351	07:45
PM Peak	1431	14:45
Daily Peak	1431	14:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	3350
MD	9:00 am - 4:00 pm	9030
PM	4:00 pm - 7:00 pm	4040
NT	7:00 pm - 6:00 am	4350
AADT	0:00 am - 12:00 pm	20800
		20770
	FDOT 2019 AADT	none

Distribution	
AM	0.16
MD	0.43
PM	0.19
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	6.5%
12:00-14:00 Peak Hour	6.5%
15:00-18:00 Peak Hour	6.7%

87-1087 (WB)

MIAMI GARDENS DR W OF I-95 NB RAMPS, 87-1087 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	77	76	70	57	280
1:00	65	58	57	46	226
2:00	36	46	38	47	167
3:00	54	62	60	63	239
4:00	56	65	64	89	274
5:00	91	122	155	193	561
6:00	175	247	327	386	1135
7:00	361	404	481	528	1774
8:00	501	514	494	483	1992
9:00	460	399	409	359	1627
10:00	336	370	360	334	1400
11:00	365	368	323	380	1436
12:00	341	329	439	407	1516
13:00	437	434	407	383	1661
14:00	423	402	443	442	1710
15:00	411	445	428	446	1730
16:00	450	470	453	481	1854
17:00	457	476	438	401	1772
18:00	431	400	458	410	1699
19:00	368	340	330	314	1352
20:00	281	286	239	241	1047
21:00	229	209	188	184	810
22:00	193	164	178	151	686
23:00	113	121	137	90	461
					27409

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	65	68	51	257
1:00	49	56	37	32	174
2:00	39	35	29	30	133
3:00	39	50	50	42	181
4:00	45	52	73	67	237
5:00	98	115	146	173	532
6:00	173	262	317	383	1135
7:00	388	451	500	488	1827
8:00	489	514	489	502	1994
9:00	490	433	424	362	1709
10:00	331	357	392	323	1403
11:00	388	344	314	362	1408
12:00	336	359	357	368	1420
13:00	352	378	383	384	1497
14:00	456	429	424	425	1734
15:00	430	426	384	423	1663
16:00	474	482	501	526	1983
17:00	495	450	450	455	1850
18:00	437	448	435	417	1737
19:00	403	344	315	316	1378
20:00	264	289	249	232	1034
21:00	214	204	180	186	784
22:00	159	165	177	161	662
23:00	128	99	102	96	425
					27157

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	89	75	82	73	319
1:00	50	39	42	32	163
2:00	45	49	27	47	168
3:00	39	54	50	51	194
4:00	46	44	72	74	236
5:00	94	113	158	176	541
6:00	203	230	301	352	1086
7:00	418	480	478	491	1867
8:00	485	509	514	499	2007
9:00	463	430	364	393	1650
10:00	356	340	383	328	1407
11:00	345	341	391	331	1408
12:00	397	345	353	384	1479
13:00	359	361	455	394	1569
14:00	414	443	421	411	1689
15:00	424	417	463	447	1751
16:00	461	406	394	453	1714
17:00	468	457	461	470	1856
18:00	385	375	385	392	1537
19:00	398	375	351	328	1452
20:00	326	306	269	225	1126
21:00	238	220	207	185	850
22:00	198	214	163	143	718
23:00	141	139	116	120	516
					27303

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	80	72	73	60	285
1:00	55	51	45	37	188
2:00	40	43	31	41	155
3:00	44	55	53	52	204
4:00	49	54	70	77	250
5:00	94	117	153	181	545
6:00	184	246	315	374	1119
7:00	389	445	486	502	1822
8:00	492	512	499	495	1998
9:00	471	421	399	371	1662
10:00	341	356	378	328	1403
11:00	366	351	343	358	1418
12:00	358	344	383	386	1471
13:00	383	391	415	387	1576
14:00	431	425	429	426	1711
15:00	422	429	425	439	1715
16:00	462	453	449	487	1851
17:00	473	461	450	442	1826
18:00	418	408	426	406	1658
19:00	390	353	332	319	1394
20:00	290	294	252	233	1069
21:00	227	211	192	185	815
22:00	183	181	173	152	689
23:00	127	120	118	102	467
					27291
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	27291

	Vol	Hour
07:00-09:00 Peak	2037	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1867	16:30

	Vol	Hour
07:00-09:00 Peak	1994	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2004	16:15

	Vol	Hour
07:00-09:00 Peak	2007	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1856	17:00

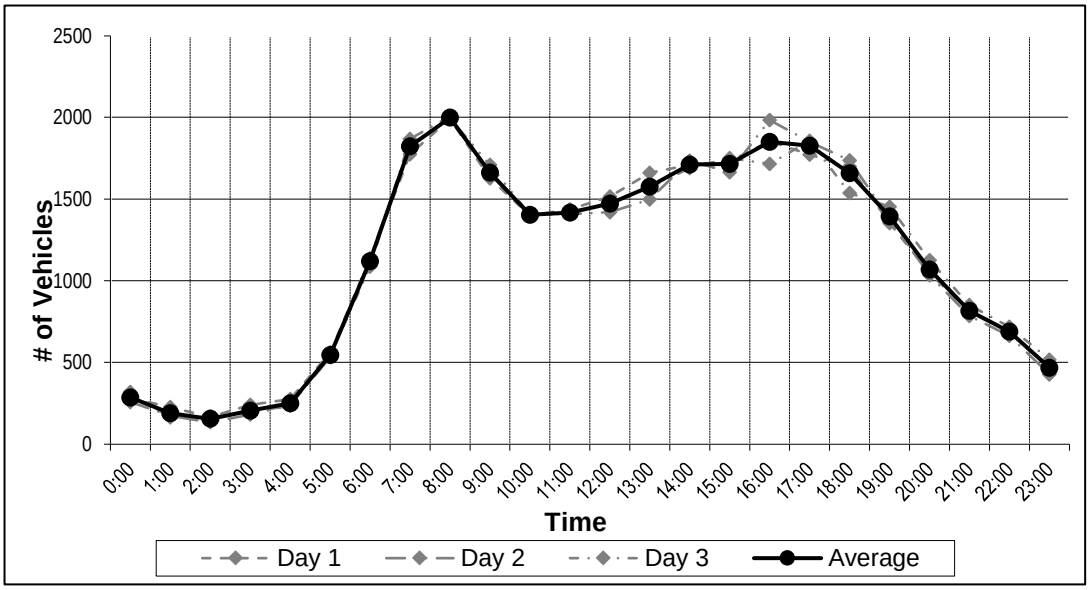
	Vol	Hour	PHF
06:00-09:00 Peak	2005	07:45	0.98
12:00-14:00 Peak	1576	13:00	0.95
16:00-19:00 Peak	1871	16:45	0.96

	Vol	Hour
AM Peak	2037	07:45
PM Peak	1867	16:30
Daily Peak	2037	07:45

	Vol	Hour
AM Peak	1995	08:15
PM Peak	2004	16:15
Daily Peak	2004	16:15

	Vol	Hour
AM Peak	2007	08:00
PM Peak	1856	17:00
Daily Peak	2007	08:00

	Vol	Hour
AM Peak	2005	07:45
PM Peak	1871	16:45
Daily Peak	2005	07:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	4940
MD	9:00 am - 4:00 pm	10960
PM	4:00 pm - 7:00 pm	5340
NT	7:00 pm - 6:00 am	6060
AADT	0:00 am - 12:00 pm	27300
		27300
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.40
PM	0.20
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.3%
12:00-14:00 Peak Hour	5.8%
15:00-18:00 Peak Hour	6.9%

87-1087 (EB)

I-95 NB RAMPS N OF MIAMI GARDENS DR, 87-1081 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	41	42	37	36	156
1:00	30	28	19	15	92
2:00	14	14	13	14	55
3:00	13	15	14	12	54
4:00	14	10	9	15	48
5:00	14	19	27	42	102
6:00	54	56	60	82	252
7:00	95	104	134	156	489
8:00	174	196	182	181	733
9:00	186	163	151	154	654
10:00	153	124	130	126	533
11:00	133	120	121	124	498
12:00	136	140	127	137	540
13:00	130	130	159	175	594
14:00	156	168	199	197	720
15:00	209	188	202	206	805
16:00	166	160	132	156	614
17:00	154	151	156	156	617
18:00	156	174	171	138	639
19:00	192	189	139	158	678
20:00	134	106	140	104	484
21:00	92	74	55	49	270
22:00	77	44	54	67	242
23:00	44	75	54	48	221
					10090

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	39	39	32	36	146
1:00	28	23	15	12	78
2:00	13	18	9	12	52
3:00	13	16	12	14	55
4:00	12	8	12	19	51
5:00	10	23	33	54	120
6:00	48	57	69	96	270
7:00	101	110	159	153	523
8:00	191	189	172	195	747
9:00	170	157	142	163	632
10:00	139	123	129	138	529
11:00	142	133	139	144	558
12:00	161	131	136	146	574
13:00	116	120	124	127	487
14:00	128	175	198	183	684
15:00	189	144	145	162	640
16:00	169	137	156	146	608
17:00	154	157	171	165	647
18:00	158	169	147	161	635
19:00	171	122	134	114	541
20:00	120	112	110	92	434
21:00	83	88	90	81	342
22:00	68	73	62	69	272
23:00	57	46	57	41	201
					9826

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	45	43	36	33	157
1:00	33	22	18	15	88
2:00	10	16	16	12	54
3:00	13	15	10	16	54
4:00	11	6	10	18	45
5:00	14	21	30	60	125
6:00	54	52	66	90	262
7:00	96	113	159	162	530
8:00	180	175	166	189	710
9:00	163	144	149	170	626
10:00	127	133	116	125	501
11:00	109	104	106	115	434
12:00	153	120	132	146	551
13:00	145	147	151	129	572
14:00	112	154	192	158	616
15:00	171	147	144	144	606
16:00	142	138	159	134	573
17:00	149	146	173	139	607
18:00	130	134	161	163	588
19:00	169	121	135	118	543
20:00	131	110	119	87	447
21:00	91	75	99	78	343
22:00	63	66	75	76	280
23:00	52	53	55	43	203
					9515

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	42	41	35	35	153
1:00	30	24	17	14	85
2:00	12	16	13	13	54
3:00	13	15	12	14	54
4:00	12	8	10	17	47
5:00	13	21	30	52	116
6:00	52	55	65	89	261
7:00	97	109	151	157	514
8:00	182	187	173	188	730
9:00	173	155	147	162	637
10:00	140	127	125	130	522
11:00	128	119	122	128	497
12:00	150	130	132	143	555
13:00	130	132	145	144	551
14:00	132	166	196	179	673
15:00	190	160	164	171	685
16:00	159	145	149	145	598
17:00	152	151	167	153	623
18:00	148	159	160	154	621
19:00	177	144	136	130	587
20:00	128	109	123	94	454
21:00	89	79	81	69	318
22:00	69	61	64	71	265
23:00	51	58	55	44	208
					9808
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	9808

	Vol	Hour
07:00-09:00 Peak	733	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	657	17:45

	Vol	Hour
AM Peak	745	08:15
PM Peak	805	15:00
Daily Peak	805	15:00

	Vol	Hour
07:00-09:00 Peak	747	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	663	17:30

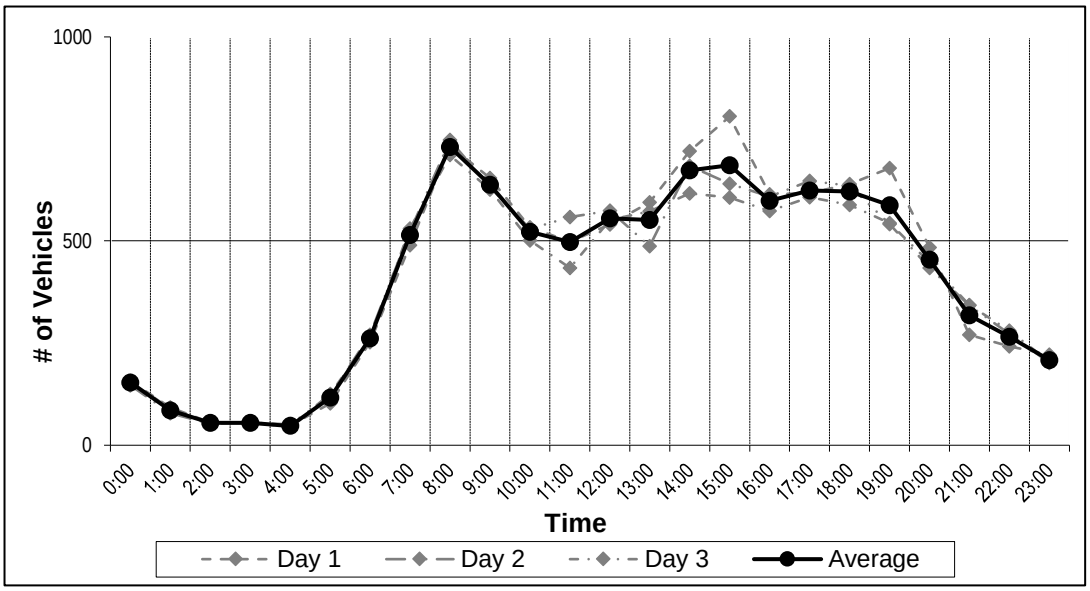
	Vol	Hour
AM Peak	747	08:00
PM Peak	745	14:15
Daily Peak	747	08:00

	Vol	Hour
07:00-09:00 Peak	710	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	607	17:00

	Vol	Hour
AM Peak	710	08:00
PM Peak	675	14:15
Daily Peak	710	08:00

	Vol	Hour	PHF
06:00-09:00 Peak	730	08:00	0.97
12:00-14:00 Peak	555	12:00	0.93
16:00-19:00 Peak	627	17:30	0.94

	Vol	Hour
AM Peak	730	08:00
PM Peak	731	14:15
Daily Peak	731	14:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	1510
MD	9:00 am - 4:00 pm	4120
PM	4:00 pm - 7:00 pm	1840
NT	7:00 pm - 6:00 am	2340
AADT	0:00 am - 12:00 pm	9800
		9810
	FDOT 2019 AADT	9500
		3%

Distribution	
AM	0.15
MD	0.42
PM	0.19
NT	0.24
AADT	1.00

	K
07:00-09:00 Peak Hour	7.4%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.4%

87-1081 (SB)

I-95 NB RAMPS N OF MIAMI GARDENS DR, 87-1081 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	77	66	61	53	257
1:00	46	40	39	39	164
2:00	37	37	36	31	141
3:00	35	45	49	45	174
4:00	49	52	60	60	221
5:00	63	96	118	131	408
6:00	150	164	191	221	726
7:00	252	273	259	252	1036
8:00	242	224	230	235	931
9:00	213	203	190	195	801
10:00	175	170	167	168	680
11:00	175	158	169	153	655
12:00	161	195	175	200	731
13:00	208	200	247	285	940
14:00	258	314	266	271	1109
15:00	288	278	291	295	1152
16:00	276	300	292	297	1165
17:00	304	355	299	236	1194
18:00	314	254	235	273	1076
19:00	223	220	181	170	794
20:00	202	209	170	144	725
21:00	158	129	132	120	539
22:00	111	118	98	93	420
23:00	103	65	88	73	329
					16368

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	57	57	52	242
1:00	38	34	40	39	151
2:00	38	32	34	34	138
3:00	36	52	52	37	177
4:00	56	51	68	58	233
5:00	73	108	129	138	448
6:00	157	179	212	214	762
7:00	273	286	268	249	1076
8:00	238	216	227	209	890
9:00	185	184	169	183	721
10:00	146	155	147	173	621
11:00	165	164	179	150	658
12:00	177	164	163	182	686
13:00	194	194	216	187	791
14:00	239	210	224	222	895
15:00	195	212	218	206	831
16:00	211	210	234	229	884
17:00	227	253	248	223	951
18:00	238	244	230	233	945
19:00	233	208	175	172	788
20:00	178	182	146	162	668
21:00	161	130	139	135	565
22:00	106	120	126	120	472
23:00	88	73	83	80	324
					14917

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	66	58	54	254
1:00	46	39	39	37	161
2:00	40	37	32	33	142
3:00	37	45	51	44	177
4:00	51	52	61	56	220
5:00	73	102	121	137	433
6:00	149	167	210	226	752
7:00	256	262	257	249	1024
8:00	237	229	245	238	949
9:00	218	207	198	199	822
10:00	180	179	165	176	700
11:00	164	159	162	149	634
12:00	157	170	167	181	675
13:00	194	181	223	229	827
14:00	248	256	243	236	983
15:00	248	240	254	249	991
16:00	238	258	260	270	1026
17:00	269	299	275	233	1076
18:00	236	206	231	259	932
19:00	230	218	181	176	805
20:00	189	196	157	146	688
21:00	161	130	144	117	552
22:00	106	135	102	109	452
23:00	95	75	79	75	324
					15599

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	63	59	53	251
1:00	43	38	39	38	158
2:00	38	35	34	33	140
3:00	36	47	51	42	176
4:00	52	52	63	58	225
5:00	70	102	123	135	430
6:00	152	170	204	220	746
7:00	260	274	261	250	1045
8:00	239	223	234	227	923
9:00	205	198	186	192	781
10:00	167	168	160	172	667
11:00	168	160	170	151	649
12:00	165	176	168	188	697
13:00	199	192	229	234	854
14:00	248	260	244	243	995
15:00	244	243	254	250	991
16:00	242	256	262	265	1025
17:00	267	302	274	231	1074
18:00	263	235	232	255	985
19:00	229	215	179	173	796
20:00	190	196	158	151	695
21:00	160	130	138	124	552
22:00	108	124	109	107	448
23:00	95	71	83	76	325
					15628
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	15628

	Vol	Hour
07:00-09:00 Peak	1036	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1255	16:45

	Vol	Hour
AM Peak	1036	07:00
PM Peak	1255	16:45
Daily Peak	1255	16:45

	Vol	Hour
07:00-09:00 Peak	1076	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	962	17:15

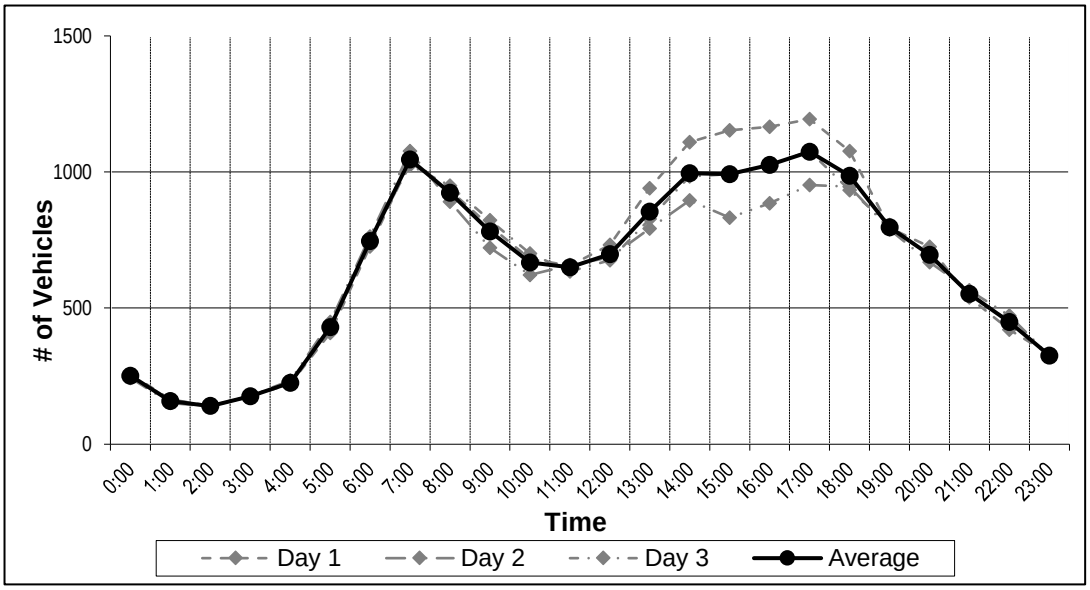
	Vol	Hour
AM Peak	1076	07:00
PM Peak	962	17:15
Daily Peak	1076	07:00

	Vol	Hour
07:00-09:00 Peak	1024	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1113	16:45

	Vol	Hour
AM Peak	1024	07:00
PM Peak	1113	16:45
Daily Peak	1113	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1045	07:00	0.95
12:00-14:00 Peak	854	13:00	0.91
16:00-19:00 Peak	1108	16:45	0.92

	Vol	Hour
AM Peak	1045	07:00
PM Peak	1108	16:45
Daily Peak	1108	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2710
MD	9:00 am - 4:00 pm	5630
PM	4:00 pm - 7:00 pm	3080
NT	7:00 pm - 6:00 am	4200
AADT	0:00 am - 12:00 pm	15600
		15620
	FDOT 2019 AADT	17000
		-8%

Distribution	
AM	0.17
MD	0.36
PM	0.20
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	6.7%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	7.1%

87-1081 (NB)

MIAMI GARDENS DR E OF I-95 NB RAMPS, 87-1083 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	76	40	47	239
1:00	33	28	40	23	124
2:00	24	13	28	24	89
3:00	17	27	21	31	96
4:00	25	39	49	49	162
5:00	42	73	121	114	350
6:00	167	209	228	228	832
7:00	300	305	337	367	1309
8:00	357	383	414	354	1508
9:00	323	322	351	315	1311
10:00	316	343	330	309	1298
11:00	312	331	352	335	1330
12:00	344	350	366	335	1395
13:00	307	374	344	358	1383
14:00	366	373	379	423	1541
15:00	398	395	432	421	1646
16:00	441	416	417	392	1666
17:00	408	438	428	436	1710
18:00	459	399	456	383	1697
19:00	297	305	275	262	1139
20:00	243	229	178	189	839
21:00	148	181	136	127	592
22:00	149	156	128	96	529
23:00	127	108	80	66	381
					23166

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	63	66	44	34	207
1:00	41	23	21	18	103
2:00	17	9	15	12	53
3:00	10	13	16	18	57
4:00	19	25	36	35	115
5:00	52	72	111	115	350
6:00	161	230	256	250	897
7:00	322	355	376	387	1440
8:00	382	420	446	370	1618
9:00	323	328	377	304	1332
10:00	311	350	327	311	1299
11:00	304	344	383	321	1352
12:00	341	331	379	367	1418
13:00	369	341	368	376	1454
14:00	372	358	389	444	1563
15:00	407	462	431	328	1628
16:00	302	313	303	311	1229
17:00	276	285	463	435	1459
18:00	448	424	443	425	1740
19:00	282	271	288	247	1088
20:00	202	225	201	178	806
21:00	160	184	155	158	657
22:00	135	136	104	127	502
23:00	117	108	80	85	390
					22757

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	63	40	35	211
1:00	39	31	21	10	101
2:00	24	22	19	20	85
3:00	14	14	17	19	64
4:00	19	32	33	41	125
5:00	52	73	108	129	362
6:00	177	215	221	250	863
7:00	305	361	374	387	1427
8:00	391	419	436	380	1626
9:00	338	323	316	323	1300
10:00	325	319	336	332	1312
11:00	306	320	318	322	1266
12:00	349	346	367	354	1416
13:00	336	351	413	424	1524
14:00	409	428	409	393	1639
15:00	395	423	471	439	1728
16:00	424	418	400	421	1663
17:00	446	425	461	379	1711
18:00	463	394	423	443	1723
19:00	449	381	325	294	1449
20:00	247	268	177	183	875
21:00	194	190	160	146	690
22:00	163	155	121	112	551
23:00	138	91	89	92	410
					24121

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	71	68	41	39	219
1:00	38	27	27	17	109
2:00	22	15	21	19	77
3:00	14	18	18	23	73
4:00	21	32	39	42	134
5:00	49	73	113	119	354
6:00	168	218	235	243	864
7:00	309	340	362	380	1391
8:00	377	407	432	368	1584
9:00	328	324	348	314	1314
10:00	317	337	331	317	1302
11:00	307	332	351	326	1316
12:00	345	342	371	352	1410
13:00	337	355	375	386	1453
14:00	382	386	392	420	1580
15:00	400	427	445	396	1668
16:00	389	382	373	375	1519
17:00	377	383	451	417	1628
18:00	457	406	441	417	1721
19:00	343	319	296	268	1226
20:00	231	241	185	183	840
21:00	167	185	150	144	646
22:00	149	149	118	112	528
23:00	127	102	83	81	393
					23349
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	23349

	Vol	Hour
07:00-09:00 Peak	1521	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1761	17:15

	Vol	Hour
AM Peak	1521	07:45
PM Peak	1761	17:15
Daily Peak	1761	17:15

	Vol	Hour
07:00-09:00 Peak	1635	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1770	17:30

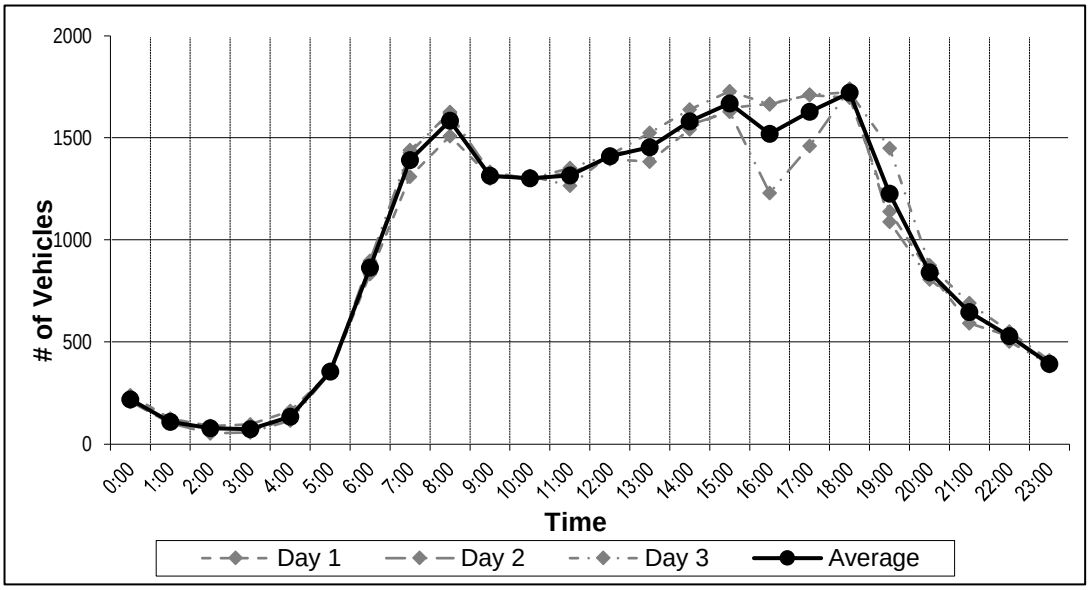
	Vol	Hour
AM Peak	1635	07:45
PM Peak	1770	17:30
Daily Peak	1770	17:30

	Vol	Hour
07:00-09:00 Peak	1633	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1753	16:45

	Vol	Hour
AM Peak	1633	07:45
PM Peak	1757	15:15
Daily Peak	1757	15:15

	Vol	Hour	PHF
06:00-09:00 Peak	1596	07:45	0.92
12:00-14:00 Peak	1453	13:00	0.94
16:00-19:00 Peak	1731	17:30	0.95

	Vol	Hour
AM Peak	1596	07:45
PM Peak	1731	17:30
Daily Peak	1731	17:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	3840
MD	9:00 am - 4:00 pm	10040
PM	4:00 pm - 7:00 pm	4870
NT	7:00 pm - 6:00 am	4600
AADT	0:00 am - 12:00 pm	23300
		23350
	FDOT 2019 AADT	none

Distribution	
AM	0.16
MD	0.43
PM	0.21
NT	0.20
AADT	1.00

	K
07:00-09:00 Peak Hour	6.8%
12:00-14:00 Peak Hour	6.2%
15:00-18:00 Peak Hour	7.4%

87-1083 (WB)

MIAMI GARDENS DR E OF I-95 NB RAMPS, 87-1083 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	74	75	68	51	268
1:00	52	43	29	47	171
2:00	30	27	25	32	114
3:00	33	21	27	27	108
4:00	24	20	40	51	135
5:00	40	51	89	97	277
6:00	101	158	203	254	716
7:00	268	331	441	439	1479
8:00	459	471	496	470	1896
9:00	436	364	388	362	1550
10:00	314	320	356	320	1310
11:00	320	354	288	321	1283
12:00	347	341	340	314	1342
13:00	266	347	336	320	1269
14:00	336	347	388	410	1481
15:00	399	335	370	397	1501
16:00	343	406	391	367	1507
17:00	364	353	356	380	1453
18:00	365	404	348	335	1452
19:00	355	350	295	308	1308
20:00	287	211	253	225	976
21:00	182	191	159	156	688
22:00	152	123	153	142	570
23:00	95	130	109	79	413
					23267

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	71	58	46	53	228
1:00	45	34	29	17	125
2:00	18	31	21	17	87
3:00	21	11	18	25	75
4:00	13	13	25	38	89
5:00	43	55	82	107	287
6:00	105	146	199	270	720
7:00	275	347	409	415	1446
8:00	446	448	474	501	1869
9:00	470	392	386	366	1614
10:00	330	306	366	332	1334
11:00	312	350	292	307	1261
12:00	381	315	324	346	1366
13:00	302	355	336	319	1312
14:00	342	362	385	398	1487
15:00	400	316	311	349	1376
16:00	395	370	385	397	1547
17:00	374	367	386	430	1557
18:00	361	375	372	384	1492
19:00	355	324	262	264	1205
20:00	243	237	250	194	924
21:00	169	165	156	173	663
22:00	127	115	141	159	542
23:00	107	109	89	88	393
					22999

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	82	72	61	48	263
1:00	42	36	29	33	140
2:00	23	22	20	15	80
3:00	27	19	14	32	92
4:00	28	22	29	38	117
5:00	44	59	91	102	296
6:00	102	134	198	265	699
7:00	322	360	430	449	1561
8:00	437	463	495	518	1913
9:00	439	402	336	389	1566
10:00	358	297	333	346	1334
11:00	307	328	358	283	1276
12:00	335	313	367	356	1371
13:00	352	359	374	323	1408
14:00	373	381	359	381	1494
15:00	370	339	393	376	1478
16:00	385	368	342	356	1451
17:00	356	386	375	413	1530
18:00	346	340	347	318	1351
19:00	340	337	324	267	1268
20:00	290	258	236	213	997
21:00	184	195	178	166	723
22:00	150	153	169	137	609
23:00	114	120	111	109	454
					23471

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	68	58	51	253
1:00	46	38	29	32	145
2:00	24	27	22	21	94
3:00	27	17	20	28	92
4:00	22	18	31	42	113
5:00	42	55	87	102	286
6:00	103	146	200	263	712
7:00	288	346	427	434	1495
8:00	447	461	488	496	1892
9:00	448	386	370	372	1576
10:00	334	308	352	333	1327
11:00	313	344	313	304	1274
12:00	354	323	344	339	1360
13:00	307	354	349	321	1331
14:00	350	363	377	396	1486
15:00	390	330	358	374	1452
16:00	374	381	373	373	1501
17:00	365	369	372	408	1514
18:00	357	373	356	346	1432
19:00	350	337	294	280	1261
20:00	273	235	246	211	965
21:00	178	184	164	165	691
22:00	143	130	154	146	573
23:00	105	120	103	92	420
					23245
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	23245

	Vol	Hour
07:00-09:00 Peak	1896	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1528	16:15

	Vol	Hour
AM Peak	1896	08:00
PM Peak	1544	14:15
Daily Peak	1896	08:00

	Vol	Hour
07:00-09:00 Peak	1869	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1557	17:00

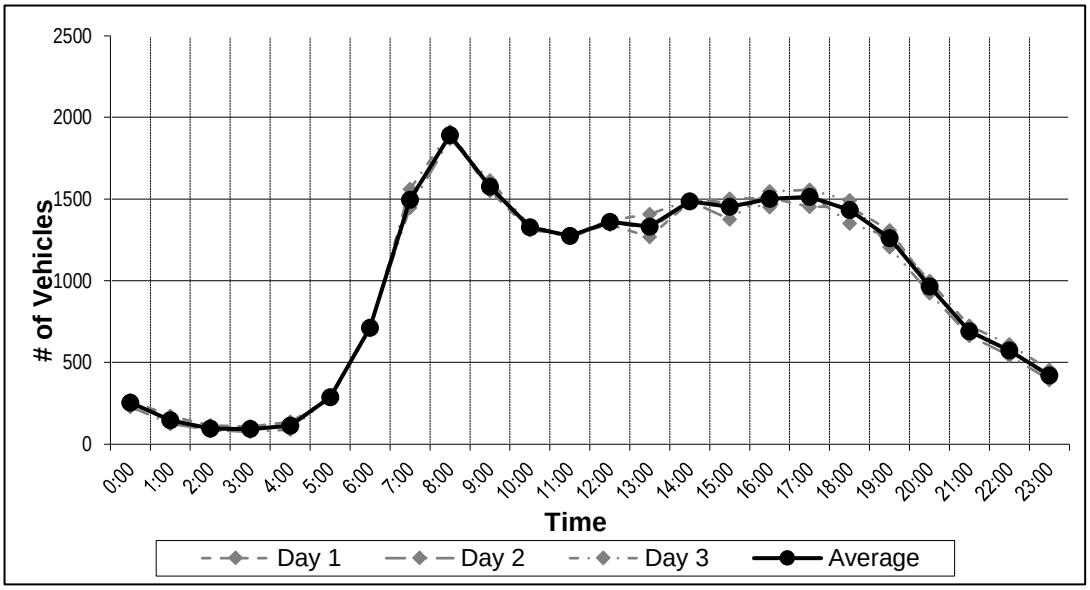
	Vol	Hour
AM Peak	1893	08:15
PM Peak	1557	17:00
Daily Peak	1893	08:15

	Vol	Hour
07:00-09:00 Peak	1913	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1530	17:00

	Vol	Hour
AM Peak	1915	08:15
PM Peak	1530	17:00
Daily Peak	1915	08:15

	Vol	Hour	PHF
06:00-09:00 Peak	1892	08:00	0.95
12:00-14:00 Peak	1360	12:00	0.96
16:00-19:00 Peak	1514	17:00	0.93

	Vol	Hour
AM Peak	1893	08:15
PM Peak	1526	14:15
Daily Peak	1893	08:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	4100
MD	9:00 am - 4:00 pm	9810
PM	4:00 pm - 7:00 pm	4450
NT	7:00 pm - 6:00 am	4890
AADT	0:00 am - 12:00 pm	23200
		23250
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.42
PM	0.19
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	8.1%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	6.5%

87-1083 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: Thu, 09/23/2021

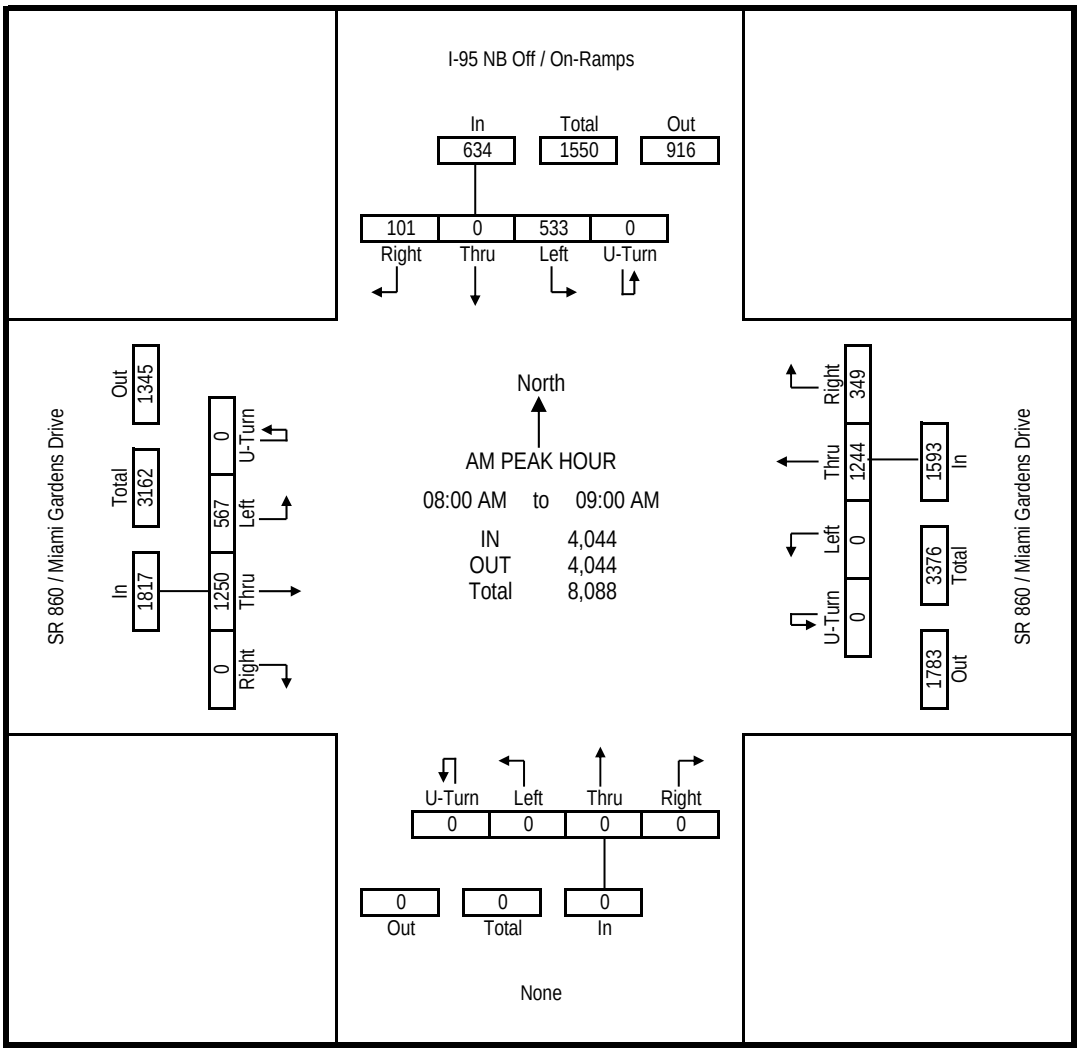
Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	119	146	0	0	0	209	65	0	0	0	0	0	47	0	17	603
06:45 AM	0	146	179	0	0	0	183	64	0	0	0	0	0	74	0	13	659
Total	0	265	325	0	0	0	392	129	0	0	0	0	0	121	0	30	1262
07:00 AM	0	158	211	0	0	0	300	92	0	0	0	0	0	74	0	18	853
07:15 AM	0	172	217	0	0	0	224	72	0	0	0	0	0	103	0	9	797
07:30 AM	1	158	287	0	0	0	291	96	0	0	0	0	0	135	0	20	988
07:45 AM	0	146	342	0	0	0	279	89	0	0	0	0	0	146	0	16	1018
Total	1	634	1057	0	0	0	1094	349	0	0	0	0	0	458	0	63	3656
08:00 AM	0	151	301	0	0	0	271	88	0	0	0	0	0	128	0	24	963
08:15 AM	0	176	286	0	0	0	301	82	0	0	0	0	0	136	0	18	999
08:30 AM	0	149	326	0	0	0	338	89	0	0	0	0	0	133	0	26	1061
08:45 AM	0	91	337	0	0	0	334	90	0	0	0	0	0	136	0	33	1021
Total	0	567	1250	0	0	0	1244	349	0	0	0	0	0	533	0	101	4044
09:00 AM	0	128	297	0	0	0	286	92	0	0	0	0	0	134	0	19	956
09:15 AM	0	133	328	0	0	0	292	66	0	0	0	0	0	113	0	12	944
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	261	625	0	0	0	578	158	0	0	0	0	0	247	0	31	1900
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	192	221	0	0	0	346	84	0	0	0	0	0	110	0	25	978
03:45 PM	0	200	238	0	0	0	334	89	0	0	0	0	0	107	0	24	992
Total	0	392	459	0	0	0	680	173	0	0	0	0	0	217	0	49	1970
04:00 PM	0	171	263	0	0	0	367	74	0	0	0	0	0	96	0	20	991
04:15 PM	0	178	223	0	0	0	358	109	0	0	0	0	0	107	0	20	995
04:30 PM	0	203	266	0	0	0	319	110	0	0	0	0	0	135	0	24	1057
04:45 PM	0	198	272	0	0	0	320	103	0	0	0	0	0	115	0	12	1020
Total	0	750	1024	0	0	0	1364	396	0	0	0	0	0	453	0	76	4063
05:00 PM	3	213	242	0	0	0	335	77	0	0	0	0	0	124	0	25	1019
05:15 PM	0	253	240	0	0	0	322	90	0	0	0	0	0	118	0	13	1036
05:30 PM	0	205	255	0	0	0	409	83	0	0	0	0	0	145	0	24	1121
05:45 PM	0	192	259	0	0	0	280	55	0	0	0	0	0	90	0	12	888
Total	3	863	996	0	0	0	1346	305	0	0	0	0	0	477	0	74	4064
06:00 PM	0	143	197	0	0	0	317	79	0	0	0	0	0	100	0	21	857
06:15 PM	0	132	209	0	0	0	303	57	0	0	0	0	0	97	0	22	820
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	275	406	0	0	0	620	136	0	0	0	0	0	197	0	43	1677

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	151	301	0	0	0	271	88	0	0	0	0	0	128	0	24	963
08:15 AM	0	176	286	0	0	0	301	82	0	0	0	0	0	136	0	18	999
08:30 AM	0	149	326	0	0	0	338	89	0	0	0	0	0	133	0	26	1061
08:45 AM	0	91	337	0	0	0	334	90	0	0	0	0	0	136	0	33	1021
Total	0	567	1250	0	0	0	1244	349	0	0	0	0	0	533	0	101	4044
PHF	0.000	0.805	0.927	0.000	0.000	0.000	0.920	0.969	0.000	0.000	0.000	0.000	0.000	0.980	0.000	0.953	0.95
Heavy Veh %	0%	6%	2%	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	0%	8%	3%
App Vol %	0%	31%	69%	0%	0%	0%	78%	22%	0%	0%	0%	0%	0%	84%	0%	16%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM

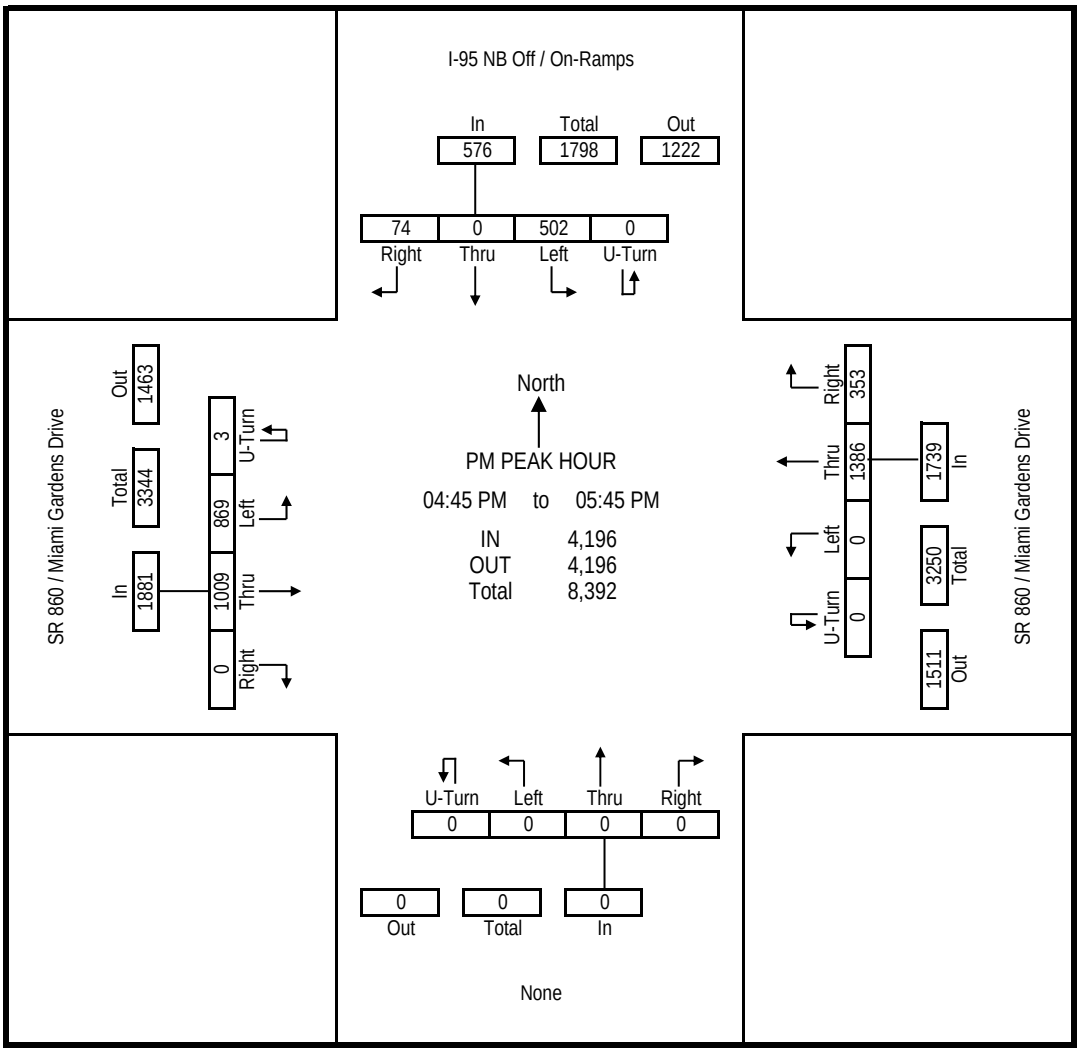


Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:45 PM	0	198	272	0	0	0	320	103	0	0	0	0	0	115	0	12	1020
05:00 PM	3	213	242	0	0	0	335	77	0	0	0	0	0	124	0	25	1019
05:15 PM	0	253	240	0	0	0	322	90	0	0	0	0	0	118	0	13	1036
05:30 PM	0	205	255	0	0	0	409	83	0	0	0	0	0	145	0	24	1121
Total	3	869	1009	0	0	0	1386	353	0	0	0	0	0	502	0	74	4196
PHF	0.250	0.859	0.927	0.000	0.000	0.000	0.847	0.857	0.000	0.000	0.000	0.000	0.000	0.866	0.000	0.740	0.94
Heavy Veh %	0%	2%	2%	0%	0%	0%	3%	2%	0%	0%	0%	0%	0%	1%	0%	6%	2%
App Vol %	0%	46%	54%	0%	0%	0%	80%	20%	0%	0%	0%	0%	0%	87%	0%	13%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM

Peak Hour for Entire Intersection Begins at : 04:45 PM to 05:45 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: 9/23/2021

Groups Printed: Automobiles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	113	137	0	0	0	206	64	0	0	0	0	0	47	0	17	584
06:45 AM	0	142	171	0	0	0	180	64	0	0	0	0	0	72	0	9	638
Total	0	255	308	0	0	0	386	128	0	0	0	0	0	119	0	26	1222
07:00 AM	0	154	206	0	0	0	295	91	0	0	0	0	0	71	0	18	835
07:15 AM	0	166	198	0	0	0	222	72	0	0	0	0	0	99	0	8	765
07:30 AM	1	148	279	0	0	0	290	94	0	0	0	0	0	131	0	19	962
07:45 AM	0	135	332	0	0	0	270	87	0	0	0	0	0	145	0	13	982
Total	1	603	1015	0	0	0	1077	344	0	0	0	0	0	446	0	58	3544
08:00 AM	0	142	292	0	0	0	263	87	0	0	0	0	0	126	0	22	932
08:15 AM	0	165	279	0	0	0	296	82	0	0	0	0	0	131	0	17	970
08:30 AM	0	140	317	0	0	0	335	87	0	0	0	0	0	128	0	22	1029
08:45 AM	0	86	332	0	0	0	325	89	0	0	0	0	0	130	0	31	993
Total	0	533	1220	0	0	0	1219	345	0	0	0	0	0	515	0	92	3924
09:00 AM	0	113	286	0	0	0	280	89	0	0	0	0	0	129	0	15	912
09:15 AM	0	119	314	0	0	0	280	63	0	0	0	0	0	111	0	11	898
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	232	600	0	0	0	560	152	0	0	0	0	0	240	0	26	1810
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	187	214	0	0	0	334	81	0	0	0	0	0	110	0	23	949
03:45 PM	0	194	234	0	0	0	316	88	0	0	0	0	0	104	0	24	960
Total	0	381	448	0	0	0	650	169	0	0	0	0	0	214	0	47	1909
04:00 PM	0	167	256	0	0	0	356	74	0	0	0	0	0	95	0	19	967
04:15 PM	0	175	219	0	0	0	343	107	0	0	0	0	0	106	0	18	968
04:30 PM	0	192	261	0	0	0	309	106	0	0	0	0	0	134	0	18	1020
04:45 PM	0	193	264	0	0	0	309	102	0	0	0	0	0	114	0	12	994
Total	0	727	1000	0	0	0	1317	389	0	0	0	0	0	449	0	67	3949
05:00 PM	3	206	241	0	0	0	330	74	0	0	0	0	0	120	0	23	997
05:15 PM	0	249	235	0	0	0	312	90	0	0	0	0	0	117	0	12	1015
05:30 PM	0	203	252	0	0	0	398	80	0	0	0	0	0	144	0	22	1099
05:45 PM	0	189	254	0	0	0	274	55	0	0	0	0	0	89	0	12	873
Total	3	847	982	0	0	0	1314	299	0	0	0	0	0	470	0	69	3984
06:00 PM	0	141	193	0	0	0	309	79	0	0	0	0	0	99	0	20	841
06:15 PM	0	127	208	0	0	0	299	56	0	0	0	0	0	95	0	20	805
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	268	401	0	0	0	608	135	0	0	0	0	0	194	0	40	1646

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	6	9	0	0	0	3	1	0	0	0	0	0	0	0	0	19
06:45 AM	0	4	8	0	0	0	3	0	0	0	0	0	0	2	0	4	21
Total	0	10	17	0	0	0	6	1	0	0	0	0	0	2	0	4	40
07:00 AM	0	4	5	0	0	0	5	1	0	0	0	0	0	3	0	0	18
07:15 AM	0	6	19	0	0	0	2	0	0	0	0	0	0	4	0	1	32
07:30 AM	0	10	8	0	0	0	1	2	0	0	0	0	0	4	0	1	26
07:45 AM	0	11	10	0	0	0	9	2	0	0	0	0	0	1	0	3	36
Total	0	31	42	0	0	0	17	5	0	0	0	0	0	12	0	5	112
08:00 AM	0	9	9	0	0	0	8	1	0	0	0	0	0	2	0	2	31
08:15 AM	0	11	7	0	0	0	5	0	0	0	0	0	0	5	0	1	29
08:30 AM	0	9	9	0	0	0	3	2	0	0	0	0	0	5	0	4	32
08:45 AM	0	5	5	0	0	0	9	1	0	0	0	0	0	6	0	2	28
Total	0	34	30	0	0	0	25	4	0	0	0	0	0	18	0	9	120
09:00 AM	0	15	11	0	0	0	6	3	0	0	0	0	0	5	0	4	44
09:15 AM	0	14	14	0	0	0	12	3	0	0	0	0	0	2	0	1	46
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	29	25	0	0	0	18	6	0	0	0	0	0	7	0	5	90
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	5	7	0	0	0	12	3	0	0	0	0	0	0	0	2	29
03:45 PM	0	6	4	0	0	0	18	1	0	0	0	0	0	3	0	0	32
Total	0	11	11	0	0	0	30	4	0	0	0	0	0	3	0	2	61
04:00 PM	0	4	7	0	0	0	11	0	0	0	0	0	0	1	0	1	24
04:15 PM	0	3	4	0	0	0	15	2	0	0	0	0	0	1	0	2	27
04:30 PM	0	11	5	0	0	0	10	4	0	0	0	0	0	1	0	6	37
04:45 PM	0	5	8	0	0	0	11	1	0	0	0	0	0	1	0	0	26
Total	0	23	24	0	0	0	47	7	0	0	0	0	0	4	0	9	114
05:00 PM	0	7	1	0	0	0	5	3	0	0	0	0	0	4	0	2	22
05:15 PM	0	4	5	0	0	0	10	0	0	0	0	0	0	1	0	1	21
05:30 PM	0	2	3	0	0	0	11	3	0	0	0	0	0	1	0	2	22
05:45 PM	0	3	5	0	0	0	6	0	0	0	0	0	0	1	0	0	15
Total	0	16	14	0	0	0	32	6	0	0	0	0	0	7	0	5	80
06:00 PM	0	2	4	0	0	0	8	0	0	0	0	0	0	1	0	1	16
06:15 PM	0	5	1	0	0	0	4	1	0	0	0	0	0	2	0	2	15
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	5	0	0	0	12	1	0	0	0	0	0	3	0	3	31

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Eastbound				
Start Time	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NE 183RD ST W OF NE 10TH AVE, 87-1107 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	81	75	44	56	256
1:00	40	31	39	25	135
2:00	22	21	26	23	92
3:00	20	24	18	29	91
4:00	25	34	43	45	147
5:00	49	73	111	113	346
6:00	157	197	222	223	799
7:00	284	314	334	373	1305
8:00	350	385	410	365	1510
9:00	343	354	345	357	1399
10:00	316	376	343	321	1356
11:00	344	353	357	347	1401
12:00	369	390	391	361	1511
13:00	366	390	373	389	1518
14:00	382	397	400	422	1601
15:00	419	420	443	434	1716
16:00	427	419	435	414	1695
17:00	421	445	426	440	1732
18:00	429	407	448	414	1698
19:00	331	341	297	302	1271
20:00	253	268	216	227	964
21:00	194	204	169	153	720
22:00	167	168	146	122	603
23:00	136	120	94	82	432
					24298

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	75	70	46	50	241
1:00	44	29	30	22	125
2:00	19	19	19	17	74
3:00	17	17	15	22	71
4:00	22	27	37	38	124
5:00	54	72	106	113	345
6:00	154	207	236	234	831
7:00	295	339	353	383	1370
8:00	363	404	426	373	1566
9:00	343	357	358	351	1409
10:00	313	380	342	322	1357
11:00	340	359	373	340	1412
12:00	367	381	398	377	1523
13:00	397	374	385	398	1554
14:00	385	390	405	432	1612
15:00	424	453	443	387	1707
16:00	357	368	378	374	1477
17:00	355	368	443	439	1605
18:00	424	419	441	435	1719
19:00	324	324	303	294	1245
20:00	232	266	227	221	946
21:00	200	205	179	169	753
22:00	160	158	134	137	589
23:00	131	120	94	91	436
					24091

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	80	69	44	50	243
1:00	43	33	30	18	124
2:00	22	26	21	21	90
3:00	19	17	16	23	75
4:00	22	31	35	41	129
5:00	54	73	104	120	351
6:00	162	200	254	263	879
7:00	329	363	376	409	1477
8:00	396	413	420	394	1623
9:00	362	366	328	361	1417
10:00	320	364	346	333	1363
11:00	341	347	340	340	1368
12:00	371	388	392	371	1522
13:00	380	379	407	422	1588
14:00	404	425	415	407	1651
15:00	418	434	449	418	1719
16:00	398	418	434	412	1662
17:00	377	396	398	412	1583
18:00	403	398	431	444	1676
19:00	407	379	322	318	1426
20:00	255	287	215	224	981
21:00	217	208	181	163	769
22:00	174	167	143	130	614
23:00	141	111	99	95	446
					24776

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	79	71	45	52	247
1:00	42	31	33	22	128
2:00	21	22	22	20	85
3:00	19	19	16	25	79
4:00	23	31	38	41	133
5:00	52	73	107	115	347
6:00	158	201	237	240	836
7:00	303	339	354	388	1384
8:00	370	401	419	377	1567
9:00	349	359	344	356	1408
10:00	316	373	344	325	1358
11:00	342	353	357	342	1394
12:00	369	386	394	370	1519
13:00	381	381	388	403	1553
14:00	390	404	407	420	1621
15:00	420	436	445	413	1714
16:00	394	402	416	400	1612
17:00	384	403	422	430	1639
18:00	419	408	440	431	1698
19:00	354	348	307	305	1314
20:00	247	274	219	224	964
21:00	204	206	176	162	748
22:00	167	164	141	130	602
23:00	136	117	96	89	438
					24388
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	24388

	Vol	Hour
07:00-09:00 Peak	1518	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1740	17:15

	Vol	Hour
07:00-09:00 Peak	1576	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1725	17:30

	Vol	Hour
07:00-09:00 Peak	1638	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1676	18:00

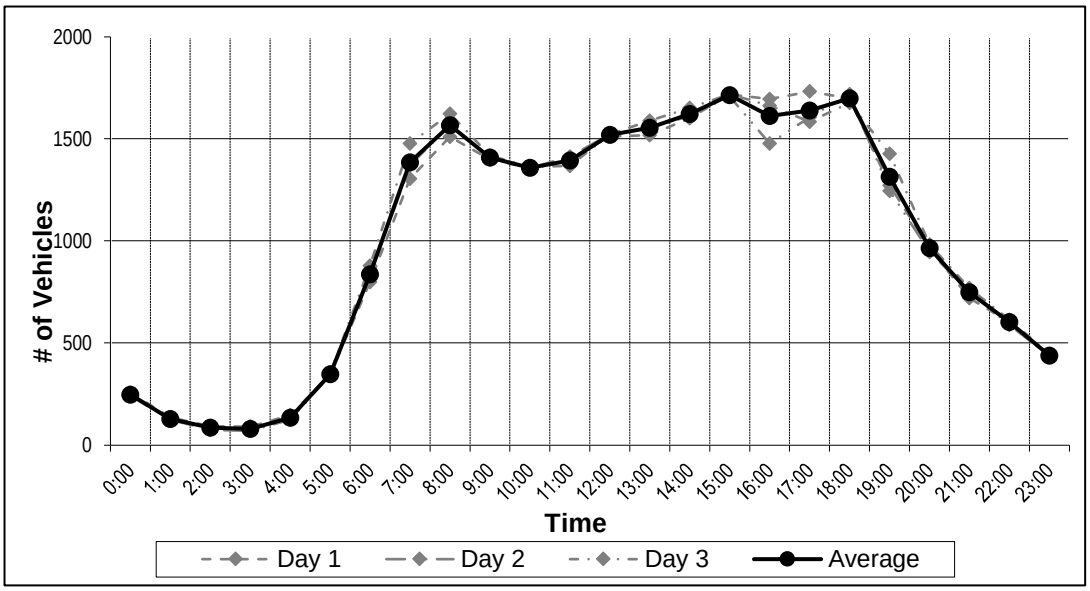
	Vol	Hour	PHF
06:00-09:00 Peak	1578	07:45	0.94
12:00-14:00 Peak	1553	13:00	0.96
16:00-19:00 Peak	1698	18:00	0.96

	Vol	Hour
AM Peak	1518	07:45
PM Peak	1740	17:15
Daily Peak	1740	17:15

	Vol	Hour
AM Peak	1576	07:45
PM Peak	1752	14:45
Daily Peak	1752	14:45

	Vol	Hour
AM Peak	1638	07:45
PM Peak	1719	15:00
Daily Peak	1719	15:00

	Vol	Hour
AM Peak	1578	07:45
PM Peak	1721	14:45
Daily Peak	1721	14:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	3790
MD	9:00 am - 4:00 pm	10570
PM	4:00 pm - 7:00 pm	4950
NT	7:00 pm - 6:00 am	5090
AADT	0:00 am - 12:00 pm	24400
		24400
	FDOT 2019 AADT	none

Distribution	
AM	0.16
MD	0.43
PM	0.20
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	6.5%
12:00-14:00 Peak Hour	6.4%
15:00-18:00 Peak Hour	7.0%

87-1107 (WB)

NE 183RD ST W OF NE 10TH AVE, 87-1107 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	74	77	65	55	271
1:00	50	42	34	40	166
2:00	31	26	24	32	113
3:00	27	24	25	27	103
4:00	23	24	33	50	130
5:00	44	53	84	93	274
6:00	96	139	202	241	678
7:00	250	307	419	403	1379
8:00	423	446	475	445	1789
9:00	429	375	388	371	1563
10:00	319	318	345	327	1309
11:00	312	319	302	319	1252
12:00	350	324	341	342	1357
13:00	283	347	356	338	1324
14:00	349	355	372	381	1457
15:00	374	335	347	380	1436
16:00	344	370	372	358	1444
17:00	359	343	362	389	1453
18:00	368	398	365	348	1479
19:00	354	345	299	289	1287
20:00	270	221	252	228	971
21:00	195	202	177	168	742
22:00	149	140	165	150	604
23:00	108	125	110	85	428
					23009

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	72	68	54	56	250
1:00	46	37	34	25	142
2:00	25	28	22	24	99
3:00	21	19	21	26	87
4:00	17	20	26	43	106
5:00	45	55	80	98	278
6:00	98	133	200	249	680
7:00	253	315	403	391	1362
8:00	417	434	464	461	1776
9:00	446	389	387	373	1595
10:00	327	311	350	333	1321
11:00	308	317	304	312	1241
12:00	367	311	333	358	1369
13:00	301	351	356	337	1345
14:00	352	363	371	375	1461
15:00	375	325	317	356	1373
16:00	370	352	369	373	1464
17:00	364	350	377	414	1505
18:00	366	384	377	373	1500
19:00	354	332	283	267	1236
20:00	248	234	250	213	945
21:00	189	189	176	176	730
22:00	137	136	159	158	590
23:00	114	115	100	89	418
					22873

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	78	75	61	53	267
1:00	45	38	34	33	150
2:00	27	24	21	23	95
3:00	24	23	19	29	95
4:00	25	25	28	43	121
5:00	46	57	85	96	284
6:00	96	127	199	246	668
7:00	277	322	413	408	1420
8:00	412	442	474	469	1797
9:00	431	394	362	384	1571
10:00	341	306	333	340	1320
11:00	306	306	337	300	1249
12:00	344	310	355	363	1372
13:00	326	353	375	339	1393
14:00	367	372	358	367	1464
15:00	360	337	358	369	1424
16:00	365	351	347	352	1415
17:00	355	359	372	406	1492
18:00	358	366	364	340	1428
19:00	347	338	314	268	1267
20:00	271	245	243	222	981
21:00	196	204	187	173	760
22:00	148	155	173	147	623
23:00	117	120	111	100	448
					23104

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	75	73	60	55	263
1:00	47	39	34	33	153
2:00	28	26	22	26	102
3:00	24	22	22	27	95
4:00	22	23	29	45	119
5:00	45	55	83	96	279
6:00	97	133	200	245	675
7:00	260	315	412	401	1388
8:00	417	441	471	458	1787
9:00	435	386	379	376	1576
10:00	329	312	343	333	1317
11:00	309	314	314	310	1247
12:00	354	315	343	354	1366
13:00	303	350	362	338	1353
14:00	356	363	367	374	1460
15:00	370	332	341	368	1411
16:00	360	358	363	361	1442
17:00	359	351	370	403	1483
18:00	364	383	369	354	1470
19:00	352	338	299	275	1264
20:00	263	233	248	221	965
21:00	193	198	180	172	743
22:00	145	144	166	152	607
23:00	113	120	107	91	431
					22996

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	22996

	Vol	Hour
07:00-09:00 Peak	1789	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1520	17:45

	Vol	Hour
AM Peak	1795	08:15
PM Peak	1520	17:45
Daily Peak	1795	08:15

	Vol	Hour
07:00-09:00 Peak	1776	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1541	17:30

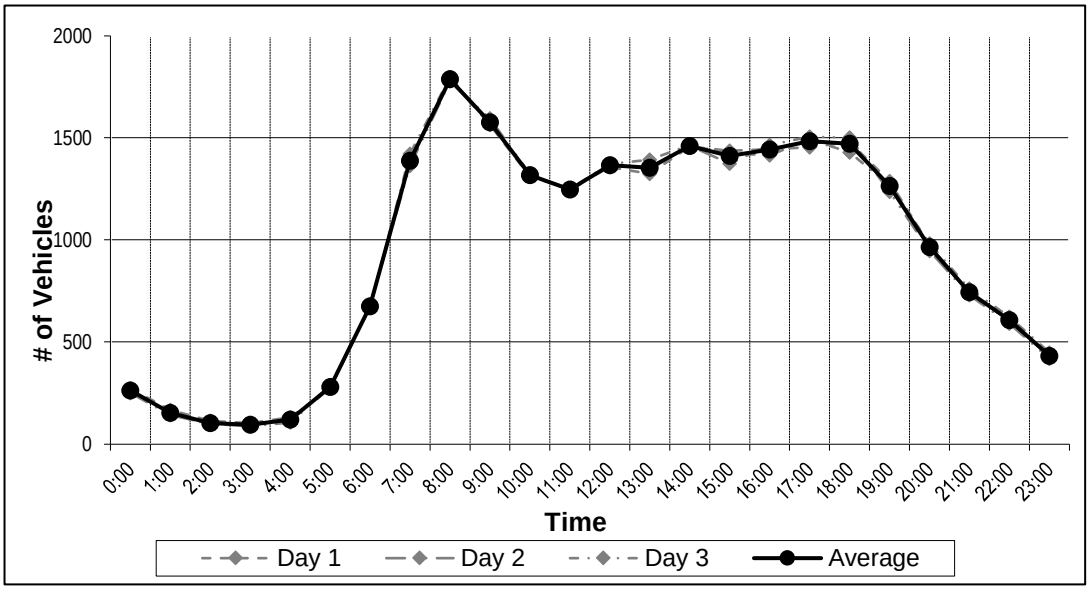
	Vol	Hour
AM Peak	1805	08:15
PM Peak	1541	17:30
Daily Peak	1805	08:15

	Vol	Hour
07:00-09:00 Peak	1797	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1502	17:30

	Vol	Hour
AM Peak	1816	08:15
PM Peak	1502	17:30
Daily Peak	1816	08:15

	Vol	Hour	PHF
06:00-09:00 Peak	1787	08:00	0.95
12:00-14:00 Peak	1369	12:45	0.95
16:00-19:00 Peak	1520	17:30	0.94

	Vol	Hour
AM Peak	1805	08:15
PM Peak	1520	17:30
Daily Peak	1805	08:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	3850
MD	9:00 am - 4:00 pm	9730
PM	4:00 pm - 7:00 pm	4400
NT	7:00 pm - 6:00 am	5020
AADT	0:00 am - 12:00 pm	23000
		23000
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.42
PM	0.19
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.8%
12:00-14:00 Peak Hour	6.0%
15:00-18:00 Peak Hour	6.6%

87-1107 (EB)

NE 10TH AVE S OF NE 183RD ST, 87-1105 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	8	3	2	17
1:00	2	4	3	0	9
2:00	2	1	1	2	6
3:00	1	1	0	1	3
4:00	2	0	1	1	4
5:00	1	5	2	4	12
6:00	2	7	5	8	22
7:00	19	30	24	23	96
8:00	43	40	43	29	155
9:00	30	29	26	33	118
10:00	27	25	28	34	114
11:00	31	20	23	20	94
12:00	38	25	36	26	125
13:00	27	36	28	26	117
14:00	30	31	36	44	141
15:00	31	22	31	26	110
16:00	28	27	24	31	110
17:00	31	36	26	31	124
18:00	27	31	32	36	126
19:00	27	25	25	26	103
20:00	26	35	27	20	108
21:00	18	22	27	18	85
22:00	18	20	15	16	69
23:00	14	15	6	5	40
					1908

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	3	3	5	17
1:00	4	3	1	0	8
2:00	1	2	1	0	4
3:00	2	0	1	1	4
4:00	1	1	2	2	6
5:00	1	3	3	6	13
6:00	2	4	2	10	18
7:00	12	20	39	28	99
8:00	38	44	46	59	187
9:00	55	61	37	44	197
10:00	29	32	30	21	112
11:00	28	25	26	27	106
12:00	29	23	31	29	112
13:00	38	28	37	29	132
14:00	32	35	31	33	131
15:00	32	39	45	41	157
16:00	36	31	30	32	129
17:00	22	25	28	31	106
18:00	44	33	29	29	135
19:00	36	30	34	28	128
20:00	24	27	20	24	95
21:00	18	14	28	18	78
22:00	17	19	18	17	71
23:00	8	7	6	11	32
					2077

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	2	5	2	12
1:00	0	2	2	1	5
2:00	2	0	1	0	3
3:00	0	1	0	0	1
4:00	0	0	0	2	2
5:00	2	3	5	0	10
6:00	3	9	7	11	30
7:00	16	24	26	28	94
8:00	40	41	42	47	170
9:00	31	28	21	23	103
10:00	24	22	28	28	102
11:00	19	23	29	21	92
12:00	30	21	26	29	106
13:00	29	31	32	33	125
14:00	37	28	31	31	127
15:00	30	36	33	37	136
16:00	32	31	22	38	123
17:00	26	25	26	31	108
18:00	25	32	32	25	114
19:00	35	28	33	42	138
20:00	19	25	28	20	92
21:00	20	22	22	19	83
22:00	18	25	13	19	75
23:00	10	10	8	8	36
					1887

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	4	4	3	15
1:00	2	3	2	0	7
2:00	2	1	1	1	5
3:00	1	1	0	1	3
4:00	1	0	1	2	4
5:00	1	4	3	3	11
6:00	2	7	5	10	24
7:00	16	25	30	26	97
8:00	40	42	44	45	171
9:00	39	39	28	33	139
10:00	27	26	29	28	110
11:00	26	23	26	23	98
12:00	32	23	31	28	114
13:00	31	32	32	29	124
14:00	33	31	33	36	133
15:00	31	32	36	35	134
16:00	32	30	25	34	121
17:00	26	29	27	31	113
18:00	32	32	31	30	125
19:00	33	28	31	32	124
20:00	23	29	25	21	98
21:00	19	19	26	18	82
22:00	18	21	15	17	71
23:00	11	11	7	8	37
					1960

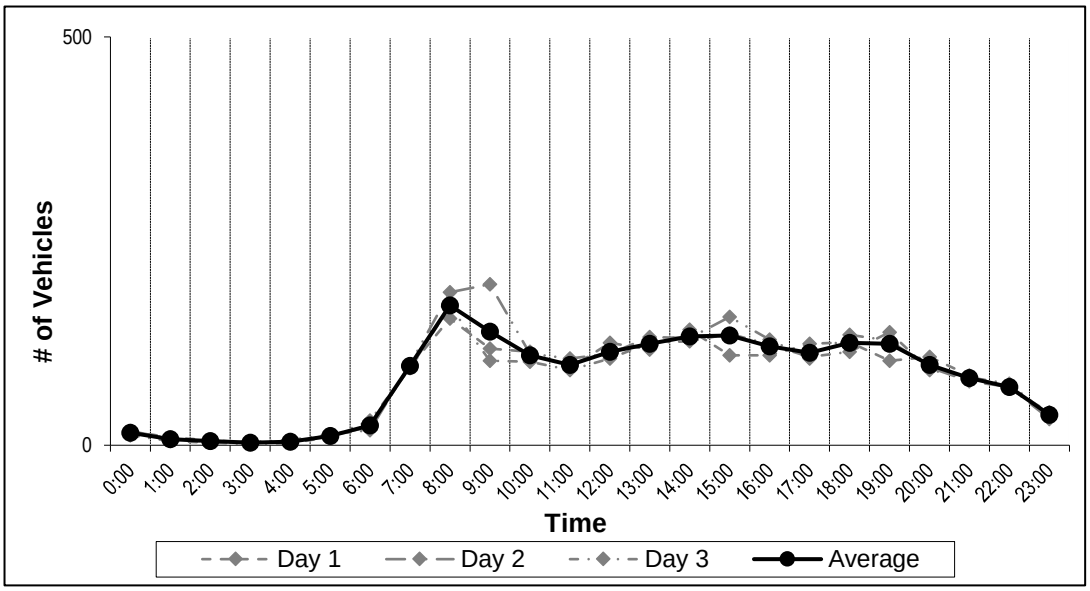
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	1960

	Vol	Hour
07:00-09:00 Peak	155	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	126	18:00
AM Peak	155	08:00
PM Peak	142	14:15
Daily Peak	155	08:00

	Vol	Hour
07:00-09:00 Peak	187	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	137	17:45
AM Peak	221	08:30
PM Peak	161	15:15
Daily Peak	221	08:30

	Vol	Hour
07:00-09:00 Peak	170	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	123	16:00
AM Peak	170	08:00
PM Peak	138	15:15
Daily Peak	170	08:00

	Vol	Hour	PHF
06:00-09:00 Peak	171	08:00	0.95
12:00-14:00 Peak	124	13:00	0.97
16:00-19:00 Peak	126	17:45	0.98
AM Peak	171	08:00	
PM Peak	135	14:45	
Daily Peak	171	08:00	



Period	Hour	Vol
AM	6:00 am - 9:00 am	290
MD	9:00 am - 4:00 pm	850
PM	4:00 pm - 7:00 pm	360
NT	7:00 pm - 6:00 am	460
AADT	0:00 am - 12:00 pm	2000
		1960
	FDOT 2019 AADT	none

Distribution	
AM	0.15
MD	0.43
PM	0.18
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	8.7%
12:00-14:00 Peak Hour	6.3%
15:00-18:00 Peak Hour	6.4%

87-1105 (SB)

NE 10TH AVE S OF NE 183RD ST, 87-1105 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	3	6	3	18
1:00	4	3	2	3	12
2:00	2	5	0	1	8
3:00	1	3	1	3	8
4:00	1	4	6	8	19
5:00	5	8	11	19	43
6:00	17	29	37	45	128
7:00	56	63	65	57	241
8:00	76	82	88	86	332
9:00	73	65	58	63	259
10:00	57	56	52	34	199
11:00	58	55	58	52	223
12:00	54	64	55	63	236
13:00	48	61	70	63	242
14:00	67	59	74	66	266
15:00	64	71	74	78	287
16:00	87	75	81	98	341
17:00	101	87	75	83	346
18:00	79	96	77	75	327
19:00	62	70	59	56	247
20:00	51	47	40	31	169
21:00	32	30	24	19	105
22:00	20	25	17	13	75
23:00	15	9	8	6	38
					4169

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	9	1	5	3	18
1:00	1	4	3	2	10
2:00	2	0	3	2	7
3:00	2	3	1	2	8
4:00	2	4	9	8	23
5:00	6	4	10	21	41
6:00	28	26	41	51	146
7:00	64	68	67	60	259
8:00	78	93	53	67	291
9:00	58	59	68	56	241
10:00	56	67	45	57	225
11:00	57	55	44	56	212
12:00	49	50	57	48	204
13:00	46	57	62	63	228
14:00	61	63	81	70	275
15:00	63	87	65	60	275
16:00	68	58	75	83	284
17:00	73	79	57	63	272
18:00	60	64	66	59	249
19:00	64	44	53	41	202
20:00	41	45	41	31	158
21:00	34	38	31	31	134
22:00	25	26	29	20	100
23:00	15	7	13	5	40
					3902

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	11	8	7	30
1:00	3	6	7	1	17
2:00	4	2	0	0	6
3:00	4	1	3	1	9
4:00	1	3	6	7	17
5:00	6	14	13	21	54
6:00	19	24	32	40	115
7:00	50	67	67	73	257
8:00	80	88	78	85	331
9:00	75	68	62	66	271
10:00	58	62	48	44	212
11:00	49	48	45	60	202
12:00	44	59	65	65	233
13:00	48	52	64	66	230
14:00	64	60	75	70	269
15:00	74	78	73	78	303
16:00	74	62	63	72	271
17:00	68	87	45	98	298
18:00	67	68	55	54	244
19:00	69	65	61	57	252
20:00	47	48	31	47	173
21:00	38	37	28	26	129
22:00	22	17	22	14	75
23:00	15	8	5	7	35
					4033

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	5	6	4	21
1:00	3	4	4	2	13
2:00	3	2	1	1	7
3:00	2	2	2	2	8
4:00	1	4	7	8	20
5:00	6	9	11	20	46
6:00	21	26	37	45	129
7:00	57	66	66	63	252
8:00	78	88	73	79	318
9:00	69	64	63	62	258
10:00	57	62	48	45	212
11:00	55	53	49	56	213
12:00	49	58	59	59	225
13:00	47	57	65	64	233
14:00	64	61	77	69	271
15:00	67	79	71	72	289
16:00	76	65	73	84	298
17:00	81	84	59	81	305
18:00	69	76	66	63	274
19:00	65	60	58	51	234
20:00	46	47	37	36	166
21:00	35	35	28	25	123
22:00	22	23	23	16	84
23:00	15	8	9	6	38
					4037

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	4037

	Vol	Hour
07:00-09:00 Peak	332	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	367	16:30

	Vol	Hour
AM Peak	332	08:00
PM Peak	367	16:30
Daily Peak	367	16:30

	Vol	Hour
07:00-09:00 Peak	298	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	310	16:30

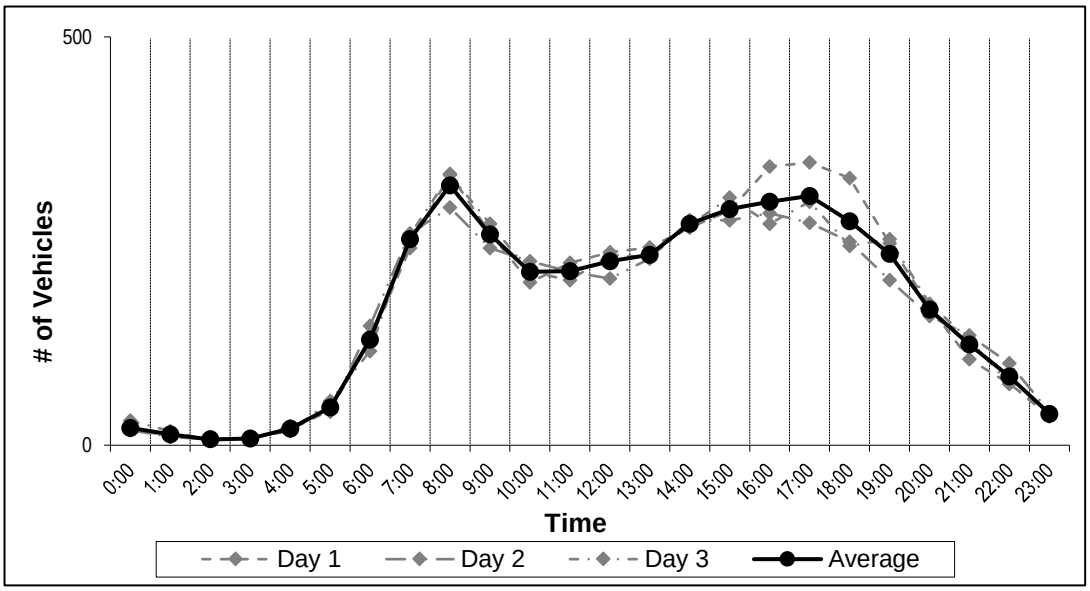
	Vol	Hour
AM Peak	298	7:30
PM Peak	310	16:30
Daily Peak	310	16:30

	Vol	Hour
07:00-09:00 Peak	331	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	298	17:00

	Vol	Hour
AM Peak	331	08:00
PM Peak	303	15:00
Daily Peak	331	08:00

	Vol	Hour	PHF
06:00-09:00 Peak	318	08:00	0.90
12:00-14:00 Peak	233	13:00	0.90
16:00-19:00 Peak	322	16:30	0.96

	Vol	Hour
AM Peak	318	08:00
PM Peak	322	16:30
Daily Peak	322	16:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	700
MD	9:00 am - 4:00 pm	1700
PM	4:00 pm - 7:00 pm	880
NT	7:00 pm - 6:00 am	760
AADT	0:00 am - 12:00 pm	4000
		4040
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.42
PM	0.22
NT	0.19
AADT	1.00

	K
07:00-09:00 Peak Hour	7.9%
12:00-14:00 Peak Hour	5.8%
15:00-18:00 Peak Hour	8.0%

87-1105 (NB)

NE 183RD ST E OF NE 10TH AVE, 87-1103 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	67	67	36	44	214
1:00	31	26	36	21	114
2:00	21	13	24	22	80
3:00	16	23	19	27	85
4:00	23	34	43	46	146
5:00	44	75	121	117	357
6:00	178	221	255	260	914
7:00	327	341	361	379	1408
8:00	376	387	397	364	1524
9:00	327	342	343	320	1332
10:00	302	338	321	303	1264
11:00	315	327	346	333	1321
12:00	343	359	370	338	1410
13:00	320	373	359	363	1415
14:00	377	381	395	423	1576
15:00	402	409	421	401	1633
16:00	395	403	415	392	1605
17:00	357	378	381	402	1518
18:00	387	389	422	367	1565
19:00	281	295	259	250	1085
20:00	224	222	178	179	803
21:00	150	172	136	122	580
22:00	139	142	118	91	490
23:00	112	98	73	62	345
					22784

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	61	60	40	34	195
1:00	37	22	20	18	97
2:00	17	12	15	12	56
3:00	11	13	14	18	56
4:00	18	24	35	34	111
5:00	50	71	112	118	351
6:00	170	229	262	253	914
7:00	317	355	369	382	1423
8:00	361	393	414	351	1519
9:00	316	327	351	307	1301
10:00	299	340	321	300	1260
11:00	304	340	363	309	1316
12:00	341	356	367	362	1426
13:00	369	352	373	391	1485
14:00	378	374	406	435	1593
15:00	406	456	427	359	1648
16:00	337	349	337	336	1359
17:00	306	315	460	430	1511
18:00	421	400	421	401	1643
19:00	287	272	270	247	1076
20:00	192	214	190	175	771
21:00	159	174	147	147	627
22:00	133	130	103	117	483
23:00	110	99	76	77	362
					22583

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	68	58	37	35	198
1:00	36	28	20	12	96
2:00	22	22	18	18	80
3:00	14	14	15	18	61
4:00	18	29	34	39	120
5:00	51	73	106	128	358
6:00	176	218	231	257	882
7:00	307	358	379	397	1441
8:00	395	399	418	358	1570
9:00	323	325	311	321	1280
10:00	305	325	324	315	1269
11:00	319	330	321	333	1303
12:00	351	364	366	361	1442
13:00	352	368	410	415	1545
14:00	400	430	426	410	1666
15:00	407	423	464	410	1704
16:00	390	411	407	405	1613
17:00	373	371	390	378	1512
18:00	394	384	407	420	1605
19:00	410	357	304	286	1357
20:00	233	255	177	185	850
21:00	189	181	152	143	665
22:00	154	145	116	107	522
23:00	126	87	83	82	378
					23517

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	65	62	38	38	203
1:00	35	25	25	17	102
2:00	20	16	19	17	72
3:00	14	17	16	21	68
4:00	20	29	37	40	126
5:00	48	73	113	121	355
6:00	175	223	249	257	904
7:00	317	351	370	386	1424
8:00	377	393	410	358	1538
9:00	322	331	335	316	1304
10:00	302	334	322	306	1264
11:00	313	332	343	325	1313
12:00	345	360	368	354	1427
13:00	347	364	381	390	1482
14:00	385	395	409	423	1612
15:00	405	429	437	390	1661
16:00	374	388	386	378	1526
17:00	345	355	410	403	1513
18:00	401	391	417	396	1605
19:00	326	308	278	261	1173
20:00	216	230	182	180	808
21:00	166	176	145	137	624
22:00	142	139	112	105	498
23:00	116	95	77	74	362
					22964
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	22964

	Vol	Hour
07:00-09:00 Peak	1539	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1605	16:00

	Vol	Hour
AM Peak	1539	07:45
PM Peak	1655	14:45
Daily Peak	1655	14:45

	Vol	Hour
07:00-09:00 Peak	1550	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1711	17:30

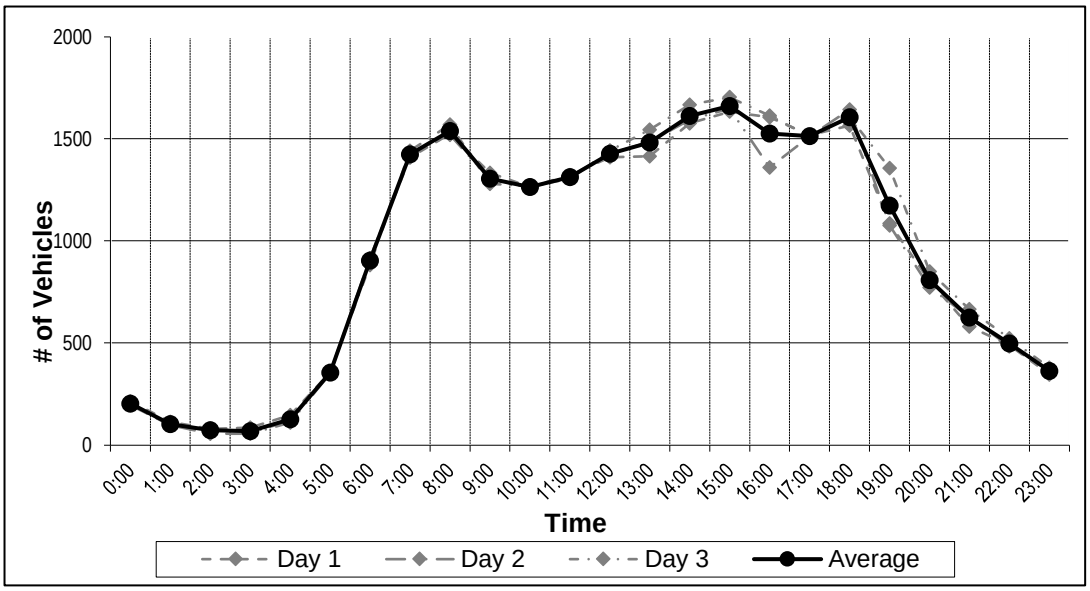
	Vol	Hour
AM Peak	1550	07:45
PM Peak	1724	14:45
Daily Peak	1724	14:45

	Vol	Hour
07:00-09:00 Peak	1609	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1613	16:00

	Vol	Hour
AM Peak	1609	07:45
PM Peak	1704	14:45
Daily Peak	1704	14:45

	Vol	Hour	PHF
06:00-09:00 Peak	1566	07:45	0.95
12:00-14:00 Peak	1482	13:00	0.95
16:00-19:00 Peak	1612	17:45	0.97

	Vol	Hour
AM Peak	1566	07:45
PM Peak	1694	14:45
Daily Peak	1694	14:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	3870
MD	9:00 am - 4:00 pm	10060
PM	4:00 pm - 7:00 pm	4640
NT	7:00 pm - 6:00 am	4390
AADT	0:00 am - 12:00 pm	23000
		22960
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.44
PM	0.20
NT	0.19
AADT	1.00

	K
07:00-09:00 Peak Hour	6.8%
12:00-14:00 Peak Hour	6.5%
15:00-18:00 Peak Hour	7.0%

87-1103 (WB)

NE 183RD ST E OF NE 10TH AVE, 87-1103 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	65	65	59	43	232
1:00	46	38	27	40	151
2:00	28	24	22	29	103
3:00	30	22	27	34	113
4:00	27	30	50	64	171
5:00	53	73	116	132	374
6:00	137	205	219	272	833
7:00	288	354	427	454	1523
8:00	459	447	470	483	1859
9:00	425	396	381	353	1555
10:00	305	316	341	320	1282
11:00	323	340	288	328	1279
12:00	353	346	347	315	1361
13:00	268	332	333	325	1258
14:00	349	356	386	396	1487
15:00	374	332	361	384	1451
16:00	352	388	378	375	1493
17:00	362	357	358	365	1442
18:00	366	379	335	327	1407
19:00	333	331	273	279	1216
20:00	272	201	226	219	918
21:00	168	179	156	146	649
22:00	142	119	140	131	532
23:00	85	113	92	71	361
					23050

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	62	52	41	47	202
1:00	40	31	27	19	117
2:00	20	28	22	18	88
3:00	19	14	21	28	82
4:00	22	22	40	54	138
5:00	56	79	105	143	383
6:00	146	192	249	315	902
7:00	312	360	428	425	1525
8:00	447	456	453	468	1824
9:00	444	381	386	368	1579
10:00	330	320	353	324	1327
11:00	309	350	309	329	1297
12:00	373	320	321	346	1360
13:00	311	356	345	333	1345
14:00	357	361	366	378	1462
15:00	361	308	315	337	1321
16:00	390	354	366	381	1491
17:00	365	376	384	415	1540
18:00	363	377	357	360	1457
19:00	337	311	250	246	1144
20:00	228	224	237	186	875
21:00	169	158	154	169	650
22:00	124	114	131	141	510
23:00	98	100	81	81	360
					22979

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	74	65	54	43	236
1:00	36	35	27	33	131
2:00	23	21	18	18	80
3:00	25	21	19	36	101
4:00	32	30	43	55	160
5:00	63	78	128	152	421
6:00	144	187	209	258	798
7:00	280	354	394	432	1460
8:00	432	423	458	499	1812
9:00	419	409	331	380	1539
10:00	343	307	324	345	1319
11:00	310	323	336	288	1257
12:00	331	318	363	355	1367
13:00	347	363	369	344	1423
14:00	376	385	361	375	1497
15:00	367	333	381	369	1450
16:00	392	355	354	362	1463
17:00	351	378	362	390	1481
18:00	344	323	333	298	1298
19:00	319	313	296	245	1173
20:00	261	230	216	197	904
21:00	170	183	166	158	677
22:00	137	139	145	123	544
23:00	100	107	97	95	399
					22990

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	67	61	51	44	223
1:00	41	35	27	31	134
2:00	24	24	21	22	91
3:00	25	19	22	33	99
4:00	27	27	44	58	156
5:00	57	77	116	142	392
6:00	142	195	226	282	845
7:00	293	356	416	437	1502
8:00	446	442	460	483	1831
9:00	429	395	366	367	1557
10:00	326	314	339	330	1309
11:00	314	338	311	315	1278
12:00	352	328	344	339	1363
13:00	309	350	349	334	1342
14:00	361	367	371	383	1482
15:00	367	324	352	363	1406
16:00	378	366	366	373	1483
17:00	359	370	368	390	1487
18:00	358	360	342	328	1388
19:00	330	318	273	257	1178
20:00	254	218	226	201	899
21:00	169	173	159	158	659
22:00	134	124	139	132	529
23:00	94	107	90	82	373
					23006
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	23006

	Vol	Hour
07:00-09:00 Peak	1859	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1503	16:15

	Vol	Hour
AM Peak	1859	08:00
PM Peak	1512	14:15
Daily Peak	1859	08:00

	Vol	Hour
07:00-09:00 Peak	1824	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1540	17:00

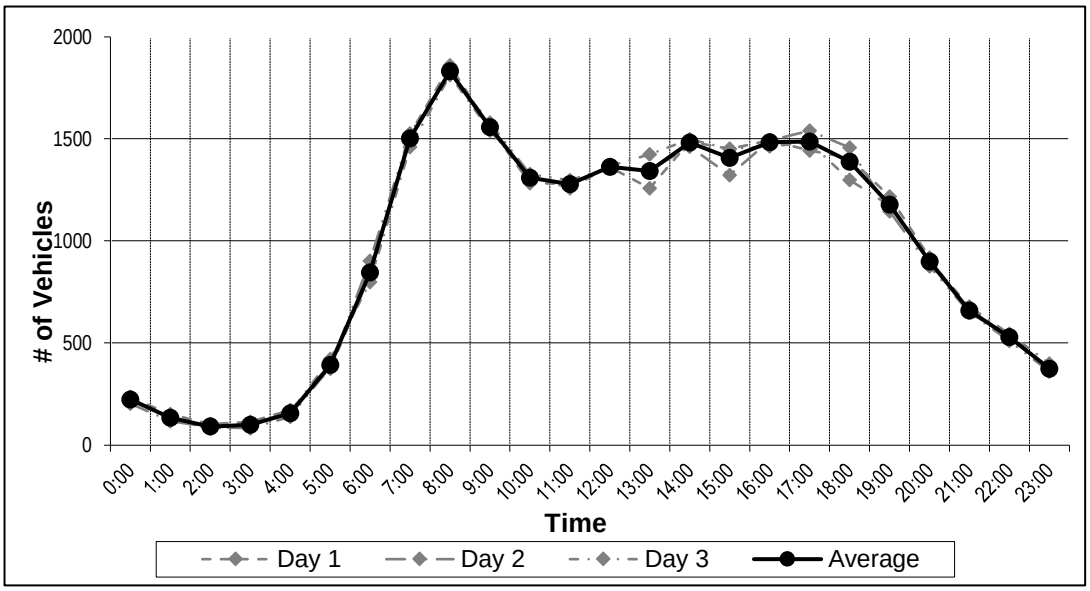
	Vol	Hour
AM Peak	1824	08:00
PM Peak	1540	17:00
Daily Peak	1824	08:00

	Vol	Hour
07:00-09:00 Peak	1812	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1481	17:00

	Vol	Hour
AM Peak	1812	08:00
PM Peak	1497	14:00
Daily Peak	1812	08:00

	Vol	Hour	PHF
06:00-09:00 Peak	1831	08:00	0.95
12:00-14:00 Peak	1363	12:00	0.97
16:00-19:00 Peak	1487	17:00	0.95

	Vol	Hour
AM Peak	1831	08:00
PM Peak	1488	14:15
Daily Peak	1831	08:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	4180
MD	9:00 am - 4:00 pm	9740
PM	4:00 pm - 7:00 pm	4360
NT	7:00 pm - 6:00 am	4730
AADT	0:00 am - 12:00 pm	23000
		23010
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.42
PM	0.19
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	8.0%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	6.5%

87-1103 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 205_MGD@NE10Ave
Site Code: 205-3435
Count Date: Thu, 09/23/2021

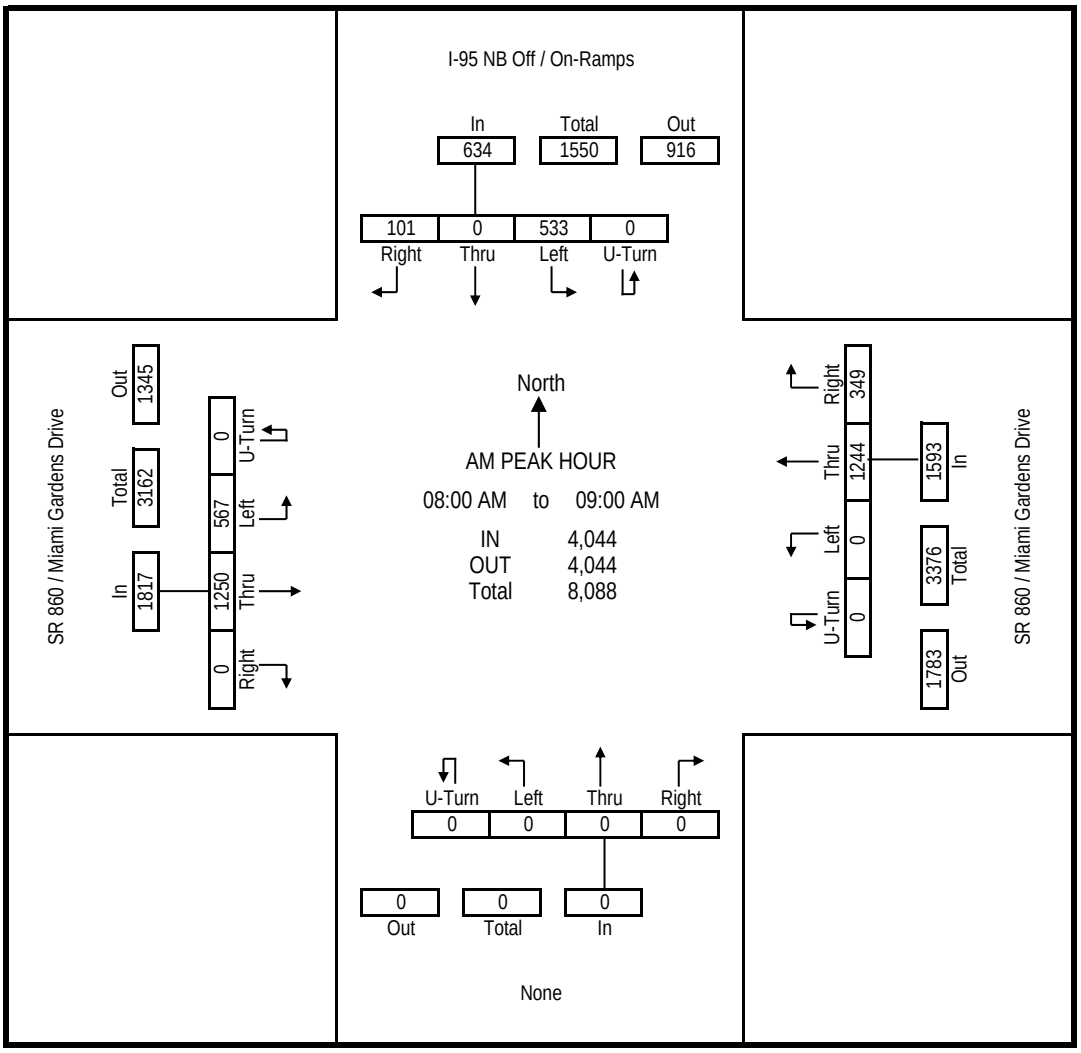
Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 10th Avenue Northbound				None Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	186	3	0	6	258	0	0	31	0	5	0	0	0	0	489
06:45 AM	0	0	230	4	0	8	267	0	0	25	0	9	0	0	0	0	543
Total	0	0	416	7	0	14	525	0	0	56	0	14	0	0	0	0	1032
07:00 AM	0	0	244	1	1	16	335	0	0	36	0	16	0	0	0	0	649
07:15 AM	0	0	327	2	0	23	348	0	0	36	0	24	0	0	0	0	760
07:30 AM	0	0	362	4	4	20	361	0	0	38	0	35	0	0	0	0	824
07:45 AM	0	0	430	4	2	20	375	0	0	59	0	24	0	0	0	0	914
Total	0	0	1363	11	7	79	1419	0	0	169	0	99	0	0	0	0	3147
08:00 AM	0	0	440	12	1	29	377	0	0	47	0	24	0	0	0	0	930
08:15 AM	0	0	401	10	1	34	365	0	0	57	0	31	0	0	0	0	899
08:30 AM	0	0	448	8	1	29	369	0	0	49	0	31	0	0	0	0	935
08:45 AM	0	0	484	9	0	34	353	0	0	56	0	39	0	0	0	0	975
Total	0	0	1773	39	3	126	1464	0	0	209	0	125	0	0	0	0	3739
09:00 AM	0	0	390	10	1	16	324	0	0	50	0	39	0	0	0	0	830
09:15 AM	0	0	408	3	5	27	337	0	0	39	0	27	0	0	0	0	846
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	798	13	6	43	661	0	0	89	0	66	0	0	0	0	1676
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	350	5	3	31	376	0	0	58	0	35	0	0	0	0	858
03:45 PM	0	0	335	9	3	30	346	0	0	46	0	29	0	0	0	0	798
Total	0	0	685	14	6	61	722	0	0	104	0	64	0	0	0	0	1656
04:00 PM	0	0	282	6	3	33	324	0	0	54	0	26	0	0	0	0	728
04:15 PM	0	0	297	3	0	27	369	0	0	47	0	28	0	0	0	0	771
04:30 PM	0	0	346	6	1	17	386	0	0	56	0	26	0	0	0	0	838
04:45 PM	0	0	344	6	2	27	355	0	0	39	0	27	0	0	0	0	800
Total	0	0	1269	21	6	104	1434	0	0	196	0	107	0	0	0	0	3137
05:00 PM	0	0	323	5	1	24	276	0	0	38	0	29	0	0	0	0	696
05:15 PM	0	0	321	6	1	13	299	0	0	55	0	38	0	0	0	0	733
05:30 PM	0	0	294	4	1	18	315	0	0	39	0	17	0	0	0	0	688
05:45 PM	0	0	375	8	1	23	355	0	0	57	0	44	0	0	0	0	863
Total	0	0	1313	23	4	78	1245	0	0	189	0	128	0	0	0	0	2980
06:00 PM	0	0	325	7	2	22	327	0	0	48	0	28	0	0	0	0	759
06:15 PM	0	0	341	8	18	30	354	0	0	38	0	31	0	0	0	0	820
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	666	15	20	52	681	0	0	86	0	59	0	0	0	0	1579

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	151	301	0	0	0	271	88	0	0	0	0	0	128	0	24	963
08:15 AM	0	176	286	0	0	0	301	82	0	0	0	0	0	136	0	18	999
08:30 AM	0	149	326	0	0	0	338	89	0	0	0	0	0	133	0	26	1061
08:45 AM	0	91	337	0	0	0	334	90	0	0	0	0	0	136	0	33	1021
Total	0	567	1250	0	0	0	1244	349	0	0	0	0	0	533	0	101	4044
PHF	0.000	0.805	0.927	0.000	0.000	0.000	0.920	0.969	0.000	0.000	0.000	0.000	0.000	0.980	0.000	0.953	0.95
Heavy Veh %	0%	6%	2%	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	0%	8%	3%
App Vol %	0%	31%	69%	0%	0%	0%	78%	22%	0%	0%	0%	0%	0%	84%	0%	16%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM

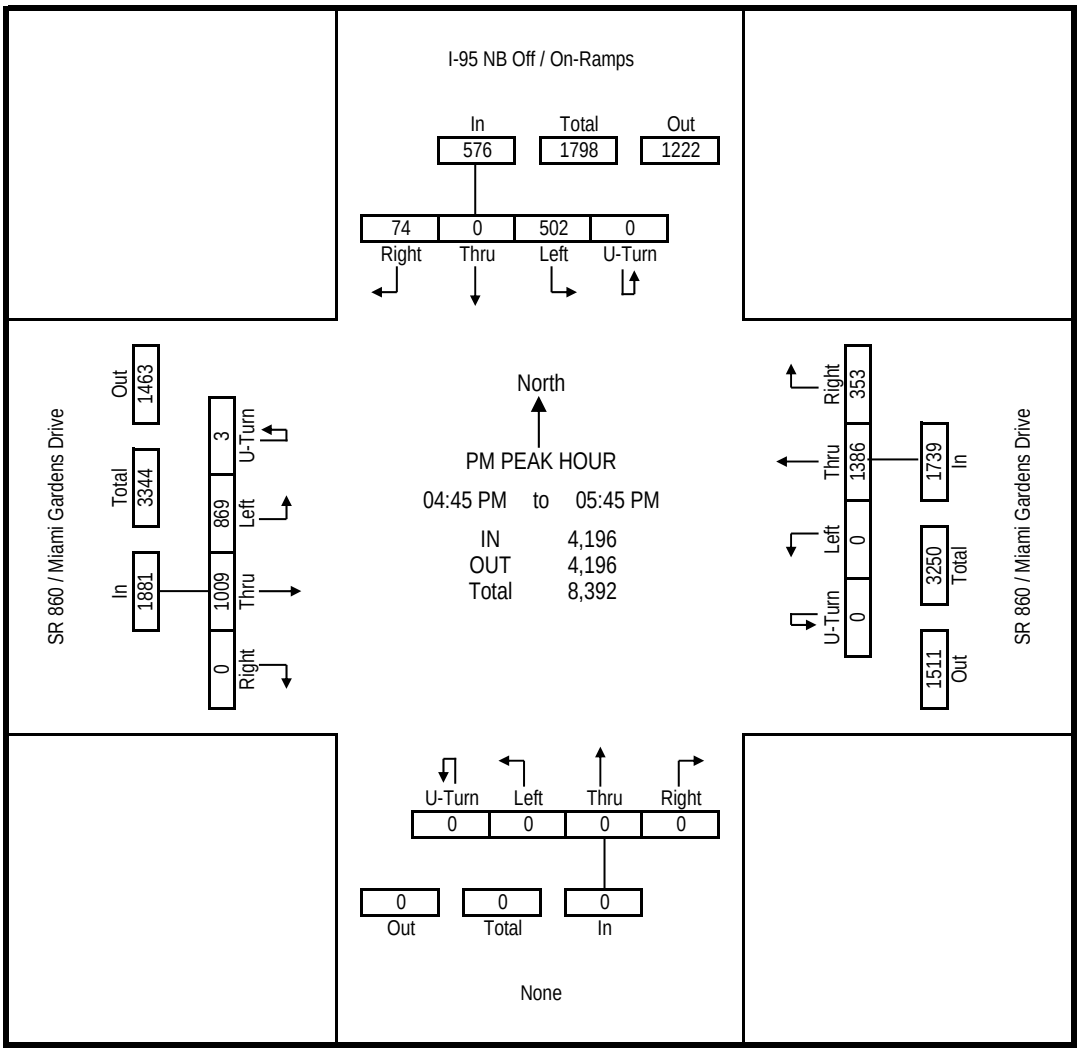


Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:45 PM	0	198	272	0	0	0	320	103	0	0	0	0	0	115	0	12	1020
05:00 PM	3	213	242	0	0	0	335	77	0	0	0	0	0	124	0	25	1019
05:15 PM	0	253	240	0	0	0	322	90	0	0	0	0	0	118	0	13	1036
05:30 PM	0	205	255	0	0	0	409	83	0	0	0	0	0	145	0	24	1121
Total	3	869	1009	0	0	0	1386	353	0	0	0	0	0	502	0	74	4196
PHF	0.250	0.859	0.927	0.000	0.000	0.000	0.847	0.857	0.000	0.000	0.000	0.000	0.000	0.866	0.000	0.740	0.94
Heavy Veh %	0%	2%	2%	0%	0%	0%	3%	2%	0%	0%	0%	0%	0%	1%	0%	6%	2%
App Vol %	0%	46%	54%	0%	0%	0%	80%	20%	0%	0%	0%	0%	0%	87%	0%	13%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM

Peak Hour for Entire Intersection Begins at : 04:45 PM to 05:45 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: 9/23/2021

Groups Printed: Automobiles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	113	137	0	0	0	206	64	0	0	0	0	0	47	0	17	584
06:45 AM	0	142	171	0	0	0	180	64	0	0	0	0	0	72	0	9	638
Total	0	255	308	0	0	0	386	128	0	0	0	0	0	119	0	26	1222
07:00 AM	0	154	206	0	0	0	295	91	0	0	0	0	0	71	0	18	835
07:15 AM	0	166	198	0	0	0	222	72	0	0	0	0	0	99	0	8	765
07:30 AM	1	148	279	0	0	0	290	94	0	0	0	0	0	131	0	19	962
07:45 AM	0	135	332	0	0	0	270	87	0	0	0	0	0	145	0	13	982
Total	1	603	1015	0	0	0	1077	344	0	0	0	0	0	446	0	58	3544
08:00 AM	0	142	292	0	0	0	263	87	0	0	0	0	0	126	0	22	932
08:15 AM	0	165	279	0	0	0	296	82	0	0	0	0	0	131	0	17	970
08:30 AM	0	140	317	0	0	0	335	87	0	0	0	0	0	128	0	22	1029
08:45 AM	0	86	332	0	0	0	325	89	0	0	0	0	0	130	0	31	993
Total	0	533	1220	0	0	0	1219	345	0	0	0	0	0	515	0	92	3924
09:00 AM	0	113	286	0	0	0	280	89	0	0	0	0	0	129	0	15	912
09:15 AM	0	119	314	0	0	0	280	63	0	0	0	0	0	111	0	11	898
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	232	600	0	0	0	560	152	0	0	0	0	0	240	0	26	1810
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	187	214	0	0	0	334	81	0	0	0	0	0	110	0	23	949
03:45 PM	0	194	234	0	0	0	316	88	0	0	0	0	0	104	0	24	960
Total	0	381	448	0	0	0	650	169	0	0	0	0	0	214	0	47	1909
04:00 PM	0	167	256	0	0	0	356	74	0	0	0	0	0	95	0	19	967
04:15 PM	0	175	219	0	0	0	343	107	0	0	0	0	0	106	0	18	968
04:30 PM	0	192	261	0	0	0	309	106	0	0	0	0	0	134	0	18	1020
04:45 PM	0	193	264	0	0	0	309	102	0	0	0	0	0	114	0	12	994
Total	0	727	1000	0	0	0	1317	389	0	0	0	0	0	449	0	67	3949
05:00 PM	3	206	241	0	0	0	330	74	0	0	0	0	0	120	0	23	997
05:15 PM	0	249	235	0	0	0	312	90	0	0	0	0	0	117	0	12	1015
05:30 PM	0	203	252	0	0	0	398	80	0	0	0	0	0	144	0	22	1099
05:45 PM	0	189	254	0	0	0	274	55	0	0	0	0	0	89	0	12	873
Total	3	847	982	0	0	0	1314	299	0	0	0	0	0	470	0	69	3984
06:00 PM	0	141	193	0	0	0	309	79	0	0	0	0	0	99	0	20	841
06:15 PM	0	127	208	0	0	0	299	56	0	0	0	0	0	95	0	20	805
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	268	401	0	0	0	608	135	0	0	0	0	0	194	0	40	1646

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	6	9	0	0	0	3	1	0	0	0	0	0	0	0	0	19
06:45 AM	0	4	8	0	0	0	3	0	0	0	0	0	0	2	0	4	21
Total	0	10	17	0	0	0	6	1	0	0	0	0	0	2	0	4	40
07:00 AM	0	4	5	0	0	0	5	1	0	0	0	0	0	3	0	0	18
07:15 AM	0	6	19	0	0	0	2	0	0	0	0	0	0	4	0	1	32
07:30 AM	0	10	8	0	0	0	1	2	0	0	0	0	0	4	0	1	26
07:45 AM	0	11	10	0	0	0	9	2	0	0	0	0	0	1	0	3	36
Total	0	31	42	0	0	0	17	5	0	0	0	0	0	12	0	5	112
08:00 AM	0	9	9	0	0	0	8	1	0	0	0	0	0	2	0	2	31
08:15 AM	0	11	7	0	0	0	5	0	0	0	0	0	0	5	0	1	29
08:30 AM	0	9	9	0	0	0	3	2	0	0	0	0	0	5	0	4	32
08:45 AM	0	5	5	0	0	0	9	1	0	0	0	0	0	6	0	2	28
Total	0	34	30	0	0	0	25	4	0	0	0	0	0	18	0	9	120
09:00 AM	0	15	11	0	0	0	6	3	0	0	0	0	0	5	0	4	44
09:15 AM	0	14	14	0	0	0	12	3	0	0	0	0	0	2	0	1	46
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	29	25	0	0	0	18	6	0	0	0	0	0	7	0	5	90
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	5	7	0	0	0	12	3	0	0	0	0	0	0	0	2	29
03:45 PM	0	6	4	0	0	0	18	1	0	0	0	0	0	3	0	0	32
Total	0	11	11	0	0	0	30	4	0	0	0	0	0	3	0	2	61
04:00 PM	0	4	7	0	0	0	11	0	0	0	0	0	0	1	0	1	24
04:15 PM	0	3	4	0	0	0	15	2	0	0	0	0	0	1	0	2	27
04:30 PM	0	11	5	0	0	0	10	4	0	0	0	0	0	1	0	6	37
04:45 PM	0	5	8	0	0	0	11	1	0	0	0	0	0	1	0	0	26
Total	0	23	24	0	0	0	47	7	0	0	0	0	0	4	0	9	114
05:00 PM	0	7	1	0	0	0	5	3	0	0	0	0	0	4	0	2	22
05:15 PM	0	4	5	0	0	0	10	0	0	0	0	0	0	1	0	1	21
05:30 PM	0	2	3	0	0	0	11	3	0	0	0	0	0	1	0	2	22
05:45 PM	0	3	5	0	0	0	6	0	0	0	0	0	0	1	0	0	15
Total	0	16	14	0	0	0	32	6	0	0	0	0	0	7	0	5	80
06:00 PM	0	2	4	0	0	0	8	0	0	0	0	0	0	1	0	1	16
06:15 PM	0	5	1	0	0	0	4	1	0	0	0	0	0	2	0	2	15
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	5	0	0	0	12	1	0	0	0	0	0	3	0	3	31

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Eastbound				
Start Time	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX D3

Traffic Data for
Ives Dairy Road

APPENDIX

D3

IVES DAIRY RD W OF NE 15TH CT, 87-1017 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	111	93	74	61	339
1:00	66	44	45	34	189
2:00	27	28	26	34	115
3:00	17	17	21	18	73
4:00	16	24	18	32	90
5:00	28	27	37	47	139
6:00	58	100	111	210	479
7:00	260	219	208	233	920
8:00	287	308	228	272	1095
9:00	231	218	183	204	836
10:00	189	210	207	193	799
11:00	211	208	228	235	882
12:00	219	276	241	258	994
13:00	256	269	322	301	1148
14:00	337	325	343	388	1393
15:00	369	397	360	419	1545
16:00	419	422	455	432	1728
17:00	453	476	430	441	1800
18:00	463	433	393	414	1703
19:00	345	339	324	334	1342
20:00	373	322	282	243	1220
21:00	260	230	222	212	924
22:00	189	167	187	131	674
23:00	158	192	130	105	585
					21012

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	122	73	66	60	321
1:00	61	46	46	37	190
2:00	29	33	27	27	116
3:00	25	19	14	22	80
4:00	18	19	23	24	84
5:00	15	40	34	46	135
6:00	57	87	112	187	443
7:00	256	233	194	231	914
8:00	220	270	229	292	1011
9:00	271	224	248	223	966
10:00	203	184	224	225	836
11:00	213	210	254	231	908
12:00	221	227	238	290	976
13:00	317	263	306	331	1217
14:00	356	354	335	361	1406
15:00	364	361	376	394	1495
16:00	353	385	374	401	1513
17:00	402	386	383	403	1574
18:00	468	441	403	380	1692
19:00	389	392	291	379	1451
20:00	302	328	309	265	1204
21:00	273	254	274	257	1058
22:00	241	196	186	146	769
23:00	185	177	154	125	641
					21000

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	115	93	87	73	368
1:00	53	52	47	35	187
2:00	35	38	32	17	122
3:00	19	30	25	22	96
4:00	27	19	18	21	85
5:00	39	41	50	53	183
6:00	55	92	138	207	492
7:00	269	226	206	257	958
8:00	288	315	254	281	1138
9:00	228	229	192	201	850
10:00	231	229	197	235	892
11:00	222	246	257	240	965
12:00	275	231	288	282	1076
13:00	290	293	305	335	1223
14:00	313	355	373	394	1435
15:00	361	400	402	403	1566
16:00	420	381	422	396	1619
17:00	408	413	432	405	1658
18:00	410	396	417	407	1630
19:00	432	381	351	356	1520
20:00	339	312	257	264	1172
21:00	257	262	218	196	933
22:00	216	181	183	175	755
23:00	199	211	157	111	678
					21601

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	116	86	76	65	343
1:00	60	47	46	35	188
2:00	30	33	28	26	117
3:00	20	22	20	21	83
4:00	20	21	20	26	87
5:00	27	36	40	49	152
6:00	57	93	120	201	471
7:00	262	226	203	240	931
8:00	265	298	237	282	1082
9:00	243	224	208	209	884
10:00	208	208	209	218	843
11:00	215	221	246	235	917
12:00	238	245	256	277	1016
13:00	288	275	311	322	1196
14:00	335	345	350	381	1411
15:00	365	386	379	405	1535
16:00	397	396	417	410	1620
17:00	421	425	415	416	1677
18:00	447	423	404	400	1674
19:00	389	371	322	356	1438
20:00	338	321	283	257	1199
21:00	263	249	238	222	972
22:00	215	181	185	151	732
23:00	181	193	147	114	635
					21203

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	21203

	Vol	Hour
07:00-09:00 Peak	1095	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1816	16:30

	Vol	Hour
AM Peak	1095	08:00
PM Peak	1816	16:30
Daily Peak	1816	16:30

	Vol	Hour
07:00-09:00 Peak	1011	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1715	17:45

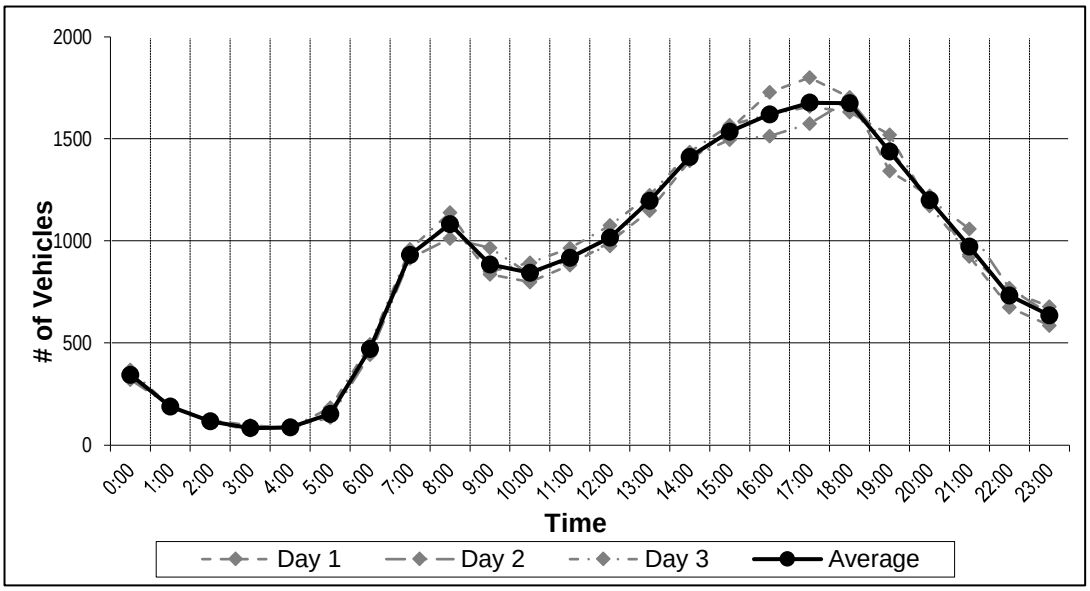
	Vol	Hour
AM Peak	1062	08:15
PM Peak	1715	17:45
Daily Peak	1715	17:45

	Vol	Hour
07:00-09:00 Peak	1138	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1660	17:15

	Vol	Hour
AM Peak	1138	08:00
PM Peak	1660	17:15
Daily Peak	1660	17:15

	Vol	Hour	PHF
06:00-09:00 Peak	1082	08:00	0.91
12:00-14:00 Peak	1196	13:00	0.93
16:00-19:00 Peak	1703	17:15	0.95

	Vol	Hour
AM Peak	1082	08:00
PM Peak	1703	17:15
Daily Peak	1703	17:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	2480
MD	9:00 am - 4:00 pm	7800
PM	4:00 pm - 7:00 pm	4970
NT	7:00 pm - 6:00 am	5950
AADT	0:00 am - 12:00 pm	21200
		21200
	FDOT 2019 AADT	none

Distribution	
AM	0.12
MD	0.37
PM	0.23
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.1%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	8.0%

87-1017 (WB)

IVES DAIRY RD W OF NE 15TH CT, 87-1017 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	69	61	59	34	223
1:00	31	38	36	25	130
2:00	24	30	27	24	105
3:00	22	20	30	42	114
4:00	29	41	60	51	181
5:00	76	102	140	188	506
6:00	209	293	405	478	1385
7:00	470	615	538	415	2038
8:00	397	391	376	322	1486
9:00	321	342	328	302	1293
10:00	271	299	288	258	1116
11:00	280	266	265	257	1068
12:00	245	299	299	285	1128
13:00	260	305	306	291	1162
14:00	307	325	413	364	1409
15:00	381	401	346	286	1414
16:00	298	285	314	338	1235
17:00	298	325	331	302	1256
18:00	309	285	287	282	1163
19:00	252	263	271	231	1017
20:00	217	188	197	166	768
21:00	152	146	139	133	570
22:00	135	140	140	119	534
23:00	128	81	72	60	341
					21642

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	60	61	50	39	210
1:00	30	33	27	23	113
2:00	21	18	23	25	87
3:00	22	28	24	38	112
4:00	27	36	54	74	191
5:00	77	110	170	154	511
6:00	207	318	388	515	1428
7:00	533	594	579	494	2200
8:00	391	410	439	460	1700
9:00	465	386	360	338	1549
10:00	306	264	307	286	1163
11:00	269	252	269	283	1073
12:00	286	289	285	294	1154
13:00	272	308	338	330	1248
14:00	348	359	418	335	1460
15:00	380	339	361	326	1406
16:00	301	273	328	325	1227
17:00	258	273	285	310	1126
18:00	312	308	318	275	1213
19:00	296	264	278	257	1095
20:00	246	219	198	176	839
21:00	172	151	171	131	625
22:00	123	145	164	125	557
23:00	111	87	69	85	352
					22639

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	92	55	57	33	237
1:00	38	34	35	34	141
2:00	31	25	23	21	100
3:00	21	28	29	41	119
4:00	32	46	61	66	205
5:00	87	139	175	200	601
6:00	221	323	440	489	1473
7:00	552	597	485	365	1999
8:00	429	322	456	285	1492
9:00	314	330	339	345	1328
10:00	311	307	321	273	1212
11:00	306	271	303	249	1129
12:00	258	303	285	290	1136
13:00	317	300	302	291	1210
14:00	311	321	440	414	1486
15:00	393	380	368	332	1473
16:00	284	274	341	312	1211
17:00	300	392	375	282	1349
18:00	260	244	266	262	1032
19:00	281	332	300	269	1182
20:00	211	206	184	162	763
21:00	171	147	139	153	610
22:00	148	154	148	132	582
23:00	110	109	82	66	367
					22437

Average	Quarter Hour (15 min)				Hour
Start Time	1st	2nd	3rd	4th	Total
0:00	74	59	55	35	223
1:00	33	35	33	27	128
2:00	25	24	24	23	96
3:00	22	25	28	40	115
4:00	29	41	58	64	192
5:00	80	117	162	181	540
6:00	212	311	411	494	1428
7:00	518	602	534	425	2079
8:00	406	374	424	356	1560
9:00	367	353	342	328	1390
10:00	296	290	305	272	1163
11:00	285	263	279	263	1090
12:00	263	297	290	290	1140
13:00	283	304	315	304	1206
14:00	322	335	424	371	1452
15:00	385	373	358	315	1431
16:00	294	277	328	325	1224
17:00	285	330	330	298	1243
18:00	294	279	290	273	1136
19:00	276	286	283	252	1097
20:00	225	204	193	168	790
21:00	165	148	150	139	602
22:00	135	146	151	125	557
23:00	116	92	74	70	352
					22234
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	22234

	Vol	Hour
07:00-09:00 Peak	2101	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1292	16:45

	Vol	Hour
AM Peak	2101	06:45
PM Peak	1559	14:30
Daily Peak	2101	06:45

	Vol	Hour
07:00-09:00 Peak	2221	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1248	17:45

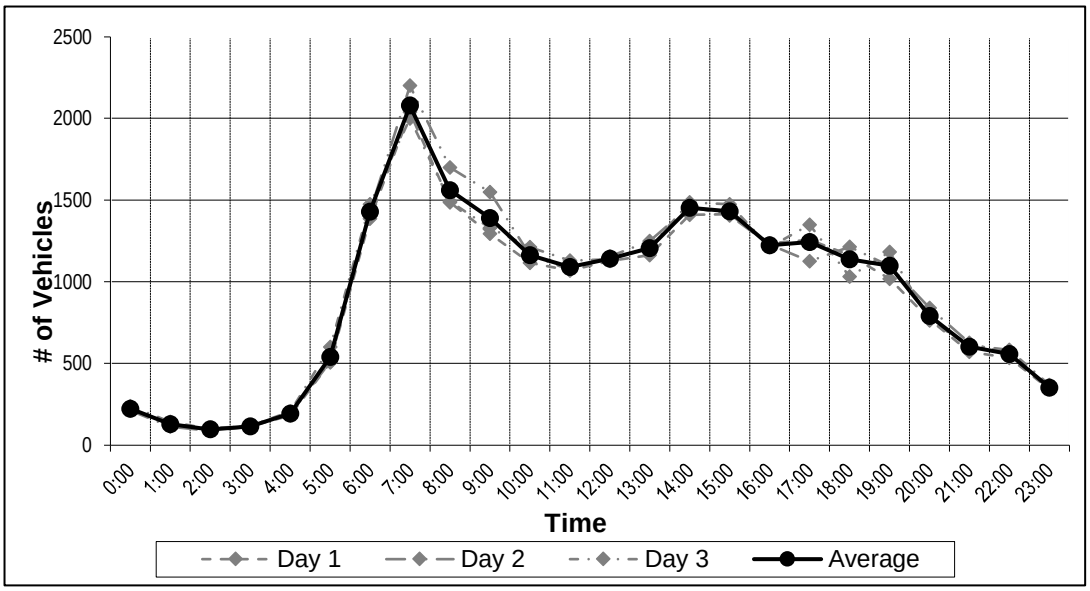
	Vol	Hour
AM Peak	2221	06:45
PM Peak	1492	14:15
Daily Peak	2221	06:45

	Vol	Hour
07:00-09:00 Peak	2123	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1379	16:45

	Vol	Hour
AM Peak	2123	06:45
PM Peak	1627	14:30
Daily Peak	2123	06:45

	Vol	Hour	PHF
06:00-09:00 Peak	2148	06:45	0.89
12:00-14:00 Peak	1206	13:00	0.96
16:00-19:00 Peak	1270	16:45	0.96

	Vol	Hour
AM Peak	2148	06:45
PM Peak	1553	14:30
Daily Peak	2148	06:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	5070
MD	9:00 am - 4:00 pm	8870
PM	4:00 pm - 7:00 pm	3600
NT	7:00 pm - 6:00 am	4690
AADT	0:00 am - 12:00 pm	22200
		22230
	FDOT 2019 AADT	none

Distribution	
AM	0.23
MD	0.40
PM	0.16
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	9.7%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	5.7%

87-1017 (EB)

NE 15TH CT S OF IVES DAIRY RD, 87-1015 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	14	13	12	12	51
1:00	6	3	5	2	16
2:00	6	7	5	3	21
3:00	3	3	1	3	10
4:00	2	2	2	2	8
5:00	4	3	9	7	23
6:00	13	12	14	29	68
7:00	38	33	29	50	150
8:00	52	49	58	43	202
9:00	38	40	37	33	148
10:00	26	36	42	34	138
11:00	38	44	46	44	172
12:00	44	45	52	38	179
13:00	47	60	33	54	194
14:00	57	50	51	50	208
15:00	52	52	36	47	187
16:00	62	41	63	62	228
17:00	56	58	63	50	227
18:00	63	54	41	56	214
19:00	51	35	41	36	163
20:00	31	32	33	34	130
21:00	39	49	26	34	148
22:00	26	40	25	24	115
23:00	17	24	17	21	79
					3079

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	14	6	10	9	39
1:00	12	3	5	2	22
2:00	4	2	8	1	15
3:00	4	4	4	5	17
4:00	8	1	3	4	16
5:00	3	7	6	9	25
6:00	6	8	15	22	51
7:00	21	30	27	48	126
8:00	67	41	41	63	212
9:00	56	47	50	48	201
10:00	37	34	40	44	155
11:00	57	42	36	43	178
12:00	44	51	48	41	184
13:00	50	49	52	51	202
14:00	53	50	52	51	206
15:00	58	54	58	48	218
16:00	50	52	44	60	206
17:00	63	47	57	63	230
18:00	57	62	50	55	224
19:00	42	45	57	48	192
20:00	39	44	47	32	162
21:00	24	48	26	24	122
22:00	28	32	30	22	112
23:00	18	20	13	14	65
					3180

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	14	10	12	6	42
1:00	7	13	5	7	32
2:00	7	11	10	11	39
3:00	8	4	4	4	20
4:00	7	6	3	4	20
5:00	3	3	8	13	27
6:00	9	13	21	20	63
7:00	28	31	40	52	151
8:00	53	58	50	71	232
9:00	43	46	50	50	189
10:00	55	46	37	33	171
11:00	44	39	42	42	167
12:00	44	38	45	51	178
13:00	56	63	51	51	221
14:00	58	57	59	53	227
15:00	62	72	54	49	237
16:00	51	54	62	53	220
17:00	54	51	55	76	236
18:00	44	30	28	43	145
19:00	50	33	46	32	161
20:00	46	42	40	27	155
21:00	28	36	27	21	112
22:00	21	24	23	13	81
23:00	21	25	12	14	72
					3198

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	14	10	11	9	44
1:00	8	6	5	4	23
2:00	6	7	8	5	26
3:00	5	4	3	4	16
4:00	6	3	3	3	15
5:00	3	4	8	10	25
6:00	9	11	17	24	61
7:00	29	31	32	50	142
8:00	57	49	50	59	215
9:00	46	44	46	44	180
10:00	39	39	40	37	155
11:00	46	42	41	43	172
12:00	44	45	48	43	180
13:00	51	57	45	52	205
14:00	56	52	54	51	213
15:00	57	59	49	48	213
16:00	54	49	56	58	217
17:00	58	52	58	63	231
18:00	55	49	40	51	195
19:00	48	38	48	39	173
20:00	39	39	40	31	149
21:00	30	44	26	26	126
22:00	25	32	26	20	103
23:00	19	23	14	16	72
					3151
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	3151

	Vol	Hour
07:00-09:00 Peak	209	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	239	16:30

	Vol	Hour
AM Peak	209	07:45
PM Peak	239	16:30
Daily Peak	239	16:30

	Vol	Hour
07:00-09:00 Peak	212	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	239	17:30

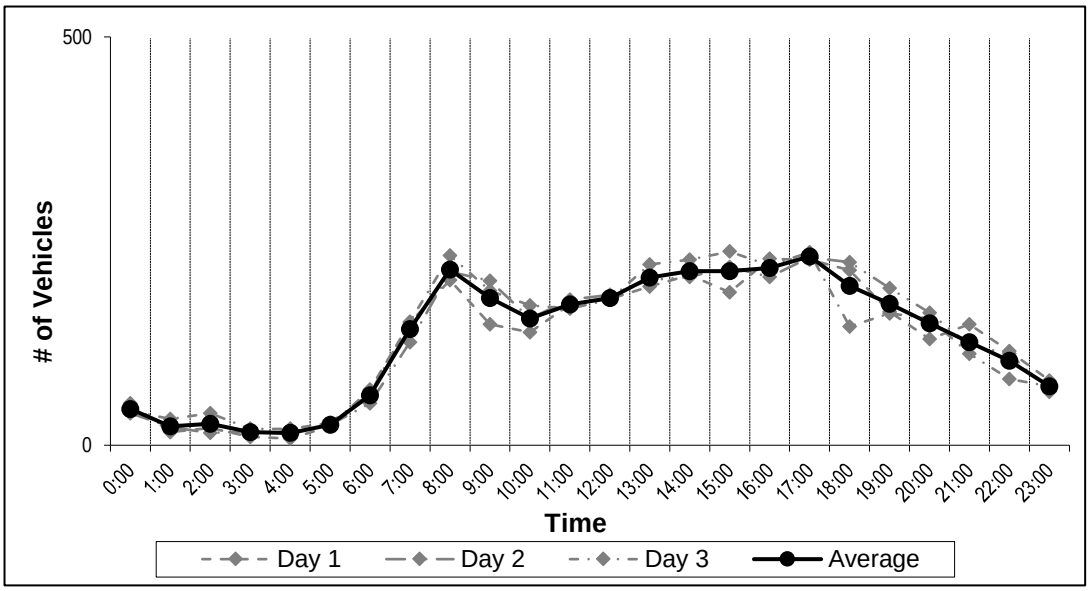
	Vol	Hour
AM Peak	216	08:45
PM Peak	239	17:30
Daily Peak	239	17:30

	Vol	Hour
07:00-09:00 Peak	232	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	236	17:00

	Vol	Hour
AM Peak	232	08:00
PM Peak	246	14:30
Daily Peak	246	14:30

	Vol	Hour	PHF
06:00-09:00 Peak	215	08:00	0.91
12:00-14:00 Peak	205	13:00	0.90
16:00-19:00 Peak	231	17:00	0.92

	Vol	Hour
AM Peak	215	08:00
PM Peak	231	17:00
Daily Peak	231	17:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	420
MD	9:00 am - 4:00 pm	1320
PM	4:00 pm - 7:00 pm	640
NT	7:00 pm - 6:00 am	770
AADT	0:00 am - 12:00 pm	3200
		3150
	FDOT 2019 AADT	none

Distribution	
AM	0.13
MD	0.42
PM	0.20
NT	0.24
AADT	1.00

	K
07:00-09:00 Peak Hour	6.8%
12:00-14:00 Peak Hour	6.5%
15:00-18:00 Peak Hour	7.3%

87-1015 (SB)

NE 15TH CT S OF IVES DAIRY RD, 87-1015 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	11	14	11	4	40
1:00	3	7	7	2	19
2:00	6	2	3	8	19
3:00	3	3	3	2	11
4:00	1	0	4	6	11
5:00	7	7	15	19	48
6:00	25	30	40	53	148
7:00	54	68	74	70	266
8:00	70	48	71	61	250
9:00	39	40	39	45	163
10:00	37	34	48	33	152
11:00	42	38	42	51	173
12:00	40	43	50	47	180
13:00	49	58	59	49	215
14:00	60	59	51	66	236
15:00	41	55	58	64	218
16:00	61	41	66	49	217
17:00	82	61	65	49	257
18:00	58	57	47	47	209
19:00	34	35	26	36	131
20:00	35	28	24	29	116
21:00	38	33	30	31	132
22:00	25	20	20	22	87
23:00	15	16	15	10	56
					3354

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	22	3	5	9	39
1:00	5	3	5	7	20
2:00	7	6	5	4	22
3:00	2	1	2	5	10
4:00	5	1	6	3	15
5:00	9	7	16	10	42
6:00	21	26	41	51	139
7:00	57	51	79	70	257
8:00	69	56	67	51	243
9:00	38	51	47	49	185
10:00	44	47	48	43	182
11:00	44	32	47	48	171
12:00	45	47	49	54	195
13:00	35	40	59	54	188
14:00	55	48	51	43	197
15:00	58	48	65	53	224
16:00	45	54	67	107	273
17:00	95	54	74	76	299
18:00	71	69	72	53	265
19:00	32	48	53	34	167
20:00	49	34	49	38	170
21:00	22	28	30	22	102
22:00	26	26	20	22	94
23:00	22	20	7	9	58
					3557

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	14	11	4	12	41
1:00	10	4	11	3	28
2:00	3	6	9	8	26
3:00	7	5	5	3	20
4:00	5	1	5	3	14
5:00	6	9	11	10	36
6:00	9	12	16	13	50
7:00	48	70	79	47	244
8:00	62	62	67	65	256
9:00	49	43	40	44	176
10:00	58	42	48	40	188
11:00	42	44	40	37	163
12:00	41	40	40	37	158
13:00	46	42	58	57	203
14:00	45	48	70	65	228
15:00	66	59	62	55	242
16:00	49	34	48	74	205
17:00	82	48	56	54	240
18:00	50	34	40	53	177
19:00	57	49	65	50	221
20:00	53	47	46	37	183
21:00	50	29	32	30	141
22:00	36	23	29	15	103
23:00	25	20	17	13	75
					3418

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	16	9	7	8	40
1:00	6	5	8	4	23
2:00	5	5	6	7	23
3:00	4	3	3	3	13
4:00	4	1	5	4	14
5:00	7	8	14	13	42
6:00	18	23	32	39	112
7:00	53	63	77	62	255
8:00	67	55	68	59	249
9:00	42	45	42	46	175
10:00	46	41	48	39	174
11:00	43	38	43	45	169
12:00	42	43	46	46	177
13:00	43	47	59	53	202
14:00	53	52	57	58	220
15:00	55	54	62	57	228
16:00	52	43	60	77	232
17:00	86	54	65	60	265
18:00	60	53	53	51	217
19:00	41	44	48	40	173
20:00	46	36	40	35	157
21:00	37	30	31	28	126
22:00	29	23	23	20	95
23:00	21	19	13	11	64
					3445
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	3445

	Vol	Hour
07:00-09:00 Peak	282	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	258	16:30

	Vol	Hour
07:00-09:00 Peak	274	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	330	16:45

	Vol	Hour
07:00-09:00 Peak	258	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	260	16:45

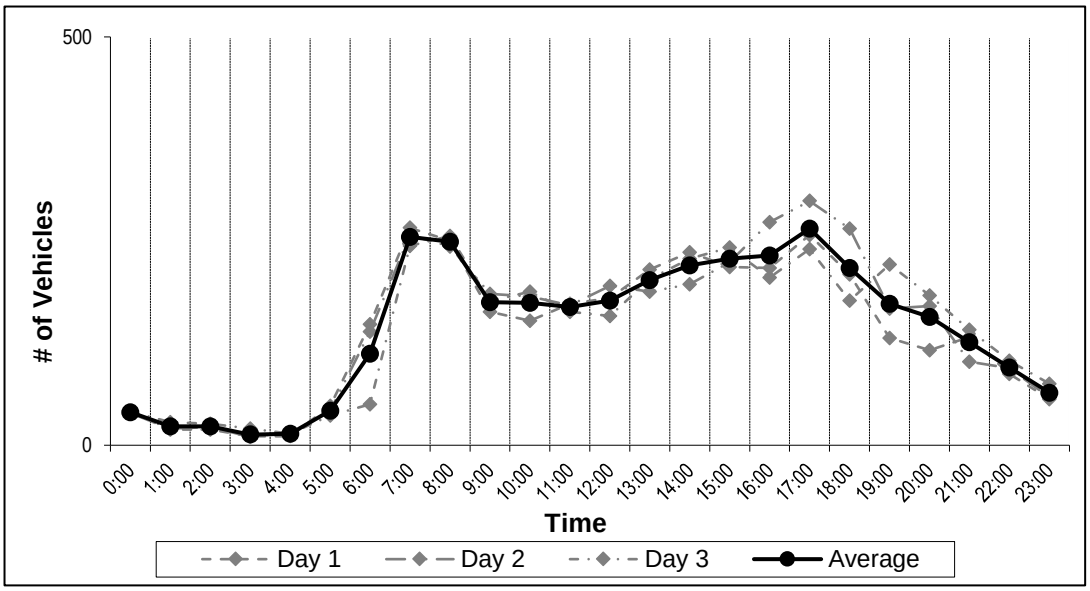
	Vol	Hour	PHF
06:00-09:00 Peak	269	07:15	0.87
12:00-14:00 Peak	202	13:00	0.86
16:00-19:00 Peak	282	16:45	0.82

	Vol	Hour
AM Peak	282	07:15
PM Peak	258	16:30
Daily Peak	282	07:15

	Vol	Hour
AM Peak	274	7:30
PM Peak	330	16:45
Daily Peak	330	16:45

	Vol	Hour
AM Peak	258	07:15
PM Peak	260	14:30
Daily Peak	260	14:30

	Vol	Hour
AM Peak	269	07:15
PM Peak	282	16:45
Daily Peak	282	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	620
MD	9:00 am - 4:00 pm	1350
PM	4:00 pm - 7:00 pm	710
NT	7:00 pm - 6:00 am	770
AADT	0:00 am - 12:00 pm	3400
		3450
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.39
PM	0.21
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.8%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	8.2%

87-1015 (NB)

IVES DAIRY RD E OF NE 15TH CT, 87-1013 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	125	105	84	69	383
1:00	69	46	44	40	199
2:00	33	33	30	30	126
3:00	19	19	23	23	84
4:00	18	29	20	38	105
5:00	30	36	47	58	171
6:00	71	119	129	245	564
7:00	289	271	213	294	1067
8:00	332	344	288	304	1268
9:00	292	250	221	243	1006
10:00	207	230	260	219	916
11:00	261	248	260	275	1044
12:00	255	308	292	292	1147
13:00	309	320	354	329	1312
14:00	422	357	368	409	1556
15:00	438	446	465	465	1814
16:00	488	469	542	494	1993
17:00	500	517	490	499	2006
18:00	534	469	453	434	1890
19:00	404	370	356	360	1490
20:00	389	357	320	293	1359
21:00	289	290	248	248	1075
22:00	229	201	210	166	806
23:00	169	242	144	138	693
					24074

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	135	76	82	68	361
1:00	75	50	53	38	216
2:00	33	35	33	26	127
3:00	28	24	17	25	94
4:00	23	19	24	28	94
5:00	19	51	48	46	164
6:00	66	97	127	204	494
7:00	258	283	215	289	1045
8:00	285	325	268	359	1237
9:00	354	271	297	267	1189
10:00	237	200	247	255	939
11:00	258	249	290	264	1061
12:00	269	264	272	315	1120
13:00	345	307	334	372	1358
14:00	426	379	346	403	1554
15:00	414	387	440	413	1654
16:00	404	454	459	469	1786
17:00	468	440	477	482	1867
18:00	568	522	499	427	2016
19:00	440	432	347	416	1635
20:00	330	363	338	275	1306
21:00	293	295	299	271	1158
22:00	282	217	207	179	885
23:00	189	202	170	144	705
					24065

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	124	104	99	76	403
1:00	60	60	47	41	208
2:00	40	49	44	26	159
3:00	22	32	28	23	105
4:00	31	23	21	24	99
5:00	38	48	52	55	193
6:00	65	107	156	225	553
7:00	274	265	241	313	1093
8:00	344	379	291	323	1337
9:00	260	271	251	236	1018
10:00	239	269	229	255	992
11:00	261	272	282	275	1090
12:00	325	252	331	326	1234
13:00	344	322	366	373	1405
14:00	367	415	431	389	1602
15:00	460	482	445	421	1808
16:00	481	416	479	428	1804
17:00	433	464	463	442	1802
18:00	437	368	566	510	1881
19:00	537	424	434	397	1792
20:00	419	376	333	292	1420
21:00	295	310	254	220	1079
22:00	245	214	206	197	862
23:00	218	247	170	131	766
					24705

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	128	95	88	71	382
1:00	68	52	48	40	208
2:00	35	39	36	27	137
3:00	23	25	23	24	95
4:00	24	24	22	30	100
5:00	29	45	49	53	176
6:00	67	108	137	225	537
7:00	274	273	223	299	1069
8:00	320	349	282	329	1280
9:00	302	264	256	249	1071
10:00	228	233	245	243	949
11:00	260	256	277	271	1064
12:00	283	275	298	311	1167
13:00	333	316	351	358	1358
14:00	405	384	382	400	1571
15:00	437	438	450	433	1758
16:00	458	446	493	464	1861
17:00	467	474	477	474	1892
18:00	513	453	506	457	1929
19:00	460	409	379	391	1639
20:00	379	365	330	287	1361
21:00	292	298	267	246	1103
22:00	252	211	208	181	852
23:00	192	230	161	138	721
					24280

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	24280

	Vol	Hour
07:00-09:00 Peak	1268	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2053	16:30

	Vol	Hour
AM Peak	1268	08:00
PM Peak	2053	16:30
Daily Peak	2053	16:30

	Vol	Hour
07:00-09:00 Peak	1237	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2071	17:45

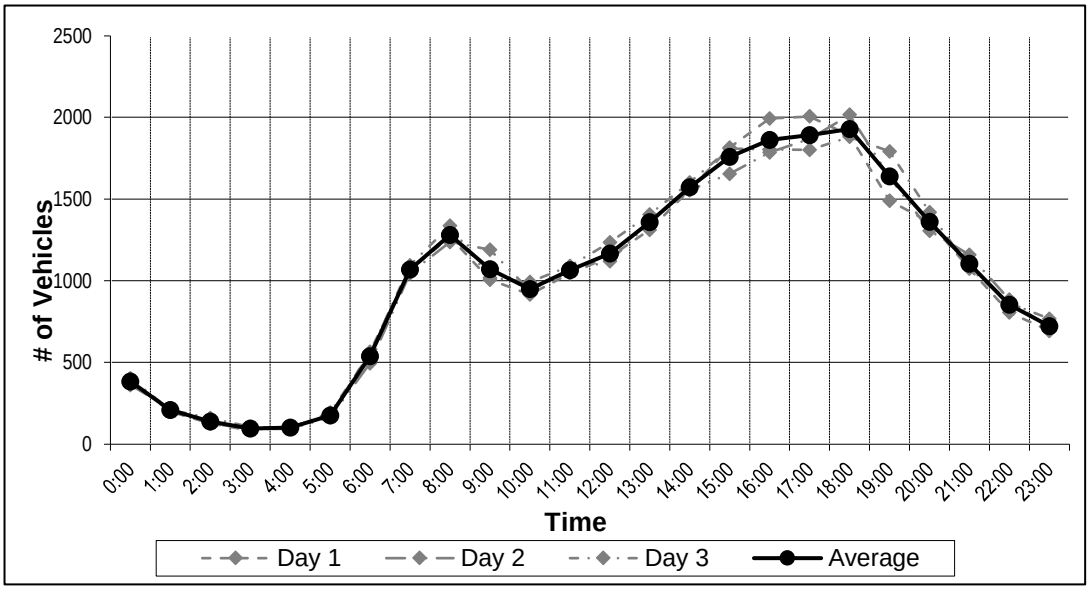
	Vol	Hour
AM Peak	1306	08:15
PM Peak	2071	17:45
Daily Peak	2071	17:45

	Vol	Hour
07:00-09:00 Peak	1337	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1881	18:00

	Vol	Hour
AM Peak	1337	08:00
PM Peak	2037	18:30
Daily Peak	2037	18:30

	Vol	Hour	PHF
06:00-09:00 Peak	1280	08:00	0.92
12:00-14:00 Peak	1358	13:00	0.95
16:00-19:00 Peak	1946	17:45	0.95

	Vol	Hour
AM Peak	1280	08:00
PM Peak	1946	17:45
Daily Peak	1946	17:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2890
MD	9:00 am - 4:00 pm	8940
PM	4:00 pm - 7:00 pm	5680
NT	7:00 pm - 6:00 am	6770
AADT	0:00 am - 12:00 pm	24300
		24280
	FDOT 2019 AADT	none

Distribution	
AM	0.12
MD	0.37
PM	0.23
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.3%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	8.0%

87-1013 (WB)

IVES DAIRY RD E OF NE 15TH CT, 87-1013 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	71	72	60	41	244
1:00	41	39	38	26	144
2:00	26	30	28	24	108
3:00	22	24	28	43	117
4:00	35	41	64	57	197
5:00	77	111	153	193	534
6:00	219	328	438	503	1488
7:00	530	643	587	515	2275
8:00	518	436	454	373	1781
9:00	378	356	376	344	1454
10:00	310	310	323	295	1238
11:00	313	299	288	300	1200
12:00	265	311	349	323	1248
13:00	269	332	348	337	1286
14:00	337	376	429	421	1563
15:00	366	452	390	317	1525
16:00	325	307	364	377	1373
17:00	370	375	353	328	1426
18:00	349	323	312	284	1268
19:00	268	269	296	243	1076
20:00	237	206	199	173	815
21:00	158	154	155	140	607
22:00	152	153	137	138	580
23:00	130	82	85	57	354
					23901

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	59	65	51	50	225
1:00	33	35	29	25	122
2:00	24	23	25	22	94
3:00	25	27	26	35	113
4:00	37	37	53	78	205
5:00	85	112	174	168	539
6:00	227	314	425	554	1520
7:00	543	677	607	589	2416
8:00	492	481	480	498	1951
9:00	506	471	390	367	1734
10:00	352	307	350	302	1311
11:00	286	275	311	301	1173
12:00	319	334	310	334	1297
13:00	283	327	376	358	1344
14:00	400	395	429	362	1586
15:00	408	396	383	374	1561
16:00	338	274	376	372	1360
17:00	350	316	317	308	1291
18:00	327	319	347	273	1266
19:00	282	280	283	260	1105
20:00	250	220	214	195	879
21:00	183	166	169	153	671
22:00	135	139	181	146	601
23:00	115	95	78	92	380
					24744

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	86	58	56	41	241
1:00	44	30	46	35	155
2:00	30	27	25	25	107
3:00	24	29	36	41	130
4:00	43	43	65	66	217
5:00	79	130	183	187	579
6:00	234	312	420	452	1418
7:00	537	643	551	408	2139
8:00	509	375	471	297	1652
9:00	394	387	375	368	1524
10:00	347	335	350	306	1338
11:00	320	315	313	282	1230
12:00	288	335	319	316	1258
13:00	359	322	358	321	1360
14:00	359	340	463	443	1605
15:00	458	458	381	374	1671
16:00	319	306	345	348	1318
17:00	349	402	414	313	1478
18:00	287	286	274	295	1142
19:00	268	350	323	296	1237
20:00	228	212	199	159	798
21:00	173	149	148	156	626
22:00	145	159	154	132	590
23:00	117	98	95	81	391
					24204

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	72	65	56	44	237
1:00	39	35	38	29	141
2:00	27	27	26	24	104
3:00	24	27	30	40	121
4:00	38	40	61	67	206
5:00	80	118	170	183	551
6:00	227	318	428	503	1476
7:00	537	654	582	504	2277
8:00	506	431	468	389	1794
9:00	426	405	380	360	1571
10:00	336	317	341	301	1295
11:00	306	296	304	294	1200
12:00	291	327	326	324	1268
13:00	304	327	361	339	1331
14:00	365	370	440	409	1584
15:00	411	435	385	355	1586
16:00	327	296	362	366	1351
17:00	356	364	361	316	1397
18:00	321	309	311	284	1225
19:00	273	300	301	266	1140
20:00	238	213	204	176	831
21:00	171	156	157	150	634
22:00	144	150	157	139	590
23:00	121	92	86	77	376
					24286

Seasonal Factor (SF)		1.00
Weekly Axle Factor (WAF)		1.00
Calculated AADT		24286

	Vol	Hour
07:00-09:00 Peak	2275	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1486	16:30

	Vol	Hour
AM Peak	2275	07:00
PM Peak	1668	14:30
Daily Peak	2275	07:00

	Vol	Hour
07:00-09:00 Peak	2416	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1414	16:30

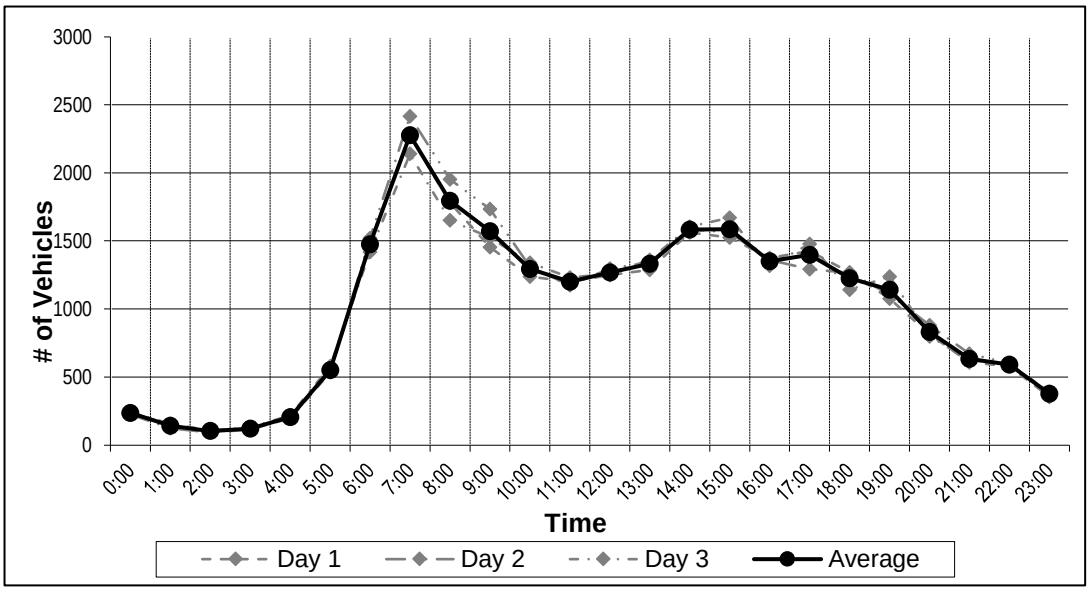
	Vol	Hour
AM Peak	2416	07:00
PM Peak	1595	14:30
Daily Peak	2416	07:00

	Vol	Hour
07:00-09:00 Peak	2183	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1513	16:45

	Vol	Hour
AM Peak	2183	06:45
PM Peak	1822	14:30
Daily Peak	2183	06:45

	Vol	Hour	PHF
06:00-09:00 Peak	2277	07:00	0.87
12:00-14:00 Peak	1331	13:00	0.92
16:00-19:00 Peak	1448	16:30	0.99

	Vol	Hour
AM Peak	2277	07:00
PM Peak	1695	14:30
Daily Peak	2277	07:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	5550
MD	9:00 am - 4:00 pm	9840
PM	4:00 pm - 7:00 pm	3970
NT	7:00 pm - 6:00 am	4930
AADT	0:00 am - 12:00 pm	24300
		24290
	FDOT 2019 AADT	none

Distribution	
AM	0.23
MD	0.41
PM	0.16
NT	0.20
AADT	1.00

	K
07:00-09:00 Peak Hour	9.4%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	6.0%

87-1013 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 101_IDR@NE15Ct
Site Code: 101-5510
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 15th Court Northbound				NONE Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	396	1	1	16	126	0	0	3	0	11	0	0	0	0	554
06:45 AM	0	0	424	6	1	15	206	0	0	7	0	5	0	0	0	0	664
Total	0	0	820	7	2	31	332	0	0	10	0	16	0	0	0	0	1218
07:00 AM	0	0	530	6	0	19	238	0	0	13	0	30	0	0	0	0	836
07:15 AM	0	0	555	1	0	30	231	0	0	6	0	58	0	0	0	0	881
07:30 AM	0	0	466	0	0	36	174	0	0	11	0	71	0	0	0	0	758
07:45 AM	0	0	329	0	0	45	235	0	0	7	0	28	0	0	0	0	644
Total	0	0	1880	7	0	130	878	0	0	37	0	187	0	0	0	0	3119
08:00 AM	0	0	408	1	0	49	302	0	0	8	0	54	0	0	0	0	822
08:15 AM	0	0	308	7	0	52	293	0	0	5	0	60	0	0	0	0	725
08:30 AM	0	0	389	8	0	45	245	0	0	7	0	65	0	0	0	0	759
08:45 AM	0	0	244	6	0	54	236	0	0	16	0	47	0	0	0	0	603
Total	0	0	1349	22	0	200	1076	0	0	36	0	226	0	0	0	0	2909
09:00 AM	0	0	352	8	0	30	225	0	0	9	0	41	0	0	0	0	665
09:15 AM	0	0	354	9	0	36	206	0	0	9	0	38	0	0	0	0	652
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	706	17	0	66	431	0	0	18	0	79	0	0	0	0	1317
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	328	13	1	39	375	0	0	14	0	54	0	0	0	0	824
03:45 PM	0	0	323	11	2	38	363	0	0	17	0	39	0	0	0	0	793
Total	0	0	651	24	3	77	738	0	0	31	0	93	0	0	0	0	1617
04:00 PM	0	0	269	7	0	40	425	0	0	6	0	45	0	0	0	0	792
04:15 PM	0	0	253	6	2	45	351	0	0	12	0	18	0	0	0	0	687
04:30 PM	0	0	303	19	3	39	414	0	0	15	0	32	0	0	0	0	825
04:45 PM	1	0	276	9	2	41	359	0	0	30	0	53	0	0	0	0	771
Total	1	0	1101	41	7	165	1549	0	0	63	0	148	0	0	0	0	3075
05:00 PM	0	0	271	8	3	45	380	0	0	26	0	58	0	0	0	0	791
05:15 PM	0	0	348	7	3	38	408	0	0	19	0	28	0	0	0	0	851
05:30 PM	0	0	363	6	1	47	394	0	0	23	0	37	0	0	0	0	871
05:45 PM	0	0	268	2	1	91	353	0	0	19	0	41	0	0	0	0	775
Total	0	0	1250	23	8	221	1535	0	0	87	0	164	0	0	0	0	3288
06:00 PM	0	0	248	4	0	42	365	0	0	16	0	33	0	0	0	0	708
06:15 PM	0	0	230	2	0	22	307	0	0	11	0	23	0	0	0	0	595
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	478	6	0	64	672	0	0	27	0	56	0	0	0	0	1303

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

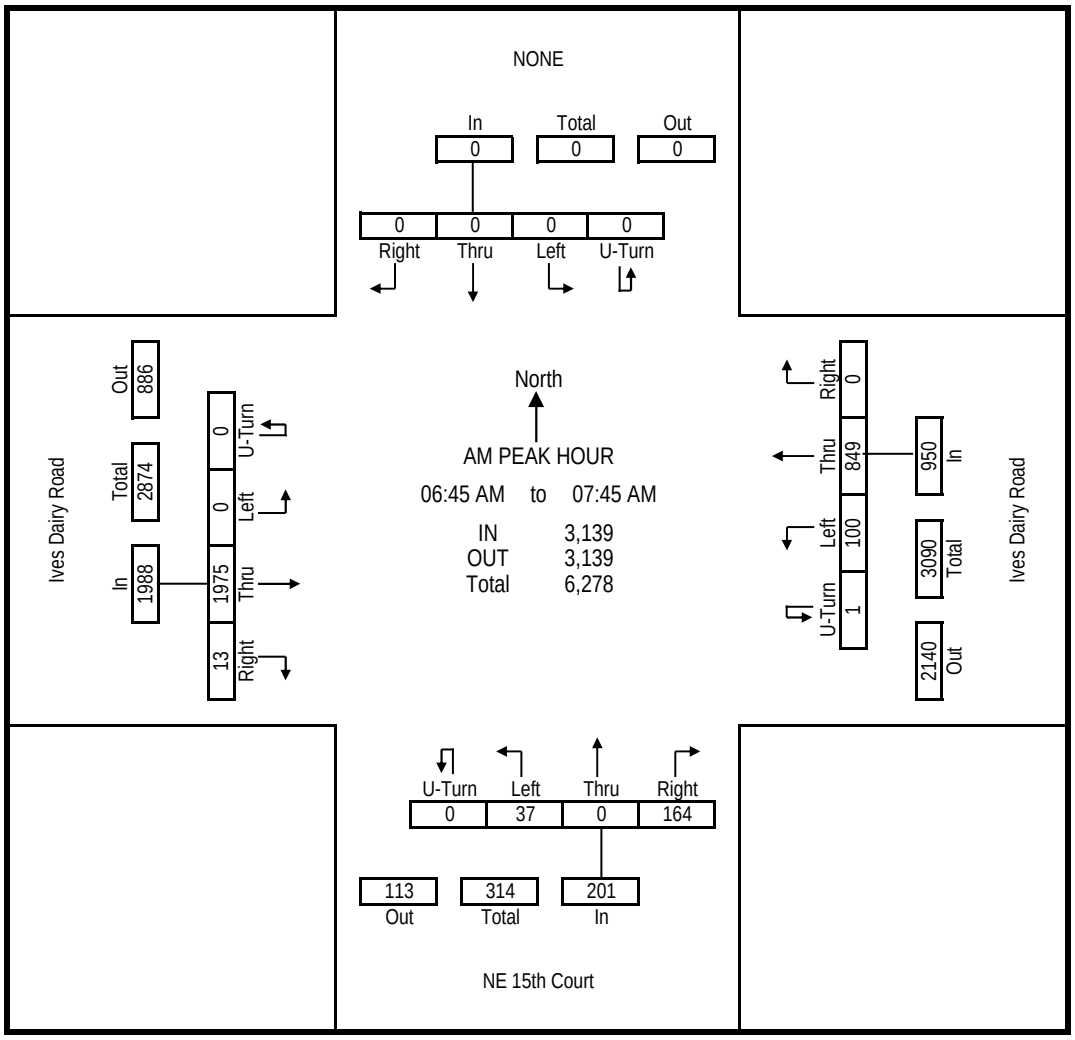
FDOT District 6

File Name: 101_IDR@NE15Ct
Site Code: 101-5510
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 15th Court Northbound				NONE Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:45 AM	0	0	424	6	1	15	206	0	0	7	0	5	0	0	0	0	664
07:00 AM	0	0	530	6	0	19	238	0	0	13	0	30	0	0	0	0	836
07:15 AM	0	0	555	1	0	30	231	0	0	6	0	58	0	0	0	0	881
07:30 AM	0	0	466	0	0	36	174	0	0	11	0	71	0	0	0	0	758
Total	0	0	1975	13	1	100	849	0	0	37	0	164	0	0	0	0	3139
PHF	0.000	0.000	0.890	0.542	0.250	0.694	0.892	0.000	0.000	0.712	0.000	0.577	0.000	0.000	0.000	0.000	0.89
Heavy Veh %	0%	0%	1%	7%	0%	0%	1%	0%	0%	0%	0%	2%	0%	0%	0%	0%	1%
App Vol %	0%	0%	99%	1%	0%	11%	89%	0%	0%	18%	0%	82%	0%	0%	0%	0%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 06:45 AM to 07:45 AM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

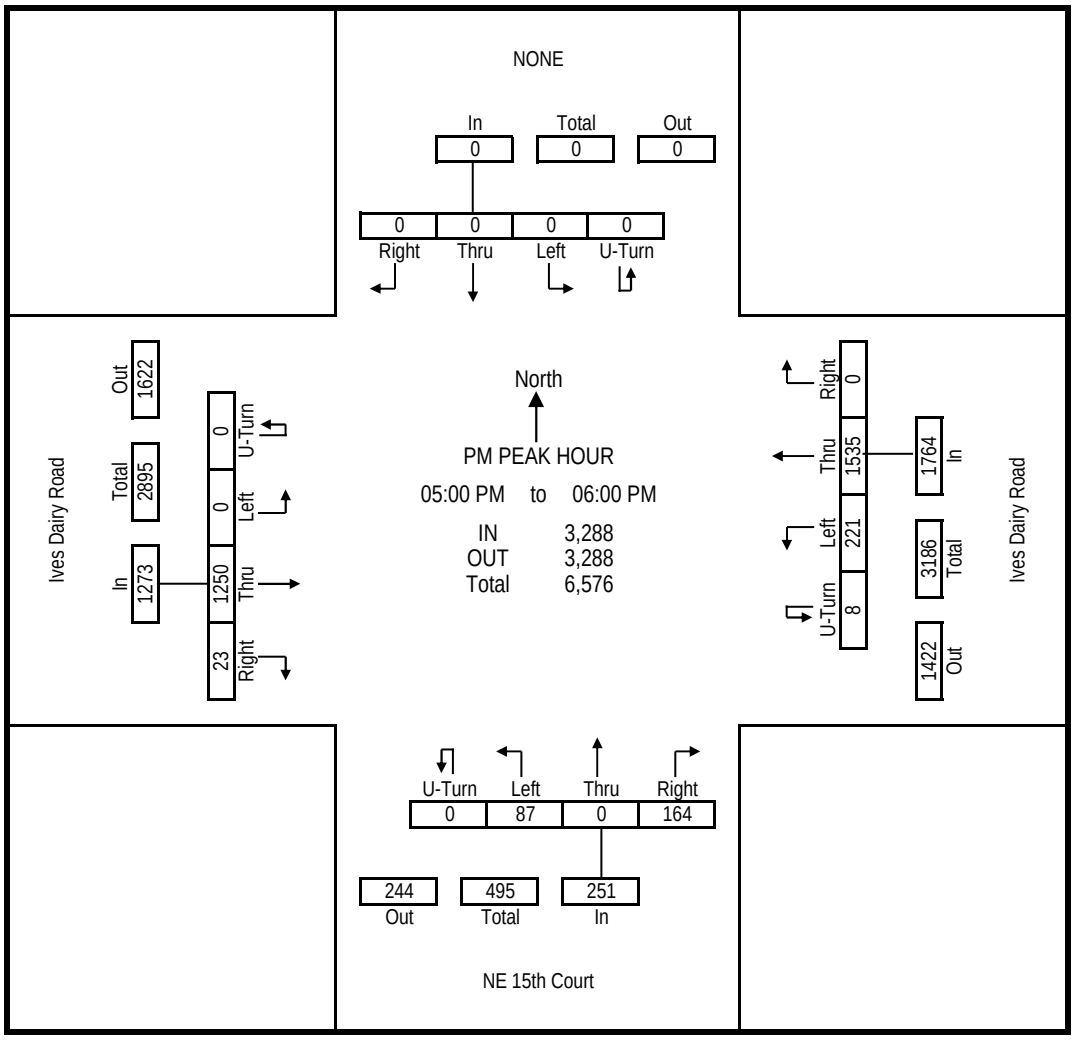
FDOT District 6

File Name: 101_IDR@NE15Ct
Site Code: 101-5510
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 15th Court Northbound				NONE Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	0	271	8	3	45	380	0	0	26	0	58	0	0	0	0	791
05:15 PM	0	0	348	7	3	38	408	0	0	19	0	28	0	0	0	0	851
05:30 PM	0	0	363	6	1	47	394	0	0	23	0	37	0	0	0	0	871
05:45 PM	0	0	268	2	1	91	353	0	0	19	0	41	0	0	0	0	775
Total	0	0	1250	23	8	221	1535	0	0	87	0	164	0	0	0	0	3288
PHF	0.000	0.000	0.861	0.719	0.667	0.607	0.941	0.000	0.000	0.837	0.000	0.707	0.000	0.000	0.000	0.000	0.94
Heavy Veh %	0%	0%	1%	4%	0%	0%	1%	0%	0%	2%	0%	2%	0%	0%	0%	0%	1%
App Vol %	0%	0%	98%	2%	0%	13%	87%	0%	0%	35%	0%	65%	0%	0%	0%	0%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 101_IDR@NE15Ct
Site Code: 101-5510
Count Date: 9/23/2021

Groups Printed: Automobiles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 15th Court Northbound				NONE Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	388	0	1	15	121	0	0	3	0	10	0	0	0	0	538
06:45 AM	0	0	414	6	1	15	205	0	0	7	0	5	0	0	0	0	653
Total	0	0	802	6	2	30	326	0	0	10	0	15	0	0	0	0	1191
07:00 AM	0	0	520	5	0	19	235	0	0	13	0	30	0	0	0	0	822
07:15 AM	0	0	549	1	0	30	227	0	0	6	0	56	0	0	0	0	869
07:30 AM	0	0	462	0	0	36	171	0	0	11	0	70	0	0	0	0	750
07:45 AM	0	0	328	0	0	44	227	0	0	7	0	28	0	0	0	0	634
Total	0	0	1859	6	0	129	860	0	0	37	0	184	0	0	0	0	3075
08:00 AM	0	0	403	1	0	49	290	0	0	8	0	54	0	0	0	0	805
08:15 AM	0	0	301	7	0	52	285	0	0	5	0	58	0	0	0	0	708
08:30 AM	0	0	383	7	0	45	242	0	0	6	0	64	0	0	0	0	747
08:45 AM	0	0	240	6	0	53	232	0	0	16	0	47	0	0	0	0	594
Total	0	0	1327	21	0	199	1049	0	0	35	0	223	0	0	0	0	2854
09:00 AM	0	0	347	8	0	29	219	0	0	9	0	41	0	0	0	0	653
09:15 AM	0	0	344	9	0	35	196	0	0	8	0	35	0	0	0	0	627
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	691	17	0	64	415	0	0	17	0	76	0	0	0	0	1280
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	325	13	1	39	367	0	0	14	0	51	0	0	0	0	810
03:45 PM	0	0	316	11	2	36	356	0	0	17	0	39	0	0	0	0	777
Total	0	0	641	24	3	75	723	0	0	31	0	90	0	0	0	0	1587
04:00 PM	0	0	265	7	0	39	420	0	0	6	0	45	0	0	0	0	782
04:15 PM	0	0	251	5	2	44	346	0	0	12	0	17	0	0	0	0	677
04:30 PM	0	0	303	19	3	39	409	0	0	14	0	32	0	0	0	0	819
04:45 PM	1	0	275	9	2	40	358	0	0	28	0	53	0	0	0	0	766
Total	1	0	1094	40	7	162	1533	0	0	60	0	147	0	0	0	0	3044
05:00 PM	0	0	270	8	3	44	373	0	0	26	0	56	0	0	0	0	780
05:15 PM	0	0	346	6	3	38	403	0	0	17	0	27	0	0	0	0	840
05:30 PM	0	0	355	6	1	47	389	0	0	23	0	37	0	0	0	0	858
05:45 PM	0	0	267	2	1	91	353	0	0	19	0	41	0	0	0	0	774
Total	0	0	1238	22	8	220	1518	0	0	85	0	161	0	0	0	0	3252
06:00 PM	0	0	243	4	0	42	365	0	0	16	0	32	0	0	0	0	702
06:15 PM	0	0	229	2	0	22	303	0	0	11	0	23	0	0	0	0	590
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	472	6	0	64	668	0	0	27	0	55	0	0	0	0	1292

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 101_IDR@NE15Ct
Site Code: 101-5510
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				NE 15th Court Northbound				NONE Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	8	1	0	1	5	0	0	0	0	1	0	0	0	0	16
06:45 AM	0	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0	11
Total	0	0	18	1	0	1	6	0	0	0	0	1	0	0	0	0	27
07:00 AM	0	0	10	1	0	0	3	0	0	0	0	0	0	0	0	0	14
07:15 AM	0	0	6	0	0	0	4	0	0	0	0	2	0	0	0	0	12
07:30 AM	0	0	4	0	0	0	3	0	0	0	0	1	0	0	0	0	8
07:45 AM	0	0	1	0	0	1	8	0	0	0	0	0	0	0	0	0	10
Total	0	0	21	1	0	1	18	0	0	0	0	3	0	0	0	0	44
08:00 AM	0	0	5	0	0	0	12	0	0	0	0	0	0	0	0	0	17
08:15 AM	0	0	7	0	0	0	8	0	0	0	0	2	0	0	0	0	17
08:30 AM	0	0	6	1	0	0	3	0	0	1	0	1	0	0	0	0	12
08:45 AM	0	0	4	0	0	1	4	0	0	0	0	0	0	0	0	0	9
Total	0	0	22	1	0	1	27	0	0	1	0	3	0	0	0	0	55
09:00 AM	0	0	5	0	0	1	6	0	0	0	0	0	0	0	0	0	12
09:15 AM	0	0	10	0	0	1	10	0	0	1	0	3	0	0	0	0	25
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	15	0	0	2	16	0	0	1	0	3	0	0	0	0	37
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	3	0	0	0	8	0	0	0	0	3	0	0	0	0	14
03:45 PM	0	0	7	0	0	2	7	0	0	0	0	0	0	0	0	0	16
Total	0	0	10	0	0	2	15	0	0	0	0	3	0	0	0	0	30
04:00 PM	0	0	4	0	0	1	5	0	0	0	0	0	0	0	0	0	10
04:15 PM	0	0	2	1	0	1	5	0	0	0	0	1	0	0	0	0	10
04:30 PM	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	6
04:45 PM	0	0	1	0	0	1	1	0	0	2	0	0	0	0	0	0	5
Total	0	0	7	1	0	3	16	0	0	3	0	1	0	0	0	0	31
05:00 PM	0	0	1	0	0	1	7	0	0	0	0	2	0	0	0	0	11
05:15 PM	0	0	2	1	0	0	5	0	0	2	0	1	0	0	0	0	11
05:30 PM	0	0	8	0	0	0	5	0	0	0	0	0	0	0	0	0	13
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	12	1	0	1	17	0	0	2	0	3	0	0	0	0	36
06:00 PM	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	6
06:15 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	0	0	0	4	0	0	0	0	1	0	0	0	0	11

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 101_IDR@NE15Ct
Site Code: 101-5510
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				NE 15th Court Northbound				NONE Eastbound				
Start Time	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IVES DAIRY RD W OF NE 16TH AVE, 87-1027 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	125	105	84	69	383
1:00	69	46	44	40	199
2:00	33	33	30	30	126
3:00	19	19	23	23	84
4:00	18	29	20	38	105
5:00	30	36	47	58	171
6:00	71	119	129	245	564
7:00	289	271	213	294	1067
8:00	332	344	288	304	1268
9:00	292	250	221	243	1006
10:00	207	230	260	219	916
11:00	261	248	260	275	1044
12:00	255	308	292	292	1147
13:00	309	320	354	329	1312
14:00	422	357	368	409	1556
15:00	438	446	465	465	1814
16:00	488	469	542	494	1993
17:00	500	517	490	499	2006
18:00	534	469	453	434	1890
19:00	404	370	356	360	1490
20:00	389	357	320	293	1359
21:00	289	290	248	248	1075
22:00	229	201	210	166	806
23:00	169	242	144	138	693
					24074

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	135	76	82	68	361
1:00	75	50	53	38	216
2:00	33	35	33	26	127
3:00	28	24	17	25	94
4:00	23	19	24	28	94
5:00	19	51	48	46	164
6:00	66	97	127	204	494
7:00	258	283	215	289	1045
8:00	285	325	268	359	1237
9:00	354	271	297	267	1189
10:00	237	200	247	255	939
11:00	258	249	290	264	1061
12:00	269	264	272	315	1120
13:00	345	307	334	372	1358
14:00	426	379	346	403	1554
15:00	414	387	440	413	1654
16:00	404	454	459	469	1786
17:00	468	440	477	482	1867
18:00	568	522	499	427	2016
19:00	440	432	347	416	1635
20:00	330	363	338	275	1306
21:00	293	295	299	271	1158
22:00	282	217	207	179	885
23:00	189	202	170	144	705
					24065

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	124	104	99	76	403
1:00	60	60	47	41	208
2:00	40	49	44	26	159
3:00	22	32	28	23	105
4:00	31	23	21	24	99
5:00	38	48	52	55	193
6:00	65	107	156	225	553
7:00	274	265	241	313	1093
8:00	344	379	291	323	1337
9:00	260	271	251	236	1018
10:00	239	269	229	255	992
11:00	261	272	282	275	1090
12:00	325	252	331	326	1234
13:00	344	322	366	373	1405
14:00	367	415	431	389	1602
15:00	460	482	445	421	1808
16:00	481	416	479	428	1804
17:00	433	464	463	442	1802
18:00	437	368	566	510	1881
19:00	537	424	434	397	1792
20:00	419	376	333	292	1420
21:00	295	310	254	220	1079
22:00	245	214	206	197	862
23:00	218	247	170	131	766
					24705

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	128	95	88	71	382
1:00	68	52	48	40	208
2:00	35	39	36	27	137
3:00	23	25	23	24	95
4:00	24	24	22	30	100
5:00	29	45	49	53	176
6:00	67	108	137	225	537
7:00	274	273	223	299	1069
8:00	320	349	282	329	1280
9:00	302	264	256	249	1071
10:00	228	233	245	243	949
11:00	260	256	277	271	1064
12:00	283	275	298	311	1167
13:00	333	316	351	358	1358
14:00	405	384	382	400	1571
15:00	437	438	450	433	1758
16:00	458	446	493	464	1861
17:00	467	474	477	474	1892
18:00	513	453	506	457	1929
19:00	460	409	379	391	1639
20:00	379	365	330	287	1361
21:00	292	298	267	246	1103
22:00	252	211	208	181	852
23:00	192	230	161	138	721
					24280

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	24280

	Vol	Hour
07:00-09:00 Peak	1268	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2053	16:30

	Vol	Hour
AM Peak	1268	08:00
PM Peak	2053	16:30
Daily Peak	2053	16:30

	Vol	Hour
07:00-09:00 Peak	1237	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2071	17:45

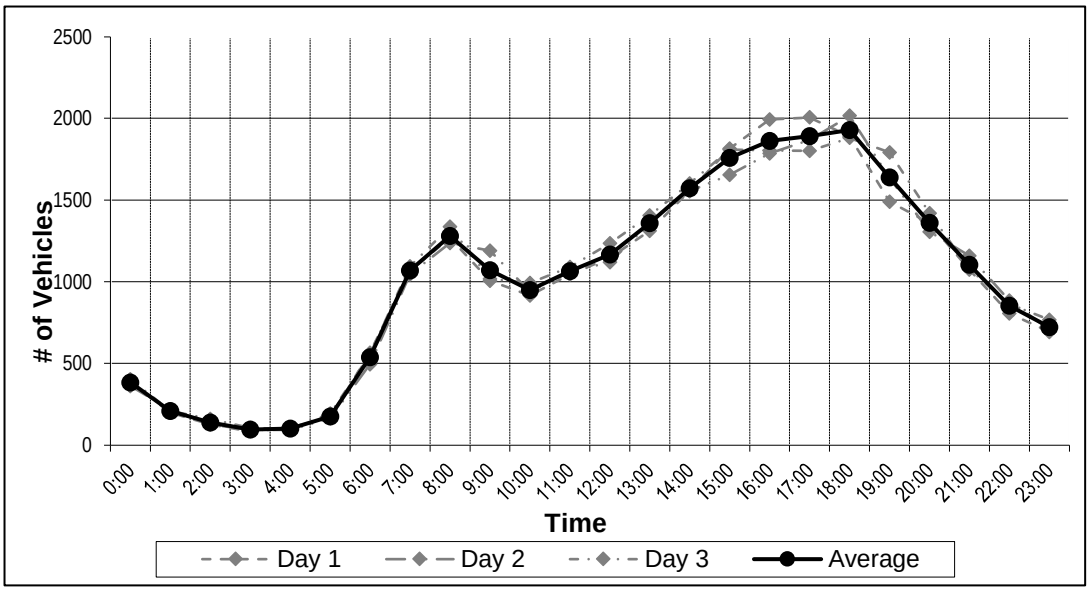
	Vol	Hour
AM Peak	1306	08:15
PM Peak	2071	17:45
Daily Peak	2071	17:45

	Vol	Hour
07:00-09:00 Peak	1337	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1881	18:00

	Vol	Hour
AM Peak	1337	08:00
PM Peak	2037	18:30
Daily Peak	2037	18:30

	Vol	Hour	PHF
06:00-09:00 Peak	1280	08:00	0.92
12:00-14:00 Peak	1358	13:00	0.95
16:00-19:00 Peak	1946	17:45	0.95

	Vol	Hour
AM Peak	1280	08:00
PM Peak	1946	17:45
Daily Peak	1946	17:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2890
MD	9:00 am - 4:00 pm	8940
PM	4:00 pm - 7:00 pm	5680
NT	7:00 pm - 6:00 am	6770
AADT	0:00 am - 12:00 pm	24300
		24280
	FDOT 2019 AADT	none

Distribution	
AM	0.12
MD	0.37
PM	0.23
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.3%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	8.0%

87-1027 (WB)

IVES DAIRY RD W OF NE 16TH AVE, 87-1027 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	71	72	60	41	244
1:00	41	39	38	26	144
2:00	26	30	28	24	108
3:00	22	24	28	43	117
4:00	35	41	64	57	197
5:00	77	111	153	193	534
6:00	219	328	438	503	1488
7:00	530	643	587	515	2275
8:00	518	436	454	373	1781
9:00	378	356	376	344	1454
10:00	310	310	323	295	1238
11:00	313	299	288	300	1200
12:00	265	311	349	323	1248
13:00	269	332	348	337	1286
14:00	337	376	429	421	1563
15:00	366	452	390	317	1525
16:00	325	307	364	377	1373
17:00	370	375	353	328	1426
18:00	349	323	312	284	1268
19:00	268	269	296	243	1076
20:00	237	206	199	173	815
21:00	158	154	155	140	607
22:00	152	153	137	138	580
23:00	130	82	85	57	354
					23901

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	59	65	51	50	225
1:00	33	35	29	25	122
2:00	24	23	25	22	94
3:00	25	27	26	35	113
4:00	37	37	53	78	205
5:00	85	112	174	168	539
6:00	227	314	425	554	1520
7:00	543	677	607	589	2416
8:00	492	481	480	498	1951
9:00	506	471	390	367	1734
10:00	352	307	350	302	1311
11:00	286	275	311	301	1173
12:00	319	334	310	334	1297
13:00	283	327	376	358	1344
14:00	400	395	429	362	1586
15:00	408	396	383	374	1561
16:00	338	274	376	372	1360
17:00	350	316	317	308	1291
18:00	327	319	347	273	1266
19:00	282	280	283	260	1105
20:00	250	220	214	195	879
21:00	183	166	169	153	671
22:00	135	139	181	146	601
23:00	115	95	78	92	380
					24744

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	86	58	56	41	241
1:00	44	30	46	35	155
2:00	30	27	25	25	107
3:00	24	29	36	41	130
4:00	43	43	65	66	217
5:00	79	130	183	187	579
6:00	234	312	420	452	1418
7:00	537	643	551	408	2139
8:00	509	375	471	297	1652
9:00	394	387	375	368	1524
10:00	347	335	350	306	1338
11:00	320	315	313	282	1230
12:00	288	335	319	316	1258
13:00	359	322	358	321	1360
14:00	359	340	463	443	1605
15:00	458	458	381	374	1671
16:00	319	306	345	348	1318
17:00	349	402	414	313	1478
18:00	287	286	274	295	1142
19:00	268	350	323	296	1237
20:00	228	212	199	159	798
21:00	173	149	148	156	626
22:00	145	159	154	132	590
23:00	117	98	95	81	391
					24204

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	72	65	56	44	237
1:00	39	35	38	29	141
2:00	27	27	26	24	104
3:00	24	27	30	40	121
4:00	38	40	61	67	206
5:00	80	118	170	183	551
6:00	227	318	428	503	1476
7:00	537	654	582	504	2277
8:00	506	431	468	389	1794
9:00	426	405	380	360	1571
10:00	336	317	341	301	1295
11:00	306	296	304	294	1200
12:00	291	327	326	324	1268
13:00	304	327	361	339	1331
14:00	365	370	440	409	1584
15:00	411	435	385	355	1586
16:00	327	296	362	366	1351
17:00	356	364	361	316	1397
18:00	321	309	311	284	1225
19:00	273	300	301	266	1140
20:00	238	213	204	176	831
21:00	171	156	157	150	634
22:00	144	150	157	139	590
23:00	121	92	86	77	376
					24286
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	24286

	Vol	Hour
07:00-09:00 Peak	2275	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1486	16:30

	Vol	Hour
AM Peak	2275	07:00
PM Peak	1668	14:30
Daily Peak	2275	07:00

	Vol	Hour
07:00-09:00 Peak	2416	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1414	16:30

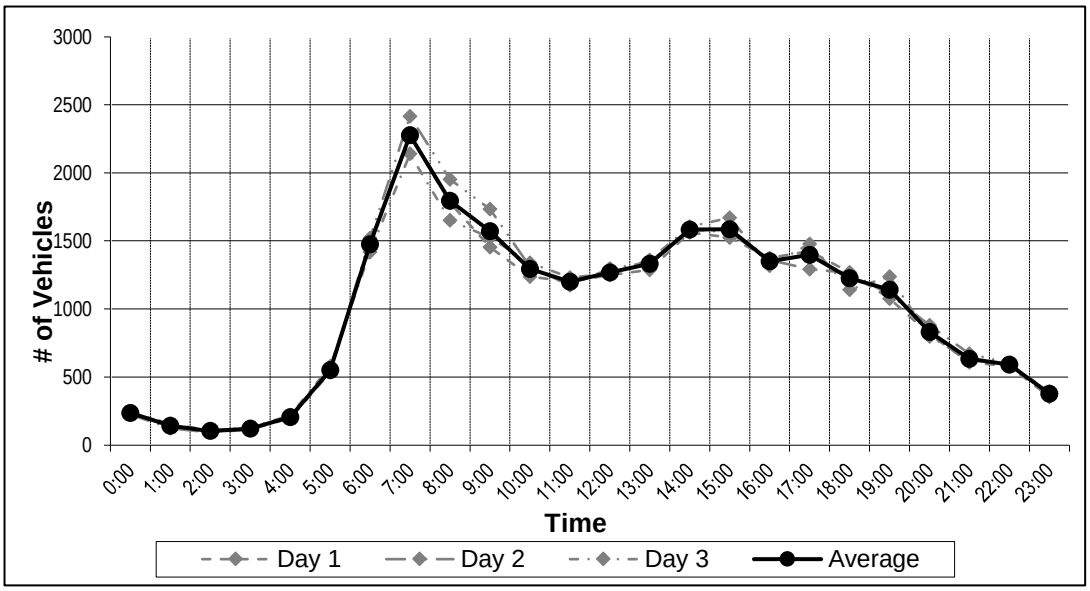
	Vol	Hour
AM Peak	2416	07:00
PM Peak	1595	14:30
Daily Peak	2416	07:00

	Vol	Hour
07:00-09:00 Peak	2183	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1513	16:45

	Vol	Hour
AM Peak	2183	06:45
PM Peak	1822	14:30
Daily Peak	2183	06:45

	Vol	Hour	PHF
06:00-09:00 Peak	2277	07:00	0.87
12:00-14:00 Peak	1331	13:00	0.92
16:00-19:00 Peak	1448	16:30	0.99

	Vol	Hour
AM Peak	2277	07:00
PM Peak	1695	14:30
Daily Peak	2277	07:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	5550
MD	9:00 am - 4:00 pm	9840
PM	4:00 pm - 7:00 pm	3970
NT	7:00 pm - 6:00 am	4930
AADT	0:00 am - 12:00 pm	24300
		24290
	FDOT 2019 AADT	none

Distribution	
AM	0.23
MD	0.41
PM	0.16
NT	0.20
AADT	1.00

	K
07:00-09:00 Peak Hour	9.4%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	6.0%

87-1027 (EB)

NE 16TH AVE N OF IVES DAIRY RD, 87-1021 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	5	3	4	2	14
1:00	1	0	0	0	1
2:00	0	1	0	1	2
3:00	0	1	0	0	1
4:00	0	0	1	2	3
5:00	0	1	1	1	3
6:00	3	8	9	17	37
7:00	74	101	86	79	340
8:00	28	17	16	10	71
9:00	15	17	15	29	76
10:00	18	13	16	17	64
11:00	14	14	16	11	55
12:00	15	23	18	19	75
13:00	26	18	20	21	85
14:00	24	121	67	44	256
15:00	96	38	25	23	182
16:00	27	24	21	34	106
17:00	35	36	37	35	143
18:00	55	45	31	31	162
19:00	36	17	61	27	141
20:00	31	17	6	4	58
21:00	25	10	36	6	77
22:00	2	5	3	6	16
23:00	2	4	1	2	9
					1977

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	5	3	4	0	12
1:00	1	1	0	0	2
2:00	0	0	0	0	0
3:00	0	1	0	0	1
4:00	0	1	1	1	3
5:00	1	1	0	1	3
6:00	1	6	9	16	32
7:00	69	98	86	71	324
8:00	31	14	13	11	69
9:00	23	17	18	35	93
10:00	13	17	14	15	59
11:00	17	15	14	13	59
12:00	15	21	17	21	74
13:00	16	18	17	19	70
14:00	19	114	67	54	254
15:00	94	40	29	24	187
16:00	27	22	22	28	99
17:00	31	25	36	37	129
18:00	52	39	29	25	145
19:00	24	19	48	32	123
20:00	18	16	11	5	50
21:00	23	8	38	7	76
22:00	2	7	3	4	16
23:00	5	3	5	6	19
					1899

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	8	6	8	0	22
1:00	1	0	0	0	1
2:00	0	0	0	0	0
3:00	0	1	0	0	1
4:00	0	0	1	2	3
5:00	0	1	0	1	2
6:00	1	5	10	15	31
7:00	65	103	87	77	332
8:00	35	13	19	14	81
9:00	23	23	18	25	89
10:00	14	20	14	20	68
11:00	18	14	17	11	60
12:00	12	27	21	17	77
13:00	18	21	14	26	79
14:00	21	112	69	44	246
15:00	97	41	25	31	194
16:00	19	22	22	35	98
17:00	43	35	44	46	168
18:00	51	37	36	27	151
19:00	33	23	68	34	158
20:00	14	9	9	3	35
21:00	37	9	69	10	125
22:00	1	4	3	4	12
23:00	3	2	0	1	6
					2039

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	4	5	1	16
1:00	1	0	0	0	1
2:00	0	0	0	0	0
3:00	0	1	0	0	1
4:00	0	0	1	2	3
5:00	0	1	0	1	2
6:00	2	6	9	16	33
7:00	69	101	86	76	332
8:00	31	15	16	12	74
9:00	20	19	17	30	86
10:00	15	17	15	17	64
11:00	16	14	16	12	58
12:00	14	24	19	19	76
13:00	20	19	17	22	78
14:00	21	116	68	47	252
15:00	96	40	26	26	188
16:00	24	23	22	32	101
17:00	36	32	39	39	146
18:00	53	40	32	28	153
19:00	31	20	59	31	141
20:00	21	14	9	4	48
21:00	28	9	48	8	93
22:00	2	5	3	5	15
23:00	3	3	2	3	11
					1972

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	1972

	Vol	Hour
07:00-09:00 Peak	340	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	172	17:30

	Vol	Hour
AM Peak	340	07:00
PM Peak	328	14:15
Daily Peak	340	07:00

	Vol	Hour
07:00-09:00 Peak	324	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	164	17:30

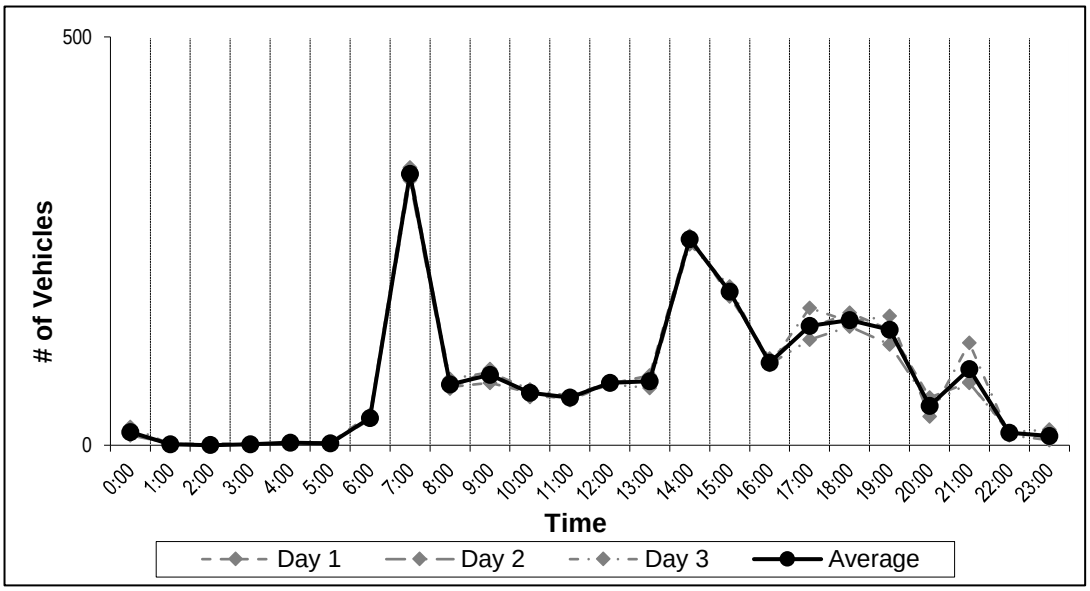
	Vol	Hour
AM Peak	324	07:00
PM Peak	329	14:15
Daily Peak	329	14:15

	Vol	Hour
07:00-09:00 Peak	332	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	178	17:30

	Vol	Hour
AM Peak	332	07:00
PM Peak	322	14:15
Daily Peak	332	07:00

	Vol	Hour	PHF
06:00-09:00 Peak	332	07:00	0.82
12:00-14:00 Peak	82	12:15	0.85
16:00-19:00 Peak	171	17:30	0.81

	Vol	Hour
AM Peak	332	07:00
PM Peak	327	14:15
Daily Peak	332	07:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	440
MD	9:00 am - 4:00 pm	800
PM	4:00 pm - 7:00 pm	400
NT	7:00 pm - 6:00 am	330
AADT	0:00 am - 12:00 pm	2000
		1970
	FDOT 2019 AADT	none

Distribution	
AM	0.22
MD	0.41
PM	0.20
NT	0.17
AADT	1.00

	K
07:00-09:00 Peak Hour	16.8%
12:00-14:00 Peak Hour	4.2%
15:00-18:00 Peak Hour	8.7%

87-1021 (SB)

NE 16TH AVE N OF IVES DAIRY RD, 87-1021 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	1	0	1	3
1:00	0	0	0	0	0
2:00	0	1	0	1	2
3:00	0	1	0	0	1
4:00	0	0	0	1	1
5:00	4	4	1	2	11
6:00	9	15	29	97	150
7:00	210	169	97	35	511
8:00	23	20	23	25	91
9:00	27	26	22	20	95
10:00	17	17	14	13	61
11:00	14	15	10	12	51
12:00	19	12	14	11	56
13:00	12	15	23	30	80
14:00	51	61	83	84	279
15:00	47	25	22	21	115
16:00	19	23	23	33	98
17:00	25	22	28	46	121
18:00	43	22	22	21	108
19:00	20	22	18	17	77
20:00	13	4	6	8	31
21:00	5	2	4	3	14
22:00	1	2	0	1	4
23:00	1	1	1	0	3
					1963

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	1	1	1	4
1:00	0	0	1	0	1
2:00	0	0	0	0	0
3:00	0	1	0	0	1
4:00	1	1	0	1	3
5:00	3	3	0	3	9
6:00	9	12	28	89	138
7:00	194	161	97	32	484
8:00	21	28	22	26	97
9:00	32	28	26	24	110
10:00	25	16	13	17	71
11:00	13	12	11	14	50
12:00	17	11	17	14	59
13:00	12	12	24	24	72
14:00	49	60	75	83	267
15:00	55	23	20	21	119
16:00	20	19	22	22	83
17:00	22	20	25	38	105
18:00	35	21	17	16	89
19:00	21	27	15	12	75
20:00	9	7	7	10	33
21:00	4	6	5	4	19
22:00	2	3	0	2	7
23:00	4	2	1	0	7
					1903

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	1	0	2	4
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	1	0	0	1
4:00	0	0	0	1	1
5:00	2	2	0	2	6
6:00	10	12	34	91	147
7:00	209	167	95	37	508
8:00	24	25	28	28	105
9:00	36	23	24	28	111
10:00	21	16	12	17	66
11:00	16	14	12	11	53
12:00	20	11	19	12	62
13:00	12	10	21	25	68
14:00	44	60	83	81	268
15:00	50	23	22	22	117
16:00	20	22	29	35	106
17:00	28	22	35	39	124
18:00	30	13	15	18	76
19:00	25	30	19	16	90
20:00	10	2	9	13	34
21:00	4	2	5	3	14
22:00	0	2	0	0	2
23:00	2	1	0	0	3
					1966

Average	Quarter Hour (15 min)				Hour
Start Time	1st	2nd	3rd	4th	Total
0:00	1	1	0	1	3
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	1	0	0	1
4:00	0	0	0	1	1
5:00	3	3	0	2	8
6:00	9	13	30	92	144
7:00	204	166	96	35	501
8:00	23	24	24	26	97
9:00	32	26	24	24	106
10:00	21	16	13	16	66
11:00	14	14	11	12	51
12:00	19	11	17	12	59
13:00	12	12	23	26	73
14:00	48	60	80	83	271
15:00	51	24	21	21	117
16:00	20	21	25	30	96
17:00	25	21	29	41	116
18:00	36	19	18	18	91
19:00	22	26	17	15	80
20:00	11	4	7	10	32
21:00	4	3	5	3	15
22:00	1	2	0	1	4
23:00	2	1	1	0	4
					1936
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	1936

	Vol	Hour
07:00-09:00 Peak	573	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	139	17:15

	Vol	Hour
AM Peak	573	06:45
PM Peak	279	14:00
Daily Peak	573	06:45

	Vol	Hour
07:00-09:00 Peak	541	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	119	17:30

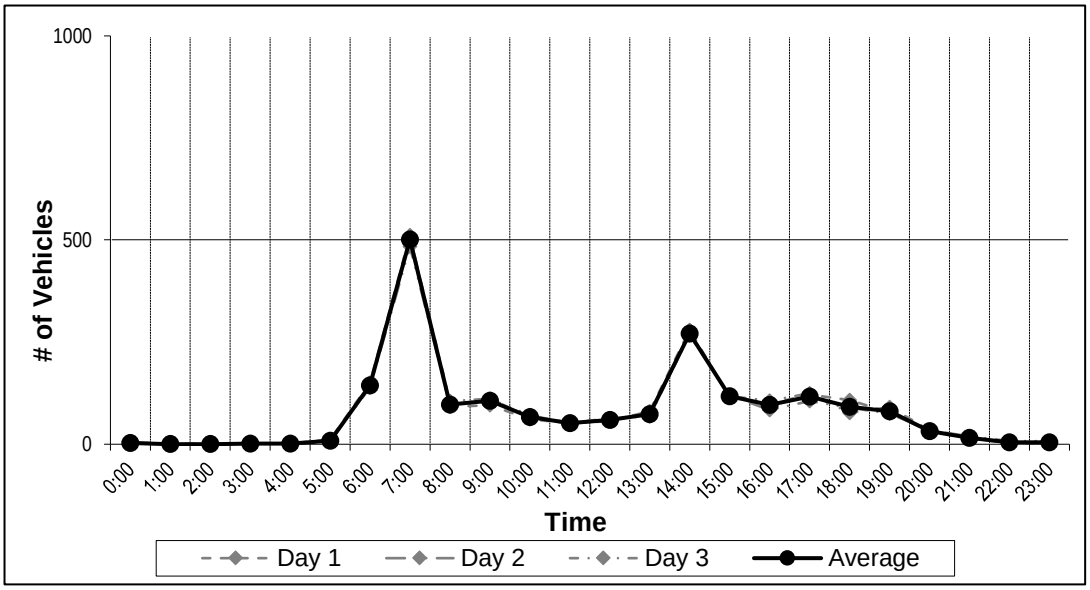
	Vol	Hour
AM Peak	541	06:45
PM Peak	273	14:15
Daily Peak	541	06:45

	Vol	Hour
07:00-09:00 Peak	562	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	126	17:15

	Vol	Hour
AM Peak	562	06:45
PM Peak	274	14:15
Daily Peak	562	06:45

	Vol	Hour	PHF
06:00-09:00 Peak	558	06:45	0.68
12:00-14:00 Peak	73	13:00	0.70
16:00-19:00 Peak	127	17:15	0.77

	Vol	Hour
AM Peak	558	06:45
PM Peak	274	14:15
Daily Peak	558	06:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	740
MD	9:00 am - 4:00 pm	740
PM	4:00 pm - 7:00 pm	300
NT	7:00 pm - 6:00 am	150
AADT	0:00 am - 12:00 pm	1900
		1930
	FDOT 2019 AADT	none

Distribution	
AM	0.38
MD	0.38
PM	0.16
NT	0.08
AADT	1.00

	K
07:00-09:00 Peak Hour	28.8%
12:00-14:00 Peak Hour	3.8%
15:00-18:00 Peak Hour	6.6%

87-1021 (NB)

NE 16TH AVE S OF IVES DAIRY RD, 87-1025 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	3	6	0	12
1:00	5	5	3	3	16
2:00	1	4	3	8	16
3:00	1	1	3	1	6
4:00	0	1	0	0	1
5:00	0	4	4	5	13
6:00	9	15	10	22	56
7:00	28	33	40	32	133
8:00	29	46	38	43	156
9:00	50	31	23	25	129
10:00	28	13	18	17	76
11:00	23	34	22	29	108
12:00	25	31	15	32	103
13:00	31	23	24	23	101
14:00	27	18	33	32	110
15:00	29	23	29	32	113
16:00	18	28	25	17	88
17:00	28	23	25	18	94
18:00	15	14	6	9	44
19:00	23	17	8	5	53
20:00	9	13	3	14	39
21:00	1	6	8	9	24
22:00	10	4	6	4	24
23:00	9	3	6	5	23
					1538

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	8	0	3	15
1:00	3	1	3	4	11
2:00	1	3	5	5	14
3:00	3	0	0	0	3
4:00	0	3	1	0	4
5:00	1	0	3	10	14
6:00	10	10	11	19	50
7:00	27	31	23	23	104
8:00	33	38	23	48	142
9:00	54	48	32	29	163
10:00	28	15	19	22	84
11:00	27	31	27	24	109
12:00	24	22	28	33	107
13:00	38	24	31	28	121
14:00	29	32	20	28	109
15:00	33	20	22	32	107
16:00	33	15	20	24	92
17:00	28	17	23	14	82
18:00	14	11	9	5	39
19:00	13	13	17	6	49
20:00	15	5	9	6	35
21:00	4	6	11	5	26
22:00	9	6	3	11	29
23:00	8	6	1	9	24
					1533

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	10	4	3	3	20
1:00	6	1	4	3	14
2:00	6	1	5	9	21
3:00	4	0	0	6	10
4:00	3	0	1	0	4
5:00	1	0	6	8	15
6:00	8	13	12	19	52
7:00	30	27	26	34	117
8:00	30	42	39	49	160
9:00	45	51	40	18	154
10:00	33	28	29	36	126
11:00	28	22	37	37	124
12:00	29	18	28	40	115
13:00	33	25	34	29	121
14:00	32	29	25	33	119
15:00	36	34	28	34	132
16:00	29	28	34	27	118
17:00	32	32	27	18	109
18:00	5	13	18	11	47
19:00	10	13	9	11	43
20:00	5	13	4	5	27
21:00	13	6	9	5	33
22:00	5	8	9	3	25
23:00	5	4	4	4	17
					1723

Average	Quarter Hour (15 min)				Hour
Start Time	1st	2nd	3rd	4th	Total
0:00	6	5	3	2	16
1:00	5	2	3	3	13
2:00	3	3	4	7	17
3:00	3	0	1	2	6
4:00	1	1	1	0	3
5:00	1	1	4	8	14
6:00	9	13	11	20	53
7:00	28	30	30	30	118
8:00	31	42	33	47	153
9:00	50	43	32	24	149
10:00	30	19	22	25	96
11:00	26	29	29	30	114
12:00	26	24	24	35	109
13:00	34	24	30	27	115
14:00	29	26	26	31	112
15:00	33	26	26	33	118
16:00	27	24	26	23	100
17:00	29	24	25	17	95
18:00	11	13	11	8	43
19:00	15	14	11	7	47
20:00	10	10	5	8	33
21:00	6	6	9	6	27
22:00	8	6	6	6	26
23:00	7	4	4	6	21
					1598

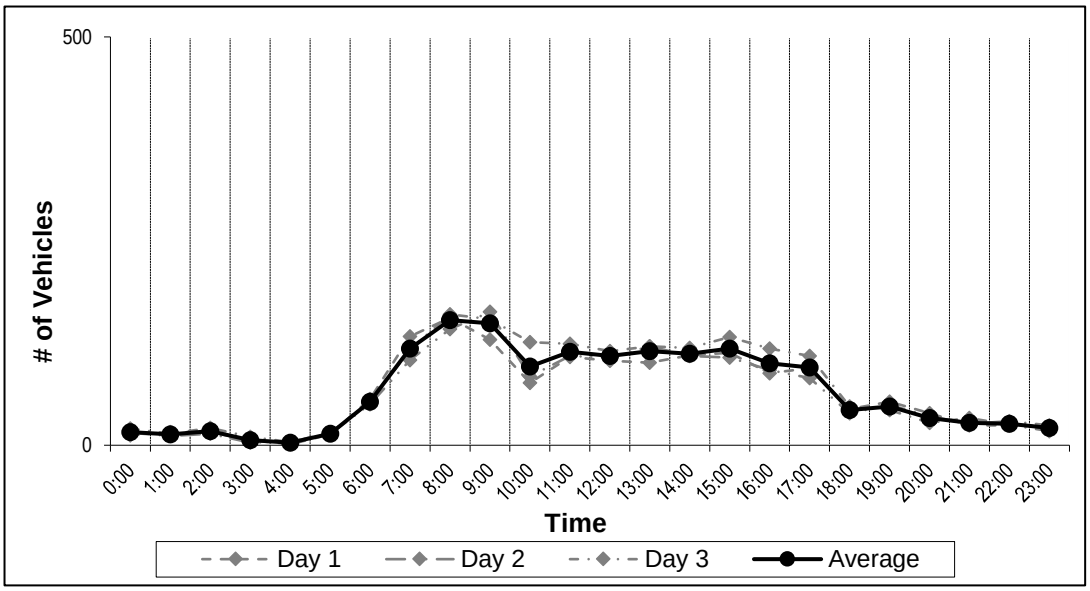
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	1598

	Vol	Hour
07:00-09:00 Peak	156	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	98	16:15
AM Peak	177	08:15
PM Peak	117	14:30
Daily Peak	177	08:15

	Vol	Hour
07:00-09:00 Peak	142	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	92	16:00
AM Peak	182	08:45
PM Peak	126	12:45
Daily Peak	182	08:45

	Vol	Hour
07:00-09:00 Peak	160	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	125	16:30
AM Peak	185	08:45
PM Peak	132	12:45
Daily Peak	185	08:45

	Vol	Hour	PHF
06:00-09:00 Peak	153	08:00	0.81
12:00-14:00 Peak	123	12:45	0.88
16:00-19:00 Peak	102	16:15	0.88
AM Peak	173	08:30	
PM Peak	123	12:45	
Daily Peak	173	08:30	



Period	Hour	Vol
AM	6:00 am - 9:00 am	320
MD	9:00 am - 4:00 pm	810
PM	4:00 pm - 7:00 pm	240
NT	7:00 pm - 6:00 am	220
AADT	0:00 am - 12:00 pm	1600
		1590
	FDOT 2019 AADT	none

Distribution	
AM	0.20
MD	0.51
PM	0.15
NT	0.14
AADT	1.00

	K
07:00-09:00 Peak Hour	9.6%
12:00-14:00 Peak Hour	7.7%
15:00-18:00 Peak Hour	6.4%

87-1025 (SB)

NE 16TH AVE S OF IVES DAIRY RD, 87-1025 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	5	8	1	15
1:00	8	0	5	3	16
2:00	5	0	1	0	6
3:00	9	1	0	0	10
4:00	9	4	1	0	14
5:00	0	4	3	1	8
6:00	5	9	4	3	21
7:00	6	20	11	31	68
8:00	29	22	27	20	98
9:00	17	23	24	15	79
10:00	20	25	17	14	76
11:00	14	24	34	27	99
12:00	29	28	28	13	98
13:00	40	34	36	20	130
14:00	22	22	27	28	99
15:00	19	31	23	25	98
16:00	31	32	34	46	143
17:00	87	38	55	37	217
18:00	46	32	18	13	109
19:00	22	17	20	23	82
20:00	9	11	6	8	34
21:00	14	5	9	5	33
22:00	9	10	4	6	29
23:00	6	10	6	4	26
					1608

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	1	4	4	15
1:00	5	0	3	0	8
2:00	3	4	4	3	14
3:00	5	5	3	0	13
4:00	0	3	1	1	5
5:00	1	1	0	0	2
6:00	6	5	3	6	20
7:00	10	6	18	24	58
8:00	41	18	18	27	104
9:00	20	14	18	10	62
10:00	24	17	29	13	83
11:00	22	15	18	45	100
12:00	29	17	32	38	116
13:00	42	34	37	24	137
14:00	27	29	31	22	109
15:00	27	24	37	25	113
16:00	34	27	33	27	121
17:00	73	41	41	48	203
18:00	38	31	20	15	104
19:00	15	11	11	5	42
20:00	14	6	18	15	53
21:00	8	6	9	6	29
22:00	3	5	9	4	21
23:00	10	4	8	8	30
					1562

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	9	4	6	0	19
1:00	8	6	4	4	22
2:00	4	3	3	3	13
3:00	4	3	5	3	15
4:00	3	0	1	0	4
5:00	1	1	3	1	6
6:00	5	9	2	4	20
7:00	9	14	23	27	73
8:00	37	21	14	28	100
9:00	28	21	28	25	102
10:00	25	27	28	17	97
11:00	23	25	31	28	107
12:00	38	18	36	27	119
13:00	54	47	29	32	162
14:00	34	31	23	31	119
15:00	32	31	39	32	134
16:00	50	31	44	33	158
17:00	82	46	55	47	230
18:00	29	10	38	24	101
19:00	24	17	15	11	67
20:00	13	5	9	9	36
21:00	15	4	11	5	35
22:00	8	6	4	8	26
23:00	6	6	1	5	18
					1783

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	5	3	6	2	16
1:00	7	2	4	2	15
2:00	4	2	3	2	11
3:00	6	3	3	1	13
4:00	4	2	1	0	7
5:00	1	2	2	1	6
6:00	5	8	3	4	20
7:00	8	13	17	27	65
8:00	36	20	20	25	101
9:00	22	19	23	17	81
10:00	23	23	25	15	86
11:00	20	21	28	33	102
12:00	32	21	32	26	111
13:00	45	38	34	25	142
14:00	28	27	27	27	109
15:00	26	29	33	27	115
16:00	38	30	37	35	140
17:00	81	42	50	44	217
18:00	38	24	25	17	104
19:00	20	15	15	13	63
20:00	12	7	11	11	41
21:00	12	5	10	5	32
22:00	7	7	6	6	26
23:00	7	7	5	6	25
					1648

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	1648

	Vol	Hour
07:00-09:00 Peak	109	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	226	16:45

	Vol	Hour
AM Peak	109	07:45
PM Peak	226	16:45
Daily Peak	226	16:45

	Vol	Hour
07:00-09:00 Peak	104	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	203	17:00

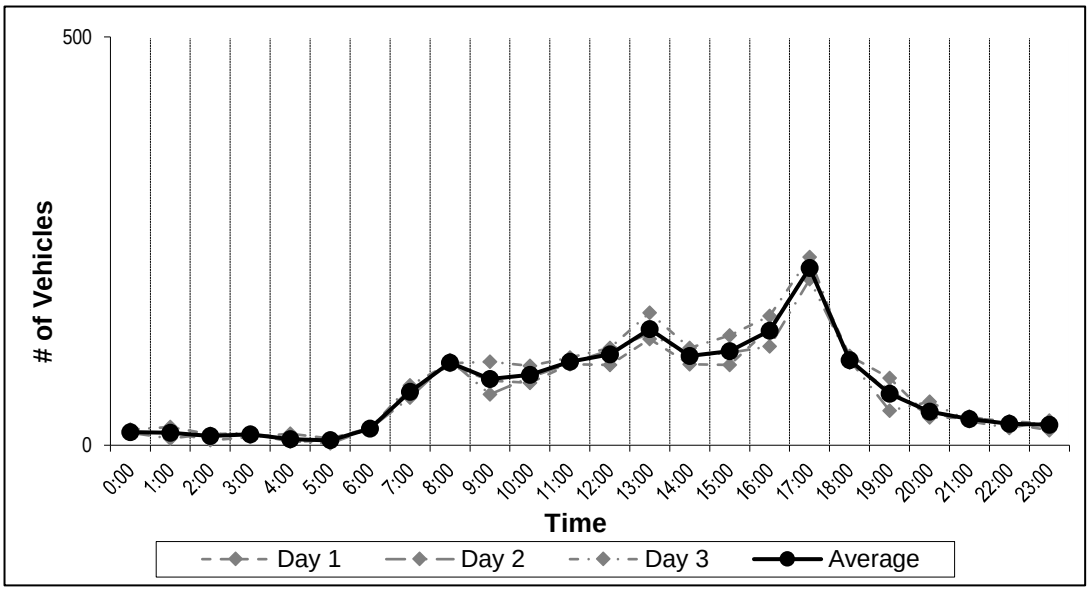
	Vol	Hour
AM Peak	104	08:00
PM Peak	203	17:00
Daily Peak	203	17:00

	Vol	Hour
07:00-09:00 Peak	108	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	230	17:00

	Vol	Hour
AM Peak	108	7:30
PM Peak	230	17:00
Daily Peak	230	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	103	07:45	0.72
12:00-14:00 Peak	143	12:45	0.79
16:00-19:00 Peak	217	17:00	0.67

	Vol	Hour
AM Peak	103	07:45
PM Peak	217	17:00
Daily Peak	217	17:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	190
MD	9:00 am - 4:00 pm	750
PM	4:00 pm - 7:00 pm	460
NT	7:00 pm - 6:00 am	260
AADT	0:00 am - 12:00 pm	1600
		1660
	FDOT 2019 AADT	none

Distribution	
AM	0.11
MD	0.45
PM	0.28
NT	0.16
AADT	1.00

	K
07:00-09:00 Peak Hour	6.3%
12:00-14:00 Peak Hour	8.7%
15:00-18:00 Peak Hour	13.2%

87-1025 (NB)

IVES DAIRY RD E OF NE 16TH AVE, 87-1023 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	114	95	70	62	341
1:00	61	40	44	35	180
2:00	32	30	39	25	126
3:00	19	17	26	22	84
4:00	18	29	18	35	100
5:00	37	36	48	61	182
6:00	100	126	163	339	728
7:00	443	352	282	324	1401
8:00	374	382	333	336	1425
9:00	291	267	208	232	998
10:00	202	261	257	237	957
11:00	275	255	252	278	1060
12:00	252	320	304	294	1170
13:00	305	335	350	341	1331
14:00	472	375	446	466	1759
15:00	457	461	513	491	1922
16:00	528	551	553	516	2148
17:00	517	520	544	552	2133
18:00	561	469	513	448	1991
19:00	458	344	424	356	1582
20:00	380	337	399	295	1411
21:00	320	301	307	261	1189
22:00	236	217	230	195	878
23:00	197	221	156	130	704
					25800

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	139	75	78	67	359
1:00	67	50	50	37	204
2:00	39	33	29	27	128
3:00	27	25	13	24	89
4:00	23	19	26	26	94
5:00	21	49	45	53	168
6:00	73	113	141	290	617
7:00	373	335	260	281	1249
8:00	341	380	329	440	1490
9:00	372	299	308	292	1271
10:00	266	224	245	269	1004
11:00	243	256	302	246	1047
12:00	245	287	283	314	1129
13:00	333	316	340	367	1356
14:00	461	379	397	466	1703
15:00	450	390	451	383	1674
16:00	472	495	506	525	1998
17:00	507	485	542	528	2062
18:00	603	528	548	477	2156
19:00	541	466	426	406	1839
20:00	383	336	373	257	1349
21:00	305	260	296	270	1131
22:00	271	222	197	178	868
23:00	196	191	157	147	691
					25676

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	111	88	92	69	360
1:00	48	61	48	35	192
2:00	39	45	48	28	160
3:00	23	30	27	28	108
4:00	36	20	19	27	102
5:00	33	54	55	63	205
6:00	78	113	175	309	675
7:00	436	359	303	330	1428
8:00	419	421	316	367	1523
9:00	327	282	240	228	1077
10:00	261	256	229	261	1007
11:00	262	286	280	278	1106
12:00	294	258	312	336	1200
13:00	314	369	362	401	1446
14:00	441	447	481	461	1830
15:00	476	492	487	436	1891
16:00	498	455	502	429	1884
17:00	440	467	480	459	1846
18:00	462	421	550	530	1963
19:00	572	483	493	446	1994
20:00	446	393	361	319	1519
21:00	353	321	299	237	1210
22:00	280	217	216	225	938
23:00	228	253	161	144	786
					26450

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	121	86	80	66	353
1:00	59	50	47	36	192
2:00	37	36	39	27	139
3:00	23	24	22	25	94
4:00	26	23	21	29	99
5:00	30	46	49	59	184
6:00	84	117	160	313	674
7:00	417	349	282	312	1360
8:00	378	394	326	381	1479
9:00	330	283	252	251	1116
10:00	243	247	244	256	990
11:00	260	266	278	267	1071
12:00	264	288	300	315	1167
13:00	317	340	351	370	1378
14:00	458	400	441	464	1763
15:00	461	448	484	437	1830
16:00	499	500	520	490	2009
17:00	488	491	522	513	2014
18:00	542	473	537	485	2037
19:00	524	431	448	403	1806
20:00	403	355	378	290	1426
21:00	326	294	301	256	1177
22:00	262	219	214	199	894
23:00	207	222	158	140	727
					25979

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	25979

	Vol	Hour
07:00-09:00 Peak	1425	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2177	17:15

	Vol	Hour
07:00-09:00 Peak	1490	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2207	17:45

	Vol	Hour
07:00-09:00 Peak	1523	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1963	18:00

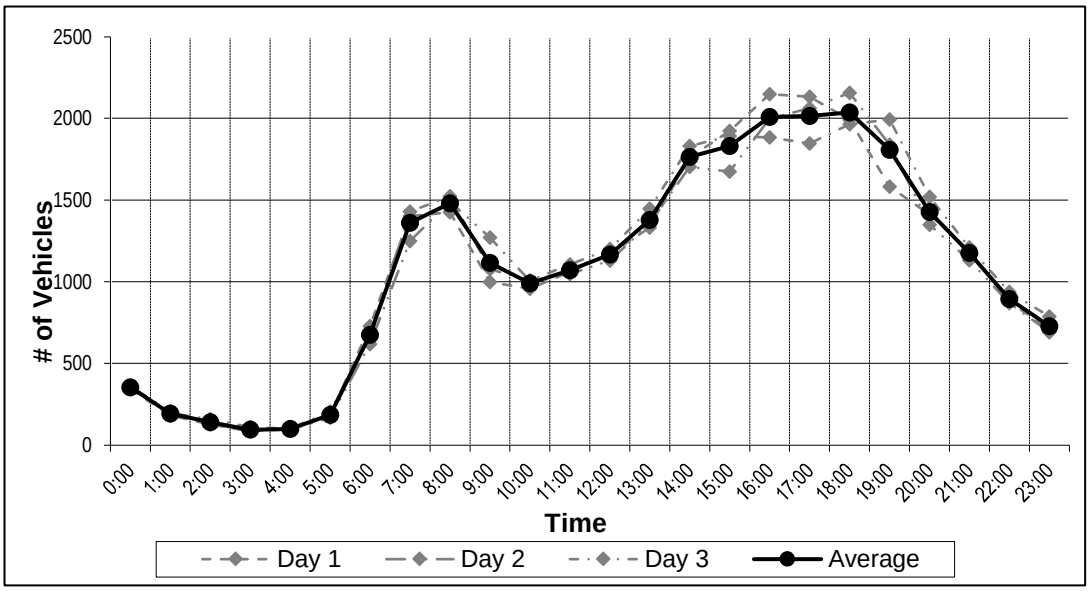
	Vol	Hour	PHF
06:00-09:00 Peak	1479	08:00	0.94
12:00-14:00 Peak	1378	13:00	0.93
16:00-19:00 Peak	2068	17:15	0.95

	Vol	Hour
AM Peak	1425	08:00
PM Peak	2177	17:15
Daily Peak	2177	17:15

	Vol	Hour
AM Peak	1521	08:15
PM Peak	2207	17:45
Daily Peak	2207	17:45

	Vol	Hour
AM Peak	1523	08:00
PM Peak	2135	18:30
Daily Peak	2135	18:30

	Vol	Hour
AM Peak	1479	08:00
PM Peak	2068	17:15
Daily Peak	2068	17:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	3510
MD	9:00 am - 4:00 pm	9320
PM	4:00 pm - 7:00 pm	6060
NT	7:00 pm - 6:00 am	7090
AADT	0:00 am - 12:00 pm	26000
		25980
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.36
PM	0.23
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.3%
15:00-18:00 Peak Hour	8.0%

87-1023 (WB)

IVES DAIRY RD E OF NE 16TH AVE, 87-1023 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	72	61	65	37	235
1:00	40	38	35	28	141
2:00	32	31	30	25	118
3:00	26	21	37	48	132
4:00	42	48	66	60	216
5:00	81	113	159	208	561
6:00	272	386	529	522	1709
7:00	540	768	739	672	2719
8:00	606	569	529	417	2121
9:00	361	370	368	346	1445
10:00	328	329	342	293	1292
11:00	331	312	318	300	1261
12:00	294	339	345	311	1289
13:00	310	346	369	323	1348
14:00	332	453	462	430	1677
15:00	412	545	480	362	1799
16:00	399	372	391	416	1578
17:00	429	404	420	343	1596
18:00	398	354	332	332	1416
19:00	295	287	339	248	1169
20:00	266	217	228	202	913
21:00	221	179	188	172	760
22:00	170	161	163	158	652
23:00	158	106	85	76	425
					26572

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	69	68	58	52	247
1:00	34	35	32	27	128
2:00	22	24	28	27	101
3:00	27	37	26	38	128
4:00	34	43	68	73	218
5:00	91	117	195	187	590
6:00	234	371	497	550	1652
7:00	608	813	790	731	2942
8:00	696	667	602	561	2526
9:00	592	501	408	408	1909
10:00	332	328	346	296	1302
11:00	273	282	297	313	1165
12:00	313	321	306	343	1283
13:00	289	322	363	347	1321
14:00	392	459	456	410	1717
15:00	428	395	417	388	1628
16:00	394	381	458	475	1708
17:00	447	449	444	457	1797
18:00	423	435	431	345	1634
19:00	328	323	353	298	1302
20:00	283	245	240	217	985
21:00	193	170	191	147	701
22:00	130	172	185	145	632
23:00	128	95	78	108	409
					28025

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	86	65	67	35	253
1:00	45	38	40	36	159
2:00	34	26	28	27	115
3:00	26	30	42	46	144
4:00	45	45	70	67	227
5:00	84	150	192	203	629
6:00	239	374	430	474	1517
7:00	568	678	626	514	2386
8:00	571	427	463	366	1827
9:00	443	401	408	361	1613
10:00	327	325	349	313	1314
11:00	326	302	328	275	1231
12:00	289	344	291	319	1243
13:00	364	339	355	326	1384
14:00	350	412	494	477	1733
15:00	493	495	426	390	1804
16:00	346	320	376	374	1416
17:00	404	438	461	367	1670
18:00	324	294	398	415	1431
19:00	360	472	447	375	1654
20:00	279	265	272	196	1012
21:00	219	183	199	176	777
22:00	157	176	184	138	655
23:00	132	115	102	85	434
					26628

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	65	63	41	245
1:00	40	37	36	30	143
2:00	29	27	29	26	111
3:00	26	29	35	44	134
4:00	40	45	68	67	220
5:00	85	127	182	199	593
6:00	248	377	485	515	1625
7:00	572	753	718	639	2682
8:00	624	554	531	448	2157
9:00	465	424	395	372	1656
10:00	329	327	346	301	1303
11:00	310	299	314	296	1219
12:00	299	335	314	324	1272
13:00	321	336	362	332	1351
14:00	358	441	471	439	1709
15:00	444	478	441	380	1743
16:00	380	358	408	422	1568
17:00	427	430	442	389	1688
18:00	382	361	387	364	1494
19:00	328	361	380	307	1376
20:00	276	242	247	205	970
21:00	211	177	193	165	746
22:00	152	170	177	147	646
23:00	139	105	88	90	422
					27073
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	27073

	Vol	Hour
07:00-09:00 Peak	2785	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1669	16:45

	Vol	Hour
AM Peak	2785	07:15
PM Peak	1867	14:45
Daily Peak	2785	07:15

	Vol	Hour
07:00-09:00 Peak	3030	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1829	16:30

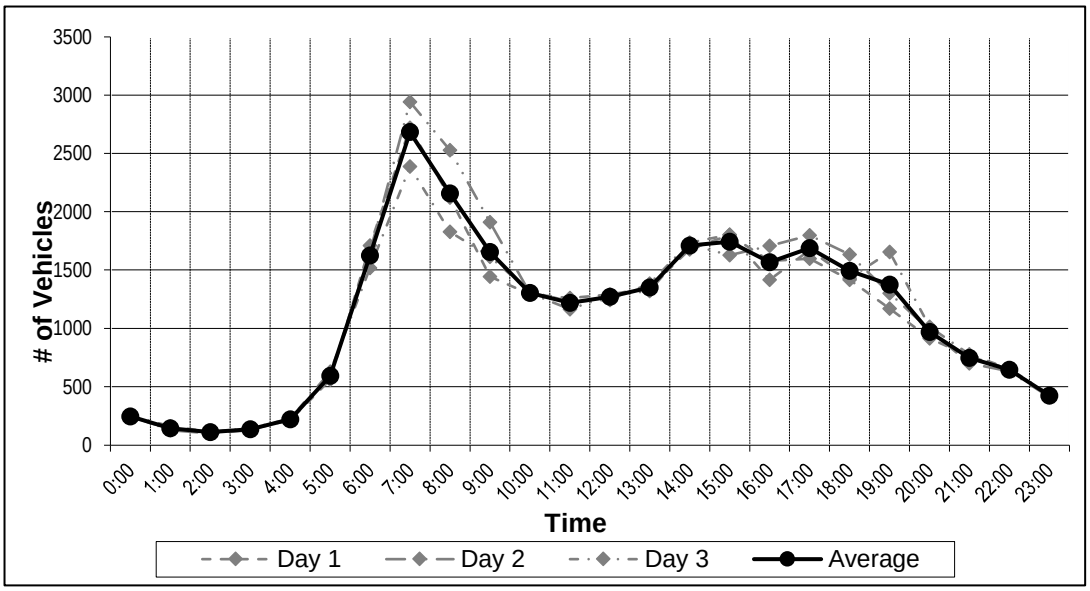
	Vol	Hour
AM Peak	3030	07:15
PM Peak	1829	16:30
Daily Peak	3030	07:15

	Vol	Hour
07:00-09:00 Peak	2389	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1677	16:45

	Vol	Hour
AM Peak	2389	07:15
PM Peak	1959	14:30
Daily Peak	2389	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	2734	07:15	0.91
12:00-14:00 Peak	1351	13:00	0.93
16:00-19:00 Peak	1721	16:45	0.97

	Vol	Hour
AM Peak	2734	07:15
PM Peak	1832	14:30
Daily Peak	2734	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	6460
MD	9:00 am - 4:00 pm	10250
PM	4:00 pm - 7:00 pm	4750
NT	7:00 pm - 6:00 am	5610
AADT	0:00 am - 12:00 pm	27100
		27070
	FDOT 2019 AADT	none

Distribution	
AM	0.24
MD	0.38
PM	0.18
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	10.1%
12:00-14:00 Peak Hour	5.0%
15:00-18:00 Peak Hour	6.4%

87-1023 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 102_IDR@NE16Ave
Site Code: 102-5448
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 16th Avenue Northbound				NE 16th Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	15	410	4	0	7	138	21	0	0	0	2	0	3	0	6	606
06:45 AM	1	23	438	7	3	10	212	70	0	1	0	3	0	10	0	6	784
Total	1	38	848	11	3	17	350	91	0	1	0	5	0	13	0	12	1390
07:00 AM	1	51	546	10	3	19	242	165	0	5	0	5	0	46	0	21	1114
07:15 AM	0	33	599	6	4	18	232	138	0	4	0	9	0	81	2	30	1156
07:30 AM	0	16	560	5	3	21	202	76	0	5	1	21	0	67	6	20	1003
07:45 AM	1	7	407	2	1	23	260	31	0	3	0	26	0	55	5	21	842
Total	2	107	2112	23	11	81	936	410	0	17	1	61	0	249	13	92	4115
08:00 AM	0	3	527	4	2	27	365	24	0	3	0	31	0	33	0	8	1027
08:15 AM	0	5	382	5	5	30	355	22	0	2	0	17	0	6	1	7	837
08:30 AM	2	7	474	9	4	25	250	22	0	3	0	9	0	10	1	9	825
08:45 AM	1	2	307	7	2	38	288	24	0	9	0	15	0	8	0	6	707
Total	3	17	1690	25	13	120	1258	92	0	17	0	72	0	57	2	30	3396
09:00 AM	0	6	399	12	8	31	275	34	0	6	0	22	0	18	0	7	818
09:15 AM	1	9	394	11	1	33	229	15	0	2	0	17	0	15	1	9	737
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	15	793	23	9	64	504	49	0	8	0	39	0	33	1	16	1555
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	2	6	402	10	5	23	440	14	0	8	1	31	0	15	0	6	963
03:45 PM	0	6	371	13	5	17	404	13	0	13	0	18	0	22	2	9	893
Total	2	12	773	23	10	40	844	27	0	21	1	49	0	37	2	15	1856
04:00 PM	0	3	313	11	4	17	488	4	0	14	1	32	0	11	2	4	904
04:15 PM	0	9	295	13	10	17	407	10	0	13	3	21	0	16	2	2	818
04:30 PM	3	14	337	13	4	24	464	23	0	12	0	33	0	12	0	8	947
04:45 PM	1	11	350	8	5	22	406	18	0	13	2	19	0	28	1	6	890
Total	4	37	1295	45	23	80	1765	55	0	52	6	105	0	67	5	20	3559
05:00 PM	1	11	331	14	4	17	418	17	0	19	1	58	0	26	1	16	934
05:15 PM	0	9	408	16	1	18	442	15	0	15	1	32	0	19	1	19	996
05:30 PM	2	11	410	10	1	16	428	22	0	20	1	30	0	31	0	21	1003
05:45 PM	2	13	307	3	1	13	446	27	0	10	0	33	0	33	1	13	902
Total	5	44	1456	43	7	64	1734	81	0	64	3	153	0	109	3	69	3835
06:00 PM	2	14	262	2	2	4	395	13	0	5	0	22	0	30	0	20	771
06:15 PM	1	5	249	6	0	9	350	7	0	2	0	9	0	21	0	12	671
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	19	511	8	2	13	745	20	0	7	0	31	0	51	0	32	1442

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

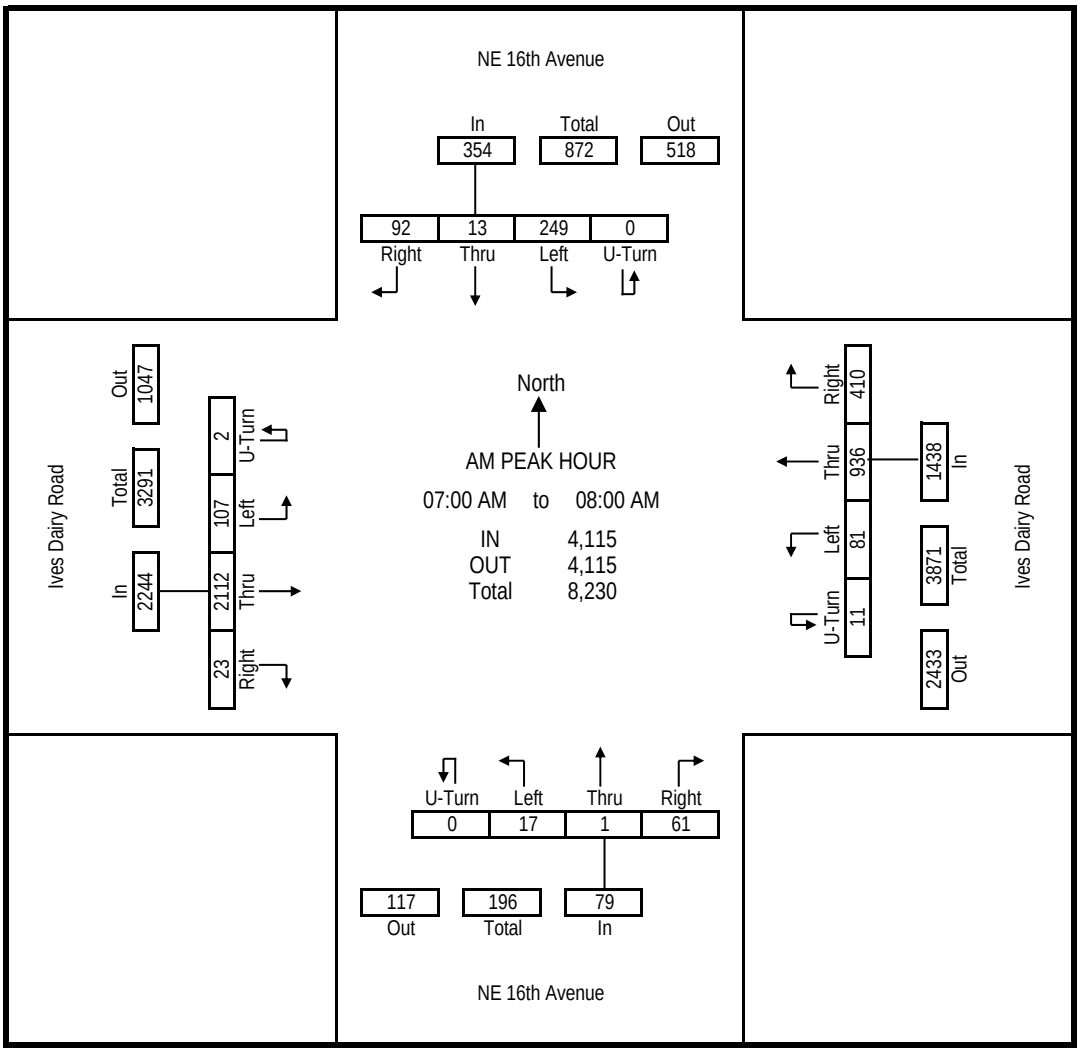
FDOT District 6

File Name: 102_IDR@NE16Ave
Site Code: 102-5448
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 16th Avenue Northbound				NE 16th Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	1	51	546	10	3	19	242	165	0	5	0	5	0	46	0	21	1114
07:15 AM	0	33	599	6	4	18	232	138	0	4	0	9	0	81	2	30	1156
07:30 AM	0	16	560	5	3	21	202	76	0	5	1	21	0	67	6	20	1003
07:45 AM	1	7	407	2	1	23	260	31	0	3	0	26	0	55	5	21	842
Total	2	107	2112	23	11	81	936	410	0	17	1	61	0	249	13	92	4115
PHF	0.500	0.525	0.881	0.575	0.688	0.880	0.900	0.621	0.000	0.850	0.250	0.587	0.000	0.769	0.767	0.890	0.89
Heavy Veh %	0%	1%	1%	0%	0%	2%	2%	0%	0%	6%	0%	3%	0%	0%	0%	3%	1%
App Vol %	0%	5%	94%	1%	1%	6%	65%	29%	0%	22%	1%	77%	0%	70%	4%	26%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 07:00 AM to 08:00 AM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

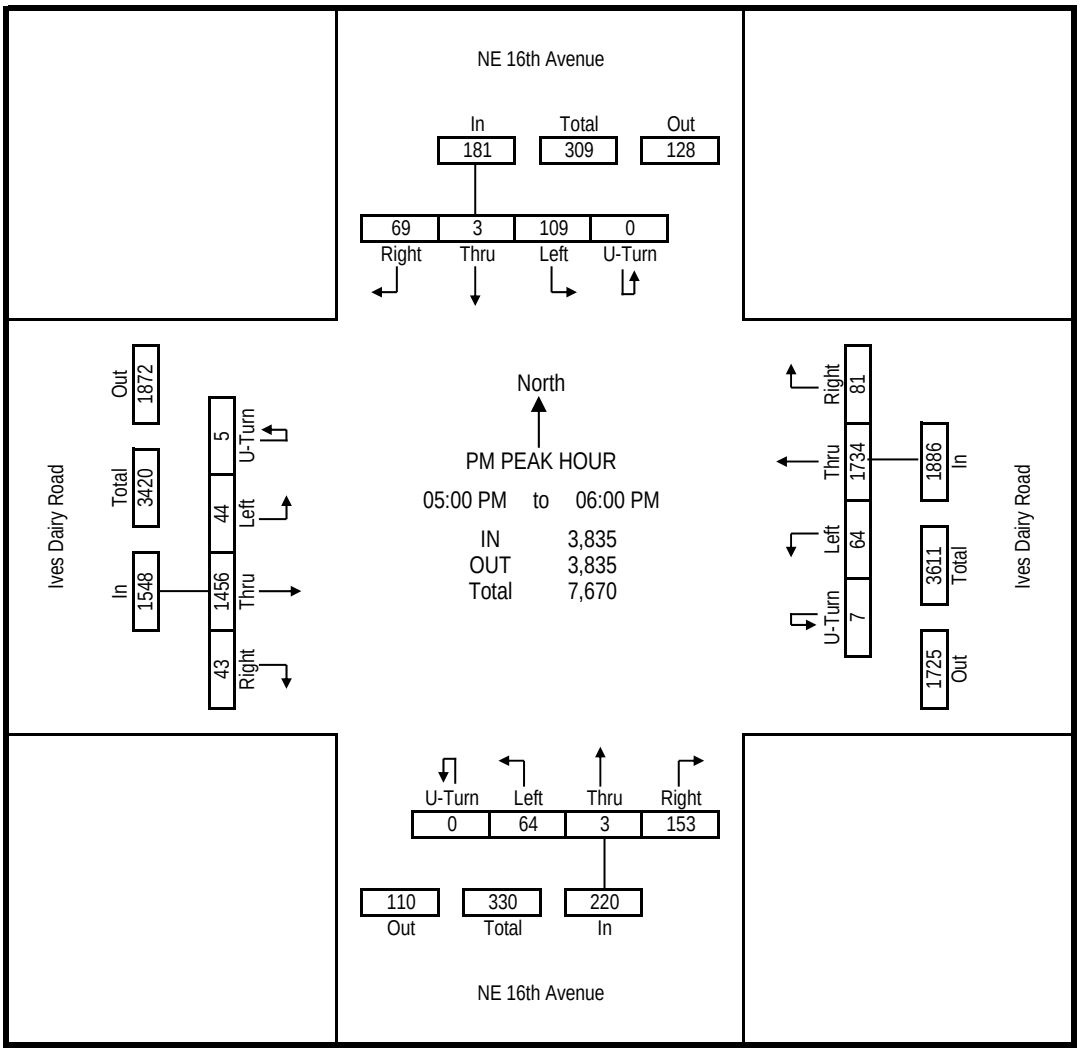
FDOT District 6

File Name: 102_IDR@NE16Ave
Site Code: 102-5448
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 16th Avenue Northbound				NE 16th Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	1	11	331	14	4	17	418	17	0	19	1	58	0	26	1	16	934
05:15 PM	0	9	408	16	1	18	442	15	0	15	1	32	0	19	1	19	996
05:30 PM	2	11	410	10	1	16	428	22	0	20	1	30	0	31	0	21	1003
05:45 PM	2	13	307	3	1	13	446	27	0	10	0	33	0	33	1	13	902
Total	5	44	1456	43	7	64	1734	81	0	64	3	153	0	109	3	69	3835
PHF	0.625	0.846	0.888	0.672	0.438	0.889	0.972	0.750	0.000	0.800	0.750	0.659	0.000	0.826	0.750	0.821	0.96
Heavy Veh %	0%	4%	1%	9%	0%	2%	1%	0%	0%	3%	0%	1%	0%	1%	25%	3%	1%
App Vol %	0%	3%	94%	3%	0%	3%	92%	4%	0%	29%	1%	70%	0%	60%	2%	38%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 102_IDR@NE16Ave
Site Code: 102-5448
Count Date: 9/23/2021

Groups Printed: Automobiles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 16th Avenue Northbound				NE 16th Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	14	402	4	0	7	132	15	0	0	0	1	0	3	0	6	584
06:45 AM	1	22	428	7	3	10	211	60	0	1	0	3	0	9	0	6	761
Total	1	36	830	11	3	17	343	75	0	1	0	4	0	12	0	12	1345
07:00 AM	1	51	533	10	3	19	238	165	0	5	0	5	0	46	0	21	1097
07:15 AM	0	33	593	6	4	16	229	138	0	3	0	9	0	81	2	29	1143
07:30 AM	0	15	554	5	3	21	200	76	0	5	1	20	0	66	6	19	991
07:45 AM	1	7	405	2	1	23	252	31	0	3	0	25	0	55	5	20	830
Total	2	106	2085	23	11	79	919	410	0	16	1	59	0	248	13	89	4061
08:00 AM	0	2	523	4	2	27	347	24	0	3	0	30	0	33	0	8	1003
08:15 AM	0	5	373	4	4	29	347	22	0	2	0	16	0	6	1	7	816
08:30 AM	2	7	464	9	4	25	247	21	0	3	0	8	0	10	1	9	810
08:45 AM	1	2	300	7	2	38	282	23	0	9	0	13	0	7	0	6	690
Total	3	16	1660	24	12	119	1223	90	0	17	0	67	0	56	2	30	3319
09:00 AM	0	6	393	12	8	30	268	34	0	4	0	22	0	16	0	7	800
09:15 AM	1	9	379	9	1	32	219	15	0	2	0	17	0	15	1	8	708
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	15	772	21	9	62	487	49	0	6	0	39	0	31	1	15	1508
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	2	6	397	9	5	22	431	14	0	7	1	31	0	15	0	6	946
03:45 PM	0	5	365	12	5	16	398	12	0	12	0	18	0	22	1	8	874
Total	2	11	762	21	10	38	829	26	0	19	1	49	0	37	1	14	1820
04:00 PM	0	3	307	10	4	16	481	4	0	14	1	31	0	10	1	4	886
04:15 PM	0	9	290	13	10	16	400	10	0	13	2	19	0	16	2	2	802
04:30 PM	3	13	333	13	4	24	459	23	0	12	0	32	0	11	0	8	935
04:45 PM	1	11	347	8	5	22	403	18	0	13	1	18	0	28	0	6	881
Total	4	36	1277	44	23	78	1743	55	0	52	4	100	0	65	3	20	3504
05:00 PM	1	10	328	12	4	17	410	17	0	19	1	57	0	25	0	15	916
05:15 PM	0	9	405	15	1	17	437	15	0	15	1	31	0	19	1	19	985
05:30 PM	2	10	402	10	1	16	426	22	0	18	1	30	0	31	0	20	989
05:45 PM	2	13	305	2	1	13	446	27	0	10	0	33	0	33	1	13	899
Total	5	42	1440	39	7	63	1719	81	0	62	3	151	0	108	2	67	3789
06:00 PM	2	12	259	2	2	4	395	13	0	5	0	22	0	30	0	20	766
06:15 PM	1	5	248	5	0	9	348	7	0	2	0	9	0	21	0	11	666
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	17	507	7	2	13	743	20	0	7	0	31	0	51	0	31	1432

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 102_IDR@NE16Ave
Site Code: 102-5448
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				NE 16th Avenue Northbound				NE 16th Avenue Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	8	0	0	0	6	6	0	0	0	1	0	0	0	0	22
06:45 AM	0	1	10	0	0	0	1	10	0	0	0	0	0	1	0	0	23
Total	0	2	18	0	0	0	7	16	0	0	0	1	0	1	0	0	45
07:00 AM	0	0	13	0	0	0	4	0	0	0	0	0	0	0	0	0	17
07:15 AM	0	0	6	0	0	2	3	0	0	1	0	0	0	0	0	1	13
07:30 AM	0	1	6	0	0	0	2	0	0	0	0	1	0	1	0	1	12
07:45 AM	0	0	2	0	0	0	8	0	0	0	0	1	0	0	0	1	12
Total	0	1	27	0	0	2	17	0	0	1	0	2	0	1	0	3	54
08:00 AM	0	1	4	0	0	0	18	0	0	0	0	1	0	0	0	0	24
08:15 AM	0	0	9	1	1	1	8	0	0	0	0	1	0	0	0	0	21
08:30 AM	0	0	10	0	0	0	3	1	0	0	0	1	0	0	0	0	15
08:45 AM	0	0	7	0	0	0	6	1	0	0	0	2	0	1	0	0	17
Total	0	1	30	1	1	1	35	2	0	0	0	5	0	1	0	0	77
09:00 AM	0	0	6	0	0	1	7	0	0	2	0	0	0	2	0	0	18
09:15 AM	0	0	15	2	0	1	10	0	0	0	0	0	0	0	0	1	29
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	21	2	0	2	17	0	0	2	0	0	0	2	0	1	47
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	5	1	0	1	9	0	0	1	0	0	0	0	0	0	17
03:45 PM	0	1	6	1	0	1	6	1	0	1	0	0	0	0	1	1	19
Total	0	1	11	2	0	2	15	1	0	2	0	0	0	0	1	1	36
04:00 PM	0	0	6	1	0	1	7	0	0	0	0	1	0	1	1	0	18
04:15 PM	0	0	5	0	0	1	7	0	0	0	1	2	0	0	0	0	16
04:30 PM	0	1	4	0	0	0	5	0	0	0	0	1	0	1	0	0	12
04:45 PM	0	0	3	0	0	0	3	0	0	0	1	1	0	0	1	0	9
Total	0	1	18	1	0	2	22	0	0	0	2	5	0	2	2	0	55
05:00 PM	0	1	3	2	0	0	8	0	0	0	0	1	0	1	1	1	18
05:15 PM	0	0	3	1	0	1	5	0	0	0	0	1	0	0	0	0	11
05:30 PM	0	1	8	0	0	0	2	0	0	2	0	0	0	0	0	1	14
05:45 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	16	4	0	1	15	0	0	2	0	2	0	1	1	2	46
06:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	4	1	0	0	2	0	0	0	0	0	0	0	0	1	10

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 102_IDR@NE16Ave
Site Code: 102-5448
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				NE 16th Avenue Northbound				NE 16th Avenue Eastbound				
Start Time	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	3
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IVES DIARY RD W OF I-95 SB RAMPS, 87-1037 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	114	95	70	62	341
1:00	61	40	44	35	180
2:00	32	30	39	25	126
3:00	19	17	26	22	84
4:00	18	29	18	35	100
5:00	37	36	48	61	182
6:00	100	126	163	339	728
7:00	443	352	282	324	1401
8:00	374	382	333	336	1425
9:00	291	267	208	232	998
10:00	202	261	257	237	957
11:00	275	255	252	278	1060
12:00	252	320	304	294	1170
13:00	305	335	350	341	1331
14:00	472	375	446	466	1759
15:00	457	461	513	491	1922
16:00	528	551	553	516	2148
17:00	517	520	544	552	2133
18:00	561	469	513	448	1991
19:00	458	344	424	356	1582
20:00	380	337	399	295	1411
21:00	320	301	307	261	1189
22:00	236	217	230	195	878
23:00	197	221	156	130	704
					25800

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	139	75	78	67	359
1:00	67	50	50	37	204
2:00	39	33	29	27	128
3:00	27	25	13	24	89
4:00	23	19	26	26	94
5:00	21	49	45	53	168
6:00	73	113	141	290	617
7:00	373	335	260	281	1249
8:00	341	380	329	440	1490
9:00	372	299	308	292	1271
10:00	266	224	245	269	1004
11:00	243	256	302	246	1047
12:00	245	287	283	314	1129
13:00	333	316	340	367	1356
14:00	461	379	397	466	1703
15:00	450	390	451	383	1674
16:00	472	495	506	525	1998
17:00	507	485	542	528	2062
18:00	603	528	548	477	2156
19:00	541	466	426	406	1839
20:00	383	336	373	257	1349
21:00	305	260	296	270	1131
22:00	271	222	197	178	868
23:00	196	191	157	147	691
					25676

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	111	88	92	69	360
1:00	48	61	48	35	192
2:00	39	45	48	28	160
3:00	23	30	27	28	108
4:00	36	20	19	27	102
5:00	33	54	55	63	205
6:00	78	113	175	309	675
7:00	436	359	303	330	1428
8:00	419	421	316	367	1523
9:00	327	282	240	228	1077
10:00	261	256	229	261	1007
11:00	262	286	280	278	1106
12:00	294	258	312	336	1200
13:00	314	369	362	401	1446
14:00	441	447	481	461	1830
15:00	476	492	487	436	1891
16:00	498	455	502	429	1884
17:00	440	467	480	459	1846
18:00	462	421	550	530	1963
19:00	572	483	493	446	1994
20:00	446	393	361	319	1519
21:00	353	321	299	237	1210
22:00	280	217	216	225	938
23:00	228	253	161	144	786
					26450

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	121	86	80	66	353
1:00	59	50	47	36	192
2:00	37	36	39	27	139
3:00	23	24	22	25	94
4:00	26	23	21	29	99
5:00	30	46	49	59	184
6:00	84	117	160	313	674
7:00	417	349	282	312	1360
8:00	378	394	326	381	1479
9:00	330	283	252	251	1116
10:00	243	247	244	256	990
11:00	260	266	278	267	1071
12:00	264	288	300	315	1167
13:00	317	340	351	370	1378
14:00	458	400	441	464	1763
15:00	461	448	484	437	1830
16:00	499	500	520	490	2009
17:00	488	491	522	513	2014
18:00	542	473	537	485	2037
19:00	524	431	448	403	1806
20:00	403	355	378	290	1426
21:00	326	294	301	256	1177
22:00	262	219	214	199	894
23:00	207	222	158	140	727
					25979

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	25979

	Vol	Hour
07:00-09:00 Peak	1425	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2177	17:15

	Vol	Hour
07:00-09:00 Peak	1490	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2207	17:45

	Vol	Hour
07:00-09:00 Peak	1523	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1963	18:00

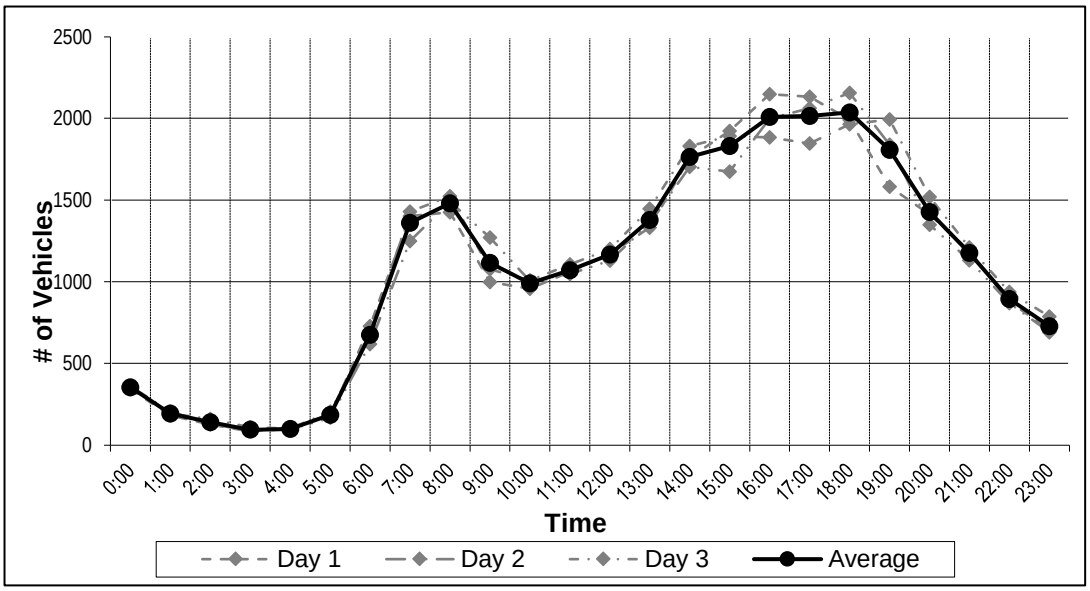
	Vol	Hour	PHF
06:00-09:00 Peak	1479	08:00	0.94
12:00-14:00 Peak	1378	13:00	0.93
16:00-19:00 Peak	2068	17:15	0.95

	Vol	Hour
AM Peak	1425	08:00
PM Peak	2177	17:15
Daily Peak	2177	17:15

	Vol	Hour
AM Peak	1521	08:15
PM Peak	2207	17:45
Daily Peak	2207	17:45

	Vol	Hour
AM Peak	1523	08:00
PM Peak	2135	18:30
Daily Peak	2135	18:30

	Vol	Hour
AM Peak	1479	08:00
PM Peak	2068	17:15
Daily Peak	2068	17:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	3510
MD	9:00 am - 4:00 pm	9320
PM	4:00 pm - 7:00 pm	6060
NT	7:00 pm - 6:00 am	7090
AADT	0:00 am - 12:00 pm	26000
		25980
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.36
PM	0.23
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.3%
15:00-18:00 Peak Hour	8.0%

87-1037 (WB)

IVES DIARY RD W OF I-95 SB RAMPS, 87-1037 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	72	61	65	37	235
1:00	40	38	35	28	141
2:00	32	31	30	25	118
3:00	26	21	37	48	132
4:00	42	48	66	60	216
5:00	81	113	159	208	561
6:00	272	386	529	522	1709
7:00	540	768	739	672	2719
8:00	606	569	529	417	2121
9:00	361	370	368	346	1445
10:00	328	329	342	293	1292
11:00	331	312	318	300	1261
12:00	294	339	345	311	1289
13:00	310	346	369	323	1348
14:00	332	453	462	430	1677
15:00	412	545	480	362	1799
16:00	399	372	391	416	1578
17:00	429	404	420	343	1596
18:00	398	354	332	332	1416
19:00	295	287	339	248	1169
20:00	266	217	228	202	913
21:00	221	179	188	172	760
22:00	170	161	163	158	652
23:00	158	106	85	76	425
					26572

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	69	68	58	52	247
1:00	34	35	32	27	128
2:00	22	24	28	27	101
3:00	27	37	26	38	128
4:00	34	43	68	73	218
5:00	91	117	195	187	590
6:00	234	371	497	550	1652
7:00	608	813	790	731	2942
8:00	696	667	602	561	2526
9:00	592	501	408	408	1909
10:00	332	328	346	296	1302
11:00	273	282	297	313	1165
12:00	313	321	306	343	1283
13:00	289	322	363	347	1321
14:00	392	459	456	410	1717
15:00	428	395	417	388	1628
16:00	394	381	458	475	1708
17:00	447	449	444	457	1797
18:00	423	435	431	345	1634
19:00	328	323	353	298	1302
20:00	283	245	240	217	985
21:00	193	170	191	147	701
22:00	130	172	185	145	632
23:00	128	95	78	108	409
					28025

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	86	65	67	35	253
1:00	45	38	40	36	159
2:00	34	26	28	27	115
3:00	26	30	42	46	144
4:00	45	45	70	67	227
5:00	84	150	192	203	629
6:00	239	374	430	474	1517
7:00	568	678	626	514	2386
8:00	571	427	463	366	1827
9:00	443	401	408	361	1613
10:00	327	325	349	313	1314
11:00	326	302	328	275	1231
12:00	289	344	291	319	1243
13:00	364	339	355	326	1384
14:00	350	412	494	477	1733
15:00	493	495	426	390	1804
16:00	346	320	376	374	1416
17:00	404	438	461	367	1670
18:00	324	294	398	415	1431
19:00	360	472	447	375	1654
20:00	279	265	272	196	1012
21:00	219	183	199	176	777
22:00	157	176	184	138	655
23:00	132	115	102	85	434
					26628

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	65	63	41	245
1:00	40	37	36	30	143
2:00	29	27	29	26	111
3:00	26	29	35	44	134
4:00	40	45	68	67	220
5:00	85	127	182	199	593
6:00	248	377	485	515	1625
7:00	572	753	718	639	2682
8:00	624	554	531	448	2157
9:00	465	424	395	372	1656
10:00	329	327	346	301	1303
11:00	310	299	314	296	1219
12:00	299	335	314	324	1272
13:00	321	336	362	332	1351
14:00	358	441	471	439	1709
15:00	444	478	441	380	1743
16:00	380	358	408	422	1568
17:00	427	430	442	389	1688
18:00	382	361	387	364	1494
19:00	328	361	380	307	1376
20:00	276	242	247	205	970
21:00	211	177	193	165	746
22:00	152	170	177	147	646
23:00	139	105	88	90	422
					27073
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	27073

	Vol	Hour
07:00-09:00 Peak	2785	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1669	16:45

	Vol	Hour
AM Peak	2785	07:15
PM Peak	1867	14:45
Daily Peak	2785	07:15

	Vol	Hour
07:00-09:00 Peak	3030	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1829	16:30

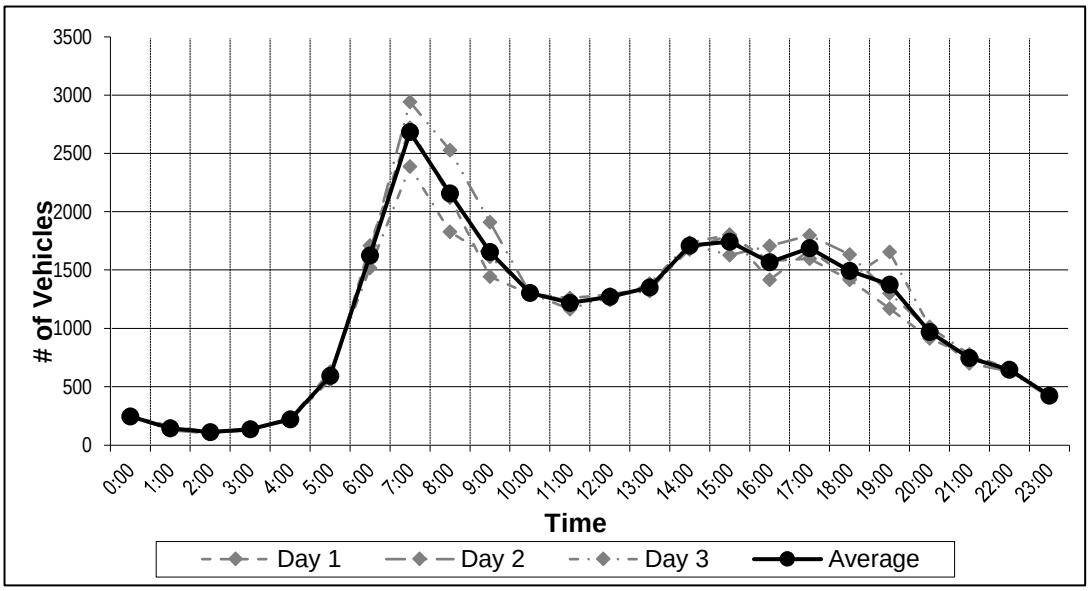
	Vol	Hour
AM Peak	3030	07:15
PM Peak	1829	16:30
Daily Peak	3030	07:15

	Vol	Hour
07:00-09:00 Peak	2389	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1677	16:45

	Vol	Hour
AM Peak	2389	07:15
PM Peak	1959	14:30
Daily Peak	2389	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	2734	07:15	0.91
12:00-14:00 Peak	1351	13:00	0.93
16:00-19:00 Peak	1721	16:45	0.97

	Vol	Hour
AM Peak	2734	07:15
PM Peak	1832	14:30
Daily Peak	2734	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	6460
MD	9:00 am - 4:00 pm	10250
PM	4:00 pm - 7:00 pm	4750
NT	7:00 pm - 6:00 am	5610
AADT	0:00 am - 12:00 pm	27100
		27070
	FDOT 2019 AADT	none

Distribution	
AM	0.24
MD	0.38
PM	0.18
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	10.1%
12:00-14:00 Peak Hour	5.0%
15:00-18:00 Peak Hour	6.4%

87-1037 (EB)

I-95 SB OFF RAMP TO IVES DAIRY RD, 87-1031 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	89	98	70	58	315
1:00	43	46	51	41	181
2:00	30	26	26	27	109
3:00	19	28	32	30	109
4:00	29	32	31	40	132
5:00	46	74	103	124	347
6:00	166	226	272	293	957
7:00	324	418	427	389	1558
8:00	404	400	397	413	1614
9:00	381	336	280	367	1364
10:00	324	331	352	331	1338
11:00	313	359	345	316	1333
12:00	325	342	327	332	1326
13:00	344	355	400	363	1462
14:00	376	348	348	376	1448
15:00	361	366	379	375	1481
16:00	384	354	383	395	1516
17:00	388	396	395	431	1610
18:00	412	376	390	359	1537
19:00	331	314	288	280	1213
20:00	266	263	250	192	971
21:00	193	204	189	166	752
22:00	166	162	163	160	651
23:00	121	105	102	102	430
					23754

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	103	108	90	0	301
1:00	0	42	36	31	109
2:00	29	29	32	29	119
3:00	18	29	22	26	95
4:00	26	29	23	38	116
5:00	39	52	105	108	304
6:00	142	201	242	313	898
7:00	315	403	437	403	1558
8:00	376	412	366	426	1580
9:00	390	424	318	401	1533
10:00	347	319	365	366	1397
11:00	331	335	327	328	1321
12:00	314	348	349	322	1333
13:00	337	305	387	328	1357
14:00	353	321	389	422	1485
15:00	453	435	426	465	1779
16:00	437	490	441	481	1849
17:00	468	469	471	513	1921
18:00	468	482	473	426	1849
19:00	286	355	390	318	1349
20:00	300	316	247	247	1110
21:00	237	212	226	199	874
22:00	193	191	180	145	709
23:00	154	128	107	96	485
					25431

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	81	77	82	55	295
1:00	51	50	37	36	174
2:00	25	28	27	23	103
3:00	22	26	21	28	97
4:00	21	33	33	39	126
5:00	43	53	97	100	293
6:00	140	190	251	302	883
7:00	273	333	433	416	1455
8:00	375	431	386	428	1620
9:00	401	372	248	240	1261
10:00	333	301	344	338	1316
11:00	294	295	382	364	1335
12:00	303	337	335	304	1279
13:00	341	351	406	413	1511
14:00	397	398	374	404	1573
15:00	404	457	424	459	1744
16:00	478	456	455	469	1858
17:00	448	313	365	386	1512
18:00	278	310	228	445	1261
19:00	404	384	337	338	1463
20:00	288	273	285	249	1095
21:00	214	264	215	206	899
22:00	207	200	176	176	759
23:00	125	152	131	119	527
					24439

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	91	94	81	38	304
1:00	31	46	41	36	154
2:00	28	28	28	26	110
3:00	20	28	25	28	101
4:00	25	31	29	39	124
5:00	43	60	102	111	316
6:00	149	206	255	303	913
7:00	304	385	432	403	1524
8:00	385	414	383	422	1604
9:00	391	377	282	336	1386
10:00	335	317	354	345	1351
11:00	313	330	351	336	1330
12:00	314	342	337	319	1312
13:00	341	337	398	368	1444
14:00	375	356	370	401	1502
15:00	406	419	410	433	1668
16:00	433	433	426	448	1740
17:00	435	393	410	443	1681
18:00	386	389	364	410	1549
19:00	340	351	338	312	1341
20:00	285	284	261	229	1059
21:00	215	227	210	190	842
22:00	189	184	173	160	706
23:00	133	128	113	106	480
					24541
				Seasonal Factor (SF)	1.02
				Weekly Axle Factor (WAF)	0.99
				Calculated AADT	24782

	Vol	Hour
07:00-09:00 Peak	1638	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1634	17:15

	Vol	Hour
AM Peak	1638	07:15
PM Peak	1634	17:15
Daily Peak	1638	07:15

	Vol	Hour
07:00-09:00 Peak	1628	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1936	17:45

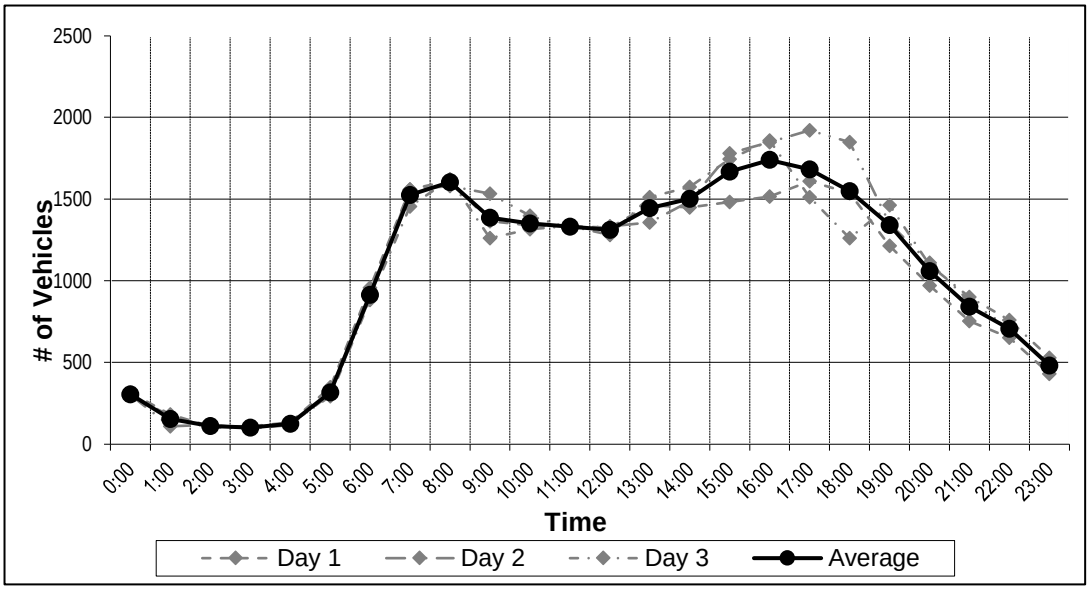
	Vol	Hour
AM Peak	1628	7:30
PM Peak	1936	17:45
Daily Peak	1936	17:45

	Vol	Hour
07:00-09:00 Peak	1655	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1858	16:00

	Vol	Hour
AM Peak	1655	7:30
PM Peak	1858	16:00
Daily Peak	1858	16:00

	Vol	Hour	PHF
06:00-09:00 Peak	1650	07:30	0.95
12:00-14:00 Peak	1458	13:00	0.91
16:00-19:00 Peak	1759	16:15	0.97

	Vol	Hour
AM Peak	1634	07:30
PM Peak	1742	16:15
Daily Peak	1742	16:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	4080
MD	9:00 am - 4:00 pm	10090
PM	4:00 pm - 7:00 pm	5020
NT	7:00 pm - 6:00 am	5580
AADT	0:00 am - 12:00 pm	24800
		24770
	FDOT 4/24/2019 Report	26000
		-5%

Distribution	
AM	0.16
MD	0.41
PM	0.20
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	6.7%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	7.1%

87-1031 (SB)

I-95 SB ON RAMP FROM IVES DAIRY RD, 87-1035 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	41	32	22	19	114
1:00	17	17	17	12	63
2:00	13	17	10	8	48
3:00	14	11	17	14	56
4:00	17	17	26	18	78
5:00	27	52	69	81	229
6:00	95	153	185	169	602
7:00	184	232	197	203	816
8:00	216	208	199	165	788
9:00	182	181	174	174	711
10:00	169	163	166	148	646
11:00	168	180	183	162	693
12:00	168	172	178	195	713
13:00	181	176	229	209	795
14:00	221	210	244	244	919
15:00	266	267	323	227	1083
16:00	216	203	238	195	852
17:00	263	244	278	208	993
18:00	206	209	187	169	771
19:00	140	177	156	172	645
20:00	141	128	116	116	501
21:00	90	131	81	86	388
22:00	75	86	77	70	308
23:00	63	56	46	31	196
					13008

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	47	24	31	16	118
1:00	24	24	17	19	84
2:00	16	14	12	14	56
3:00	9	16	12	12	49
4:00	20	18	22	28	88
5:00	33	49	83	74	239
6:00	108	139	160	178	585
7:00	178	238	217	178	811
8:00	174	150	147	164	635
9:00	163	187	168	172	690
10:00	156	187	183	172	698
11:00	146	173	161	159	639
12:00	161	170	183	181	695
13:00	166	150	184	182	682
14:00	178	186	202	181	747
15:00	191	229	203	188	811
16:00	200	149	157	197	703
17:00	169	168	179	194	710
18:00	194	163	154	161	672
19:00	155	153	130	165	603
20:00	125	159	122	107	513
21:00	106	112	68	56	342
22:00	61	77	84	77	299
23:00	76	57	42	47	222
					11691

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	49	38	27	24	138
1:00	23	20	21	14	78
2:00	15	14	10	13	52
3:00	13	9	20	10	52
4:00	17	21	24	32	94
5:00	30	56	82	79	247
6:00	115	155	186	157	613
7:00	220	204	188	133	745
8:00	171	162	184	149	666
9:00	177	175	162	179	693
10:00	179	206	179	165	729
11:00	180	189	178	179	726
12:00	168	166	170	172	676
13:00	194	184	214	228	820
14:00	207	226	235	228	896
15:00	287	261	251	242	1041
16:00	218	218	221	213	870
17:00	217	261	260	262	1000
18:00	217	236	228	170	851
19:00	177	238	194	187	796
20:00	155	144	106	126	531
21:00	102	128	103	83	416
22:00	75	86	85	63	309
23:00	64	69	62	43	238
					13277

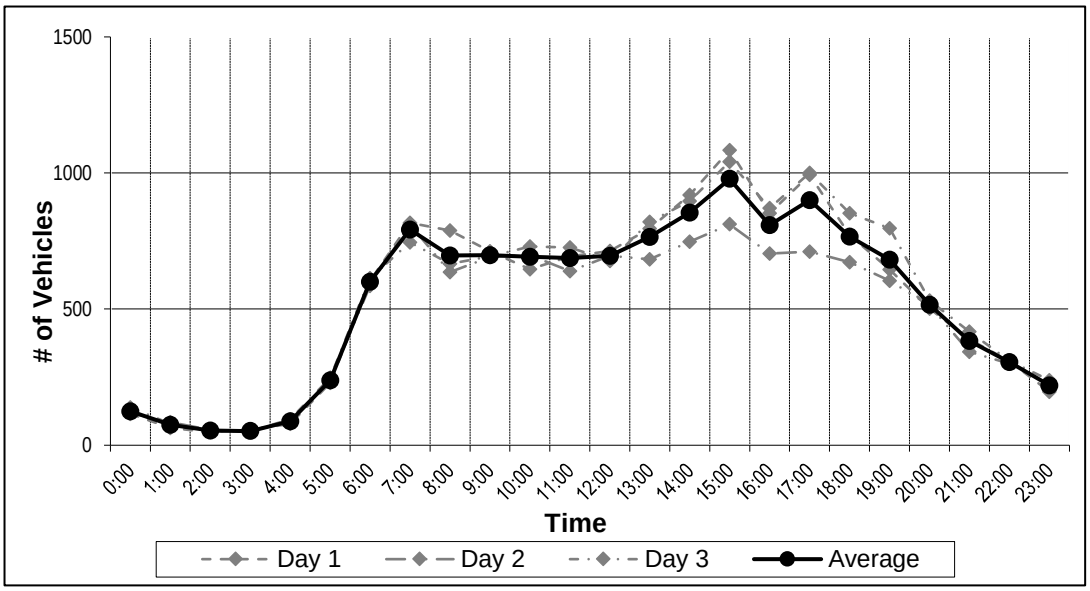
Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	46	31	27	20	124
1:00	21	20	18	15	74
2:00	15	15	11	12	53
3:00	12	12	16	12	52
4:00	18	19	24	26	87
5:00	30	52	78	78	238
6:00	106	149	177	168	600
7:00	194	225	201	171	791
8:00	187	173	177	159	696
9:00	174	181	168	175	698
10:00	168	185	176	162	691
11:00	165	181	174	167	687
12:00	166	169	177	183	695
13:00	180	170	209	206	765
14:00	202	207	227	218	854
15:00	248	252	259	219	978
16:00	211	190	205	202	808
17:00	216	224	239	221	900
18:00	206	203	190	167	766
19:00	157	189	160	175	681
20:00	140	144	115	116	515
21:00	99	124	84	75	382
22:00	70	83	82	70	305
23:00	68	61	50	40	219
					12659
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	12659

	Vol	Hour
07:00-09:00 Peak	848	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	993	17:00
AM Peak	848	07:15
PM Peak	1100	14:45
Daily Peak	1100	14:45

	Vol	Hour
07:00-09:00 Peak	811	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	735	17:15
AM Peak	811	06:45
PM Peak	820	15:15
Daily Peak	820	15:15

	Vol	Hour
07:00-09:00 Peak	769	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1000	17:00
AM Peak	769	06:45
PM Peak	1041	15:00
Daily Peak	1041	15:00

	Vol	Hour	PHF
06:00-09:00 Peak	791	07:00	0.88
12:00-14:00 Peak	765	13:00	0.92
16:00-19:00 Peak	900	17:00	0.94
AM Peak	791	07:00	
PM Peak	978	15:00	
Daily Peak	978	15:00	



Period	Hour	Vol
AM	6:00 am - 9:00 am	2090
MD	9:00 am - 4:00 pm	5370
PM	4:00 pm - 7:00 pm	2470
NT	7:00 pm - 6:00 am	2730
AADT	0:00 am - 12:00 pm	12700
		12660
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.42
PM	0.20
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	6.2%
12:00-14:00 Peak Hour	6.0%
15:00-18:00 Peak Hour	7.1%

87-1035 (SB)

IVES DIARY RD BTWN I-95 NB & SB RAMPS, 87-1033 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	95	71	74	61	301
1:00	47	41	35	19	142
2:00	26	26	17	20	89
3:00	22	14	20	19	75
4:00	16	25	24	27	92
5:00	35	37	67	52	191
6:00	105	133	200	315	753
7:00	459	336	317	323	1435
8:00	344	310	336	330	1320
9:00	312	306	253	306	1177
10:00	290	285	267	277	1119
11:00	289	293	287	284	1153
12:00	286	297	297	338	1218
13:00	264	342	365	396	1367
14:00	421	424	403	429	1677
15:00	393	449	463	461	1766
16:00	447	462	447	437	1793
17:00	420	476	437	456	1789
18:00	443	447	439	423	1752
19:00	444	480	414	427	1765
20:00	347	392	343	361	1443
21:00	278	262	233	206	979
22:00	227	197	218	170	812
23:00	187	150	146	102	585
					24793

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	123	77	60	64	324
1:00	51	35	36	40	162
2:00	23	19	18	18	78
3:00	22	29	18	24	93
4:00	18	16	22	34	90
5:00	34	43	66	59	202
6:00	101	136	190	306	733
7:00	421	371	315	317	1424
8:00	344	328	358	301	1331
9:00	292	335	292	299	1218
10:00	252	268	276	289	1085
11:00	329	297	333	315	1274
12:00	307	320	355	285	1267
13:00	328	319	336	379	1362
14:00	436	450	439	444	1769
15:00	428	404	424	441	1697
16:00	449	462	476	481	1868
17:00	455	467	444	448	1814
18:00	427	452	446	443	1768
19:00	452	424	415	404	1695
20:00	394	435	305	366	1500
21:00	287	300	250	254	1091
22:00	239	240	224	179	882
23:00	182	197	152	126	657
					25384

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	113	81	84	72	350
1:00	59	45	38	22	164
2:00	38	31	23	29	121
3:00	25	17	23	19	84
4:00	16	24	30	31	101
5:00	39	52	63	76	230
6:00	121	162	228	337	848
7:00	443	327	323	305	1398
8:00	360	358	343	340	1401
9:00	318	305	276	279	1178
10:00	279	281	278	303	1141
11:00	293	313	301	296	1203
12:00	303	326	291	333	1253
13:00	292	339	372	416	1419
14:00	436	432	424	428	1720
15:00	399	436	433	471	1739
16:00	446	482	458	472	1858
17:00	445	525	471	505	1946
18:00	429	442	442	438	1751
19:00	435	448	409	411	1703
20:00	391	349	355	324	1419
21:00	289	256	244	223	1012
22:00	234	211	198	176	819
23:00	192	151	136	108	587
					25445

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	110	76	73	66	325
1:00	52	40	36	27	155
2:00	29	25	19	22	95
3:00	23	20	20	21	84
4:00	17	22	25	31	95
5:00	36	44	65	62	207
6:00	109	144	206	319	778
7:00	441	345	318	315	1419
8:00	349	332	346	324	1351
9:00	307	315	274	295	1191
10:00	274	278	274	290	1116
11:00	304	301	307	298	1210
12:00	299	314	314	319	1246
13:00	295	333	358	397	1383
14:00	431	435	422	434	1722
15:00	407	430	440	458	1735
16:00	447	469	460	463	1839
17:00	440	489	451	470	1850
18:00	433	447	442	435	1757
19:00	444	451	413	414	1722
20:00	377	392	334	350	1453
21:00	285	273	242	228	1028
22:00	233	216	213	175	837
23:00	187	166	145	112	610
					25208

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	25208

	Vol	Hour
07:00-09:00 Peak	1435	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1812	17:15

	Vol	Hour
AM Peak	1435	07:00
PM Peak	1833	15:30
Daily Peak	1833	15:30

	Vol	Hour
07:00-09:00 Peak	1424	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1879	16:30

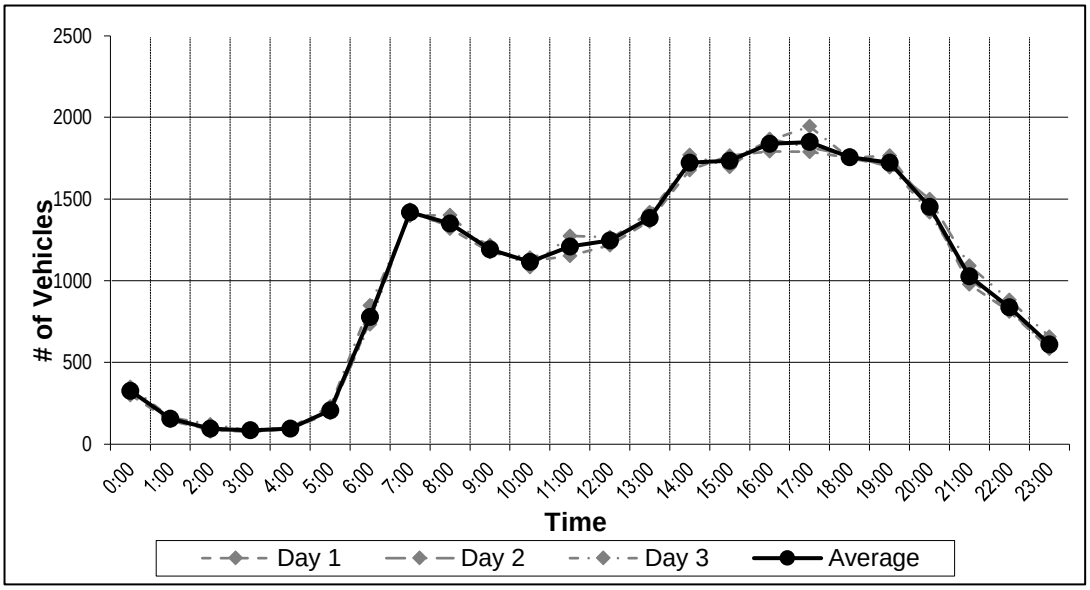
	Vol	Hour
AM Peak	1424	07:00
PM Peak	1879	16:30
Daily Peak	1879	16:30

	Vol	Hour
07:00-09:00 Peak	1430	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1946	17:00

	Vol	Hour
AM Peak	1430	06:45
PM Peak	1946	17:00
Daily Peak	1946	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	1423	06:45	0.81
12:00-14:00 Peak	1383	13:00	0.87
16:00-19:00 Peak	1852	16:30	0.95

	Vol	Hour
AM Peak	1423	06:45
PM Peak	1852	16:30
Daily Peak	1852	16:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	3550
MD	9:00 am - 4:00 pm	9600
PM	4:00 pm - 7:00 pm	5450
NT	7:00 pm - 6:00 am	6610
AADT	0:00 am - 12:00 pm	25200
		25210
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.38
PM	0.22
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.6%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	7.3%

87-1033 (WB)

IVES DIARY RD BTWN I-95 NB & SB RAMPS, 87-1033 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	144	129	109	90	472
1:00	83	59	66	53	261
2:00	30	26	39	34	129
3:00	21	24	38	42	125
4:00	39	41	48	88	216
5:00	84	114	173	208	579
6:00	231	359	447	535	1572
7:00	558	720	749	741	2768
8:00	628	671	648	566	2513
9:00	583	575	633	585	2376
10:00	552	505	593	553	2203
11:00	518	518	532	518	2086
12:00	481	508	598	557	2144
13:00	552	481	523	549	2105
14:00	529	536	626	605	2296
15:00	593	660	592	573	2418
16:00	588	571	567	603	2329
17:00	594	505	546	568	2213
18:00	566	580	565	574	2285
19:00	504	483	521	505	2013
20:00	407	397	386	344	1534
21:00	327	301	271	277	1176
22:00	240	236	232	198	906
23:00	197	138	133	115	583
					37302

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	105	92	85	62	344
1:00	55	61	41	39	196
2:00	31	25	38	32	126
3:00	32	42	31	45	150
4:00	38	47	65	73	223
5:00	80	115	172	204	571
6:00	239	332	480	574	1625
7:00	546	692	799	752	2789
8:00	597	666	635	579	2477
9:00	592	532	612	470	2206
10:00	525	484	543	504	2056
11:00	463	473	536	546	2018
12:00	457	505	518	487	1967
13:00	497	535	538	535	2105
14:00	580	602	612	588	2382
15:00	613	593	546	550	2302
16:00	558	581	570	598	2307
17:00	629	602	605	605	2441
18:00	594	584	571	503	2252
19:00	516	532	502	488	2038
20:00	394	411	322	366	1493
21:00	289	322	302	275	1188
22:00	269	219	264	232	984
23:00	191	169	166	140	666
					36906

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	116	122	101	89	428
1:00	63	70	44	53	230
2:00	57	43	38	35	173
3:00	38	45	37	43	163
4:00	38	46	52	89	225
5:00	84	105	170	198	557
6:00	233	330	450	554	1567
7:00	608	711	765	733	2817
8:00	712	568	611	587	2478
9:00	612	596	563	487	2258
10:00	485	518	508	485	1996
11:00	490	479	420	546	1935
12:00	566	549	532	553	2200
13:00	480	546	494	564	2084
14:00	511	561	659	636	2367
15:00	576	634	623	598	2431
16:00	562	546	610	608	2326
17:00	617	544	580	559	2300
18:00	438	470	491	514	1913
19:00	470	467	463	477	1877
20:00	451	425	398	365	1639
21:00	320	323	317	331	1291
22:00	322	254	256	208	1040
23:00	246	176	190	175	787
					37082

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	122	114	98	80	414
1:00	67	63	50	48	228
2:00	39	31	38	34	142
3:00	30	37	35	43	145
4:00	38	45	55	83	221
5:00	83	111	172	203	569
6:00	234	340	459	554	1587
7:00	571	708	771	742	2792
8:00	646	635	631	577	2489
9:00	596	568	603	514	2281
10:00	521	502	548	514	2085
11:00	490	490	496	537	2013
12:00	501	521	549	532	2103
13:00	510	521	518	549	2098
14:00	540	566	632	610	2348
15:00	594	629	587	574	2384
16:00	569	566	582	603	2320
17:00	613	550	577	577	2317
18:00	533	545	542	530	2150
19:00	497	494	495	490	1976
20:00	417	411	369	358	1555
21:00	312	315	297	294	1218
22:00	277	236	251	213	977
23:00	211	161	163	143	678
					37090
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	37090

	Vol	Hour
07:00-09:00 Peak	2838	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2335	16:15

	Vol	Hour
AM Peak	2838	07:15
PM Peak	2484	14:30
Daily Peak	2838	07:15

	Vol	Hour
07:00-09:00 Peak	2840	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2441	17:00

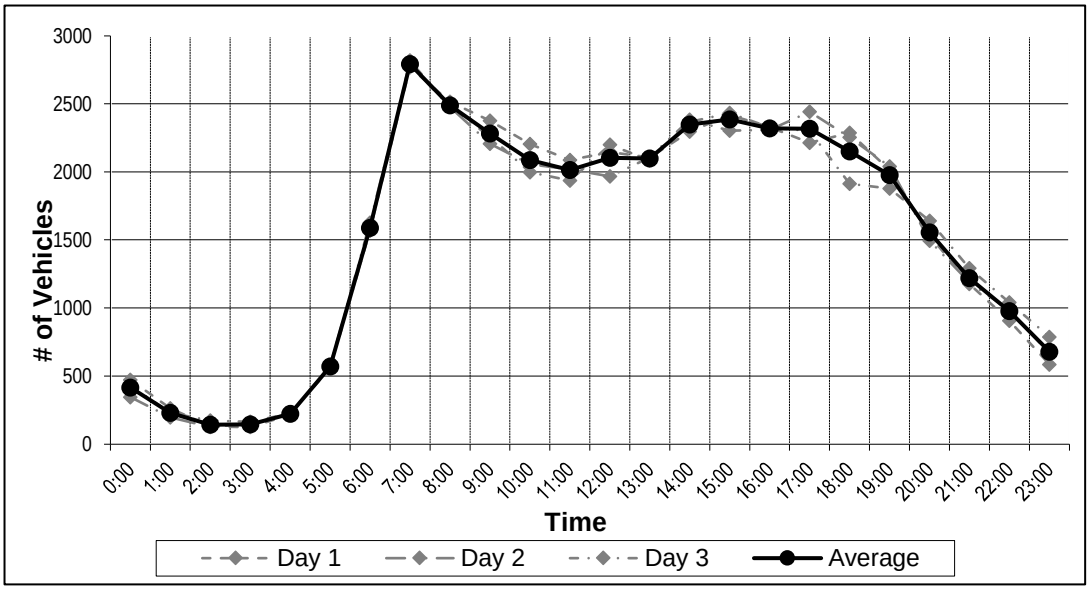
	Vol	Hour
AM Peak	2840	07:15
PM Peak	2441	17:00
Daily Peak	2840	07:15

	Vol	Hour
07:00-09:00 Peak	2921	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2381	16:15

	Vol	Hour
AM Peak	2921	07:15
PM Peak	2505	14:30
Daily Peak	2921	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	2867	07:15	0.93
12:00-14:00 Peak	2112	12:15	0.96
16:00-19:00 Peak	2364	16:15	0.96

	Vol	Hour
AM Peak	2867	07:15
PM Peak	2465	14:30
Daily Peak	2867	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	6870
MD	9:00 am - 4:00 pm	15310
PM	4:00 pm - 7:00 pm	6790
NT	7:00 pm - 6:00 am	8120
AADT	0:00 am - 12:00 pm	37100
		37090
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.41
PM	0.18
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.7%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.4%

87-1033 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 103_IDR@I-95SBRamps
Site Code: 103-3693
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 SB On-Ramp Northbound				I-95 SB Off-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	263	132	0	71	130	0	0	0	0	0	0	194	0	44	834
06:45 AM	0	0	313	113	0	59	247	0	0	0	0	0	0	250	0	64	1046
Total	0	0	576	245	0	130	377	0	0	0	0	0	0	444	0	108	1880
07:00 AM	0	0	398	156	0	81	389	0	0	0	0	0	0	258	0	85	1367
07:15 AM	0	0	502	112	0	82	246	0	0	0	0	0	0	262	0	92	1296
07:30 AM	0	0	474	98	0	84	244	0	0	0	0	0	0	329	0	80	1309
07:45 AM	0	0	400	71	0	66	210	0	0	0	0	0	0	302	0	110	1159
Total	0	0	1774	437	0	313	1089	0	0	0	0	0	0	1151	0	367	5131
08:00 AM	0	0	466	60	0	111	271	0	0	0	0	0	0	277	0	129	1314
08:15 AM	0	0	322	70	0	103	279	0	0	0	0	0	0	273	0	147	1194
08:30 AM	0	0	372	59	0	124	243	0	0	0	0	0	0	228	0	83	1109
08:45 AM	0	0	300	40	0	121	247	0	0	0	0	0	0	271	0	141	1120
Total	0	0	1460	229	0	459	1040	0	0	0	0	0	0	1049	0	500	4737
09:00 AM	0	0	359	83	0	103	210	0	0	0	0	0	0	266	0	99	1120
09:15 AM	0	0	312	75	0	117	194	0	0	0	0	0	0	285	0	118	1101
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	671	158	0	220	404	0	0	0	0	0	0	551	0	217	2221
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	1	0	335	109	0	114	299	0	0	0	0	0	0	311	0	152	1321
03:45 PM	0	0	316	80	0	165	320	0	0	0	0	0	0	341	0	140	1362
Total	1	0	651	189	0	279	619	0	0	0	0	0	0	652	0	292	2683
04:00 PM	0	0	291	93	0	104	332	0	0	0	0	0	0	316	0	162	1298
04:15 PM	0	0	251	70	0	143	351	0	0	0	0	0	0	345	0	140	1300
04:30 PM	0	0	312	89	0	112	340	0	0	0	0	0	0	313	0	144	1310
04:45 PM	0	0	293	82	0	146	352	0	0	0	0	0	0	342	0	127	1342
Total	0	0	1147	334	0	505	1375	0	0	0	0	0	0	1316	0	573	5250
05:00 PM	0	0	321	103	0	120	326	0	0	0	0	0	0	336	0	103	1309
05:15 PM	0	0	311	108	0	168	421	0	0	0	0	0	0	177	0	83	1268
05:30 PM	0	0	350	121	0	142	358	0	0	0	0	0	0	220	0	113	1304
05:45 PM	0	0	285	84	0	174	394	0	0	0	0	0	0	242	0	107	1286
Total	0	0	1267	416	0	604	1499	0	0	0	0	0	0	975	0	406	5167
06:00 PM	0	0	219	80	0	119	291	0	0	0	0	0	0	160	0	96	965
06:15 PM	0	0	201	74	0	132	304	0	0	0	0	0	0	229	0	99	1039
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	420	154	0	251	595	0	0	0	0	0	0	389	0	195	2004

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

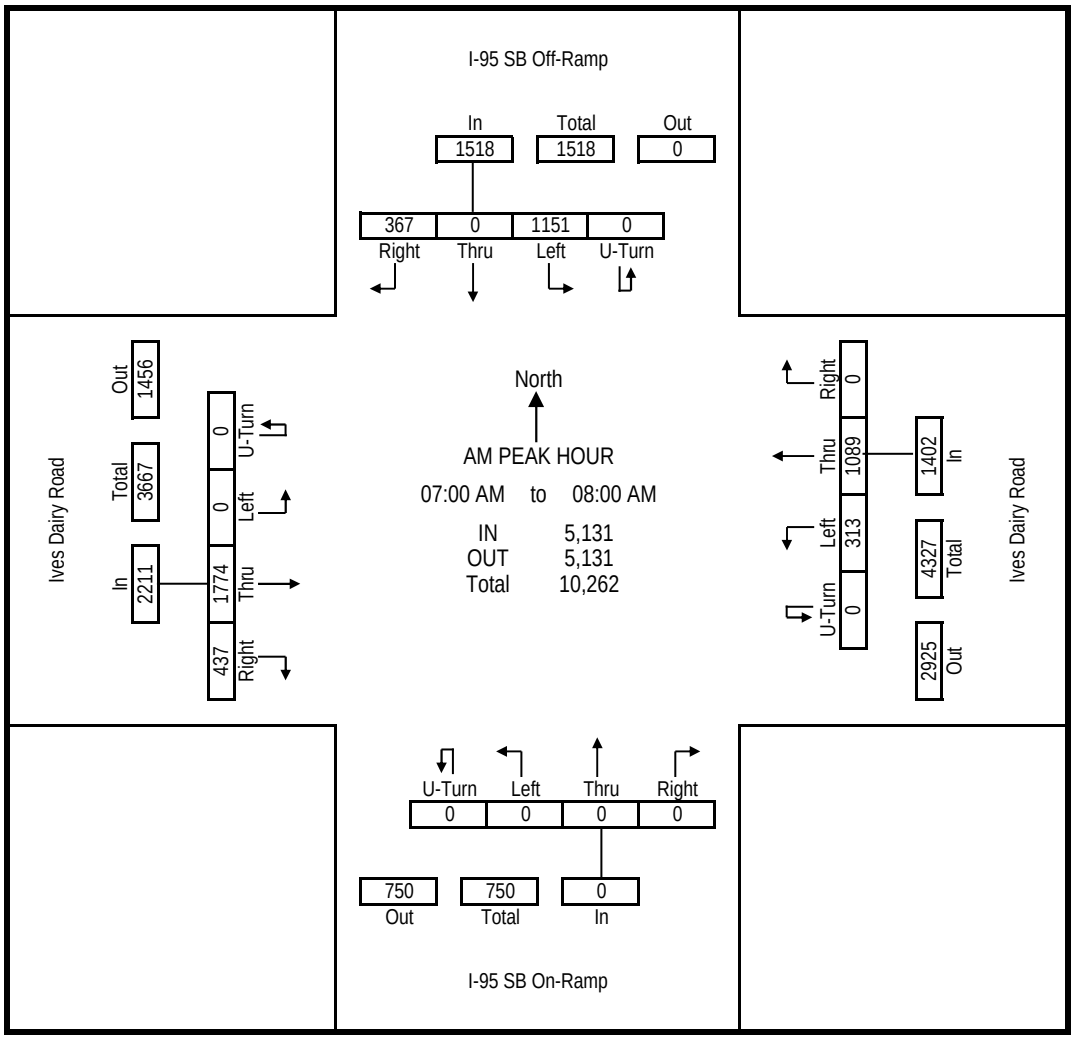
FDOT District 6

File Name: 103_IDR@I-95SBRamps
Site Code: 103-3693
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 SB On-Ramp Northbound				I-95 SB Off-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	0	398	156	0	81	389	0	0	0	0	0	0	258	0	85	1367
07:15 AM	0	0	502	112	0	82	246	0	0	0	0	0	0	262	0	92	1296
07:30 AM	0	0	474	98	0	84	244	0	0	0	0	0	0	329	0	80	1309
07:45 AM	0	0	400	71	0	66	210	0	0	0	0	0	0	302	0	110	1159
Total	0	0	1774	437	0	313	1089	0	0	0	0	0	0	1151	0	367	5131
PHF	0.000	0.000	0.883	0.700	0.000	0.932	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.938	0.94
Heavy Veh %	0%	0%	1%	2%	0%	3%	1%	0%	0%	0%	0%	0%	0%	4%	0%	1%	2%
App Vol %	0%	0%	80%	20%	0%	22%	78%	0%	0%	0%	0%	0%	0%	76%	0%	24%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 07:00 AM to 08:00 AM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

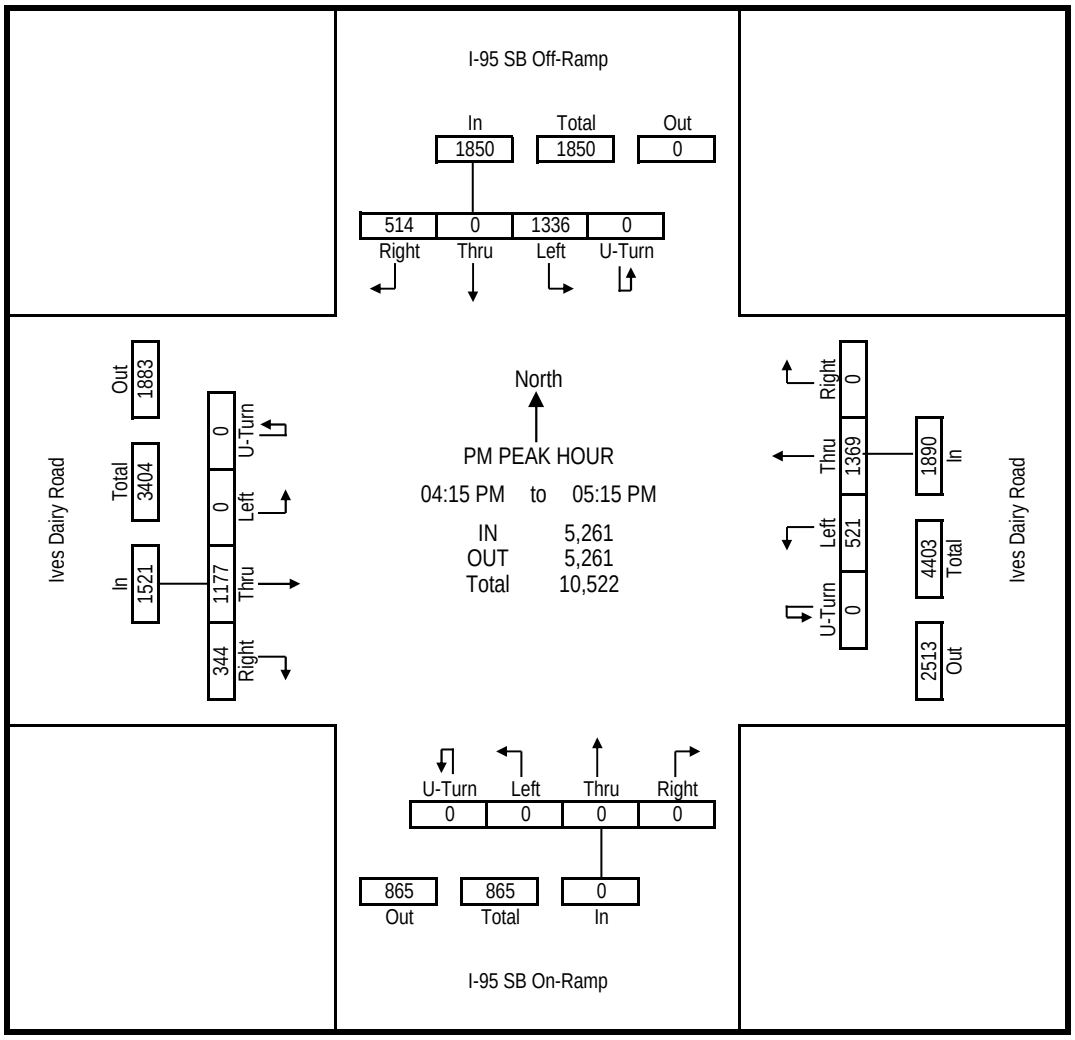
FDOT District 6

File Name: 103_IDR@I-95SBRamps
Site Code: 103-3693
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 SB On-Ramp Northbound				I-95 SB Off-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:15 PM	0	0	251	70	0	143	351	0	0	0	0	0	0	345	0	140	1300
04:30 PM	0	0	312	89	0	112	340	0	0	0	0	0	0	313	0	144	1310
04:45 PM	0	0	293	82	0	146	352	0	0	0	0	0	0	342	0	127	1342
05:00 PM	0	0	321	103	0	120	326	0	0	0	0	0	0	336	0	103	1309
Total	0	0	1177	344	0	521	1369	0	0	0	0	0	0	1336	0	514	5261
PHF	0.000	0.000	0.917	0.835	0.000	0.892	0.972	0.000	0.000	0.000	0.000	0.000	0.000	0.968	0.000	0.892	0.98
Heavy Veh %	0%	0%	1%	3%	0%	3%	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%
App Vol %	0%	0%	77%	23%	0%	28%	72%	0%	0%	0%	0%	0%	0%	72%	0%	28%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM
Peak Hour for Entire Intersection Begins at : 04:15 PM to 05:15 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 103_IDR@I-95SBRamps
Site Code: 103-3693
Count Date: 9/23/2021

Groups Printed: Automobiles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 SB On-Ramp Northbound				I-95 SB Off-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	257	129	0	68	122	0	0	0	0	0	0	185	0	40	801
06:45 AM	0	0	302	112	0	58	238	0	0	0	0	0	0	239	0	64	1013
Total	0	0	559	241	0	126	360	0	0	0	0	0	0	424	0	104	1814
07:00 AM	0	0	389	154	0	80	385	0	0	0	0	0	0	244	0	85	1337
07:15 AM	0	0	494	111	0	82	244	0	0	0	0	0	0	250	0	89	1270
07:30 AM	0	0	473	97	0	83	242	0	0	0	0	0	0	323	0	80	1298
07:45 AM	0	0	397	67	0	59	204	0	0	0	0	0	0	290	0	108	1125
Total	0	0	1753	429	0	304	1075	0	0	0	0	0	0	1107	0	362	5030
08:00 AM	0	0	461	59	0	106	257	0	0	0	0	0	0	273	0	126	1282
08:15 AM	0	0	319	64	0	101	275	0	0	0	0	0	0	269	0	142	1170
08:30 AM	0	0	366	58	0	122	240	0	0	0	0	0	0	223	0	83	1092
08:45 AM	0	0	290	38	0	118	243	0	0	0	0	0	0	264	0	137	1090
Total	0	0	1436	219	0	447	1015	0	0	0	0	0	0	1029	0	488	4634
09:00 AM	0	0	353	79	0	101	203	0	0	0	0	0	0	253	0	98	1087
09:15 AM	0	0	304	69	0	115	186	0	0	0	0	0	0	268	0	115	1057
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	657	148	0	216	389	0	0	0	0	0	0	521	0	213	2144
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	1	0	332	107	0	113	290	0	0	0	0	0	0	308	0	151	1302
03:45 PM	0	0	312	78	0	155	314	0	0	0	0	0	0	334	0	138	1331
Total	1	0	644	185	0	268	604	0	0	0	0	0	0	642	0	289	2633
04:00 PM	0	0	288	89	0	102	326	0	0	0	0	0	0	313	0	160	1278
04:15 PM	0	0	246	66	0	138	343	0	0	0	0	0	0	339	0	140	1272
04:30 PM	0	0	308	88	0	108	335	0	0	0	0	0	0	311	0	144	1294
04:45 PM	0	0	289	81	0	142	350	0	0	0	0	0	0	341	0	125	1328
Total	0	0	1131	324	0	490	1354	0	0	0	0	0	0	1304	0	569	5172
05:00 PM	0	0	319	99	0	115	316	0	0	0	0	0	0	335	0	103	1287
05:15 PM	0	0	310	105	0	163	414	0	0	0	0	0	0	177	0	83	1252
05:30 PM	0	0	342	115	0	138	356	0	0	0	0	0	0	220	0	113	1284
05:45 PM	0	0	284	83	0	168	392	0	0	0	0	0	0	242	0	107	1276
Total	0	0	1255	402	0	584	1478	0	0	0	0	0	0	974	0	406	5099
06:00 PM	0	0	217	79	0	115	289	0	0	0	0	0	0	159	0	96	955
06:15 PM	0	0	199	73	0	127	301	0	0	0	0	0	0	225	0	99	1024
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	416	152	0	242	590	0	0	0	0	0	0	384	0	195	1979

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 103_IDR@I-95SBRamps
Site Code: 103-3693
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				I-95 SB On-Ramp Northbound				I-95 SB Off-Ramp Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	6	3	0	3	8	0	0	0	0	0	0	9	0	4	33
06:45 AM	0	0	11	1	0	1	9	0	0	0	0	0	0	11	0	0	33
Total	0	0	17	4	0	4	17	0	0	0	0	0	0	20	0	4	66
07:00 AM	0	0	9	2	0	1	4	0	0	0	0	0	0	14	0	0	30
07:15 AM	0	0	8	1	0	0	2	0	0	0	0	0	0	12	0	3	26
07:30 AM	0	0	1	1	0	1	2	0	0	0	0	0	0	6	0	0	11
07:45 AM	0	0	3	4	0	7	6	0	0	0	0	0	0	12	0	2	34
Total	0	0	21	8	0	9	14	0	0	0	0	0	0	44	0	5	101
08:00 AM	0	0	5	1	0	5	14	0	0	0	0	0	0	4	0	3	32
08:15 AM	0	0	3	6	0	2	4	0	0	0	0	0	0	4	0	5	24
08:30 AM	0	0	6	1	0	2	3	0	0	0	0	0	0	5	0	0	17
08:45 AM	0	0	10	2	0	3	4	0	0	0	0	0	0	7	0	4	30
Total	0	0	24	10	0	12	25	0	0	0	0	0	0	20	0	12	103
09:00 AM	0	0	6	4	0	2	7	0	0	0	0	0	0	13	0	1	33
09:15 AM	0	0	8	6	0	2	8	0	0	0	0	0	0	17	0	3	44
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	14	10	0	4	15	0	0	0	0	0	0	30	0	4	77
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	3	2	0	1	9	0	0	0	0	0	0	3	0	1	19
03:45 PM	0	0	4	2	0	10	6	0	0	0	0	0	0	7	0	2	31
Total	0	0	7	4	0	11	15	0	0	0	0	0	0	10	0	3	50
04:00 PM	0	0	3	4	0	2	6	0	0	0	0	0	0	3	0	2	20
04:15 PM	0	0	5	4	0	5	8	0	0	0	0	0	0	6	0	0	28
04:30 PM	0	0	4	1	0	4	5	0	0	0	0	0	0	2	0	0	16
04:45 PM	0	0	4	1	0	4	2	0	0	0	0	0	0	1	0	2	14
Total	0	0	16	10	0	15	21	0	0	0	0	0	0	12	0	4	78
05:00 PM	0	0	2	4	0	5	10	0	0	0	0	0	0	1	0	0	22
05:15 PM	0	0	1	3	0	5	7	0	0	0	0	0	0	0	0	0	16
05:30 PM	0	0	8	6	0	4	2	0	0	0	0	0	0	0	0	0	20
05:45 PM	0	0	1	1	0	6	2	0	0	0	0	0	0	0	0	0	10
Total	0	0	12	14	0	20	21	0	0	0	0	0	0	1	0	0	68
06:00 PM	0	0	2	1	0	4	2	0	0	0	0	0	0	1	0	0	10
06:15 PM	0	0	2	1	0	5	3	0	0	0	0	0	0	4	0	0	15
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	2	0	9	5	0	0	0	0	0	0	5	0	0	25

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 103_IDR@I-95SBRamps
Site Code: 103-3693
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				I-95 SB On-Ramp Northbound				I-95 SB Off-Ramp Eastbound				
Start Time	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IVES DIARY RD BTWN I-95 NB & SB RAMPS, 87-1047 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	95	71	74	61	301
1:00	47	41	35	19	142
2:00	26	26	17	20	89
3:00	22	14	20	19	75
4:00	16	25	24	27	92
5:00	35	37	67	52	191
6:00	105	133	200	315	753
7:00	459	336	317	323	1435
8:00	344	310	336	330	1320
9:00	312	306	253	306	1177
10:00	290	285	267	277	1119
11:00	289	293	287	284	1153
12:00	286	297	297	338	1218
13:00	264	342	365	396	1367
14:00	421	424	403	429	1677
15:00	393	449	463	461	1766
16:00	447	462	447	437	1793
17:00	420	476	437	456	1789
18:00	443	447	439	423	1752
19:00	444	480	414	427	1765
20:00	347	392	343	361	1443
21:00	278	262	233	206	979
22:00	227	197	218	170	812
23:00	187	150	146	102	585
					24793

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	123	77	60	64	324
1:00	51	35	36	40	162
2:00	23	19	18	18	78
3:00	22	29	18	24	93
4:00	18	16	22	34	90
5:00	34	43	66	59	202
6:00	101	136	190	306	733
7:00	421	371	315	317	1424
8:00	344	328	358	301	1331
9:00	292	335	292	299	1218
10:00	252	268	276	289	1085
11:00	329	297	333	315	1274
12:00	307	320	355	285	1267
13:00	328	319	336	379	1362
14:00	436	450	439	444	1769
15:00	428	404	424	441	1697
16:00	449	462	476	481	1868
17:00	455	467	444	448	1814
18:00	427	452	446	443	1768
19:00	452	424	415	404	1695
20:00	394	435	305	366	1500
21:00	287	300	250	254	1091
22:00	239	240	224	179	882
23:00	182	197	152	126	657
					25384

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	113	81	84	72	350
1:00	59	45	38	22	164
2:00	38	31	23	29	121
3:00	25	17	23	19	84
4:00	16	24	30	31	101
5:00	39	52	63	76	230
6:00	121	162	228	337	848
7:00	443	327	323	305	1398
8:00	360	358	343	340	1401
9:00	318	305	276	279	1178
10:00	279	281	278	303	1141
11:00	293	313	301	296	1203
12:00	303	326	291	333	1253
13:00	292	339	372	416	1419
14:00	436	432	424	428	1720
15:00	399	436	433	471	1739
16:00	446	482	458	472	1858
17:00	445	525	471	505	1946
18:00	429	442	442	438	1751
19:00	435	448	409	411	1703
20:00	391	349	355	324	1419
21:00	289	256	244	223	1012
22:00	234	211	198	176	819
23:00	192	151	136	108	587
					25445

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	110	76	73	66	325
1:00	52	40	36	27	155
2:00	29	25	19	22	95
3:00	23	20	20	21	84
4:00	17	22	25	31	95
5:00	36	44	65	62	207
6:00	109	144	206	319	778
7:00	441	345	318	315	1419
8:00	349	332	346	324	1351
9:00	307	315	274	295	1191
10:00	274	278	274	290	1116
11:00	304	301	307	298	1210
12:00	299	314	314	319	1246
13:00	295	333	358	397	1383
14:00	431	435	422	434	1722
15:00	407	430	440	458	1735
16:00	447	469	460	463	1839
17:00	440	489	451	470	1850
18:00	433	447	442	435	1757
19:00	444	451	413	414	1722
20:00	377	392	334	350	1453
21:00	285	273	242	228	1028
22:00	233	216	213	175	837
23:00	187	166	145	112	610
					25208

	Vol	Hour
07:00-09:00 Peak	1435	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1812	17:15

	Vol	Hour
AM Peak	1435	07:00
PM Peak	1833	15:30
Daily Peak	1833	15:30

	Vol	Hour
07:00-09:00 Peak	1424	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1879	16:30

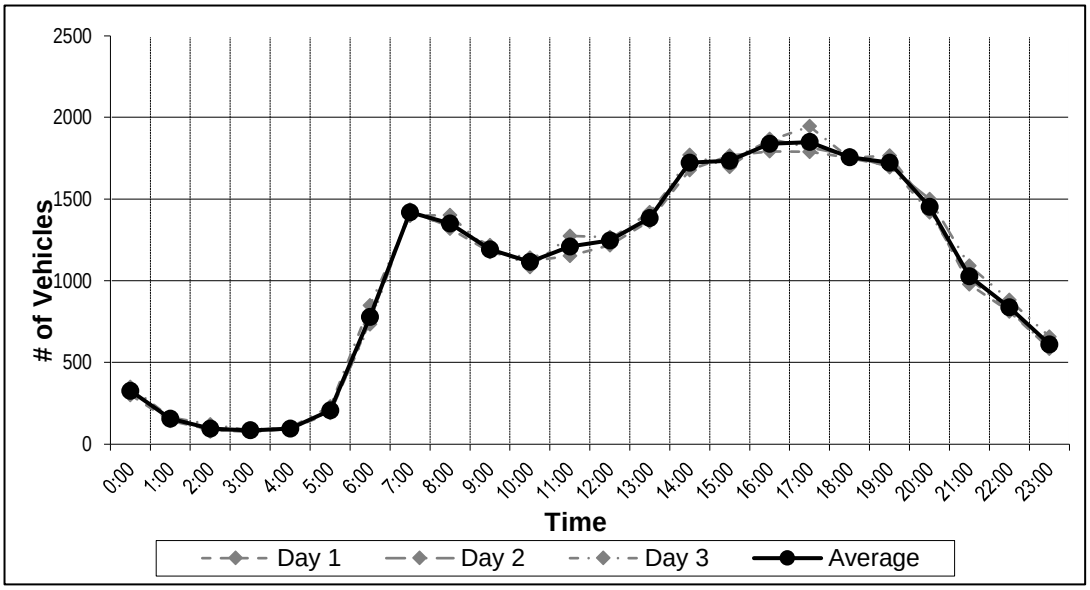
	Vol	Hour
AM Peak	1424	07:00
PM Peak	1879	16:30
Daily Peak	1879	16:30

	Vol	Hour
07:00-09:00 Peak	1430	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1946	17:00

	Vol	Hour
AM Peak	1430	06:45
PM Peak	1946	17:00
Daily Peak	1946	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	1423	06:45	0.81
12:00-14:00 Peak	1383	13:00	0.87
16:00-19:00 Peak	1852	16:30	0.95

	Vol	Hour
AM Peak	1423	06:45
PM Peak	1852	16:30
Daily Peak	1852	16:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	3550
MD	9:00 am - 4:00 pm	9600
PM	4:00 pm - 7:00 pm	5450
NT	7:00 pm - 6:00 am	6610
AADT	0:00 am - 12:00 pm	25200
		25210
	FDOT 2019 AADT	none

	Distribution
AM	0.14
MD	0.38
PM	0.22
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.6%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	7.3%

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	25208

87-1047 (WB)

IVES DIARY RD BTWN I-95 NB & SB RAMPS, 87-1047 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	144	129	109	90	472
1:00	83	59	66	53	261
2:00	30	26	39	34	129
3:00	21	24	38	42	125
4:00	39	41	48	88	216
5:00	84	114	173	208	579
6:00	231	359	447	535	1572
7:00	558	720	749	741	2768
8:00	628	671	648	566	2513
9:00	583	575	633	585	2376
10:00	552	505	593	553	2203
11:00	518	518	532	518	2086
12:00	481	508	598	557	2144
13:00	552	481	523	549	2105
14:00	529	536	626	605	2296
15:00	593	660	592	573	2418
16:00	588	571	567	603	2329
17:00	594	505	546	568	2213
18:00	566	580	565	574	2285
19:00	504	483	521	505	2013
20:00	407	397	386	344	1534
21:00	327	301	271	277	1176
22:00	240	236	232	198	906
23:00	197	138	133	115	583
					37302

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	105	92	85	62	344
1:00	55	61	41	39	196
2:00	31	25	38	32	126
3:00	32	42	31	45	150
4:00	38	47	65	73	223
5:00	80	115	172	204	571
6:00	239	332	480	574	1625
7:00	546	692	799	752	2789
8:00	597	666	635	579	2477
9:00	592	532	612	470	2206
10:00	525	484	543	504	2056
11:00	463	473	536	546	2018
12:00	457	505	518	487	1967
13:00	497	535	538	535	2105
14:00	580	602	612	588	2382
15:00	613	593	546	550	2302
16:00	558	581	570	598	2307
17:00	629	602	605	605	2441
18:00	594	584	571	503	2252
19:00	516	532	502	488	2038
20:00	394	411	322	366	1493
21:00	289	322	302	275	1188
22:00	269	219	264	232	984
23:00	191	169	166	140	666
					36906

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	116	122	101	89	428
1:00	63	70	44	53	230
2:00	57	43	38	35	173
3:00	38	45	37	43	163
4:00	38	46	52	89	225
5:00	84	105	170	198	557
6:00	233	330	450	554	1567
7:00	608	711	765	733	2817
8:00	712	568	611	587	2478
9:00	612	596	563	487	2258
10:00	485	518	508	485	1996
11:00	490	479	420	546	1935
12:00	566	549	532	553	2200
13:00	480	546	494	564	2084
14:00	511	561	659	636	2367
15:00	576	634	623	598	2431
16:00	562	546	610	608	2326
17:00	617	544	580	559	2300
18:00	438	470	491	514	1913
19:00	470	467	463	477	1877
20:00	451	425	398	365	1639
21:00	320	323	317	331	1291
22:00	322	254	256	208	1040
23:00	246	176	190	175	787
					37082

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	122	114	98	80	414
1:00	67	63	50	48	228
2:00	39	31	38	34	142
3:00	30	37	35	43	145
4:00	38	45	55	83	221
5:00	83	111	172	203	569
6:00	234	340	459	554	1587
7:00	571	708	771	742	2792
8:00	646	635	631	577	2489
9:00	596	568	603	514	2281
10:00	521	502	548	514	2085
11:00	490	490	496	537	2013
12:00	501	521	549	532	2103
13:00	510	521	518	549	2098
14:00	540	566	632	610	2348
15:00	594	629	587	574	2384
16:00	569	566	582	603	2320
17:00	613	550	577	577	2317
18:00	533	545	542	530	2150
19:00	497	494	495	490	1976
20:00	417	411	369	358	1555
21:00	312	315	297	294	1218
22:00	277	236	251	213	977
23:00	211	161	163	143	678
					37090
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	37090

	Vol	Hour
07:00-09:00 Peak	2838	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2335	16:15

	Vol	Hour
AM Peak	2838	07:15
PM Peak	2484	14:30
Daily Peak	2838	07:15

	Vol	Hour
07:00-09:00 Peak	2840	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2441	17:00

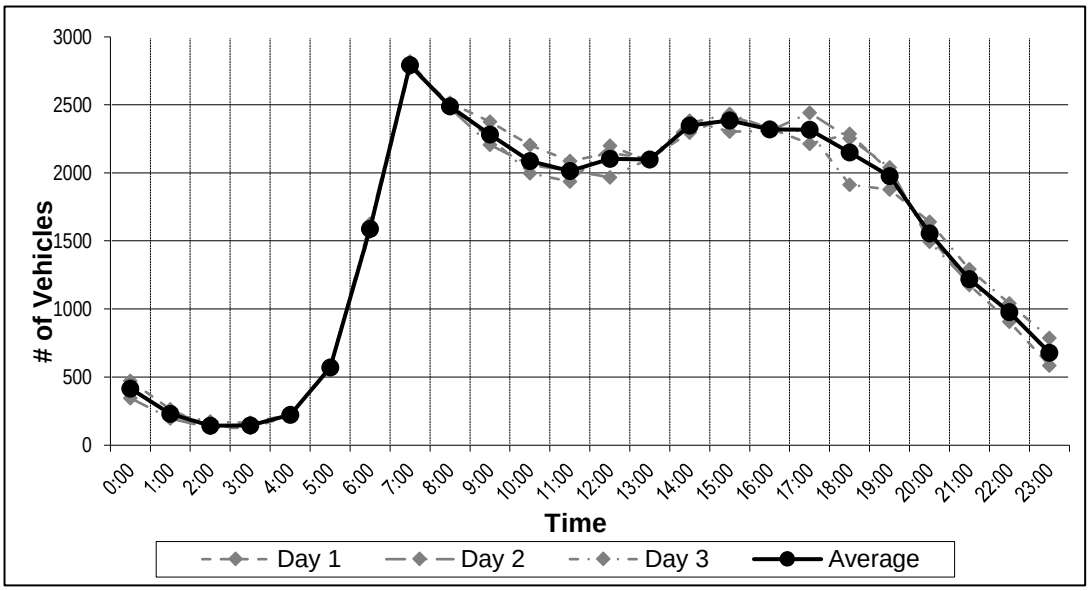
	Vol	Hour
AM Peak	2840	07:15
PM Peak	2441	17:00
Daily Peak	2840	07:15

	Vol	Hour
07:00-09:00 Peak	2921	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2381	16:15

	Vol	Hour
AM Peak	2921	07:15
PM Peak	2505	14:30
Daily Peak	2921	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	2867	07:15	0.93
12:00-14:00 Peak	2112	12:15	0.96
16:00-19:00 Peak	2364	16:15	0.96

	Vol	Hour
AM Peak	2867	07:15
PM Peak	2465	14:30
Daily Peak	2867	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	6870
MD	9:00 am - 4:00 pm	15310
PM	4:00 pm - 7:00 pm	6790
NT	7:00 pm - 6:00 am	8120
AADT	0:00 am - 12:00 pm	37100
		37090
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.41
PM	0.18
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.7%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.4%

87-1047 (EB)

I-95 NB ON RAMP FROM IVES DAIRY RD, 87-1041 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	101	87	95	70	353
1:00	44	47	41	38	170
2:00	37	26	32	31	126
3:00	27	32	37	47	143
4:00	42	37	55	48	182
5:00	72	90	136	166	464
6:00	178	242	332	350	1102
7:00	479	646	650	503	2278
8:00	513	510	595	462	2080
9:00	406	428	441	398	1673
10:00	391	385	369	336	1481
11:00	357	367	389	419	1532
12:00	353	413	390	452	1608
13:00	433	485	413	441	1772
14:00	481	518	460	496	1955
15:00	431	483	422	455	1791
16:00	432	443	499	466	1840
17:00	464	495	445	417	1821
18:00	491	619	435	421	1966
19:00	393	448	354	329	1524
20:00	278	332	288	267	1165
21:00	236	286	204	205	931
22:00	167	197	175	157	696
23:00	156	134	132	108	530
					29183

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	81	67	59	280
1:00	39	47	41	30	157
2:00	32	31	28	20	111
3:00	36	33	27	29	125
4:00	41	37	49	64	191
5:00	81	81	133	154	449
6:00	244	479	464	521	1708
7:00	791	901	745	752	3189
8:00	840	655	712	768	2975
9:00	719	666	515	416	2316
10:00	442	437	434	364	1677
11:00	376	384	395	423	1578
12:00	474	421	405	468	1768
13:00	432	418	426	433	1709
14:00	341	434	374	408	1557
15:00	405	485	463	416	1769
16:00	353	369	297	428	1447
17:00	358	360	317	353	1388
18:00	308	358	381	383	1430
19:00	429	467	402	410	1708
20:00	325	339	263	256	1183
21:00	308	278	217	221	1024
22:00	201	218	174	170	763
23:00	143	153	98	105	499
					31001

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	91	61	94	60	306
1:00	59	45	38	39	181
2:00	35	31	18	27	111
3:00	28	42	40	47	157
4:00	43	47	64	65	219
5:00	69	104	143	170	486
6:00	195	255	350	376	1176
7:00	585	689	569	657	2500
8:00	533	560	589	578	2260
9:00	480	528	457	492	1957
10:00	434	444	434	401	1713
11:00	415	427	409	447	1698
12:00	393	388	463	493	1737
13:00	504	470	469	505	1948
14:00	456	547	443	524	1970
15:00	463	488	484	550	1985
16:00	429	503	458	485	1875
17:00	494	480	496	470	1940
18:00	545	435	424	544	1948
19:00	453	525	491	492	1961
20:00	326	384	289	320	1319
21:00	264	318	225	223	1030
22:00	215	227	218	183	843
23:00	192	168	142	136	638
					31958

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	88	76	85	63	312
1:00	47	46	40	36	169
2:00	35	29	26	26	116
3:00	30	36	35	41	142
4:00	42	40	56	59	197
5:00	74	92	137	163	466
6:00	206	325	382	416	1329
7:00	618	745	655	637	2655
8:00	629	575	632	603	2439
9:00	535	541	471	435	1982
10:00	422	422	412	367	1623
11:00	383	393	398	430	1604
12:00	407	407	419	471	1704
13:00	456	458	436	460	1810
14:00	426	500	426	476	1828
15:00	433	485	456	474	1848
16:00	405	438	418	460	1721
17:00	439	445	419	413	1716
18:00	448	471	413	449	1781
19:00	425	480	416	410	1731
20:00	310	352	280	281	1223
21:00	269	294	215	216	994
22:00	194	214	189	170	767
23:00	164	152	124	116	556
					30713
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	30713

	Vol	Hour
07:00-09:00 Peak	2312	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1972	17:30

	Vol	Hour
AM Peak	2312	07:15
PM Peak	1972	17:30
Daily Peak	2312	07:15

	Vol	Hour
07:00-09:00 Peak	3238	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1463	16:45

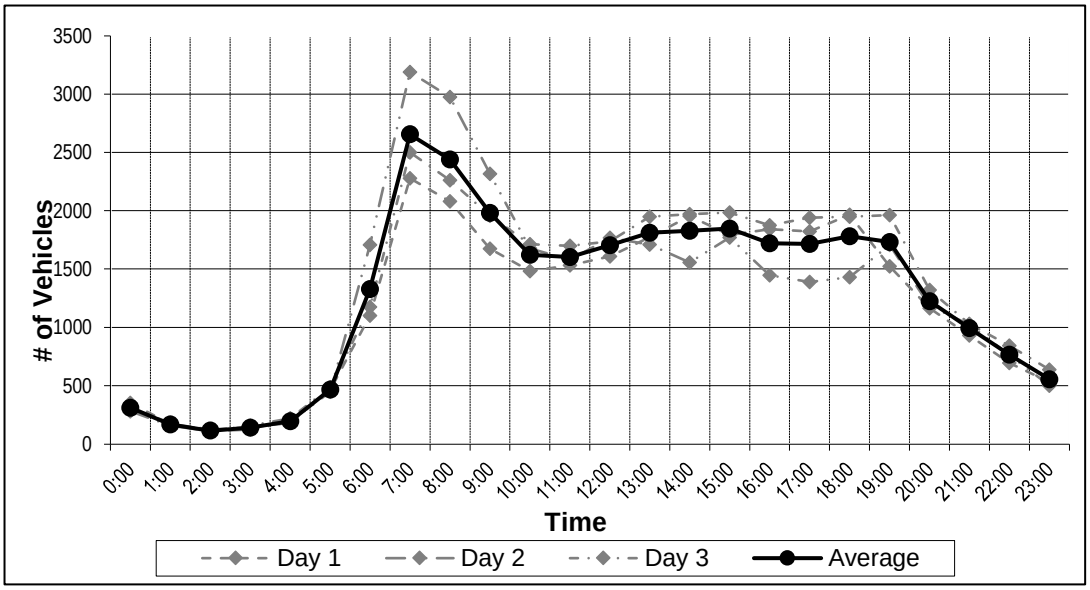
	Vol	Hour
AM Peak	3238	07:15
PM Peak	1769	15:00
Daily Peak	3238	07:15

	Vol	Hour
07:00-09:00 Peak	2500	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1991	17:15

	Vol	Hour
AM Peak	2500	07:00
PM Peak	2013	18:45
Daily Peak	2500	07:00

	Vol	Hour	PHF
06:00-09:00 Peak	2666	07:15	0.89
12:00-14:00 Peak	1821	12:45	0.97
16:00-19:00 Peak	1781	18:00	0.95

	Vol	Hour
AM Peak	2666	07:15
PM Peak	1850	14:45
Daily Peak	2666	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	6420
MD	9:00 am - 4:00 pm	12400
PM	4:00 pm - 7:00 pm	5220
NT	7:00 pm - 6:00 am	6670
AADT	0:00 am - 12:00 pm	30700
		30710
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.40
PM	0.17
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	8.7%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	5.8%

87-1041 (NB)

I-95 NB OFF RAMP TO IVES DAIRY RD, 87-1045 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	111	108	95	87	401
1:00	98	82	73	59	312
2:00	61	67	45	46	219
3:00	46	51	44	38	179
4:00	40	48	29	47	164
5:00	42	42	52	57	193
6:00	45	88	99	287	519
7:00	267	283	324	298	1172
8:00	276	265	281	231	1053
9:00	224	212	211	209	856
10:00	197	279	223	231	930
11:00	216	204	239	228	887
12:00	241	236	244	272	993
13:00	249	240	261	294	1044
14:00	238	286	309	305	1138
15:00	253	185	236	294	968
16:00	228	244	311	303	1086
17:00	443	437	455	411	1746
18:00	248	378	438	319	1383
19:00	266	257	249	256	1028
20:00	224	214	168	154	760
21:00	149	140	141	116	546
22:00	99	109	141	109	458
23:00	119	90	97	76	382
					18417

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	53	45	47	221
1:00	41	25	23	31	120
2:00	30	21	19	26	96
3:00	19	22	16	18	75
4:00	17	17	27	30	91
5:00	40	52	67	93	252
6:00	242	486	402	365	1495
7:00	476	500	446	304	1726
8:00	338	422	328	235	1323
9:00	194	247	262	263	966
10:00	219	216	242	262	939
11:00	208	251	253	234	946
12:00	191	235	256	272	954
13:00	238	273	355	316	1182
14:00	268	295	430	356	1349
15:00	257	254	243	242	996
16:00	235	239	255	243	972
17:00	221	251	250	221	943
18:00	262	265	272	282	1081
19:00	424	315	240	214	1193
20:00	221	194	184	174	773
21:00	171	161	146	130	608
22:00	112	134	138	107	491
23:00	100	127	88	79	394
					19186

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	71	72	59	40	242
1:00	34	45	27	32	138
2:00	37	20	26	20	103
3:00	15	23	18	28	84
4:00	22	23	23	42	110
5:00	24	52	65	101	242
6:00	99	138	236	240	713
7:00	249	277	289	311	1126
8:00	316	305	257	255	1133
9:00	220	246	215	220	901
10:00	219	276	244	238	977
11:00	253	246	249	226	974
12:00	254	270	296	278	1098
13:00	212	223	257	312	1004
14:00	284	278	302	325	1189
15:00	302	225	244	245	1016
16:00	270	253	266	285	1074
17:00	275	322	320	334	1251
18:00	241	205	237	252	935
19:00	269	223	205	200	897
20:00	200	195	185	178	758
21:00	178	148	165	149	640
22:00	139	128	129	145	541
23:00	84	115	116	96	411
					17557

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	86	78	66	58	288
1:00	58	51	41	41	191
2:00	43	36	30	31	140
3:00	27	32	26	28	113
4:00	26	29	26	40	121
5:00	35	49	61	84	229
6:00	129	237	246	297	909
7:00	331	353	353	304	1341
8:00	310	331	289	240	1170
9:00	213	235	229	231	908
10:00	212	257	236	244	949
11:00	226	234	247	229	936
12:00	229	247	265	274	1015
13:00	233	245	291	307	1076
14:00	263	286	347	329	1225
15:00	271	221	241	260	993
16:00	244	245	277	277	1043
17:00	313	337	342	322	1314
18:00	250	283	316	284	1133
19:00	320	265	231	223	1039
20:00	215	201	179	169	764
21:00	166	150	151	132	599
22:00	117	124	136	120	497
23:00	101	111	100	84	396
					18389
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	18389

	Vol	Hour
07:00-09:00 Peak	1181	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1746	17:00

	Vol	Hour
AM Peak	1181	07:15
PM Peak	1746	17:00
Daily Peak	1746	17:00

	Vol	Hour
07:00-09:00 Peak	1787	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1081	18:00

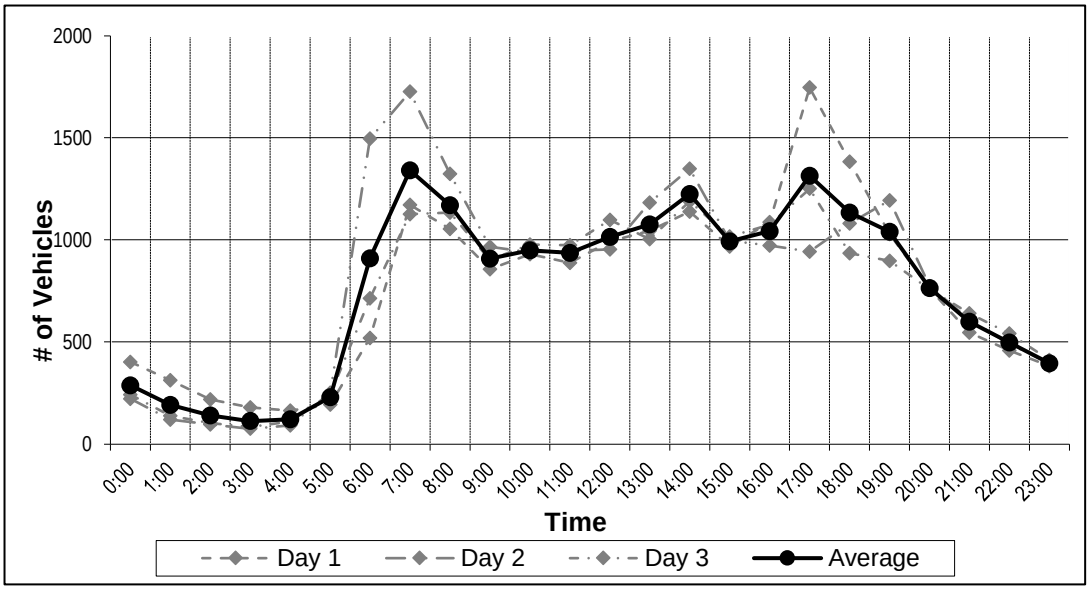
	Vol	Hour
AM Peak	1787	06:45
PM Peak	1349	14:00
Daily Peak	1787	06:45

	Vol	Hour
07:00-09:00 Peak	1221	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1251	17:00

	Vol	Hour
AM Peak	1221	7:30
PM Peak	1251	17:00
Daily Peak	1251	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	1341	07:00	0.95
12:00-14:00 Peak	1076	13:00	0.88
16:00-19:00 Peak	1314	17:00	0.96

	Vol	Hour
AM Peak	1341	07:00
PM Peak	1314	17:00
Daily Peak	1341	07:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	3420
MD	9:00 am - 4:00 pm	7100
PM	4:00 pm - 7:00 pm	3490
NT	7:00 pm - 6:00 am	4380
AADT	0:00 am - 12:00 pm	18400
		18390
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.39
PM	0.19
NT	0.24
AADT	1.00

	K
07:00-09:00 Peak Hour	7.3%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	7.1%

87-1045 (NB)

IVES DAIRY RD E OF I-95 NB RAMPS, 87-1043 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	193	173	151	125	642
1:00	103	94	73	79	349
2:00	71	66	60	49	246
3:00	48	46	48	49	191
4:00	33	41	56	51	181
5:00	67	73	113	155	408
6:00	184	252	345	474	1255
7:00	717	814	767	656	2954
8:00	687	732	760	670	2849
9:00	588	636	613	557	2394
10:00	556	530	552	479	2117
11:00	538	556	586	598	2278
12:00	551	612	569	659	2391
13:00	628	706	726	654	2714
14:00	815	802	768	818	3203
15:00	758	798	762	812	3130
16:00	776	813	867	780	3236
17:00	772	852	797	740	3161
18:00	767	881	726	672	3046
19:00	615	745	592	594	2546
20:00	513	525	511	456	2005
21:00	366	509	388	359	1622
22:00	283	306	272	229	1090
23:00	224	254	210	164	852
					44860

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	138	99	100	72	409
1:00	67	62	58	50	237
2:00	41	45	46	32	164
3:00	34	29	34	31	128
4:00	47	44	45	61	197
5:00	64	79	131	157	431
6:00	199	353	390	563	1505
7:00	900	994	793	783	3470
8:00	886	754	714	923	3277
9:00	870	821	634	567	2892
10:00	605	650	608	586	2449
11:00	574	596	578	597	2345
12:00	648	631	631	677	2587
13:00	681	631	731	762	2805
14:00	655	734	740	743	2872
15:00	698	836	835	784	3153
16:00	686	642	551	685	2564
17:00	618	687	646	686	2637
18:00	612	569	627	722	2530
19:00	720	701	588	656	2665
20:00	562	574	465	415	2016
21:00	480	452	372	309	1613
22:00	292	351	256	257	1156
23:00	246	279	179	164	868
					44970

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	147	114	115	83	459
1:00	94	58	66	46	264
2:00	38	46	30	28	142
3:00	34	46	46	43	169
4:00	43	51	61	67	222
5:00	88	91	142	157	478
6:00	217	283	405	501	1406
7:00	830	861	673	779	3143
8:00	679	789	806	802	3076
9:00	613	713	607	631	2564
10:00	607	653	611	578	2449
11:00	610	630	596	702	2538
12:00	653	562	758	731	2704
13:00	784	765	748	756	3053
14:00	742	869	768	809	3188
15:00	741	809	840	899	3289
16:00	762	832	796	810	3200
17:00	816	851	853	878	3398
18:00	853	723	743	814	3133
19:00	750	802	718	722	2992
20:00	579	629	471	544	2223
21:00	474	511	421	343	1749
22:00	332	345	317	270	1264
23:00	287	309	252	186	1034
					48137

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	159	129	122	93	503
1:00	88	71	66	58	283
2:00	50	52	45	36	183
3:00	39	40	43	41	163
4:00	41	45	54	60	200
5:00	73	81	129	156	439
6:00	200	296	380	513	1389
7:00	816	890	744	739	3189
8:00	751	758	760	798	3067
9:00	690	723	618	585	2616
10:00	589	611	590	548	2338
11:00	574	594	587	632	2387
12:00	617	602	653	689	2561
13:00	698	701	735	724	2858
14:00	737	802	759	790	3088
15:00	732	814	812	832	3190
16:00	741	762	738	758	2999
17:00	735	797	765	768	3065
18:00	744	724	699	736	2903
19:00	695	749	633	657	2734
20:00	551	576	482	472	2081
21:00	440	491	394	337	1662
22:00	302	334	282	252	1170
23:00	252	281	214	171	918
					45986
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	45986

	Vol	Hour
07:00-09:00 Peak	2954	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3271	16:30

	Vol	Hour
07:00-09:00 Peak	3470	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2637	17:00

	Vol	Hour
07:00-09:00 Peak	3143	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3435	17:15

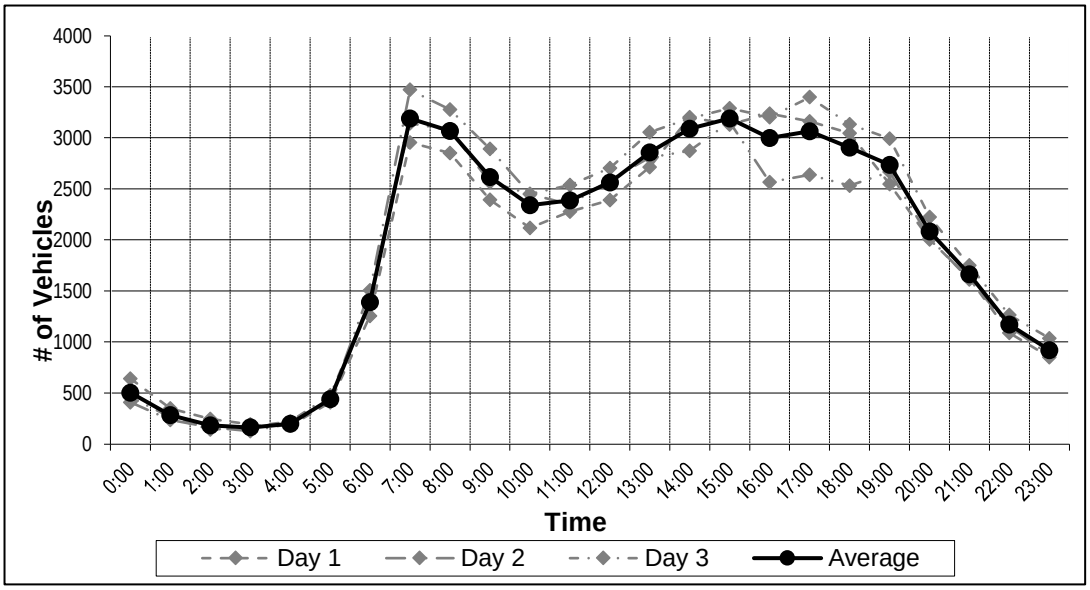
	Vol	Hour	PHF
06:00-09:00 Peak	3189	07:00	0.90
12:00-14:00 Peak	2858	13:00	0.97
16:00-19:00 Peak	3074	17:15	0.96

	Vol	Hour
AM Peak	2954	07:00
PM Peak	3271	16:30
Daily Peak	3271	16:30

	Vol	Hour
AM Peak	3470	07:00
PM Peak	3153	15:00
Daily Peak	3470	07:00

	Vol	Hour
AM Peak	3143	07:00
PM Peak	3435	17:15
Daily Peak	3435	17:15

	Vol	Hour
AM Peak	3189	07:00
PM Peak	3199	15:15
Daily Peak	3199	15:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	7650
MD	9:00 am - 4:00 pm	19040
PM	4:00 pm - 7:00 pm	8970
NT	7:00 pm - 6:00 am	10340
AADT	0:00 am - 12:00 pm	46000
		46000
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.41
PM	0.20
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	6.9%
12:00-14:00 Peak Hour	6.2%
15:00-18:00 Peak Hour	6.7%

87-1043 (WB)

IVES DAIRY RD E OF I-95 NB RAMPS, 87-1043 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	129	111	121	89	450
1:00	56	60	52	48	216
2:00	47	33	41	40	161
3:00	34	41	47	60	182
4:00	54	47	70	61	232
5:00	92	115	173	212	592
6:00	227	308	423	446	1404
7:00	610	823	828	641	2902
8:00	654	650	758	589	2651
9:00	517	545	562	507	2131
10:00	498	491	470	428	1887
11:00	455	468	496	534	1953
12:00	450	526	497	576	2049
13:00	552	618	526	562	2258
14:00	613	660	586	632	2491
15:00	549	615	538	580	2282
16:00	551	565	636	594	2346
17:00	591	631	567	531	2320
18:00	626	789	554	536	2505
19:00	501	571	451	419	1942
20:00	354	423	367	340	1484
21:00	301	364	260	261	1186
22:00	213	251	223	200	887
23:00	199	171	168	138	676
					37187

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	93	103	85	75	356
1:00	50	60	52	38	200
2:00	41	40	36	25	142
3:00	46	42	34	37	159
4:00	52	47	62	82	243
5:00	103	103	169	196	571
6:00	311	610	591	664	2176
7:00	1008	1148	949	958	4063
8:00	1070	835	907	979	3791
9:00	916	849	656	530	2951
10:00	563	557	553	464	2137
11:00	479	489	503	539	2010
12:00	604	536	516	596	2252
13:00	551	533	543	552	2179
14:00	435	553	477	520	1985
15:00	516	618	590	530	2254
16:00	450	470	378	545	1843
17:00	456	459	404	450	1769
18:00	392	456	486	488	1822
19:00	547	595	512	522	2176
20:00	414	432	335	326	1507
21:00	392	354	277	282	1305
22:00	256	278	222	217	973
23:00	182	195	125	134	636
					39500

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	116	78	120	76	390
1:00	75	57	48	50	230
2:00	45	40	23	34	142
3:00	36	54	51	60	201
4:00	55	60	82	83	280
5:00	88	133	182	217	620
6:00	248	325	513	564	1650
7:00	718	864	783	851	3216
8:00	846	729	725	710	3010
9:00	662	687	582	627	2558
10:00	553	566	553	511	2183
11:00	529	544	521	570	2164
12:00	501	494	590	628	2213
13:00	642	599	598	644	2483
14:00	581	697	565	668	2511
15:00	590	622	675	702	2589
16:00	609	660	650	689	2608
17:00	671	611	648	625	2555
18:00	588	534	540	693	2355
19:00	577	669	626	627	2499
20:00	415	489	368	408	1680
21:00	336	405	287	284	1312
22:00	274	289	278	233	1074
23:00	245	214	181	173	813
					41336

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	113	97	109	80	399
1:00	60	59	51	45	215
2:00	44	38	33	33	148
3:00	39	46	44	52	181
4:00	54	51	71	75	251
5:00	94	117	175	208	594
6:00	262	414	509	558	1743
7:00	779	945	853	817	3394
8:00	857	738	797	759	3151
9:00	698	694	600	555	2547
10:00	538	538	525	468	2069
11:00	488	500	507	548	2043
12:00	518	519	534	600	2171
13:00	582	583	556	586	2307
14:00	543	637	543	607	2330
15:00	552	618	601	604	2375
16:00	537	565	555	609	2266
17:00	573	567	540	535	2215
18:00	535	593	527	572	2227
19:00	542	612	530	523	2207
20:00	394	448	357	358	1557
21:00	343	374	275	276	1268
22:00	248	273	241	217	979
23:00	209	193	158	148	708
					39345
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	39345

	Vol	Hour
07:00-09:00 Peak	2946	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2513	17:30

	Vol	Hour
AM Peak	2946	07:15
PM Peak	2513	17:30
Daily Peak	2946	07:15

	Vol	Hour
07:00-09:00 Peak	4125	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1864	16:45

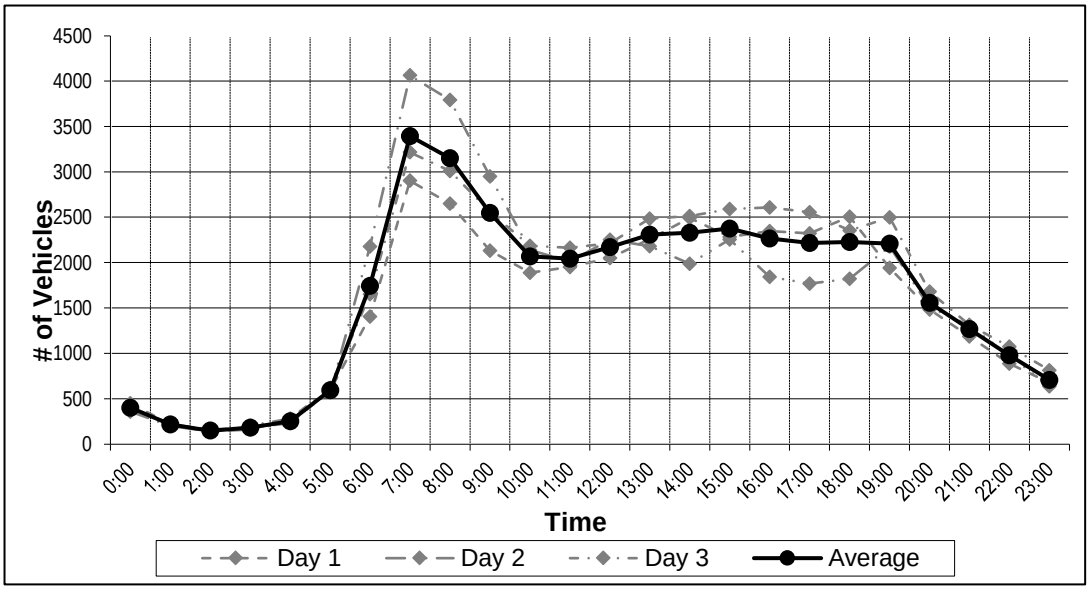
	Vol	Hour
AM Peak	4125	07:15
PM Peak	2254	15:00
Daily Peak	4125	07:15

	Vol	Hour
07:00-09:00 Peak	3344	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2670	16:15

	Vol	Hour
AM Peak	3344	07:15
PM Peak	2670	16:15
Daily Peak	3344	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	3472	07:15	0.92
12:00-14:00 Peak	2321	12:45	0.97
16:00-19:00 Peak	2304	16:30	0.95

	Vol	Hour
AM Peak	3472	07:15
PM Peak	2378	14:45
Daily Peak	3472	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	8290
MD	9:00 am - 4:00 pm	15840
PM	4:00 pm - 7:00 pm	6710
NT	7:00 pm - 6:00 am	8510
AADT	0:00 am - 12:00 pm	39300
		39350
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.40
PM	0.17
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	8.8%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	5.9%

87-1043 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 104_IDR@I-95MBRamps
Site Code: 104-3692
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 NB Off-Ramp Northbound				I-95 NB On-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	82	414	0	0	0	163	253	0	47	0	165	0	0	0	0	1124
06:45 AM	0	76	495	0	0	0	250	268	0	73	0	153	0	0	0	0	1315
Total	0	158	909	0	0	0	413	521	0	120	0	318	0	0	0	0	2439
07:00 AM	0	105	540	0	0	0	386	456	0	94	0	150	0	0	0	0	1731
07:15 AM	0	148	652	0	0	0	268	544	0	87	0	197	0	0	0	0	1896
07:30 AM	0	102	683	0	0	0	247	421	0	70	0	157	0	0	0	0	1680
07:45 AM	0	121	640	0	0	0	225	546	0	59	0	225	0	0	0	0	1816
Total	0	476	2515	0	0	0	1126	1967	0	310	0	729	0	0	0	0	7123
08:00 AM	0	181	686	0	0	0	289	410	0	114	0	326	0	0	0	0	2006
08:15 AM	0	76	521	0	0	0	319	463	0	64	0	223	0	0	0	0	1666
08:30 AM	0	128	488	0	0	0	313	485	0	66	0	211	0	0	0	0	1691
08:45 AM	0	86	506	0	0	0	318	476	0	44	0	176	0	0	0	0	1606
Total	0	471	2201	0	0	0	1239	1834	0	288	0	936	0	0	0	0	6969
09:00 AM	0	117	536	0	0	0	273	348	0	41	0	175	0	0	0	0	1490
09:15 AM	0	119	513	0	0	0	268	419	0	49	0	187	0	0	0	0	1555
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	236	1049	0	0	0	541	767	0	90	0	362	0	0	0	0	3045
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	96	581	0	0	0	389	399	0	97	0	151	0	0	0	0	1713
03:45 PM	0	76	544	0	0	0	415	431	0	76	0	159	0	0	0	0	1701
Total	0	172	1125	0	0	0	804	830	0	173	0	310	0	0	0	0	3414
04:00 PM	0	104	520	0	0	0	379	344	0	97	0	150	0	0	0	0	1594
04:15 PM	0	86	528	0	0	0	414	386	0	98	0	151	0	0	0	0	1663
04:30 PM	0	101	549	0	0	0	371	380	0	110	0	167	0	0	0	0	1678
04:45 PM	0	81	576	0	0	0	424	384	0	84	0	183	0	0	0	0	1732
Total	0	372	2173	0	0	0	1588	1494	0	389	0	651	0	0	0	0	6667
05:00 PM	0	90	550	0	0	0	358	394	0	124	0	161	0	0	0	0	1677
05:15 PM	0	94	413	0	0	0	523	387	0	103	0	196	0	0	0	0	1716
05:30 PM	0	112	473	0	0	0	385	385	0	127	0	190	0	0	0	0	1672
05:45 PM	0	82	460	0	0	0	479	380	0	101	0	191	0	0	0	0	1693
Total	0	378	1896	0	0	0	1745	1546	0	455	0	738	0	0	0	0	6758
06:00 PM	0	70	325	0	0	0	330	443	0	104	0	156	0	0	0	0	1428
06:15 PM	0	56	381	0	0	0	359	322	0	73	0	133	0	0	0	0	1324
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	126	706	0	0	0	689	765	0	177	0	289	0	0	0	0	2752

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

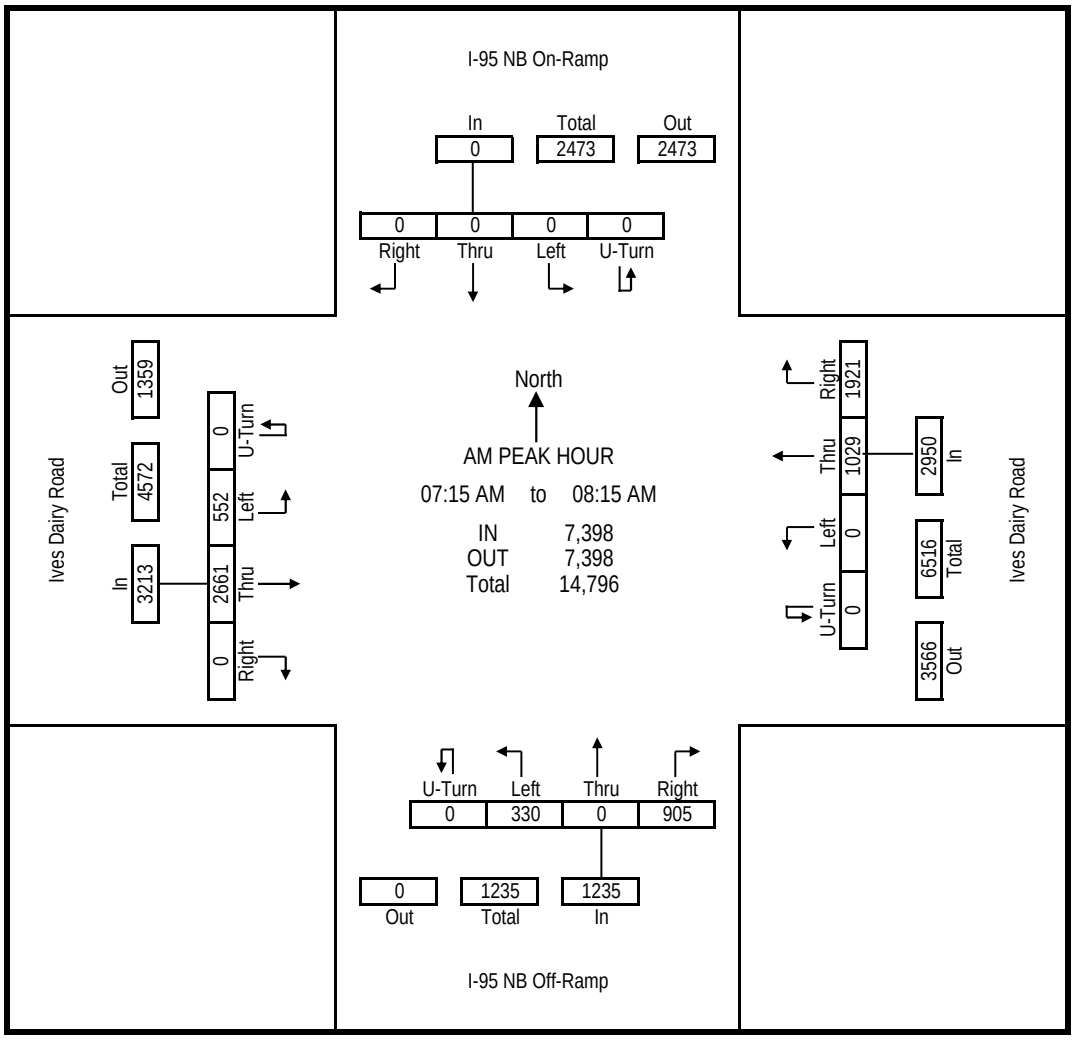
FDOT District 6

File Name: 104_IDR@I-95MBRamps
Site Code: 104-3692
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 NB Off-Ramp Northbound				I-95 NB On-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:15 AM	0	148	652	0	0	0	268	544	0	87	0	197	0	0	0	0	1896
07:30 AM	0	102	683	0	0	0	247	421	0	70	0	157	0	0	0	0	1680
07:45 AM	0	121	640	0	0	0	225	546	0	59	0	225	0	0	0	0	1816
08:00 AM	0	181	686	0	0	0	289	410	0	114	0	326	0	0	0	0	2006
Total	0	552	2661	0	0	0	1029	1921	0	330	0	905	0	0	0	0	7398
PHF	0.000	0.762	0.970	0.000	0.000	0.000	0.890	0.880	0.000	0.724	0.000	0.694	0.000	0.000	0.000	0.000	0.92
Heavy Veh %	0%	1%	2%	0%	0%	0%	2%	0%	0%	4%	0%	3%	0%	0%	0%	0%	2%
App Vol %	0%	17%	83%	0%	0%	0%	35%	65%	0%	27%	0%	73%	0%	0%	0%	0%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 07:15 AM to 08:15 AM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

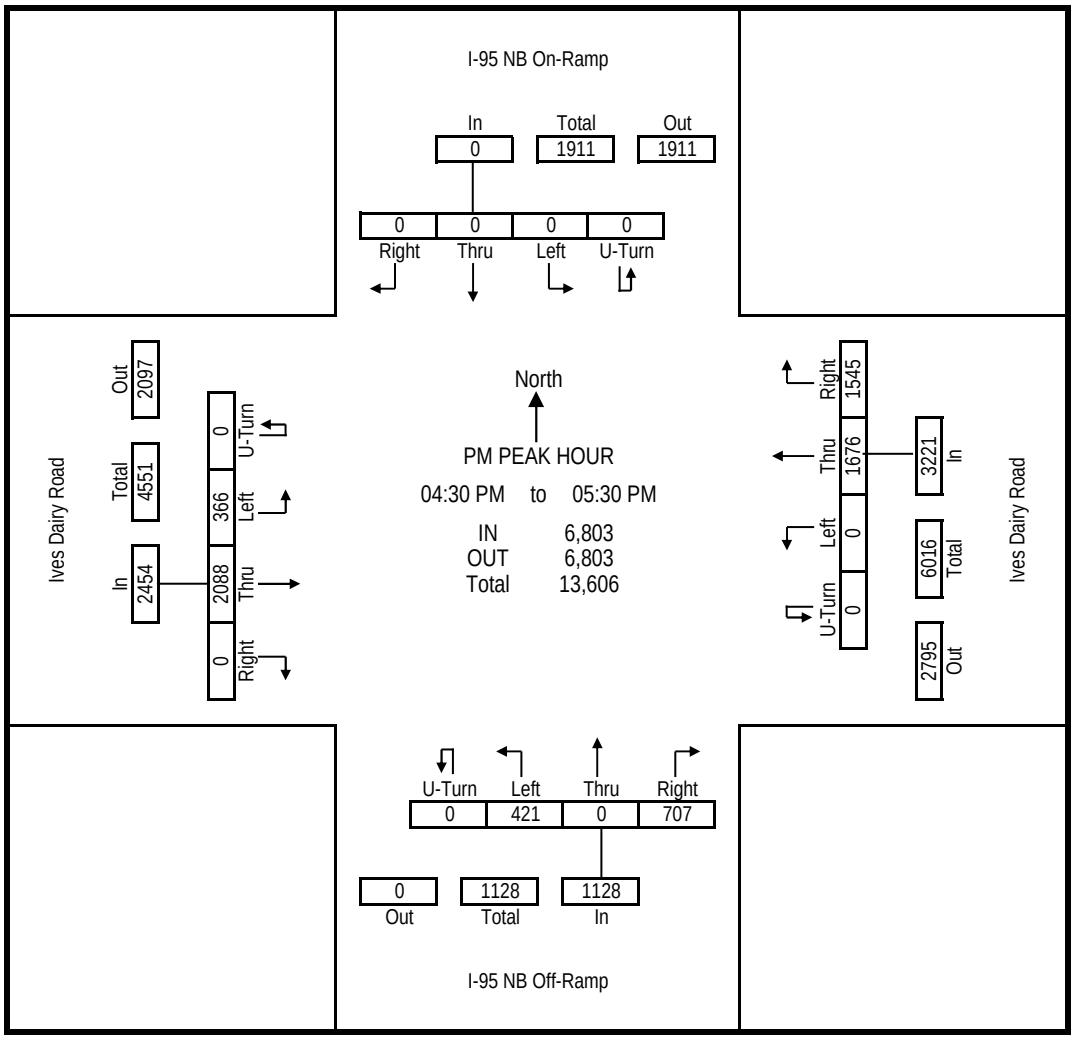
FDOT District 6

File Name: 104_IDR@I-95MBRamps
Site Code: 104-3692
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 NB Off-Ramp Northbound				I-95 NB On-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:30 PM	0	101	549	0	0	0	371	380	0	110	0	167	0	0	0	0	1678
04:45 PM	0	81	576	0	0	0	424	384	0	84	0	183	0	0	0	0	1732
05:00 PM	0	90	550	0	0	0	358	394	0	124	0	161	0	0	0	0	1677
05:15 PM	0	94	413	0	0	0	523	387	0	103	0	196	0	0	0	0	1716
Total	0	366	2088	0	0	0	1676	1545	0	421	0	707	0	0	0	0	6803
PHF	0.000	0.906	0.906	0.000	0.000	0.000	0.801	0.980	0.000	0.849	0.000	0.902	0.000	0.000	0.000	0.000	0.98
Heavy Veh %	0%	2%	1%	0%	0%	0%	2%	0%	0%	1%	0%	1%	0%	0%	0%	0%	1%
App Vol %	0%	15%	85%	0%	0%	0%	52%	48%	0%	37%	0%	63%	0%	0%	0%	0%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM
Peak Hour for Entire Intersection Begins at : 04:30 PM to 05:30 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 104_IDR@I-95MBRamps
Site Code: 104-3692
Count Date: 9/23/2021

Groups Printed: Automobiles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 NB Off-Ramp Northbound				I-95 NB On-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	81	397	0	0	0	152	253	0	45	0	155	0	0	0	0	1083
06:45 AM	0	76	474	0	0	0	240	268	0	73	0	153	0	0	0	0	1284
Total	0	157	871	0	0	0	392	521	0	118	0	308	0	0	0	0	2367
07:00 AM	0	105	520	0	0	0	382	456	0	93	0	145	0	0	0	0	1701
07:15 AM	0	144	635	0	0	0	267	544	0	85	0	189	0	0	0	0	1864
07:30 AM	0	102	674	0	0	0	245	421	0	68	0	155	0	0	0	0	1665
07:45 AM	0	118	629	0	0	0	217	546	0	54	0	218	0	0	0	0	1782
Total	0	469	2458	0	0	0	1111	1967	0	300	0	707	0	0	0	0	7012
08:00 AM	0	180	675	0	0	0	275	410	0	110	0	312	0	0	0	0	1962
08:15 AM	0	75	515	0	0	0	316	463	0	60	0	212	0	0	0	0	1641
08:30 AM	0	126	478	0	0	0	310	485	0	64	0	205	0	0	0	0	1668
08:45 AM	0	84	489	0	0	0	313	476	0	42	0	170	0	0	0	0	1574
Total	0	465	2157	0	0	0	1214	1834	0	276	0	899	0	0	0	0	6845
09:00 AM	0	115	517	0	0	0	266	348	0	38	0	170	0	0	0	0	1454
09:15 AM	0	115	491	0	0	0	261	419	0	46	0	184	0	0	0	0	1516
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	230	1008	0	0	0	527	767	0	84	0	354	0	0	0	0	2970
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	94	576	0	0	0	373	399	0	95	0	147	0	0	0	0	1684
03:45 PM	0	75	534	0	0	0	401	431	0	75	0	157	0	0	0	0	1673
Total	0	169	1110	0	0	0	774	830	0	170	0	304	0	0	0	0	3357
04:00 PM	0	104	514	0	0	0	368	344	0	94	0	149	0	0	0	0	1573
04:15 PM	0	84	521	0	0	0	404	386	0	94	0	150	0	0	0	0	1639
04:30 PM	0	98	543	0	0	0	363	380	0	110	0	165	0	0	0	0	1659
04:45 PM	0	80	571	0	0	0	419	384	0	83	0	181	0	0	0	0	1718
Total	0	366	2149	0	0	0	1554	1494	0	381	0	645	0	0	0	0	6589
05:00 PM	0	89	549	0	0	0	346	394	0	123	0	159	0	0	0	0	1660
05:15 PM	0	93	411	0	0	0	514	387	0	100	0	195	0	0	0	0	1700
05:30 PM	0	110	469	0	0	0	378	385	0	127	0	189	0	0	0	0	1658
05:45 PM	0	81	459	0	0	0	469	380	0	101	0	188	0	0	0	0	1678
Total	0	373	1888	0	0	0	1707	1546	0	451	0	731	0	0	0	0	6696
06:00 PM	0	70	322	0	0	0	324	443	0	104	0	156	0	0	0	0	1419
06:15 PM	0	55	379	0	0	0	355	322	0	73	0	133	0	0	0	0	1317
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	125	701	0	0	0	679	765	0	177	0	289	0	0	0	0	2736

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 104_IDR@I-95MBRamps
Site Code: 104-3692
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				I-95 NB Off-Ramp Northbound				I-95 NB On-Ramp Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	17	0	0	0	11	0	0	2	0	10	0	0	0	0	41
06:45 AM	0	0	21	0	0	0	10	0	0	0	0	0	0	0	0	0	31
Total	0	1	38	0	0	0	21	0	0	2	0	10	0	0	0	0	72
07:00 AM	0	0	20	0	0	0	4	0	0	1	0	5	0	0	0	0	30
07:15 AM	0	4	17	0	0	0	1	0	0	2	0	8	0	0	0	0	32
07:30 AM	0	0	9	0	0	0	2	0	0	2	0	2	0	0	0	0	15
07:45 AM	0	3	11	0	0	0	8	0	0	5	0	7	0	0	0	0	34
Total	0	7	57	0	0	0	15	0	0	10	0	22	0	0	0	0	111
08:00 AM	0	1	11	0	0	0	14	0	0	4	0	14	0	0	0	0	44
08:15 AM	0	1	6	0	0	0	3	0	0	4	0	11	0	0	0	0	25
08:30 AM	0	2	10	0	0	0	3	0	0	2	0	6	0	0	0	0	23
08:45 AM	0	2	17	0	0	0	5	0	0	2	0	6	0	0	0	0	32
Total	0	6	44	0	0	0	25	0	0	12	0	37	0	0	0	0	124
09:00 AM	0	2	19	0	0	0	7	0	0	3	0	5	0	0	0	0	36
09:15 AM	0	4	22	0	0	0	7	0	0	3	0	3	0	0	0	0	39
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	41	0	0	0	14	0	0	6	0	8	0	0	0	0	75
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	2	5	0	0	0	16	0	0	2	0	4	0	0	0	0	29
03:45 PM	0	1	10	0	0	0	14	0	0	1	0	2	0	0	0	0	28
Total	0	3	15	0	0	0	30	0	0	3	0	6	0	0	0	0	57
04:00 PM	0	0	6	0	0	0	11	0	0	3	0	1	0	0	0	0	21
04:15 PM	0	2	7	0	0	0	10	0	0	4	0	1	0	0	0	0	24
04:30 PM	0	3	6	0	0	0	8	0	0	0	0	2	0	0	0	0	19
04:45 PM	0	1	5	0	0	0	5	0	0	1	0	2	0	0	0	0	14
Total	0	6	24	0	0	0	34	0	0	8	0	6	0	0	0	0	78
05:00 PM	0	1	1	0	0	0	12	0	0	1	0	2	0	0	0	0	17
05:15 PM	0	1	2	0	0	0	9	0	0	3	0	1	0	0	0	0	16
05:30 PM	0	2	4	0	0	0	7	0	0	0	0	1	0	0	0	0	14
05:45 PM	0	1	1	0	0	0	10	0	0	0	0	3	0	0	0	0	15
Total	0	5	8	0	0	0	38	0	0	4	0	7	0	0	0	0	62
06:00 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	9
06:15 PM	0	1	2	0	0	0	4	0	0	0	0	0	0	0	0	0	7
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	5	0	0	0	10	0	0	0	0	0	0	0	0	0	16

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 104_IDR@I-95MBRamps
Site Code: 104-3692
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				I-95 NB Off-Ramp Northbound				I-95 NB On-Ramp Eastbound				
Start Time	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IVES DAIRTY RD W OF HIGHLAND LAKES BLVD, 87-1097 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	193	173	151	125	642
1:00	103	94	73	79	349
2:00	71	66	60	49	246
3:00	48	46	48	49	191
4:00	33	41	56	51	181
5:00	67	73	113	155	408
6:00	184	252	345	474	1255
7:00	717	814	767	656	2954
8:00	687	732	760	670	2849
9:00	588	636	613	557	2394
10:00	556	530	552	479	2117
11:00	538	556	586	598	2278
12:00	551	612	569	659	2391
13:00	628	706	726	654	2714
14:00	815	802	768	818	3203
15:00	758	798	762	812	3130
16:00	776	813	867	780	3236
17:00	772	852	797	740	3161
18:00	767	881	726	672	3046
19:00	615	745	592	594	2546
20:00	513	525	511	456	2005
21:00	366	509	388	359	1622
22:00	283	306	272	229	1090
23:00	224	254	210	164	852
					44860

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	138	99	100	72	409
1:00	67	62	58	50	237
2:00	41	45	46	32	164
3:00	34	29	34	31	128
4:00	47	44	45	61	197
5:00	64	79	131	157	431
6:00	199	353	390	563	1505
7:00	900	994	793	783	3470
8:00	886	754	714	923	3277
9:00	870	821	634	567	2892
10:00	605	650	608	586	2449
11:00	574	596	578	597	2345
12:00	648	631	631	677	2587
13:00	681	631	731	762	2805
14:00	655	734	740	743	2872
15:00	698	836	835	784	3153
16:00	686	642	551	685	2564
17:00	618	687	646	686	2637
18:00	612	569	627	722	2530
19:00	720	701	588	656	2665
20:00	562	574	465	415	2016
21:00	480	452	372	309	1613
22:00	292	351	256	257	1156
23:00	246	279	179	164	868
					44970

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	147	114	115	83	459
1:00	94	58	66	46	264
2:00	38	46	30	28	142
3:00	34	46	46	43	169
4:00	43	51	61	67	222
5:00	88	91	142	157	478
6:00	217	283	405	501	1406
7:00	830	861	673	779	3143
8:00	679	789	806	802	3076
9:00	613	713	607	631	2564
10:00	607	653	611	578	2449
11:00	610	630	596	702	2538
12:00	653	562	758	731	2704
13:00	784	765	748	756	3053
14:00	742	869	768	809	3188
15:00	741	809	840	899	3289
16:00	762	832	796	810	3200
17:00	816	851	853	878	3398
18:00	853	723	743	814	3133
19:00	750	802	718	722	2992
20:00	579	629	471	544	2223
21:00	474	511	421	343	1749
22:00	332	345	317	270	1264
23:00	287	309	252	186	1034
					48137

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	159	129	122	93	503
1:00	88	71	66	58	283
2:00	50	52	45	36	183
3:00	39	40	43	41	163
4:00	41	45	54	60	200
5:00	73	81	129	156	439
6:00	200	296	380	513	1389
7:00	816	890	744	739	3189
8:00	751	758	760	798	3067
9:00	690	723	618	585	2616
10:00	589	611	590	548	2338
11:00	574	594	587	632	2387
12:00	617	602	653	689	2561
13:00	698	701	735	724	2858
14:00	737	802	759	790	3088
15:00	732	814	812	832	3190
16:00	741	762	738	758	2999
17:00	735	797	765	768	3065
18:00	744	724	699	736	2903
19:00	695	749	633	657	2734
20:00	551	576	482	472	2081
21:00	440	491	394	337	1662
22:00	302	334	282	252	1170
23:00	252	281	214	171	918
					45986
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	45986

	Vol	Hour
07:00-09:00 Peak	2954	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3271	16:30

	Vol	Hour
AM Peak	2954	07:00
PM Peak	3271	16:30
Daily Peak	3271	16:30

	Vol	Hour
07:00-09:00 Peak	3470	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2637	17:00

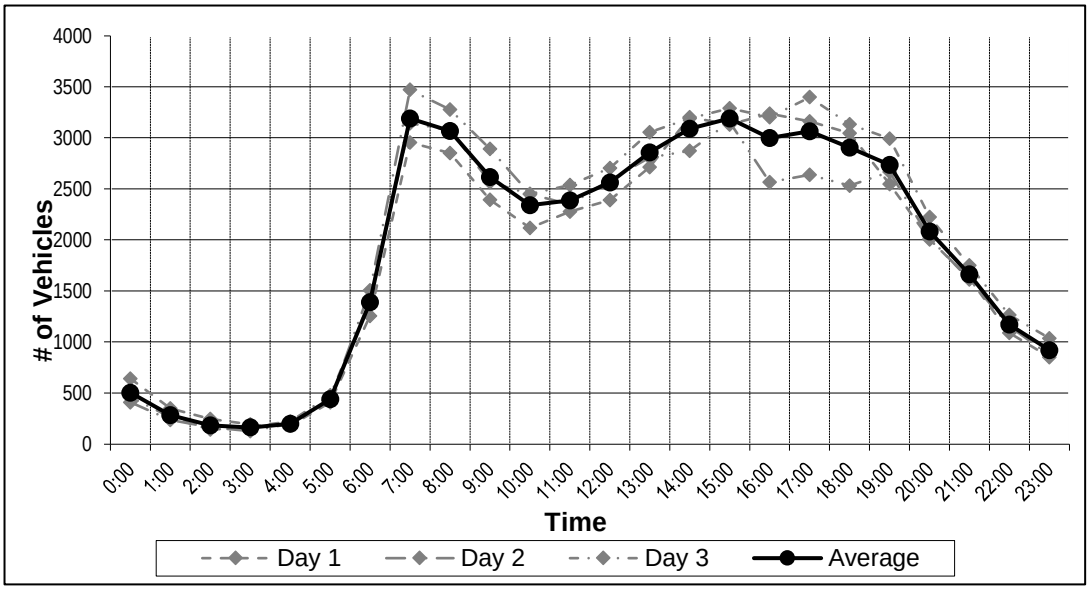
	Vol	Hour
AM Peak	3470	07:00
PM Peak	3153	15:00
Daily Peak	3470	07:00

	Vol	Hour
07:00-09:00 Peak	3143	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3435	17:15

	Vol	Hour
AM Peak	3143	07:00
PM Peak	3435	17:15
Daily Peak	3435	17:15

	Vol	Hour	PHF
06:00-09:00 Peak	3189	07:00	0.90
12:00-14:00 Peak	2858	13:00	0.97
16:00-19:00 Peak	3074	17:15	0.96

	Vol	Hour
AM Peak	3189	07:00
PM Peak	3199	15:15
Daily Peak	3199	15:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	7650
MD	9:00 am - 4:00 pm	19040
PM	4:00 pm - 7:00 pm	8970
NT	7:00 pm - 6:00 am	10340
AADT	0:00 am - 12:00 pm	46000
		46000
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.41
PM	0.20
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	6.9%
12:00-14:00 Peak Hour	6.2%
15:00-18:00 Peak Hour	6.7%

87-1097 (WB)

IVES DAIRTY RD W OF HIGHLAND LAKES BLVD, 87-1097 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	129	111	121	89	450
1:00	56	60	52	48	216
2:00	47	33	41	40	161
3:00	34	41	47	60	182
4:00	54	47	70	61	232
5:00	92	115	173	212	592
6:00	227	308	423	446	1404
7:00	610	823	828	641	2902
8:00	654	650	758	589	2651
9:00	517	545	562	507	2131
10:00	498	491	470	428	1887
11:00	455	468	496	534	1953
12:00	450	526	497	576	2049
13:00	552	618	526	562	2258
14:00	613	660	586	632	2491
15:00	549	615	538	580	2282
16:00	551	565	636	594	2346
17:00	591	631	567	531	2320
18:00	626	789	554	536	2505
19:00	501	571	451	419	1942
20:00	354	423	367	340	1484
21:00	301	364	260	261	1186
22:00	213	251	223	200	887
23:00	199	171	168	138	676
					37187

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	93	103	85	75	356
1:00	50	60	52	38	200
2:00	41	40	36	25	142
3:00	46	42	34	37	159
4:00	52	47	62	82	243
5:00	103	103	169	196	571
6:00	311	610	591	664	2176
7:00	1008	1148	949	958	4063
8:00	1070	835	907	979	3791
9:00	916	849	656	530	2951
10:00	563	557	553	464	2137
11:00	479	489	503	539	2010
12:00	604	536	516	596	2252
13:00	551	533	543	552	2179
14:00	435	553	477	520	1985
15:00	516	618	590	530	2254
16:00	450	470	378	545	1843
17:00	456	459	404	450	1769
18:00	392	456	486	488	1822
19:00	547	595	512	522	2176
20:00	414	432	335	326	1507
21:00	392	354	277	282	1305
22:00	256	278	222	217	973
23:00	182	195	125	134	636
					39500

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	116	78	120	76	390
1:00	75	57	48	50	230
2:00	45	40	23	34	142
3:00	36	54	51	60	201
4:00	55	60	82	83	280
5:00	88	133	182	217	620
6:00	248	325	513	564	1650
7:00	718	864	783	851	3216
8:00	846	729	725	710	3010
9:00	662	687	582	627	2558
10:00	553	566	553	511	2183
11:00	529	544	521	570	2164
12:00	501	494	590	628	2213
13:00	642	599	598	644	2483
14:00	581	697	565	668	2511
15:00	590	622	675	702	2589
16:00	609	660	650	689	2608
17:00	671	611	648	625	2555
18:00	588	534	540	693	2355
19:00	577	669	626	627	2499
20:00	415	489	368	408	1680
21:00	336	405	287	284	1312
22:00	274	289	278	233	1074
23:00	245	214	181	173	813
					41336

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	113	97	109	80	399
1:00	60	59	51	45	215
2:00	44	38	33	33	148
3:00	39	46	44	52	181
4:00	54	51	71	75	251
5:00	94	117	175	208	594
6:00	262	414	509	558	1743
7:00	779	945	853	817	3394
8:00	857	738	797	759	3151
9:00	698	694	600	555	2547
10:00	538	538	525	468	2069
11:00	488	500	507	548	2043
12:00	518	519	534	600	2171
13:00	582	583	556	586	2307
14:00	543	637	543	607	2330
15:00	552	618	601	604	2375
16:00	537	565	555	609	2266
17:00	573	567	540	535	2215
18:00	535	593	527	572	2227
19:00	542	612	530	523	2207
20:00	394	448	357	358	1557
21:00	343	374	275	276	1268
22:00	248	273	241	217	979
23:00	209	193	158	148	708
					39345
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	39345

	Vol	Hour
07:00-09:00 Peak	2946	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2513	17:30

	Vol	Hour
AM Peak	2946	07:15
PM Peak	2513	17:30
Daily Peak	2946	07:15

	Vol	Hour
07:00-09:00 Peak	4125	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1864	16:45

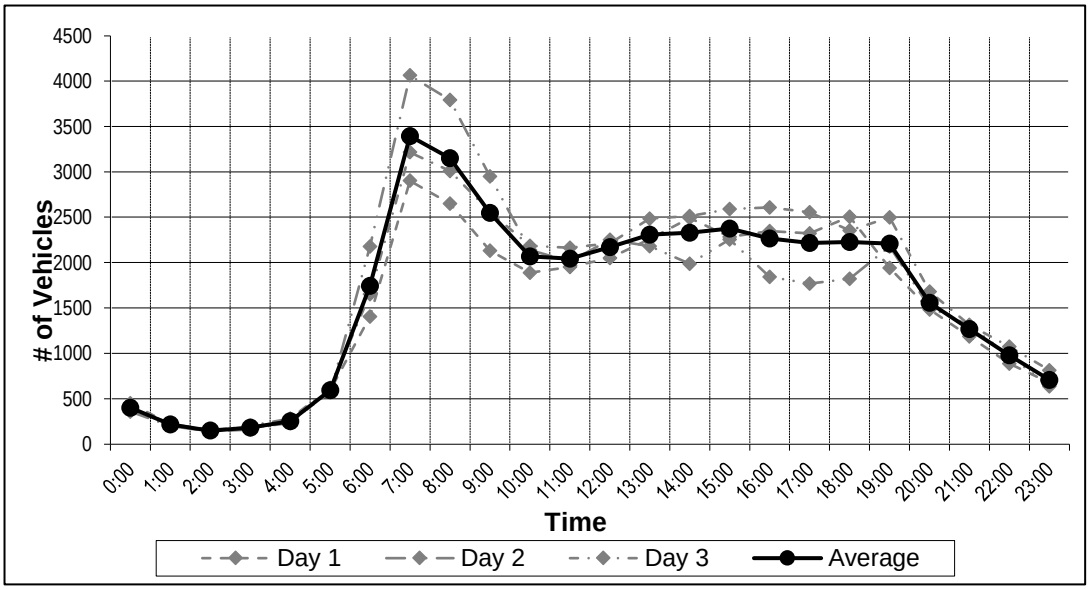
	Vol	Hour
AM Peak	4125	07:15
PM Peak	2254	15:00
Daily Peak	4125	07:15

	Vol	Hour
07:00-09:00 Peak	3344	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2670	16:15

	Vol	Hour
AM Peak	3344	07:15
PM Peak	2670	16:15
Daily Peak	3344	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	3472	07:15	0.92
12:00-14:00 Peak	2321	12:45	0.97
16:00-19:00 Peak	2304	16:30	0.95

	Vol	Hour
AM Peak	3472	07:15
PM Peak	2378	14:45
Daily Peak	3472	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	8290
MD	9:00 am - 4:00 pm	15840
PM	4:00 pm - 7:00 pm	6710
NT	7:00 pm - 6:00 am	8510
AADT	0:00 am - 12:00 pm	39300
		39350
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.40
PM	0.17
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	8.8%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	5.9%

87-1097 (EB)

HIGHLAND LAKES BLVD N OF IVES DAIRY RD, 87-1091 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	4	3	4	14
1:00	2	1	1	2	6
2:00	1	1	0	1	3
3:00	2	1	0	0	3
4:00	1	0	1	4	6
5:00	3	2	2	8	15
6:00	7	12	20	41	80
7:00	57	60	50	62	229
8:00	76	84	86	69	315
9:00	63	48	43	52	206
10:00	55	52	45	46	198
11:00	45	36	38	47	166
12:00	40	47	39	41	167
13:00	43	36	31	42	152
14:00	71	61	52	60	244
15:00	59	90	82	70	301
16:00	70	66	62	68	266
17:00	78	78	67	80	303
18:00	76	61	65	41	243
19:00	56	37	39	32	164
20:00	31	25	28	23	107
21:00	17	15	13	12	57
22:00	11	8	6	8	33
23:00	8	5	5	3	21
					3299

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	6	3	3	13
1:00	2	1	0	3	6
2:00	1	1	0	1	3
3:00	2	1	1	0	4
4:00	0	0	2	3	5
5:00	2	3	1	9	15
6:00	5	10	22	40	77
7:00	63	63	50	63	239
8:00	77	85	89	73	324
9:00	67	51	50	44	212
10:00	45	39	45	43	172
11:00	48	46	38	51	183
12:00	52	48	41	36	177
13:00	52	29	24	44	149
14:00	100	84	59	75	318
15:00	53	60	69	64	246
16:00	70	59	66	66	261
17:00	77	91	65	85	318
18:00	79	57	70	38	244
19:00	75	27	48	29	179
20:00	32	34	31	26	123
21:00	23	14	10	14	61
22:00	13	7	3	10	33
23:00	7	6	4	3	20
					3382

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	4	5	2	15
1:00	1	3	2	3	9
2:00	0	1	0	2	3
3:00	3	2	0	0	5
4:00	0	0	1	5	6
5:00	3	1	3	8	15
6:00	4	18	24	48	94
7:00	54	57	57	69	237
8:00	71	83	86	64	304
9:00	63	51	39	51	204
10:00	69	65	49	50	233
11:00	48	30	37	45	160
12:00	35	45	38	41	159
13:00	31	45	28	28	132
14:00	41	47	52	52	192
15:00	64	116	84	72	336
16:00	72	62	61	66	261
17:00	78	78	70	74	300
18:00	69	50	73	42	234
19:00	41	45	35	31	152
20:00	25	16	30	15	86
21:00	12	15	14	10	51
22:00	10	9	7	7	33
23:00	7	5	4	3	19
					3240

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	5	4	3	15
1:00	2	2	1	3	8
2:00	1	1	0	1	3
3:00	2	1	0	0	3
4:00	0	0	1	4	5
5:00	3	2	2	8	15
6:00	5	13	22	43	83
7:00	58	60	52	65	235
8:00	75	84	87	69	315
9:00	64	50	44	49	207
10:00	56	52	46	46	200
11:00	47	37	38	48	170
12:00	42	47	39	39	167
13:00	42	37	28	38	145
14:00	71	64	54	62	251
15:00	59	89	78	69	295
16:00	71	62	63	67	263
17:00	78	82	67	80	307
18:00	75	56	69	40	240
19:00	57	36	41	31	165
20:00	29	25	30	21	105
21:00	17	15	12	12	56
22:00	11	8	5	8	32
23:00	7	5	4	3	19
					3304

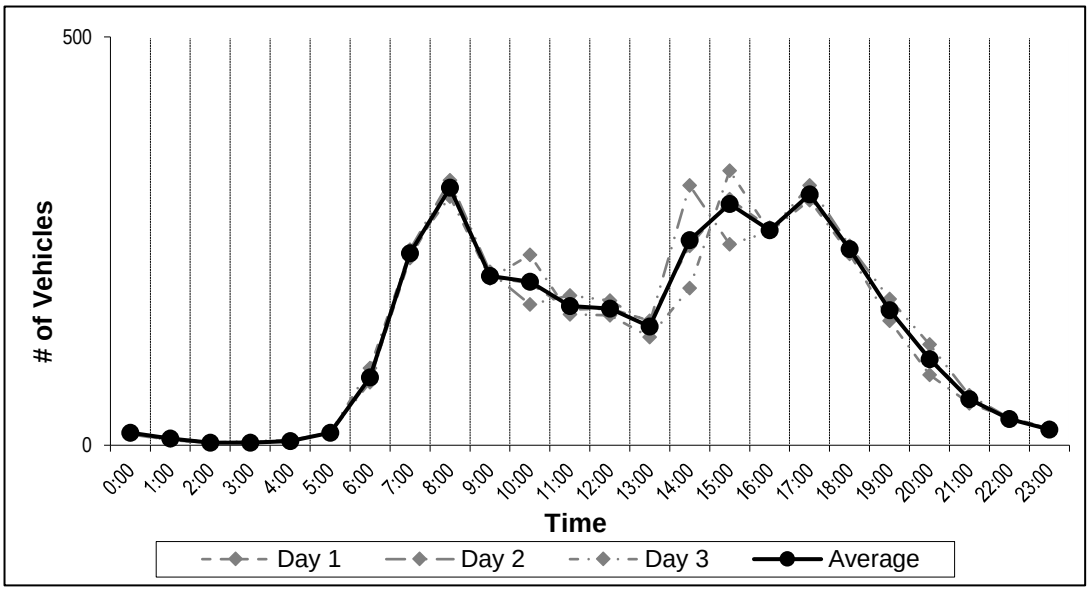
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	3304

	Vol	Hour
07:00-09:00 Peak	315	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	303	17:00
AM Peak	315	08:00
PM Peak	312	15:15
Daily Peak	315	08:00

	Vol	Hour
07:00-09:00 Peak	324	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	320	17:15
AM Peak	324	08:00
PM Peak	320	17:15
Daily Peak	324	08:00

	Vol	Hour
07:00-09:00 Peak	309	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	300	17:00
AM Peak	309	07:45
PM Peak	344	15:15
Daily Peak	344	15:15

	Vol	Hour	PHF
06:00-09:00 Peak	315	08:00	0.91
12:00-14:00 Peak	167	12:00	0.89
16:00-19:00 Peak	307	17:00	0.94
AM Peak	315	08:00	
PM Peak	307	15:15	
Daily Peak	315	08:00	



Period	Hour	Vol
AM	6:00 am - 9:00 am	630
MD	9:00 am - 4:00 pm	1440
PM	4:00 pm - 7:00 pm	810
NT	7:00 pm - 6:00 am	430
AADT	0:00 am - 12:00 pm	3300
		3310
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.44
PM	0.24
NT	0.13
AADT	1.00

	K
07:00-09:00 Peak Hour	9.5%
12:00-14:00 Peak Hour	5.1%
15:00-18:00 Peak Hour	9.3%

87-1091 (SB)

HIGHLAND LAKES BLVD N OF IVES DAIRY RD, 87-1091 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	7	5	5	21
1:00	2	3	1	2	8
2:00	1	1	0	2	4
3:00	2	2	2	1	7
4:00	1	1	2	2	6
5:00	2	1	3	5	11
6:00	7	6	14	23	50
7:00	33	52	60	69	214
8:00	91	91	79	74	335
9:00	68	52	58	52	230
10:00	55	50	49	48	202
11:00	43	40	41	46	170
12:00	41	46	45	41	173
13:00	42	37	40	50	169
14:00	56	38	68	61	223
15:00	70	59	54	50	233
16:00	63	45	64	54	226
17:00	57	59	54	53	223
18:00	55	51	54	51	211
19:00	54	43	43	35	175
20:00	41	38	34	28	141
21:00	25	23	22	16	86
22:00	17	11	10	15	53
23:00	12	9	11	6	38
					3209

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	10	6	5	24
1:00	3	3	0	3	9
2:00	1	1	1	2	5
3:00	2	2	3	0	7
4:00	1	0	1	3	5
5:00	1	1	3	7	12
6:00	7	6	13	21	47
7:00	31	53	60	68	212
8:00	93	92	76	77	338
9:00	70	52	60	52	234
10:00	45	40	48	52	185
11:00	36	42	50	48	176
12:00	42	43	42	37	164
13:00	49	36	45	59	189
14:00	73	50	73	57	253
15:00	53	52	46	53	204
16:00	63	43	61	52	219
17:00	56	58	54	51	219
18:00	60	51	56	52	219
19:00	60	37	45	37	179
20:00	50	38	39	36	163
21:00	25	18	17	21	81
22:00	16	9	10	18	53
23:00	10	10	12	4	36
					3233

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	5	6	4	3	18
1:00	1	4	1	4	10
2:00	1	1	0	4	6
3:00	2	2	1	2	7
4:00	0	0	3	2	5
5:00	3	1	3	3	10
6:00	4	6	13	20	43
7:00	29	53	60	68	210
8:00	91	91	78	74	334
9:00	67	52	73	52	244
10:00	69	52	57	55	233
11:00	52	36	34	51	173
12:00	42	49	49	38	178
13:00	36	40	35	38	149
14:00	49	28	64	61	202
15:00	76	61	52	50	239
16:00	66	40	64	56	226
17:00	55	59	50	48	212
18:00	48	51	60	54	213
19:00	48	43	42	29	162
20:00	39	31	32	17	119
21:00	22	28	19	16	85
22:00	17	11	12	11	51
23:00	10	9	12	9	40
					3169

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	8	5	4	21
1:00	2	3	1	3	9
2:00	1	1	0	3	5
3:00	2	2	2	1	7
4:00	1	0	2	2	5
5:00	2	1	3	5	11
6:00	6	6	13	21	46
7:00	31	53	60	68	212
8:00	92	91	78	75	336
9:00	68	52	64	52	236
10:00	56	47	51	52	206
11:00	44	39	42	48	173
12:00	42	46	45	39	172
13:00	42	38	40	49	169
14:00	59	39	68	60	226
15:00	66	57	51	51	225
16:00	64	43	63	54	224
17:00	56	59	53	51	219
18:00	54	51	57	52	214
19:00	54	41	43	34	172
20:00	43	36	35	27	141
21:00	24	23	19	18	84
22:00	17	10	11	15	53
23:00	11	9	12	6	38
					3204

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	3204

	Vol	Hour
07:00-09:00 Peak	335	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	234	16:30

	Vol	Hour
AM Peak	335	08:00
PM Peak	258	14:30
Daily Peak	335	08:00

	Vol	Hour
07:00-09:00 Peak	338	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	227	16:30

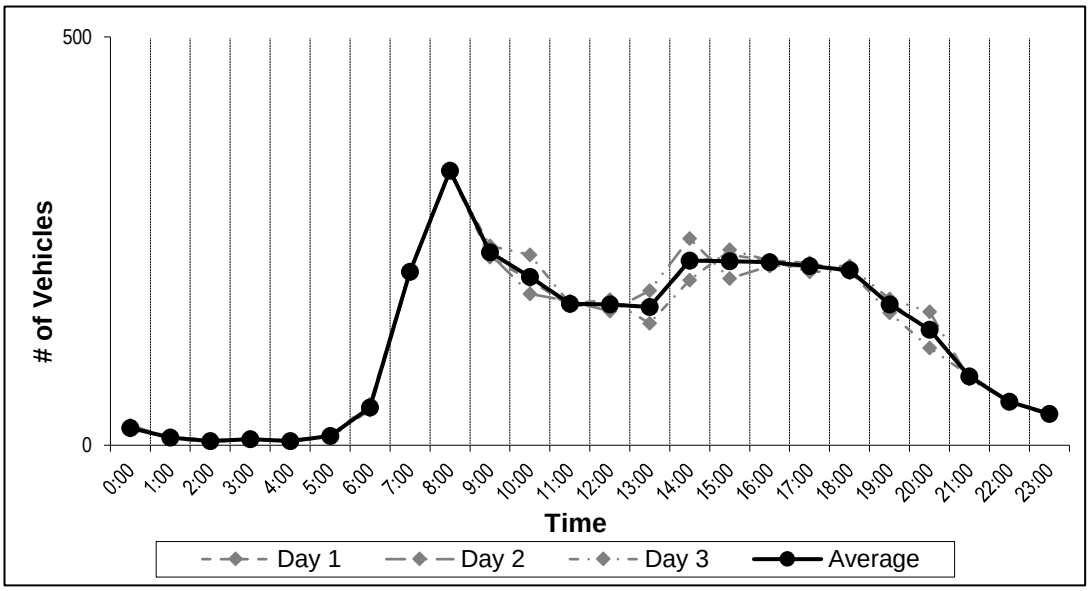
	Vol	Hour
AM Peak	338	08:00
PM Peak	255	13:45
Daily Peak	338	08:00

	Vol	Hour
07:00-09:00 Peak	334	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	234	16:30

	Vol	Hour
AM Peak	334	08:00
PM Peak	262	14:30
Daily Peak	334	08:00

	Vol	Hour	PHF
06:00-09:00 Peak	336	08:00	0.91
12:00-14:00 Peak	172	12:00	0.93
16:00-19:00 Peak	232	16:30	0.92

	Vol	Hour
AM Peak	336	08:00
PM Peak	251	14:30
Daily Peak	336	08:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	590
MD	9:00 am - 4:00 pm	1410
PM	4:00 pm - 7:00 pm	660
NT	7:00 pm - 6:00 am	550
AADT	0:00 am - 12:00 pm	3200
		3210
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.44
PM	0.21
NT	0.17
AADT	1.00

	K
07:00-09:00 Peak Hour	10.5%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	7.2%

87-1091 (NB)

HIGHLAND LAKES BLVD S OF IVES DAIRY RD, 87-1095 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	35	29	24	25	113
1:00	18	12	13	6	49
2:00	11	5	4	8	28
3:00	12	4	7	4	27
4:00	4	11	5	14	34
5:00	7	18	26	29	80
6:00	37	62	109	138	346
7:00	196	218	302	372	1088
8:00	336	333	355	311	1335
9:00	427	293	197	199	1116
10:00	207	200	204	254	865
11:00	190	183	211	221	805
12:00	174	191	176	208	749
13:00	212	208	204	210	834
14:00	186	180	222	207	795
15:00	283	278	276	333	1170
16:00	253	284	287	262	1086
17:00	306	269	238	275	1088
18:00	235	233	243	219	930
19:00	252	207	186	183	828
20:00	175	160	127	91	553
21:00	112	94	98	74	378
22:00	83	78	60	66	287
23:00	61	49	43	31	184
					14768

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	38	37	18	15	108
1:00	16	12	14	14	56
2:00	5	5	13	8	31
3:00	4	1	6	4	15
4:00	4	9	10	13	36
5:00	13	16	26	45	100
6:00	40	58	109	173	380
7:00	180	225	306	339	1050
8:00	290	307	391	334	1322
9:00	332	266	252	246	1096
10:00	199	196	208	194	797
11:00	226	147	215	236	824
12:00	164	196	211	237	808
13:00	216	170	179	209	774
14:00	252	247	304	279	1082
15:00	260	268	244	246	1018
16:00	283	223	294	269	1069
17:00	278	289	371	266	1204
18:00	268	239	259	265	1031
19:00	260	229	252	230	971
20:00	168	168	129	113	578
21:00	120	116	98	74	408
22:00	64	72	66	82	284
23:00	61	56	55	51	223
					15265

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	42	37	28	18	125
1:00	18	15	8	11	52
2:00	10	5	10	13	38
3:00	4	5	2	9	20
4:00	7	9	15	17	48
5:00	10	25	28	37	100
6:00	38	72	108	140	358
7:00	194	231	250	280	955
8:00	296	302	288	259	1145
9:00	260	265	309	304	1138
10:00	225	250	257	249	981
11:00	225	190	249	235	899
12:00	153	168	144	200	665
13:00	167	166	162	178	673
14:00	190	194	304	318	1006
15:00	318	306	250	275	1149
16:00	279	243	230	266	1018
17:00	263	268	246	279	1056
18:00	236	279	241	207	963
19:00	192	178	163	146	679
20:00	144	106	129	80	459
21:00	91	111	82	81	365
22:00	72	74	54	66	266
23:00	41	52	37	34	164
					14322

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	38	34	23	19	114
1:00	17	13	12	10	52
2:00	9	5	9	10	33
3:00	7	3	5	6	21
4:00	5	10	10	15	40
5:00	10	20	27	37	94
6:00	38	64	109	150	361
7:00	190	225	286	330	1031
8:00	307	314	345	301	1267
9:00	340	275	253	250	1118
10:00	210	215	223	232	880
11:00	214	173	225	231	843
12:00	164	185	177	215	741
13:00	198	181	182	199	760
14:00	209	207	277	268	961
15:00	287	284	257	285	1113
16:00	272	250	270	266	1058
17:00	282	275	285	273	1115
18:00	246	250	248	230	974
19:00	235	205	200	186	826
20:00	162	145	128	95	530
21:00	108	107	93	76	384
22:00	73	75	60	71	279
23:00	54	52	45	39	190
					14785

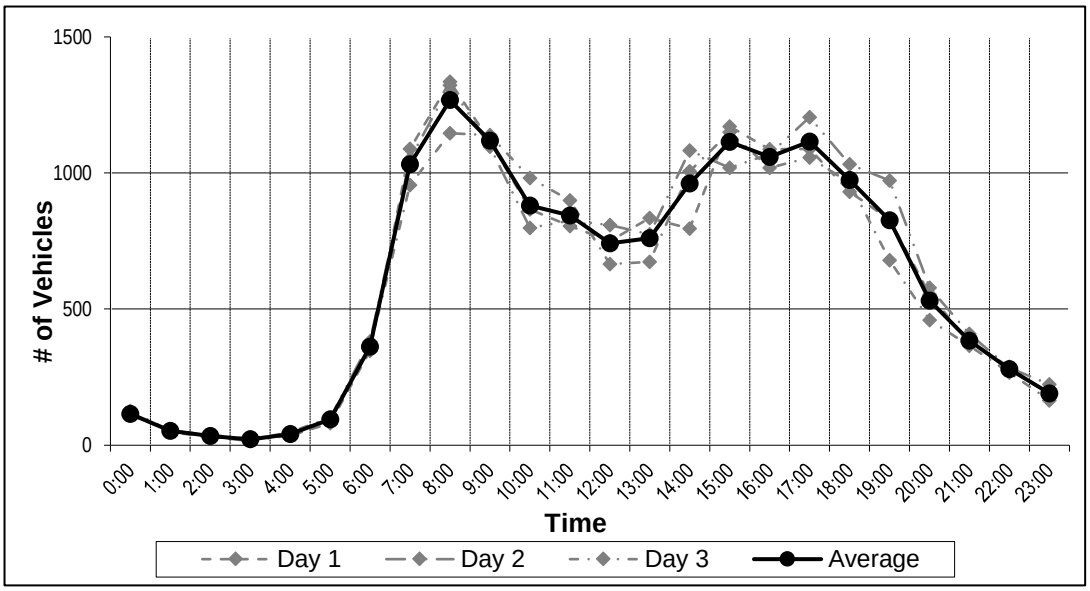
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	14785

	Vol	Hour
07:00-09:00 Peak	1396	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1139	16:15
AM Peak	1426	08:15
PM Peak	1170	15:00
Daily Peak	1426	08:15

	Vol	Hour
07:00-09:00 Peak	1327	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1207	16:45
AM Peak	1364	08:15
PM Peak	1207	16:45
Daily Peak	1364	08:15

	Vol	Hour
07:00-09:00 Peak	1166	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1056	17:00
AM Peak	1166	07:45
PM Peak	1246	14:30
Daily Peak	1246	14:30

	Vol	Hour	PHF
06:00-09:00 Peak	1296	07:45	0.94
12:00-14:00 Peak	776	12:45	0.90
16:00-19:00 Peak	1115	17:00	0.98
AM Peak	1300	08:15	
PM Peak	1116	14:30	
Daily Peak	1300	08:15	



Period	Hour	Vol
AM	6:00 am - 9:00 am	2660
MD	9:00 am - 4:00 pm	6420
PM	4:00 pm - 7:00 pm	3150
NT	7:00 pm - 6:00 am	2560
AADT	0:00 am - 12:00 pm	14800
		14790
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.43
PM	0.21
NT	0.17
AADT	1.00

	K
07:00-09:00 Peak Hour	8.8%
12:00-14:00 Peak Hour	5.2%
15:00-18:00 Peak Hour	7.5%

87-1095 (SB)

HIGHLAND LAKES BLVD S OF IVES DAIRY RD, 87-1095 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	21	11	17	19	68
1:00	10	6	9	6	31
2:00	10	4	10	6	30
3:00	6	10	6	7	29
4:00	4	9	15	17	45
5:00	14	22	21	30	87
6:00	67	74	126	205	472
7:00	235	204	225	227	891
8:00	240	237	212	193	882
9:00	150	167	152	138	607
10:00	120	99	118	149	486
11:00	131	121	105	98	455
12:00	134	140	139	143	556
13:00	127	152	188	174	641
14:00	186	186	255	227	854
15:00	236	202	262	221	921
16:00	262	215	269	224	970
17:00	260	238	273	237	1008
18:00	252	239	267	204	962
19:00	200	209	123	140	672
20:00	100	99	113	78	390
21:00	82	74	86	56	298
22:00	59	59	56	36	210
23:00	56	41	36	25	158
					11723

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	22	28	20	9	79
1:00	12	13	9	7	41
2:00	5	5	7	9	26
3:00	5	7	8	11	31
4:00	7	15	11	16	49
5:00	19	22	29	43	113
6:00	56	71	111	213	451
7:00	266	176	215	204	861
8:00	244	252	169	169	834
9:00	185	124	130	118	557
10:00	103	116	119	140	478
11:00	112	108	108	100	428
12:00	124	127	138	119	508
13:00	128	145	159	150	582
14:00	145	188	207	246	786
15:00	259	226	280	247	1012
16:00	267	221	254	208	950
17:00	273	229	250	222	974
18:00	268	230	272	235	1005
19:00	218	242	199	158	817
20:00	152	135	111	80	478
21:00	82	85	54	72	293
22:00	52	49	49	51	201
23:00	51	53	32	20	156
					11710

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	21	27	21	13	82
1:00	13	8	6	8	35
2:00	6	3	9	5	23
3:00	8	12	5	2	27
4:00	7	9	17	16	49
5:00	15	23	31	29	98
6:00	58	75	104	188	425
7:00	228	182	197	181	788
8:00	183	192	152	153	680
9:00	123	164	132	116	535
10:00	142	107	106	101	456
11:00	94	101	99	101	395
12:00	106	136	115	111	468
13:00	126	129	106	130	491
14:00	175	153	188	190	706
15:00	172	211	253	215	851
16:00	246	205	260	211	922
17:00	249	210	268	222	949
18:00	240	208	238	171	857
19:00	151	154	122	124	551
20:00	105	98	80	72	355
21:00	70	69	70	54	263
22:00	62	55	45	47	209
23:00	46	39	41	29	155
					10370

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	21	22	19	14	76
1:00	12	9	8	7	36
2:00	7	4	9	7	27
3:00	6	10	6	7	29
4:00	6	11	14	16	47
5:00	16	22	27	34	99
6:00	60	73	114	202	449
7:00	243	187	212	204	846
8:00	222	227	178	172	799
9:00	153	152	138	124	567
10:00	122	107	114	130	473
11:00	112	110	104	100	426
12:00	121	134	131	124	510
13:00	127	142	151	151	571
14:00	169	176	217	221	783
15:00	222	213	265	228	928
16:00	258	214	261	214	947
17:00	261	226	264	227	978
18:00	253	226	259	203	941
19:00	190	202	148	141	681
20:00	119	111	101	77	408
21:00	78	76	70	61	285
22:00	58	54	50	45	207
23:00	51	44	36	25	156
					11269
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	11269

	Vol	Hour
07:00-09:00 Peak	929	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1008	17:00

	Vol	Hour
07:00-09:00 Peak	915	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1005	18:00

	Vol	Hour
07:00-09:00 Peak	795	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	949	17:00

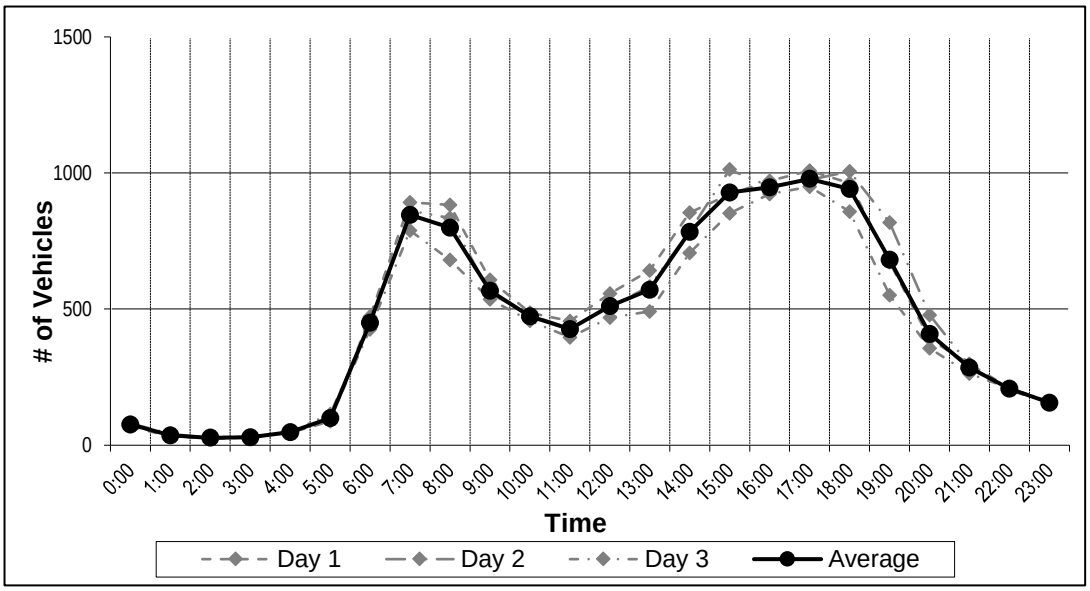
	Vol	Hour	PHF
06:00-09:00 Peak	865	07:30	0.95
12:00-14:00 Peak	571	13:00	0.95
16:00-19:00 Peak	978	17:00	0.93

	Vol	Hour
AM Peak	929	7:30
PM Peak	1008	17:00
Daily Peak	1008	17:00

	Vol	Hour
AM Peak	915	7:30
PM Peak	1020	15:15
Daily Peak	1020	15:15

	Vol	Hour
AM Peak	795	06:45
PM Peak	949	17:00
Daily Peak	949	17:00

	Vol	Hour
AM Peak	865	07:30
PM Peak	978	17:00
Daily Peak	978	17:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	2090
MD	9:00 am - 4:00 pm	4260
PM	4:00 pm - 7:00 pm	2870
NT	7:00 pm - 6:00 am	2050
AADT	0:00 am - 12:00 pm	11300
		11270
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.38
PM	0.25
NT	0.18
AADT	1.00

	K
07:00-09:00 Peak Hour	7.7%
12:00-14:00 Peak Hour	5.1%
15:00-18:00 Peak Hour	8.7%

87-1095 (NB)

IVES DAIRY RD E OF HIGHLAND LAKES BLVD, 87-1093 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	157	145	126	122	550
1:00	92	71	43	54	260
2:00	47	46	34	41	168
3:00	32	55	34	42	163
4:00	38	37	49	58	182
5:00	60	67	102	103	332
6:00	175	196	196	187	754
7:00	300	397	397	416	1510
8:00	469	440	534	417	1860
9:00	484	493	451	460	1888
10:00	511	434	483	477	1905
11:00	487	432	630	574	2123
12:00	503	535	579	516	2133
13:00	542	582	580	586	2290
14:00	578	621	677	594	2470
15:00	679	577	708	675	2639
16:00	750	664	724	700	2838
17:00	663	586	672	642	2563
18:00	641	651	529	577	2398
19:00	509	611	484	536	2140
20:00	439	529	431	460	1859
21:00	394	499	348	374	1615
22:00	315	278	289	226	1108
23:00	250	267	164	181	862
					36610

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	138	115	104	102	459
1:00	85	66	40	42	233
2:00	52	36	29	31	148
3:00	28	22	24	27	101
4:00	33	38	47	44	162
5:00	66	90	114	127	397
6:00	159	180	263	283	885
7:00	435	466	459	465	1825
8:00	490	493	567	489	2039
9:00	479	529	503	401	1912
10:00	479	459	485	457	1880
11:00	473	485	572	552	2082
12:00	560	544	486	552	2142
13:00	515	567	635	590	2307
14:00	700	623	658	661	2642
15:00	680	618	590	583	2471
16:00	574	558	578	648	2358
17:00	579	557	557	586	2279
18:00	520	580	642	669	2411
19:00	591	576	553	553	2273
20:00	529	574	474	521	2098
21:00	517	521	338	369	1745
22:00	378	315	286	240	1219
23:00	268	309	183	210	970
					37038

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	188	157	119	97	561
1:00	97	62	45	51	255
2:00	45	34	36	26	141
3:00	27	23	26	35	111
4:00	34	50	53	53	190
5:00	65	72	97	114	348
6:00	185	194	244	275	898
7:00	420	475	443	469	1807
8:00	510	508	558	460	2036
9:00	465	526	453	446	1890
10:00	462	433	562	468	1925
11:00	534	505	510	527	2076
12:00	512	570	543	562	2187
13:00	533	530	591	584	2238
14:00	658	588	629	615	2490
15:00	621	610	558	569	2358
16:00	543	542	571	610	2266
17:00	571	557	547	516	2191
18:00	502	520	608	544	2174
19:00	663	556	569	606	2394
20:00	486	606	523	543	2158
21:00	451	568	366	405	1790
22:00	363	294	311	260	1228
23:00	260	281	219	225	985
					36697

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	161	139	116	107	523
1:00	91	66	43	49	249
2:00	48	39	33	33	153
3:00	29	33	28	35	125
4:00	35	42	50	52	179
5:00	64	76	104	115	359
6:00	173	190	234	248	845
7:00	385	446	433	450	1714
8:00	490	480	553	455	1978
9:00	476	516	469	436	1897
10:00	484	442	510	467	1903
11:00	498	474	571	551	2094
12:00	525	550	536	543	2154
13:00	530	560	602	587	2279
14:00	645	611	655	623	2534
15:00	660	602	619	609	2490
16:00	622	588	624	653	2487
17:00	604	567	592	581	2344
18:00	554	584	593	597	2328
19:00	588	581	535	565	2269
20:00	485	570	476	508	2039
21:00	454	529	351	383	1717
22:00	352	296	295	242	1185
23:00	259	286	189	205	939
					36784
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	36784

	Vol	Hour
07:00-09:00 Peak	1860	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2838	16:00

	Vol	Hour
AM Peak	2123	11:00
PM Peak	2838	16:00
Daily Peak	2838	16:00

	Vol	Hour
07:00-09:00 Peak	2039	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2411	18:00

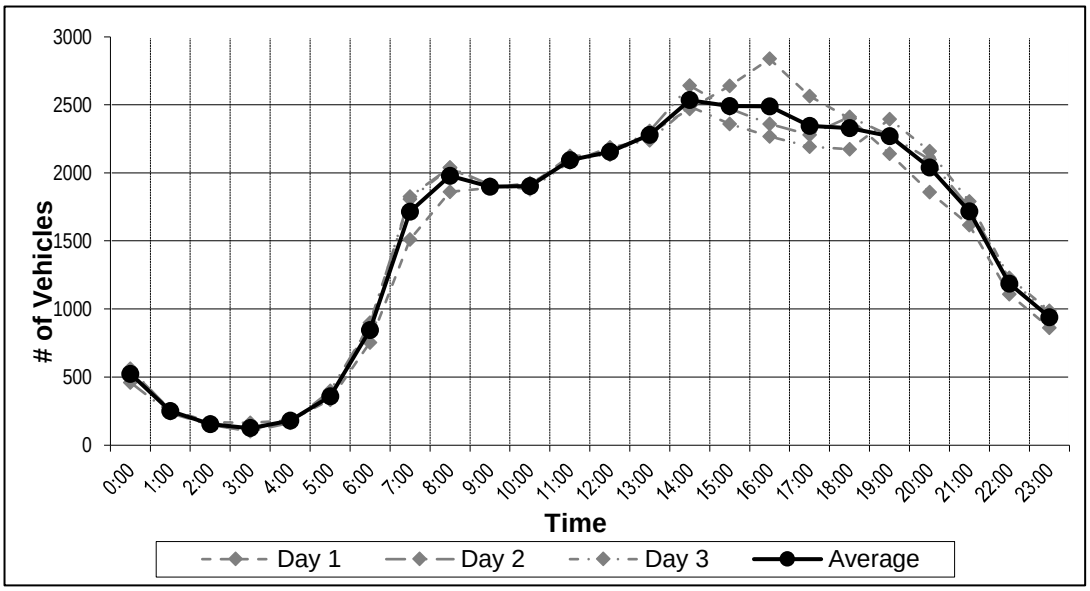
	Vol	Hour
AM Peak	2082	11:00
PM Peak	2642	14:00
Daily Peak	2642	14:00

	Vol	Hour
07:00-09:00 Peak	2045	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2309	16:30

	Vol	Hour
AM Peak	2076	11:00
PM Peak	2490	14:00
Daily Peak	2490	14:00

	Vol	Hour	PHF
06:00-09:00 Peak	1978	08:00	######
12:00-14:00 Peak	2279	13:00	######
16:00-19:00 Peak	2487	16:00	######

	Vol	Hour
AM Peak	2094	11:00
PM Peak	2549	14:15
Daily Peak	2549	14:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	4540
MD	9:00 am - 4:00 pm	15350
PM	4:00 pm - 7:00 pm	7160
NT	7:00 pm - 6:00 am	9740
AADT	0:00 am - 12:00 pm	36800
		36790
	FDOT 2019 AADT	none

Distribution	
AM	0.12
MD	0.42
PM	0.19
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.4%
12:00-14:00 Peak Hour	6.2%
15:00-18:00 Peak Hour	6.8%

87-1093 (WB)

IVES DAIRY RD E OF HIGHLAND LAKES BLVD, 87-1093 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	145	130	129	106	510
1:00	87	94	81	58	320
2:00	61	69	59	54	243
3:00	40	53	39	62	194
4:00	53	58	54	79	244
5:00	94	106	154	239	593
6:00	213	276	387	526	1402
7:00	416	442	567	501	1926
8:00	676	529	571	513	2289
9:00	463	499	495	493	1950
10:00	454	461	514	523	1952
11:00	363	314	477	450	1604
12:00	449	476	441	468	1834
13:00	428	493	449	464	1834
14:00	405	520	437	512	1874
15:00	428	442	423	449	1742
16:00	344	426	352	436	1558
17:00	379	405	348	424	1556
18:00	396	507	439	506	1848
19:00	432	498	390	411	1731
20:00	347	345	294	344	1330
21:00	280	305	237	249	1071
22:00	244	216	223	236	919
23:00	170	140	145	164	619
					31143

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	124	108	90	89	411
1:00	74	66	56	39	235
2:00	45	41	44	32	162
3:00	27	26	39	31	123
4:00	48	37	58	79	222
5:00	85	112	160	192	549
6:00	194	285	448	527	1454
7:00	447	514	574	559	2094
8:00	564	507	527	470	2068
9:00	509	477	479	453	1918
10:00	488	428	488	461	1865
11:00	461	455	512	518	1946
12:00	428	465	512	505	1910
13:00	470	449	512	562	1993
14:00	466	443	480	543	1932
15:00	470	456	385	402	1713
16:00	374	444	410	496	1724
17:00	425	497	394	478	1794
18:00	440	519	464	545	1968
19:00	496	506	432	442	1876
20:00	370	444	370	392	1576
21:00	299	349	288	292	1228
22:00	268	221	252	242	983
23:00	209	201	153	165	728
					32472

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	124	131	99	87	441
1:00	91	80	71	54	296
2:00	43	40	42	33	158
3:00	34	26	36	55	151
4:00	43	41	58	96	238
5:00	79	130	153	218	580
6:00	216	298	480	554	1548
7:00	487	511	601	511	2110
8:00	589	508	511	481	2089
9:00	498	497	493	457	1945
10:00	449	467	517	519	1952
11:00	429	445	471	513	1858
12:00	497	482	480	453	1912
13:00	471	493	474	489	1927
14:00	420	520	486	464	1890
15:00	415	497	449	475	1836
16:00	416	449	388	502	1755
17:00	422	495	406	478	1801
18:00	393	462	389	474	1718
19:00	407	476	405	461	1749
20:00	386	423	364	374	1547
21:00	315	342	299	314	1270
22:00	286	257	280	281	1104
23:00	235	212	193	178	818
					32693

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	131	123	106	94	454
1:00	84	80	69	50	283
2:00	50	50	48	40	188
3:00	34	35	38	49	156
4:00	48	45	57	85	235
5:00	86	116	156	216	574
6:00	208	286	438	536	1468
7:00	450	489	581	524	2044
8:00	610	515	536	488	2149
9:00	490	491	489	468	1938
10:00	464	452	506	501	1923
11:00	418	405	487	494	1804
12:00	458	474	478	475	1885
13:00	456	478	478	505	1917
14:00	430	494	468	506	1898
15:00	438	465	419	442	1764
16:00	378	440	383	478	1679
17:00	409	466	383	460	1718
18:00	410	496	431	508	1845
19:00	445	493	409	438	1785
20:00	368	404	343	370	1485
21:00	298	332	275	285	1190
22:00	266	231	252	253	1002
23:00	205	184	164	169	722
					32106
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	32106

	Vol	Hour
07:00-09:00 Peak	2289	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1848	18:00

	Vol	Hour
07:00-09:00 Peak	2211	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1968	18:00

	Vol	Hour
07:00-09:00 Peak	2212	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1825	16:45

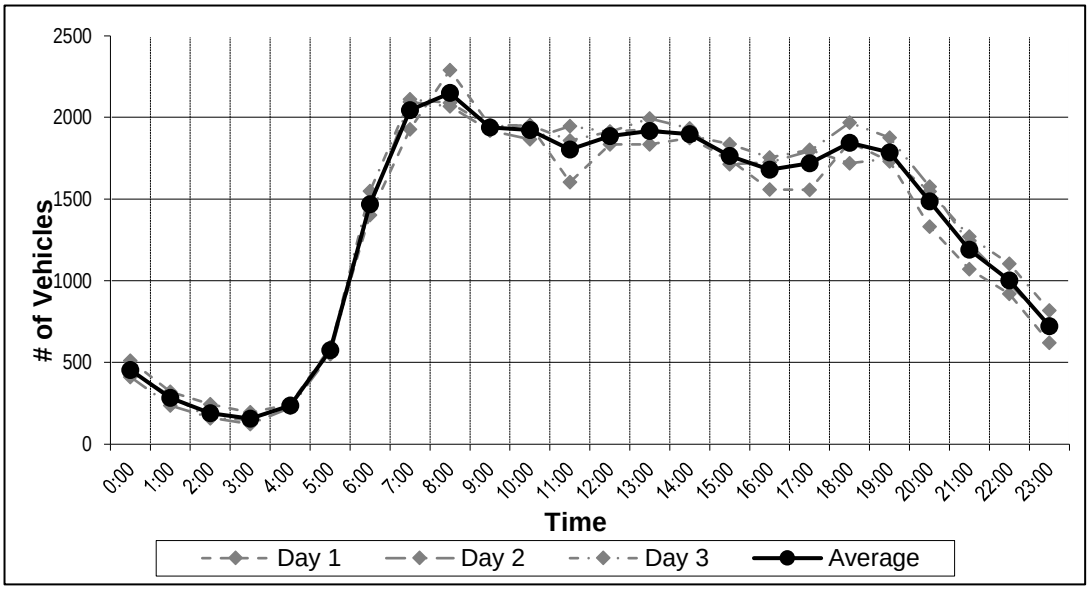
	Vol	Hour	PHF
06:00-09:00 Peak	2230	07:30	0.91
12:00-14:00 Peak	1917	13:00	0.95
16:00-19:00 Peak	1845	18:00	0.91

	Vol	Hour
AM Peak	2289	08:00
PM Peak	1897	14:15
Daily Peak	2289	08:00

	Vol	Hour
AM Peak	2211	07:15
PM Peak	2024	18:15
Daily Peak	2211	07:15

	Vol	Hour
AM Peak	2212	07:15
PM Peak	1927	13:00
Daily Peak	2212	07:15

	Vol	Hour
AM Peak	2230	07:30
PM Peak	1917	13:00
Daily Peak	2230	07:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	5660
MD	9:00 am - 4:00 pm	13130
PM	4:00 pm - 7:00 pm	5240
NT	7:00 pm - 6:00 am	8070
AADT	0:00 am - 12:00 pm	32100
		32100
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.41
PM	0.16
NT	0.25
AADT	1.00

	K
07:00-09:00 Peak Hour	6.9%
12:00-14:00 Peak Hour	6.0%
15:00-18:00 Peak Hour	5.7%

87-1093 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 105_IDR@HighlandLakeBlvd
Site Code: 105-3768
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				Highland Lake Boulevard Northbound				Highland Lake Boulevard Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	7	483	109	0	2	280	4	0	100	1	4	0	2	3	22	1018
06:45 AM	0	11	529	111	0	2	309	3	0	171	5	2	0	4	3	46	1196
Total	1	18	1012	220	0	4	589	7	0	271	6	6	0	6	6	68	2214
07:00 AM	0	18	494	169	0	8	516	4	0	207	5	0	0	1	7	51	1480
07:15 AM	0	35	563	214	0	1	516	2	0	155	9	3	0	9	7	43	1557
07:30 AM	0	49	602	232	0	2	480	2	0	170	9	4	0	2	9	45	1606
07:45 AM	1	40	528	233	1	6	436	4	0	194	18	2	0	3	15	50	1531
Total	1	142	2187	848	1	17	1948	12	0	726	41	9	0	15	38	189	6174
08:00 AM	1	71	519	242	0	9	483	9	0	165	17	6	0	2	16	60	1600
08:15 AM	0	66	429	275	0	11	474	4	0	205	15	4	0	1	19	66	1569
08:30 AM	0	59	500	213	0	9	551	8	0	150	11	2	0	3	22	54	1582
08:45 AM	0	53	404	191	1	10	432	8	0	166	13	5	0	4	15	45	1347
Total	1	249	1852	921	1	39	1940	29	0	686	56	17	0	10	72	225	6098
09:00 AM	1	47	519	232	0	20	452	13	0	123	8	2	0	3	12	47	1479
09:15 AM	1	25	472	224	0	14	516	13	0	157	3	6	0	1	7	42	1481
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	72	991	456	0	34	968	26	0	280	11	8	0	4	19	89	2960
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	2	30	438	238	0	13	477	4	0	246	9	1	0	5	12	63	1538
03:45 PM	1	37	446	263	0	20	546	3	0	170	10	6	0	2	17	43	1564
Total	3	67	884	501	0	33	1023	7	0	416	19	7	0	7	29	106	3102
04:00 PM	1	50	438	241	1	17	430	8	0	221	17	6	0	2	29	45	1506
04:15 PM	0	19	403	234	0	7	509	3	0	180	12	2	0	8	18	36	1431
04:30 PM	2	39	386	224	0	8	480	8	0	236	16	2	0	5	18	50	1474
04:45 PM	1	32	502	271	0	3	655	2	0	165	18	3	0	4	15	46	1717
Total	4	140	1729	970	1	35	2074	21	0	802	63	13	0	19	80	177	6128
05:00 PM	1	29	419	217	0	10	514	3	0	218	22	3	0	8	10	62	1516
05:15 PM	0	42	506	241	1	3	585	3	0	184	14	3	0	4	14	50	1650
05:30 PM	0	29	373	233	0	2	485	3	0	238	19	4	0	10	11	51	1458
05:45 PM	0	33	464	252	1	7	533	8	0	176	10	1	0	5	17	59	1566
Total	1	133	1762	943	2	22	2117	17	0	816	65	11	0	27	52	222	6190
06:00 PM	1	31	347	202	0	5	420	4	0	207	11	3	0	15	22	49	1317
06:15 PM	0	33	386	227	0	6	489	6	0	197	10	2	0	5	12	37	1410
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	64	733	429	0	11	909	10	0	404	21	5	0	20	34	86	2727

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

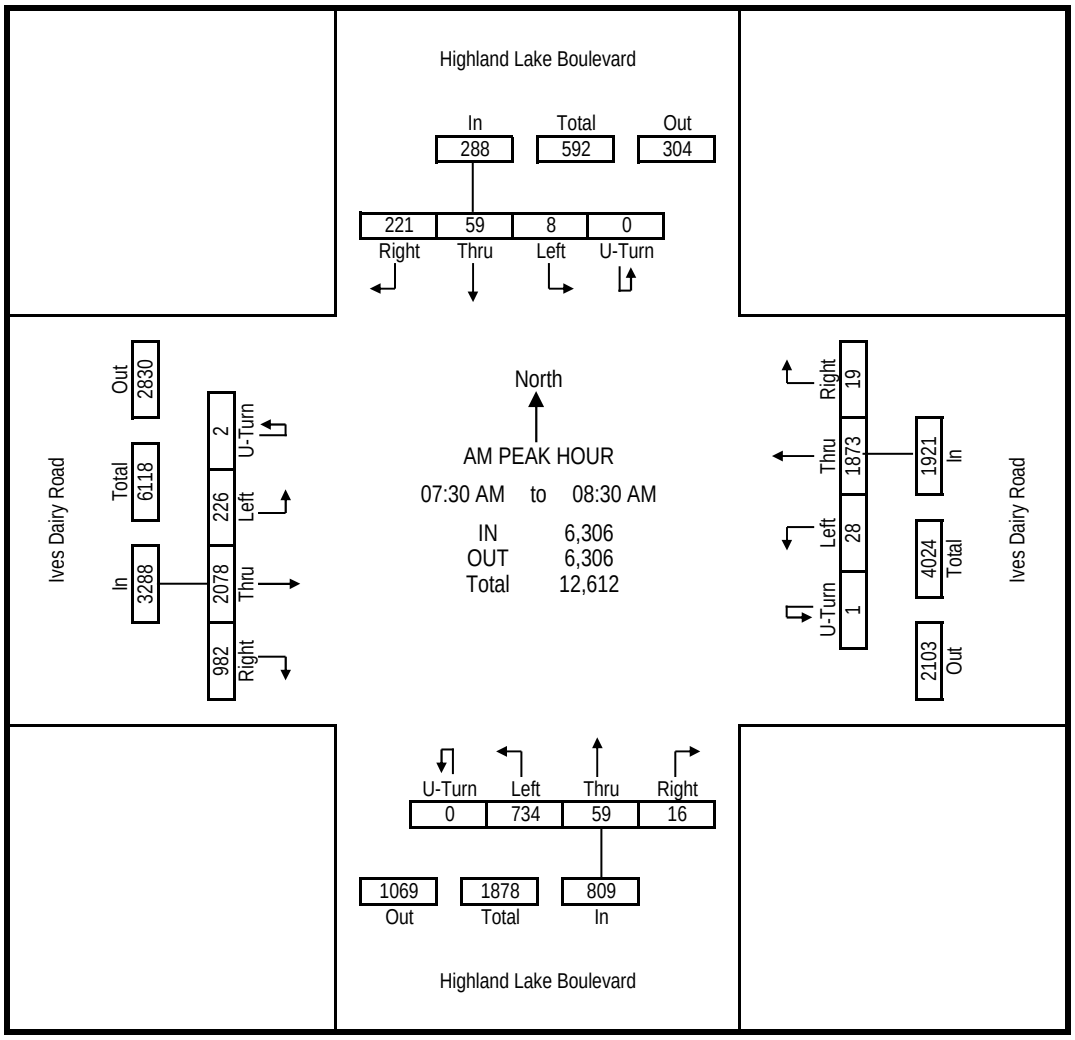
FDOT District 6

File Name: 105_IDR@HighlandLakeBlv
Site Code: 105-3768
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				Highland Lake Boulevard Northbound				Highland Lake Boulevard Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:30 AM	0	49	602	232	0	2	480	2	0	170	9	4	0	2	9	45	1606
07:45 AM	1	40	528	233	1	6	436	4	0	194	18	2	0	3	15	50	1531
08:00 AM	1	71	519	242	0	9	483	9	0	165	17	6	0	2	16	60	1600
08:15 AM	0	66	429	275	0	11	474	4	0	205	15	4	0	1	19	66	1569
Total	2	226	2078	982	1	28	1873	19	0	734	59	16	0	8	59	221	6306
PHF	0.500	0.796	0.863	0.893	0.250	0.636	0.969	0.528	0.000	0.895	0.819	0.667	0.000	0.667	0.837	0.982	0.98
Heavy Veh %	0%	1%	3%	1%	0%	0%	2%	0%	0%	1%	2%	6%	0%	0%	0%	0%	2%
App Vol %	0%	7%	63%	30%	0%	1%	98%	1%	0%	91%	7%	2%	0%	3%	20%	77%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 07:30 AM to 08:30 AM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

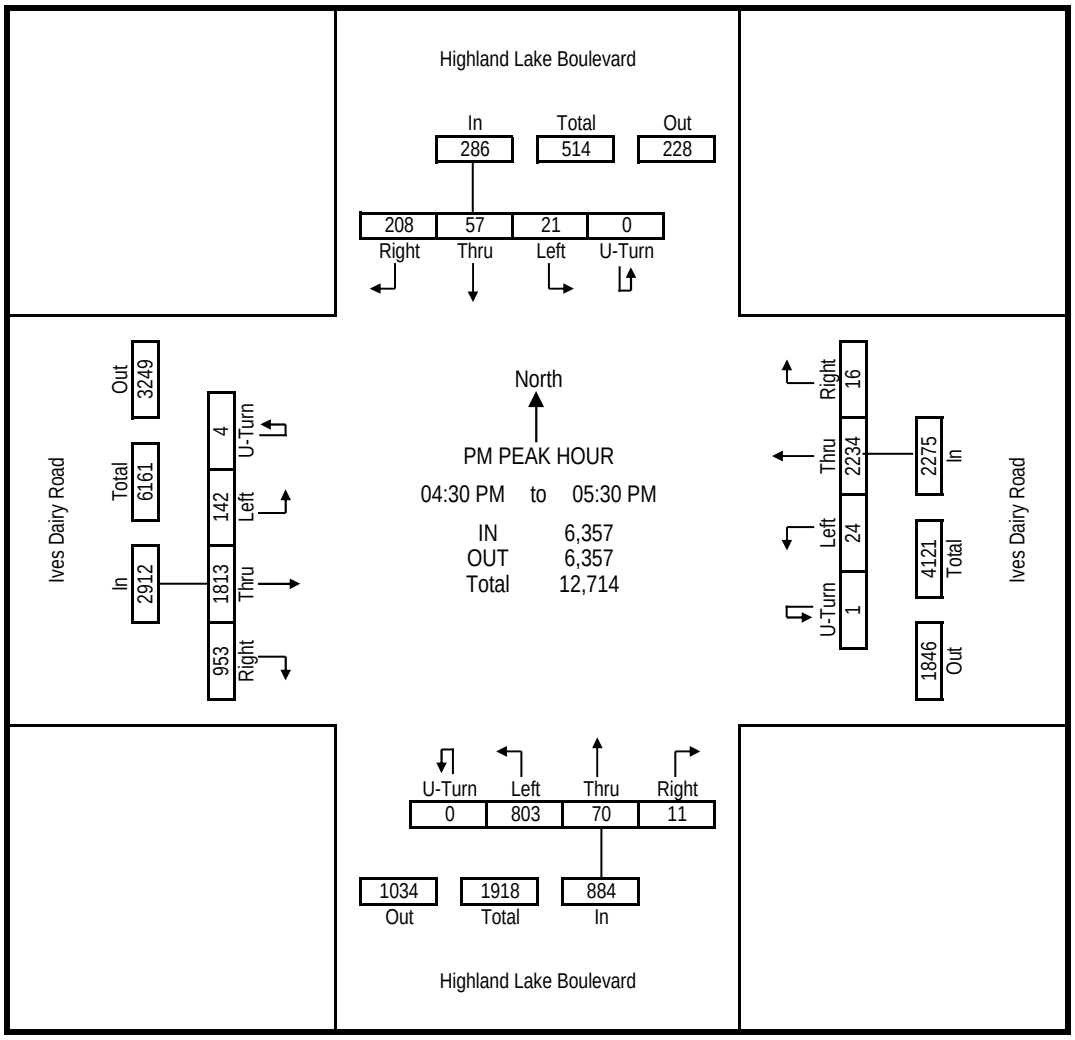
FDOT District 6

File Name: 105_IDR@HighlandLakeBlv
Site Code: 105-3768
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				Highland Lake Boulevard Northbound				Highland Lake Boulevard Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:30 PM	2	39	386	224	0	8	480	8	0	236	16	2	0	5	18	50	1474
04:45 PM	1	32	502	271	0	3	655	2	0	165	18	3	0	4	15	46	1717
05:00 PM	1	29	419	217	0	10	514	3	0	218	22	3	0	8	10	62	1516
05:15 PM	0	42	506	241	1	3	585	3	0	184	14	3	0	4	14	50	1650
Total	4	142	1813	953	1	24	2234	16	0	803	70	11	0	21	57	208	6357
PHF	0.500	0.845	0.896	0.879	0.250	0.600	0.853	0.500	0.000	0.851	0.795	0.917	0.000	0.656	0.792	0.839	0.93
Heavy Veh %	0%	0%	1%	0%	50%	0%	2%	0%	0%	1%	0%	0%	0%	0%	2%	3%	1%
App Vol %	0%	5%	62%	33%	0%	1%	98%	1%	0%	91%	8%	1%	0%	7%	20%	73%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM
Peak Hour for Entire Intersection Begins at : 04:30 PM to 05:30 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 105_IDR@HighlandLakeBlvd
Site Code: 105-3768
Count Date: 9/23/2021

Groups Printed: Automobiles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				Highland Lake Boulevard Northbound				Highland Lake Boulevard Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	6	472	106	0	2	271	4	0	98	1	4	0	2	3	21	991
06:45 AM	0	10	501	108	0	2	299	3	0	165	5	2	0	3	3	45	1146
Total	1	16	973	214	0	4	570	7	0	263	6	6	0	5	6	66	2137
07:00 AM	0	17	468	163	0	8	506	4	0	206	5	0	0	1	7	51	1436
07:15 AM	0	35	548	209	0	1	511	2	0	154	8	3	0	9	7	43	1530
07:30 AM	0	48	594	230	0	2	473	2	0	169	8	3	0	2	9	44	1584
07:45 AM	1	40	511	232	1	6	428	4	0	192	18	2	0	3	15	50	1503
Total	1	140	2121	834	1	17	1918	12	0	721	39	8	0	15	38	188	6053
08:00 AM	1	71	501	236	0	9	476	9	0	164	17	6	0	2	16	60	1568
08:15 AM	0	64	416	270	0	11	461	4	0	204	15	4	0	1	19	66	1535
08:30 AM	0	58	481	207	0	9	541	8	0	149	11	1	0	3	22	54	1544
08:45 AM	0	51	383	188	1	10	427	8	0	165	11	5	0	4	15	45	1313
Total	1	244	1781	901	1	39	1905	29	0	682	54	16	0	10	72	225	5960
09:00 AM	1	46	496	226	0	20	438	13	0	122	8	2	0	3	12	46	1433
09:15 AM	1	23	457	219	0	14	499	13	0	153	3	6	0	1	7	42	1438
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	69	953	445	0	34	937	26	0	275	11	8	0	4	19	88	2871
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	2	30	432	235	0	13	468	4	0	242	8	1	0	5	12	61	1513
03:45 PM	1	37	440	261	0	19	534	3	0	164	10	6	0	2	17	41	1535
Total	3	67	872	496	0	32	1002	7	0	406	18	7	0	7	29	102	3048
04:00 PM	1	49	433	239	1	17	419	8	0	216	17	6	0	2	29	45	1482
04:15 PM	0	19	397	231	0	7	492	3	0	178	12	2	0	8	18	35	1402
04:30 PM	2	39	383	223	0	8	470	8	0	235	16	2	0	5	17	48	1456
04:45 PM	1	32	500	270	0	3	639	2	0	162	18	3	0	4	15	46	1695
Total	4	139	1713	963	1	35	2020	21	0	791	63	13	0	19	79	174	6035
05:00 PM	1	29	416	217	0	10	508	3	0	216	22	3	0	8	10	62	1505
05:15 PM	0	42	502	240	0	3	573	3	0	184	14	3	0	4	14	46	1628
05:30 PM	0	29	370	233	0	2	479	3	0	236	19	4	0	10	11	50	1446
05:45 PM	0	33	462	252	1	6	527	8	0	176	10	1	0	5	17	59	1557
Total	1	133	1750	942	1	21	2087	17	0	812	65	11	0	27	52	217	6136
06:00 PM	1	31	343	201	0	5	408	4	0	207	11	3	0	15	22	48	1299
06:15 PM	0	33	384	226	0	6	484	5	0	197	10	2	0	5	12	36	1400
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	64	727	427	0	11	892	9	0	404	21	5	0	20	34	84	2699

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 105_IDR@HighlandLakeBlvd
Site Code: 105-3768
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				Highland Lake Boulevard Northbound				Highland Lake Boulevard Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	11	3	0	0	9	0	0	2	0	0	0	0	0	1	27
06:45 AM	0	1	28	3	0	0	10	0	0	6	0	0	0	1	0	1	50
Total	0	2	39	6	0	0	19	0	0	8	0	0	0	1	0	2	77
07:00 AM	0	1	26	6	0	0	10	0	0	1	0	0	0	0	0	0	44
07:15 AM	0	0	15	5	0	0	5	0	0	1	1	0	0	0	0	0	27
07:30 AM	0	1	8	2	0	0	7	0	0	1	1	1	0	0	0	1	22
07:45 AM	0	0	17	1	0	0	8	0	0	2	0	0	0	0	0	0	28
Total	0	2	66	14	0	0	30	0	0	5	2	1	0	0	0	1	121
08:00 AM	0	0	18	6	0	0	7	0	0	1	0	0	0	0	0	0	32
08:15 AM	0	2	13	5	0	0	13	0	0	1	0	0	0	0	0	0	34
08:30 AM	0	1	19	6	0	0	10	0	0	1	0	1	0	0	0	0	38
08:45 AM	0	2	21	3	0	0	5	0	0	1	2	0	0	0	0	0	34
Total	0	5	71	20	0	0	35	0	0	4	2	1	0	0	0	0	138
09:00 AM	0	1	23	6	0	0	14	0	0	1	0	0	0	0	0	1	46
09:15 AM	0	2	15	5	0	0	17	0	0	4	0	0	0	0	0	0	43
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	38	11	0	0	31	0	0	5	0	0	0	0	0	1	89
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	6	3	0	0	9	0	0	4	1	0	0	0	0	2	25
03:45 PM	0	0	6	2	0	1	12	0	0	6	0	0	0	0	0	2	29
Total	0	0	12	5	0	1	21	0	0	10	1	0	0	0	0	4	54
04:00 PM	0	1	5	2	0	0	11	0	0	5	0	0	0	0	0	0	24
04:15 PM	0	0	6	3	0	0	17	0	0	2	0	0	0	0	0	1	29
04:30 PM	0	0	3	1	0	0	10	0	0	1	0	0	0	0	1	2	18
04:45 PM	0	0	2	1	0	0	16	0	0	3	0	0	0	0	0	0	22
Total	0	1	16	7	0	0	54	0	0	11	0	0	0	0	1	3	93
05:00 PM	0	0	3	0	0	0	6	0	0	2	0	0	0	0	0	0	11
05:15 PM	0	0	4	1	1	0	12	0	0	0	0	0	0	0	0	4	22
05:30 PM	0	0	3	0	0	0	6	0	0	2	0	0	0	0	0	1	12
05:45 PM	0	0	2	0	0	1	6	0	0	0	0	0	0	0	0	0	9
Total	0	0	12	1	1	1	30	0	0	4	0	0	0	0	0	5	54
06:00 PM	0	0	4	1	0	0	12	0	0	0	0	0	0	0	0	1	18
06:15 PM	0	0	2	1	0	0	5	1	0	0	0	0	0	0	0	1	10
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	2	0	0	17	1	0	0	0	0	0	0	0	2	28

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 105_IDR@HighlandLakeBlvd
Site Code: 105-3768
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				Highland Lake Boulevard Northbound				Highland Lake Boulevard Eastbound				
Start Time	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX D4

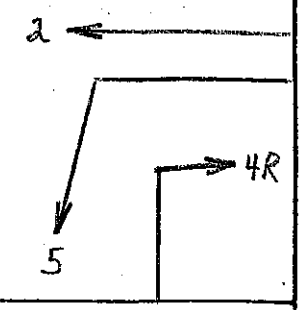
Miami-Dade County Signal Timing Info

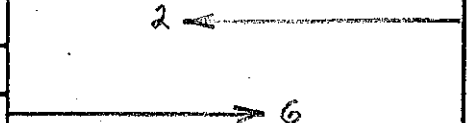
APPENDIX

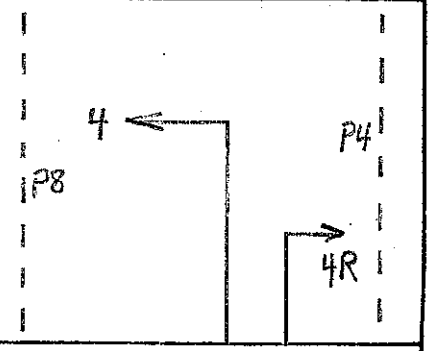
D4

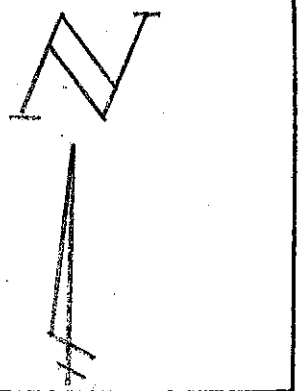
SIGNAL OPERATING PLAN

PHASE	INT	SIGNAL HEAD NUMBER 2	4	4R	5	6				P4		P8
ϕ 2+5 WBLT Actuated	R/W	G	R	→R	←G	R				DW		DW
	TO 2+6	G	R	YR	YG	R				DW		DW
	CLEAR											
ϕ 2+6 E-W Recall	R/W	G	R	R	R	G				DW		DW
	TO 4	Y	R	R	R	Y				DW		DW
	CLEAR											
ϕ 4 NBRT / NBLT Actuated	R/W	R	G	G	R	R				W		W
	Ped CL	R	G	G	R	R				F DW		F DW
	TO 2+5	R	Y	Y	R	R				DW		DW
	TO 2+6	R	Y	Y	R	R				DW		DW
	CLEAR											
	R/W											
	CLEAR TO											
FLASHING OP		FY	FR	FR	FY	FY						









Drawn: F. PRATS	Date: 5/16/97	METROPOLITAN DADE COUNTY DEPARTMENT OF TRAFFIC AND TRANSPORTATION
Check: H. HERNANDEZ	Date: 5/21/97	ASSET NO: 5510
Division Engineer	Date	IVES DAIRY RD & NE 15 CT

Placed in Service			Phasing Number
Date: 7/22/97	CONTRACTOR		1

SIGNAL HEAD & SIGN DETAILS

DADE COUNTY PUBLIC WORKS DEPT.
HIGHWAY DIVISION
PROJECT NO 662386 SHEET 13 OF ___

2 4
6

R Y G

ITEM NO. 650-1-131
5 -REQ'D

5

R Y ◄Y ◄G G

ITEM NO. 650-1-151
1 -REQ'D

4R

R Y G Y G

ITEM NO. 650-1-151
1 REQ'D

(Y)

IVES DAIRY RD
NE 205 ST

D3-1S
ITEM NO. 700-82
1 -REQ'D

(X)

NE 15 CT

D3-1S
ITEM NO. 700-82
2 -REQ'D

P4 P8

ITEM NO. 653-171
4 -REQ'D

○

LEFT TURN
YIELD
ON GREEN

R10-12
ITEM NO. 700-48-11
NOT -REQ'D

PUSH BUTTON
TO CROSS
WAIT FOR

R10-3B
ITEM NO. 700-48-11
NOT -REQ'D

PUSH BUTTON
TO CROSS
IVES DAIRY RD
WAIT FOR

R10-4B
ITEM NO. 665-11
4 REQ'D

(A)

R3-4
ITEM NO. 700-82
2 REQ'D

NOTES

1. DEMAND WATTAGE FOR THIS INTERSECTION IS 970 WATTS.
2. F.P.L. REPRESENTATIVE MR TOM HODGDON TEL. 347-7872
3. S.B.T. REPRESENTATIVE MS PAT GRIFFIN TEL. 795 1452.
4. S.B.T. SERVICE POINT LOCATED IN GREEN CANISTER AT S.E. CORNER OF INTERSECTION

5510

620-1-1(20 L.F.)
632-7-1
635-1-11
647-11-44
665-11
653-171

FP&L SERVICE POINT
REP TOM HODGDON 347-7872
620-1-1(20 L.F.)
635-1-11
639-2-1
630-1-12A
639-1-13

620-1-1(20L.F.)
632-7-1
635-1-11
647-11-46
665-11
653-171

20'

Exist. Power Pole

16" San.F.M.

IVES DAIRY RD

B1 B2 P8 P4

12' 19' 4 Y 4R 60'

12' (TYP.)

2 X 2 A 5

16" San.F.M.

L.P.C.
17'-0"

2

5' x 30'

5

635-1-11

630-1-13
632-7-1
660-4-4
630-1-16(4 REQ'D)

6 A 6 X

6

6" W.M.

6" W.M.

EXIST. INTERCONNECT

P8 P4 B3

CONNECT TO EXIST.
INTERCONNECT
PULL BOX

659-107
635-11
665-11
653-171
620-1-1
(20 LF)

NE 15 CT

5' x 30'

6' x 30'

4 4R

620-1-1(20 L.F.)
632-7-1
635-1-11
647-11-40
665-11
653-171

S.B.T. SERVICE POINT
REP. PAT GRIFFIN 795-1452
635-1-11 SEE NOTE#4

660-2-101
(3 REQD)
635-1-111

620-1-1(50 L.F.)
635-1-11(4 REQD)
660-1-109(2 REQD)
672-1-1
685-120
685-124

#134
5510

Ø1 Ø2 Ø3

TF1 TF2 TF3

2+5 2+6 4

CONTROLLER TIMINGS

TIMING INTERVAL	TIMING FUNCTION 1	2	3	4	5	6	7	8
MINIMUM GREEN (INITIAL)								
EXTENSION (PASSAGE)								
MAXIMUM GREEN 1								
MAXIMUM GREEN 2								
YELLOW								
ALL RED								
PEDESTRIAN "WALK"								
PEDESTRIAN CLEAR								

DETECTORS FOR LOOPS

MVM'T NO.	NO. OF LOOPS	NO. OF DETS.
4	2	1
5	1	1

CONTROLLER OPERATIONS

1. MAJOR STREET IS IVES DAIRY RD , MINOR STREET IS NE 15 CT
2. STD SIGNAL OPERATING PLAN — or (SOP AS SHOWN)
3. PHASE(S) 1,3 ACTUATED, PHASE 2 RECALL
4. MOVEMENT(S) 5 IS(ARE) PROTECTED/PERMISSIVE
5. SIGNAL COORDINATION PHASE IS 2
6. FLASHING OPERATION: 2,5,6 6R YELLOW; 4 4R RED
7. PROGRAM/WIRE CONTROLLER TO SKIP MOVEMENT(S) ___

SIGNALIZATION
NE 15 CT & IVES DAIRY RD (NE 205 ST)
INTERSECTION IDENTIFICATION NO. 5510

TOD Schedule Report

for 5510: Ives Dairy Rd&NE 15 Ct

Print Date: 9/24/2019

Print Time: 10:58 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5510	Ives Dairy Rd&NE 15 Ct	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	NBT	WBL	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0
2 WBT	0	0	0	0	0	0	15	15	15	1	1	1	40	31	40	0	0	0	4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NBT	7	7	7	20	20	20	7	7	7	2.5	2.5	2.5	27	28	27	28	0	0	4	2
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	15	7	15	17	0	0	3.7	2
6 EBT	0	0	0	0	0	0	15	15	15	1	1	1	40	31	40	0	0	0	4	2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 -	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-456--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 5510: Ives Dairy Rd&NE 15 Ct

Print Date: 9/24/2019

Print Time: 10:58 PM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	-	NBT	WBL	EBT	-	-		
	1	130	0	91	0	27	16	69	0	0	0	129
	2	90	0	58	0	20	6	46	0	0	0	24
	3	90	0	51	0	27	6	39	0	0	0	67
	4	110	0	71	0	27	9	56	0	0	0	31
	5	110	0	71	0	27	9	56	0	0	0	31
	6	110	0	71	0	27	9	56	0	0	0	36
	7	110	0	71	0	27	9	56	0	0	0	36
	8	130	0	91	0	27	14	71	0	0	0	7
	9	130	0	91	0	27	9	76	0	0	0	82
	10	130	0	91	0	27	9	76	0	0	0	71
	11	130	0	98	0	20	6	86	0	0	0	82
	12	110	0	71	0	27	9	56	0	0	0	59
	13	130	0	91	0	27	9	76	0	0	0	68
	14	130	0	91	0	27	9	76	0	0	0	105
	15	110	0	71	0	27	9	56	0	0	0	58
	16	130	0	91	0	27	9	76	0	0	0	79
	17	130	0	91	0	27	9	76	0	0	0	79
	18	90	0	58	0	20	6	46	0	0	0	24
	20	130	0	91	0	27	9	76	0	0	0	26
	21	140	0	101	0	27	14	81	0	0	0	7
	22	90	0	58	0	20	6	46	0	0	0	74

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	2	Su M T W Th F S
0700	21	M T W Th F
0800	1	M T W Th F
0900	15	Su S
0930	2	M T W Th F
1300	11	Su S
1330	12	M T W Th F
1500	10	M T W Th F
1615	9	M T W Th F
1900	18	M T W Th
2000	18	Su F
2000	2	S
2200	22	F
2300	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0600	TOD OUTPUTS	--------	SuM T W ThF S
2300	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

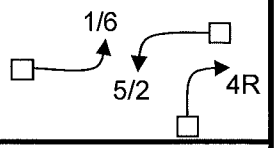
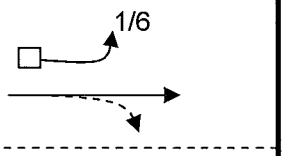
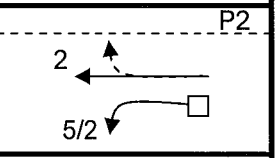
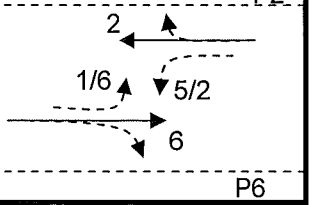
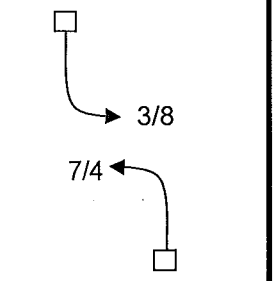
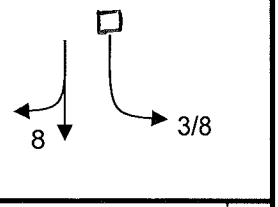
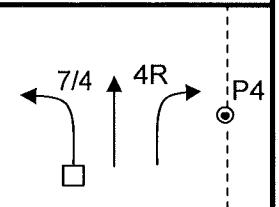
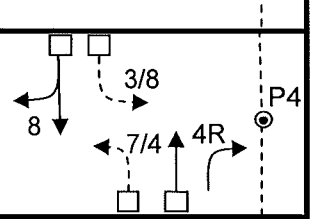
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0600	TOD OUTPUTS	--------	SuM T W ThF S
2300	TOD OUTPUTS	--------	SuM T W ThF S

* Settings

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

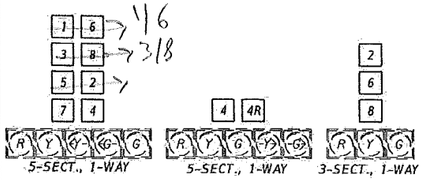
No Calendar Defined/Enabled

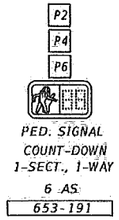
SIGNAL OPERATING PLAN

	Direction		EB			WB			SB			NB			Ped Heads				N
Timing Phases	Head No.		1/6	6		5/2	2		3/8	8		7/4		4R	P6	P2		P4	Movements/Display/Actuation
(1+5)		Dwell	R/<G	R		R/<G	R		R	R		R		R/G>	DW	DW		DW	
EBLT + WBLT	Clear	(1+6)	R/<G	R		R/<Y	R		R	R		R		R/Y>	DW	DW		DW	
IVES DAIRY RD		(2+5)	R/<Y	R		R/<G	R		R	R		R		R/G>	DW	DW		DW	
(Actuated)		(2+6)	R/<Y	R		R/<Y	R		R	R		R		R/Y>	DW	DW		DW	
(1+6)		Dwell	<G/G	G		R	R		R	R		R		R	W/F	DW		DW	
EBLT + EBT	Clear	(2+6)	<Y/G	G		R	R		R	R		R		R	DW	DW		DW	
IVES DAIRY RD																			
(Actuated)																			
(2+5)		Dwell	R	R		<G/G	G		R	R		R		R	DW	W/F		DW	
WBT + WBLT	Clear	(2+6)	R	R		<Y/G	G		R	R		R		R	DW	DW		DW	
IVES DAIRY RD																			
(Actuated)																			
(2+6)		Dwell	G	G		G	G		R	R		R		R	W/F	W/F		DW	
WBT + EBT	Clear	(3+7)	Y	Y		Y	Y		R	R		R		R	DW	DW		DW	
IVES DAIRY RD		(3+8)	Y	Y		Y	Y		R	R		R		R	DW	DW		DW	
(Recall)		(4+7)	Y	Y		Y	Y		R	R		R		R	DW	DW		DW	
		(4+8)	Y	Y		Y	Y		R	R		R		R	DW	DW		DW	
		Dwell	R	R		R	R		R/<G	R		R/<G		R	DW	DW		DW	
(3+7)	Clear to	(3+8)	R	R		R	R		R/<G	R		R/<Y		R	DW	DW		DW	
SBLT + NBLT		(4+7)	R	R		R	R		R/<Y	R		R/<G		R	DW	DW		DW	
NE 16 AV		(4+8)	R	R		R	R		R/<Y	R		R/<Y		R	DW	DW		DW	
(Actuated)		(1+5)	R	R		R	R		R/<Y	R		R/<Y		R	DW	DW		DW	
		(1+6)	R	R		R	R		R/<Y	R		R/<Y		R	DW	DW		DW	
		(2+5)	R	R		R	R		R/<Y	R		R/<Y		R	DW	DW		DW	
		(2+6)	R	R		R	R		R/<Y	R		R/<Y		R	DW	DW		DW	
		Dwell	R	R		R	R		<G/G	G		R		R	DW	DW		DW	
(3+8)	Clear to	(4+8)	R	R		R	R		<Y/G	G		R		R	DW	DW		DW	
SBLT + SBT		(1+5)	R	R		R	R		Y/<Y	Y		R		R	DW	DW		DW	
NE 16 AV		(1+6)	R	R		R	R		Y/<Y	Y		R		R	DW	DW		DW	
(Actuated)		(2+5)	R	R		R	R		Y/<Y	Y		R		R	DW	DW		DW	
		(2+6)	R	R		R	R		Y/<Y	Y		R		R	DW	DW		DW	
		Dwell	R	R		R	R		R	R		<G/G		G	DW	DW		W/F	
(4+7)	Clear to	(4+8)	R	R		R	R		R	R		<Y/G		G	DW	DW		DW	
(NBT + NBLT)		(1+5)	R	R		R	R		R	R		Y/<Y		Y	DW	DW		DW	
NE 16 AV		(1+6)	R	R		R	R		R	R		Y/<Y		Y	DW	DW		DW	
(Actuated)		(2+5)	R	R		R	R		R	R		Y/<Y		Y	DW	DW		DW	
		(2+6)	R	R		R	R		R	R		Y/<Y		Y	DW	DW		DW	
		Dwell	R	R		R	R		G	G		G		G	DW	DW		W/F	
(4+8)	Clear	(1+5)	R	R		R	R		Y	Y		Y		Y	DW	DW		DW	
NBT + SBT		(1+6)	R	R		R	R		Y	Y		Y		Y	DW	DW		DW	
NE 16 AV		(2+5)	R	R		R	R		Y	Y		Y		Y	DW	DW		DW	
(Actuated)		(2+6)	R	R		R	R		Y	Y		Y		Y	DW	DW		DW	
Flashing Operation			FY	FY		FY	FY		FR	FR		FR		FR					Page 1 of 1

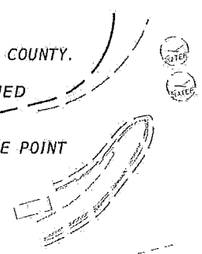
Miami-Dade County Public Works Department

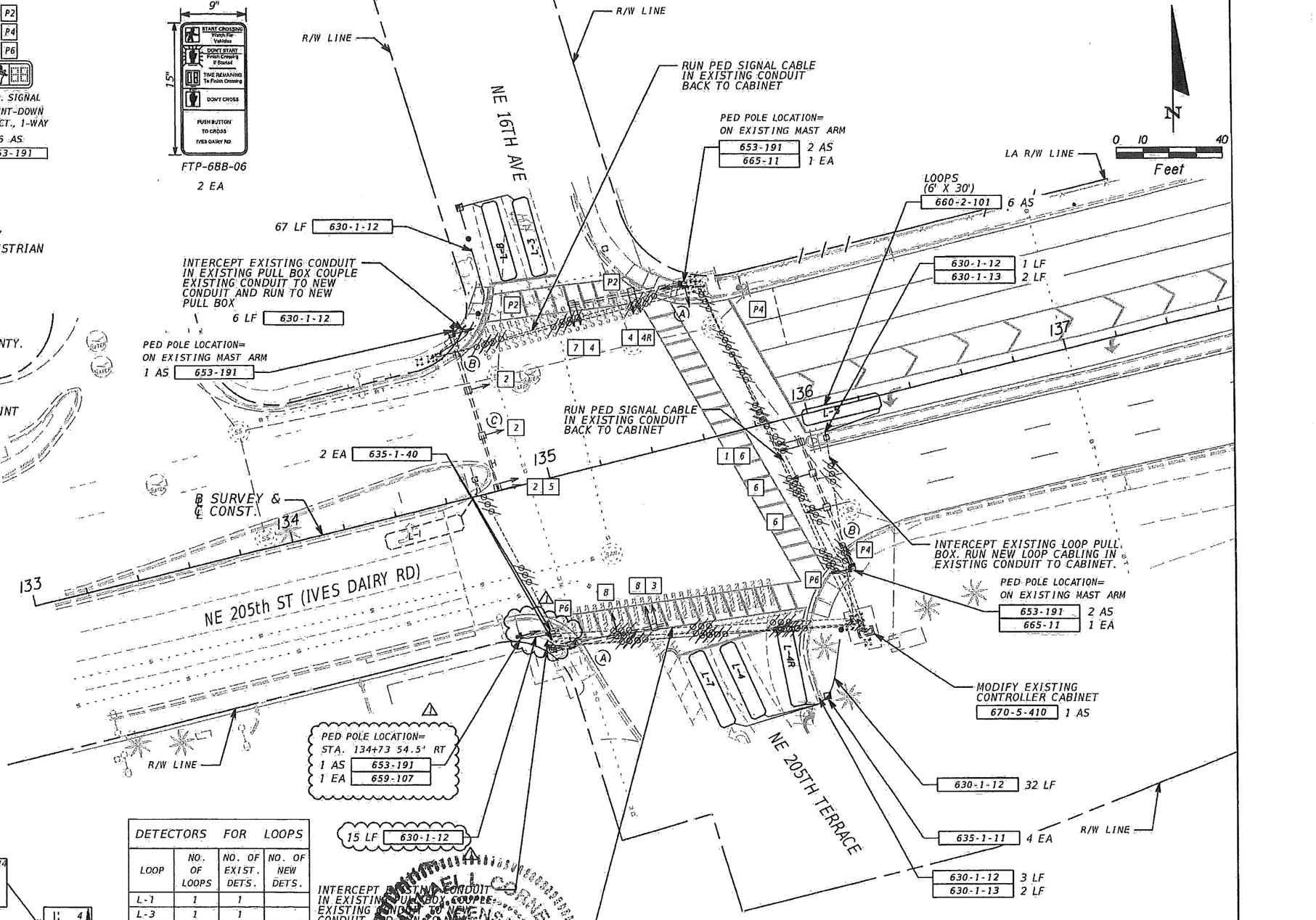
Drawn	Date	IVES DAIRY RD & NE 16 AV		
Erick Zapata	10/19/2012			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	10/25/12	Date 4/12/13 By Contractor	2	5448





1. CONTRACTOR TO USE EXISTING CONDUITS AND PULL BOXES TO RUN NEW LOOP HOME-RUN CABLE AND SIGNAL CABLE TO EXISTING CONTROLLER CABINET.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING CONDUITS, PULL BOXES, NEW CONDUIT ENTRY INTO EXISTING CABINET FOR LOOP REPLACEMENT AND PEDESTRIAN SIGNALS INSTALLATION.
3. INTERSECTION RE-WIRE SHALL BE PAID FOR UNDER PAY ITEM NUMBER:
   632-7-1 1 PI
4. CONTROLLER TIMINGS TO BE PROVIDED BY MIAMI-DADE COUNTY.
5. PAY ITEM NO. 690-100 INCLUDES REMOVAL OF ABANDONED PULL BOXES AND EXISTING LOOP LEAD-INS.
6. LOCATION OF AT&T SERVICE POINT AND POWER SERVICE POINT TO BE PROVIDED IN THE AS-BUILT PLANS.

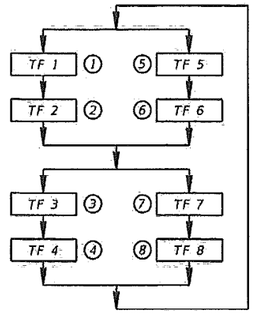


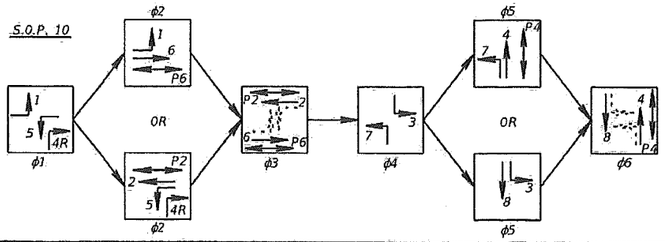


Ⓐ NE 205 ST
Ives Dairy Rd

Ⓑ NE 16 AV

Ⓒ





DETECTORS FOR LOOPS			
LOOP	NO. OF LOOPS	NO. OF EXIST. DETS.	NO. OF NEW DETS.
L-1	1	1	
L-3	1	1	
L-4	1	1	
L-4R	1	1	
L-5	1	1	
L-7	1	1	
L-8	1	1	

REMOVAL ITEMS	
690-90	1 PI
690-100	1 PI

ID NO.: 5448
INTERSECTION:
IVES DAIRY ROAD (NE 205TH ST)
& NE 16TH AVE

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
06/15/12	KDK ⚠ PED POLE INSTALLED IN SW CORNER DUE TO CHANGE IN CCR.		

METRIC ENGINEERING
• ENGINEERS
• PLANNERS
• SURVEYORS
MICHAEL L. CORNEJO, P.E. #47734
METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE CT.
SUITE 524
LAKE MARY, FLORIDA 32746
TEL. (407) 644-1898
FAX. (407) 644-2376
CERTIFICATE OF AUTHORIZATION 2294

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BROWARD MIAMI-DADE	422796-1-52-01 422796-2-52-01

PLAN SHEETS

SHEET NO. T-4

KKING 6/18/2012 8:54:26 AM F:\PROJECT\42279615201\signals\Ives_Dairy\plansg01_id.dgn

TOD Schedule Report

for 5448: Ives Dairy Rd&NE 16 Av

Print Date: 9/24/2019

Print Time: 10:51 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5448	Ives Dairy Rd&NE 16 Av	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	7	10	10	7	20	20	3.7	2
2 WBT	7	7	7	23	23	23	7	7	7	1	1	1	40	40	40	0	0	0	4	2.1
3 SBL	0	0	0	0	0	0	5	5	5	2	2	2	10	10	10	15	15	15	3.7	2
4 NBT	7	7	7	31	31	31	7	7	7	2.5	2.5	2.5	20	20	20	30	30	30	4	2.3
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	10	10	10	20	20	20	3.7	2
6 EBT	7	7	7	23	23	23	7	7	7	1	1	1	40	40	40	0	0	0	4	2.1
7 NBL	0	0	0	0	0	0	5	5	5	2	2	2	10	10	10	15	15	15	3.7	2
8 SBT	7	7	7	31	31	31	7	7	7	2.5	2.5	2.5	20	20	20	30	30	30	4	2.3

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 5448: Ives Dairy Rd&NE 16 Av

Print Date: 9/24/2019

Print Time: 10:51 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	130	19	68	10	9	19	68	10	9	0	120
	2	90	8	46	5	7	8	46	5	7	0	9
	3	90	9	30	10	17	9	30	10	17	0	58
	4	110	19	48	7	12	19	48	7	12	0	23
	5	110	19	48	7	12	19	48	7	12	0	23
	6	110	9	45	10	22	9	45	10	22	0	25
	7	110	9	45	10	22	9	45	10	22	0	25
	8	130	19	60	10	17	19	60	10	17	0	126
	9	130	9	78	10	9	9	78	10	9	0	95
	10	130	9	78	10	9	9	78	10	9	0	65
	11	130	8	86	5	7	8	86	5	7	0	96
	12	110	9	50	15	12	9	50	15	12	0	43
	13	130	9	70	10	17	9	70	10	17	0	67
	14	130	9	70	10	17	9	70	10	17	0	104
	15	110	9	50	10	17	9	50	10	17	0	52
	16	130	9	60	10	27	9	60	10	27	0	63
	17	130	9	60	10	27	9	60	10	27	0	63
	18	90	8	46	5	7	8	46	5	7	0	21
	20	130	9	70	10	17	9	70	10	17	0	20
	21	140	19	78	10	9	19	78	10	9	0	136
	22	90	8	35	9	14	8	35	9	14	0	63

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	2	Su M T W Th F S
0700	21	M T W Th F
0800	1	M T W Th F
0900	15	Su S
0930	2	M T W Th F
1300	11	Su S
1330	12	M T W Th F
1500	10	M T W Th F
1615	9	M T W Th F
1900	18	M T W Th
2000	18	Su F
2000	2	S
2200	22	F
2300	Free	Su M T W Th F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

TOD Schedule Report

for 5448: Ives Dairy Rd&NE 16 Av

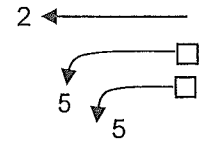
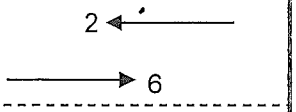
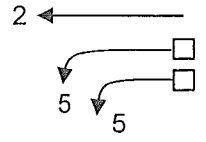
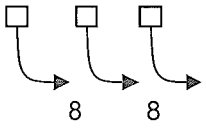
Print Date: 9/24/2019

Print Time: 10:51 PM

No Calendar Defined/Enabled

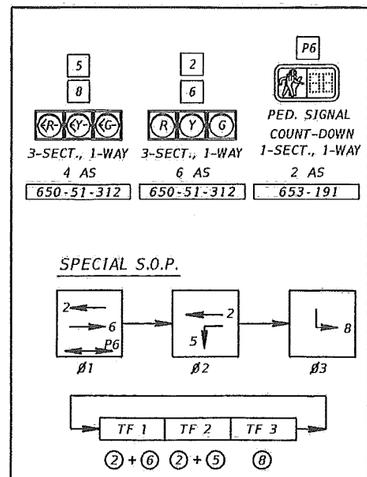
SIGNAL OPERATING PLAN

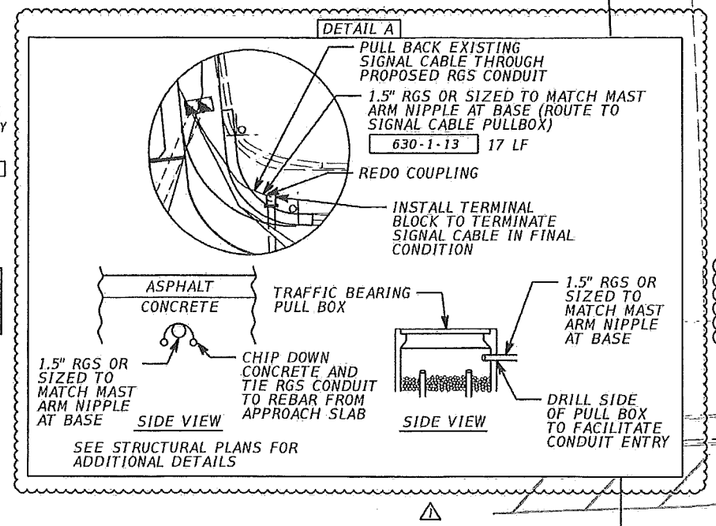
N

Timing Phases	Direction		EB	WB		SB		Ped Heads	Movements/Display/Actuation
	Head No.		6	5	2	8		P6	
(2+5)	Dwell		R	<G	G	<R		DW	
WBT + WBLT	Clear	(2+6)	R	<Y	G	<R		DW	
IVES DAIRY RD									
(Actuated)									
LEAD									
(2+6)	Dwell		G	<R	G	<R		W/F	
WBT + EBT	Clear	(2+5)	Y	<R	G	<R		DW	
IVES DAIRY RD		8	Y	<R	Y	<R		DW	
(Recall)									P6
(2+5)	Dwell		R	<G	G	<R		DW	
WBT + WBLT	Clear	(2+6)	R	<Y	G	<R		DW	
IVES DAIRY RD		(8)	R	<Y	Y	<R		DW	
(Actuated)									
LAG									
	Dwell		R	<R	R	<G		DW	
(8)	Clear	(2+5)	R	<R	R	<Y		DW	
SBLT		(2+6)	R	<R	R	<Y		DW	
I-95 (RAMP)									
(Actuated)									
	Dwell								
	Clear								
	Dwell								
	Clear								
	Dwell								
	Clear								
	Dwell								
	Clear								
Flashing Operation			FY	F<R	FY	F<R			Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	I-95 SB & IVES DAIRY RD		
Erick Zapata	10/15/2014			
Checked RO.	Date 10/15/14	Placed in Service	Phasing No.	Asset Number
		Date / By	11	3693





SIGNALIZATION NOTES

1. CONTRACTOR TO USE EXISTING CONDUITS AND PULL BOXES TO RUN NEW LOOP HOME-RUN CABLE AND SIGNAL CABLE TO EXISTING CONTROLLER CABINET
2. MAJOR STREET IS IVES DAIRY RD (EASTBOUND & WESTBOUND) MINOR STREET IS I-95 RAMP (SOUTHBOUND)
3. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING CONDUITS, PULL BOXES, NEW CONDUIT ENTRY INTO EXISTING CABINET FOR LOOP REPLACEMENT AND PEDESTRIAN SIGNALS INSTALLATION.
4. PROTECTED ONLY LEFT TURN FOR MOVEMENT 5
5. FLASHING OPERATION TO BE YELLOW FOR IVES DAIRY ROAD AND RED FOR I-95 RAMP AND WESTBOUND LEFT-TURN
6. INTERSECTION RE-WIRE SHALL BE PAID FOR UNDER PAY ITEM NUMBER:
   632-7-1 1 PI
7. PAY ITEM NO. 690-100 INCLUDES REMOVAL OF ABANDONED PULL BOXES AND EXISTING LOOP LEAD-INS.
8. NEW SIGNAL HEADS ON EXISTING MAST ARMS SHALL NOT INCLUDE SIGNAL BACKPLATES.
9. CONTROLLER TIMINGS TO BE PROVIDED BY MIAMI-DADE COUNTY.
10. STEEL LINE LOCATED UNDER PROPOSED MAST ARM 1 IS NO LONGER IN SERVICE.
11. INSTALL ADDITIONAL LOOP DETECTOR IN CABINET IF NECESSARY.
12. LOCATION OF AT&T SERVICE POINT AND POWER SERVICE POINT TO BE PROVIDED IN THE AS-BUILT PLANS.

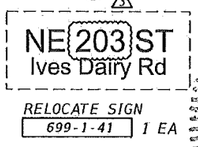
DETECTORS FOR LOOPS			
LOOP	NO. OF LOOPS	NO. OF EXIST. DETS.	NO. OF NEW DETS.
L-5	1	1	1
L-5	1		
L-8	1	1	
L-8	1		
L-8	1		1

(SEE NOTE 11)

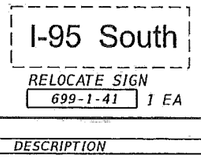
REMOVAL ITEMS

690-10	8 EA
690-32-2	1 EA
690-90	1 PI
690-100	1 PI
700-48-60	1 EA

700-48-18 1 EA



RELOCATE SIGN
699-1-41 1 EA



RELOCATE SIGN
699-1-41 1 EA

ID NO.: 3693
INTERSECTION:
IVES DAIRY ROAD (NE 203RD ST) & I-95 SOUTHBOUND

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
06/15/12	KDK 1 CONDUIT DETAIL AND PROPOSED ELEVATION ADDED		
08/22/12	KDK 2 ADDED PULL BOX AND REVISED CONDUIT RUN AND UPDATED IVES DAIRY ROAD NAME		

MICHAEL L. CORNEJO, P.E. # 47734
METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE CT
SUITE 524
LAKE MARY, FLORIDA 32746
TEL. (407) 644-1898
FAX. (407) 644-2376
CERTIFICATE OF AUTHORIZATION 2294
• ENGINEERS • PLANNERS • SURVEYORS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BROWARD MIAMI-DADE	422796-1-52-01 422796-2-52-01

PLAN SHEETS

SHEET NO. T-5

KKING 8/22/2012 12:14:31 PM F:\PROJECT\42279615201\signals\Ives_Dairy\PLANSG02_ID.dgn

TOD Schedule Report

for 3693: I- 95 SB&Ives Dairy Rd

Print Date: 9/24/2019

Print Time: 7:08 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3693	I- 95 SB&Ives Dairy Rd	DOW-3		[01] EARLY MORNING	200	67	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	-	WBL	EBT	-	SBL
0	127	0	0	61	61	0	60

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	5 - 5 - 5	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	18 - 18 - 18	50 - 50 - 50	4.4	2
6 EBT	7 - 7 - 7	5 - 5 - 5	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	26 - 26 - 26	60 - 55 - 60	4	2.5

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2--56-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 3693: I- 95 SB&Ives Dairy Rd

Print Date: 9/24/2019

Print Time: 7:08 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 -	5 WBL	6 EBT	7 -	8 SBL	Ring Offset	Offset
	1	200	0	127	0	0	61	61	0	60	0	67
	2	180	0	124	0	0	34	85	0	43	0	44
	3	90	0	64	0	0	17	41	0	14	0	8
	4	110	0	80	0	0	19	55	0	18	0	8
	5	110	0	70	0	0	19	45	0	28	0	8
	6	110	0	74	0	0	21	47	0	24	0	8
	7	110	0	68	0	0	21	41	0	30	0	8
	8	200	0	127	0	0	61	61	0	60	0	67
	9	180	0	105	0	0	39	60	0	63	0	8
	10	130	0	75	0	0	29	40	0	43	0	8
	11	137	0	75	0	0	24	45	0	50	0	8
	12	110	0	65	0	0	25	34	0	33	0	8
	13	130	0	102	0	0	39	57	0	16	0	8
	14	130	0	72	0	0	19	47	0	46	0	8
	15	117	0	63	0	0	24	33	0	42	0	8
	16	130	0	87	0	0	36	45	0	31	0	8
	17	130	0	80	0	0	27	47	0	38	0	8
	18	90	0	48	0	0	19	23	0	30	0	8
	20	130	0	62	0	0	9	47	0	56	0	8
	21	140	0	85	0	0	34	45	0	43	0	8
	22	100	0	68	0	0	19	43	0	20	0	8

Local TOD Schedule

Time	Plan	DOW
0000	22	Su M T W Th F S
0600	2	Su M T W Th F S
0730	9	M T W Th F
0900	1	Su S
0915	9	M T W Th F
1330	8	M T W Th F
1615	1	M T W Th F
2200	21	M T W Th
2300	21	F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0730	TOD OUTPUTS	-------1	M T W ThF S
0915	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0730	TOD OUTPUTS	-------1	M T W ThF S
0915	TOD OUTPUTS	--------	M T W ThF

*** Settings**

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

TOD Schedule Report

for 3693: I- 95 SB&Ives Dairy Rd

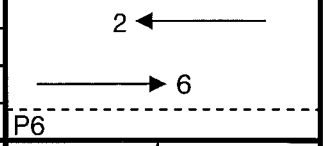
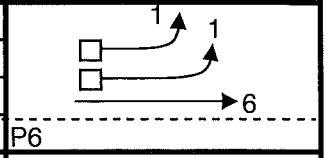
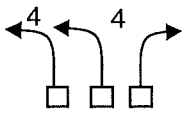
Print Date: 9/24/2019

Print Time: 7:08 PM

No Calendar Defined/Enabled

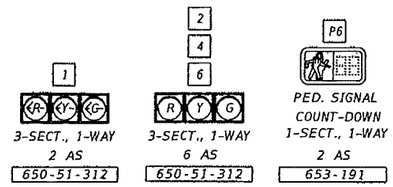
SIGNAL OPERATING PLAN

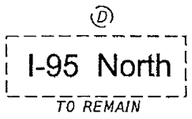
N

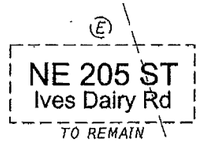
Timing Phases	Direction / Head No.	EB 1	EB 6	WB 2	NB 4	Ped Heads P6	Movements/Display/Actuation
(2+6) WBT + EBT IVES DAIRY RD (Recall)	Dwell	<R	G	G	R	W/F	
	Clear (1+6)	<R	G	Y	R	DW	
	Clear (4)	<R	Y	Y	R	DW	
	Clear						
(1+6) EBLT + EBT IVES DAIRY RD (Actuated)	Dwell	<G	G	R	R	W/F	
	Clear (4)	<Y	Y	R	R	DW	
	Clear (2+6)	<Y	G	R	R	DW	
	Clear						
(4) NB I-95 (RAMP) (Actuated)	Dwell	<R	R	R	G	DW	
	Clear (2+6)	<R	R	R	Y	DW	
	Clear						
	Dwell						
	Clear to						
	Dwell						
	Clear to						
	Dwell						
	Clear to						
	Dwell						
	Clear to						
	Dwell						
	Clear						
Flashing Operation		F<R	FY	FY	FR		Page 1 of 1

Miami-Dade County Public Works Department

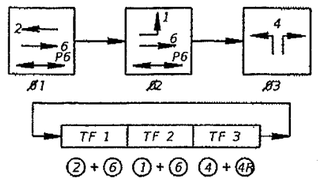
Drawn	Date			
Erick Zapata	10/30/2012	I-95 NB & IVES DAIRY RD		
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	11/5/12	Date 3/19/13 By Contractor	9	3692







SPECIAL S.O.P.



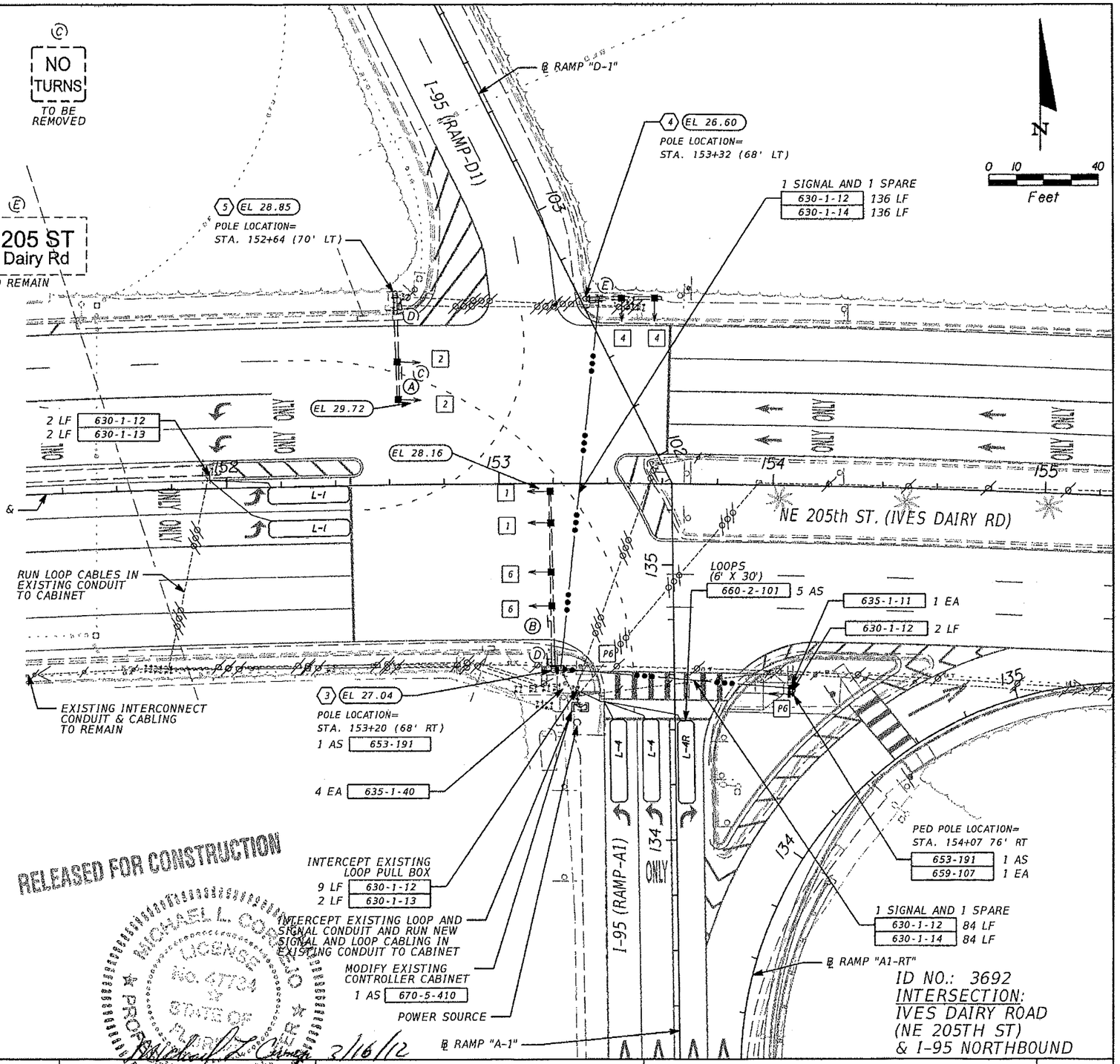
SIGNALIZATION NOTES

1. CONTRACTOR TO USE EXISTING CONDUITS AND PULL BOXES TO RUN NEW LOOP HOME-RUN CABLE AND SIGNAL CABLE TO EXISTING CONTROLLER CABINET.
2. MAJOR STREET IS IVES DAIRY RD (EASTBOUND & WESTBOUND) MINOR STREET IS I-95 RAMP (NORTHBOUND)
3. PROTECTED ONLY LEFT TURN FOR MOVEMENT 1
4. FLASHING OPERATION TO BE YELLOW FOR IVES DAIRY ROAD AND RED FOR I-95 RAMP AND EASTBOUND LEFT-TURN
5. INTERSECTION RE-WIRE SHALL BE PAID FOR UNDER PAY ITEM NUMBER:
   632-7-1 1 PI
6. CONTRACTOR SHALL USE EXISTING CONDUIT AS NEW CONDUIT IS FOR CONTINGENCY ONLY AND MUST BE APPROVED BY THE ENGINEER
7. PAY ITEM NO. 690-100 INCLUDES REMOVAL OF ABANDONED PULL BOXES AND EXISTING LOOP LEAD-INS.
8. NEW SIGNAL HEADS ON EXISTING MAST ARMS SHALL NOT INCLUDE BACKPLATES.
9. CONTROLLER TIMINGS TO BE PROVIDED BY MIAMI-DADE COUNTY.
10. LOCATION OF AT&T SERVICE POINT AND POWER SERVICE POINT TO BE PROVIDED IN THE AS-BUILT PLANS.

DETECTORS FOR LOOPS			
LOOP	NO. OF LOOPS	NO. OF EXIST. DETS.	NO. OF NEW DETS.
L-1	1	1	
L-1	1		
L-4	1	1	
L-4	1		
L-4R	1	1	

REMOVAL ITEMS

690-10	8 EA
690-90	1 PI
690-100	1 PI
700-48-60	1 EA



RELEASED FOR CONSTRUCTION

MICHAEL L. CORNEJO LICENSE NO. 47764 STATE OF FLORIDA PROFESSIONAL ENGINEER

3/16/12

ID NO.: 3692
INTERSECTION:
IVES DAIRY ROAD
(NE 205TH ST)
& I-95 NORTHBOUND

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING
• ENGINEERS
• PLANNERS
• SURVEYORS
MICHAEL L. CORNEJO, P.E. # 47764
METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE CT
SUITE 524
LAKE MARY, FLORIDA 32746
TEL. (407) 644-1898
FAX. (407) 644-2376
CERTIFICATE OF AUTHORIZATION 2204

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BROWARD MIAMI-DADE	422796-1-52-01 422796-2-52-01

PLAN SHEETS

SHEET NO. T-6

KKING 3/9/2012 12:21:42 PM F:\PROJECT\42279615201\signals\Ives_Dairy\PLANSG03_ID.dgn

TOD Schedule Report

for 3692: I- 95 NB&Ives Dairy Rd

Print Date: 9/24/2019

Print Time: 7:08 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3692	I- 95 NB&Ives Dairy Rd	DOW-3		[01] EARLY MORNING	200	0	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	NBL	-	EBT	-	-
56	101	0	25	0	163	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk 2	Walk 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	26	26	26	30	30	30	4.4	2
2 WBT	7	7	7	9	9	9	7	7	7	1	1	1	40	40	40	0	0	0	4.4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NBL	0	0	0	0	0	0	7	7	7	2	2	2	18	18	18	25	29	29	4	2.4
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 EBT	7	7	7	9	9	9	7	7	7	1	1	1	40	40	40	0	0	0	4.4	2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 3692: I- 95 NB&Ives Dairy Rd

Print Date: 9/24/2019

Print Time: 7:08 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 NBL	5 -	6 EBT	7 -	8 -	Ring Offset	Offset
	1	200	56	101	0	25	0	163	0	0	0	0
	2	180	29	104	0	29	0	139	0	0	0	6
	3	90	15	41	0	16	0	62	0	0	0	6
	4	110	19	55	0	18	0	80	0	0	0	6
	5	110	19	55	0	18	0	80	0	0	0	6
	6	110	21	51	0	20	0	78	0	0	0	6
	7	110	21	51	0	20	0	78	0	0	0	6
	8	200	31	132	0	19	0	169	0	0	0	0
	9	180	56	81	0	25	0	143	0	0	0	176
	10	130	26	61	0	25	0	93	0	0	0	6
	11	130	19	80	0	13	0	105	0	0	0	6
	12	110	25	47	0	20	0	78	0	0	0	6
	13	130	17	57	0	38	0	80	0	0	0	6
	14	130	47	47	0	18	0	100	0	0	0	6
	15	110	19	55	0	18	0	80	0	0	0	6
	16	130	24	77	0	11	0	107	0	0	0	6
	17	130	26	61	0	25	0	93	0	0	0	6
	18	90	25	31	0	16	0	62	0	0	0	6
	20	130	9	47	0	56	0	62	0	0	0	6
	21	140	24	84	0	14	0	114	0	0	0	6
	22	100	15	51	0	16	0	72	0	0	0	6

Local TOD Schedule

Time	Plan	DOW
0000	22	Su M T W Th F S
0600	2	Su M T W Th F S
0730	9	M T W Th F
0900	1	Su S
0915	9	M T W Th F
1330	8	M T W Th F
1615	1	M T W Th F
2200	21	M T W Th
2300	21	F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

TOD Schedule Report

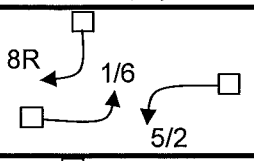
for 3692: I- 95 NB&Ives Dairy Rd

Print Date: 9/24/2019

Print Time: 7:08 PM

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

Timing Phases	Direction / Head No.	EB 1/6	EB 6	EB 6R	WB 5/2	WB 2		SB 3/8		SB 8R	NB 7	NB 7/4	NB 4	Ped Heads P6	Ped Heads P2		Ped Heads P4	Movements/Display/Actuation
(1+5) EBLT + WBLT IVES DAIRY RD (Actuated)	Dwell	R/<G	R	R	R/<G	R		R		R/G>	<R	R	R	DW	DW		DW	
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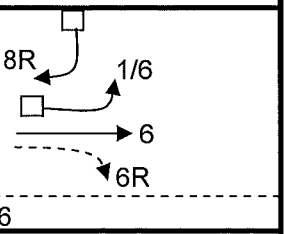
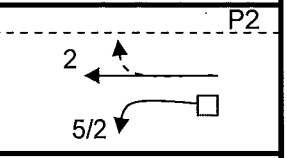
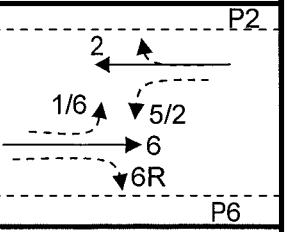
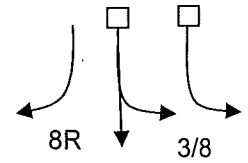
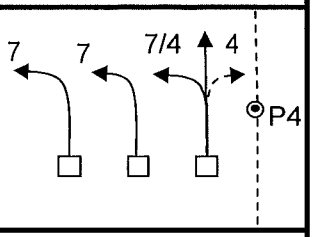
	Clear (2+5)	R/<Y	R	R	R/<G	R		R		R/Y>	<R	R	R	DW	DW		DW	
	Clear (2+6)	R/<Y	R	R	R/<Y	R		R		R/Y>	<R	R	R	DW	DW		DW	
(1+6) EBLT + EBT IVES DAIRY RD (Actuated)	Dwell	<G/G	G	G	R	R		R		R/G>	<R	R	R	W/F	DW		DW	
	Clear (2+6)	<Y/G	G	G	R	R		R		R/Y>	<R	R	R	DW	DW		DW	
	Clear																	
	Clear																	
	Clear																	
	Clear																	
(2+5) WBT + WBLT IVES DAIRY RD (Actuated)	Dwell	R	R	R	<G/G	G		R		R	<R	R	R	DW	W/F		DW	
	Clear (2+6)	R	R	R	<Y/G	G		R		R	<R	R	R	DW	DW		DW	
	Clear																	
	Clear																	
(2+6) WBT + EBT IVES DAIRY RD (Recall)	Dwell	G	G	G	G	G		R		R	<R	R	R	W/F	W/F		DW	
	Clear (3)	Y	Y	Y	Y	Y		R		R	<R	R	R	DW	DW		DW	
	Clear (4)	Y	Y	Y	Y	Y		R		R	<R	R	R	DW	DW		DW	
	Clear																	
	Clear																	
	Clear																	
(3) SB HIGHLAND LAKES BLVD (Actuated)	Dwell	R	R	R	R	R		<G/G		G	<R	R	R	DW	DW		DW	
	Clear to (4)	R	R	R	R	R		Y		Y	<R	R	R	DW	DW		DW	
	Clear to (1+5)	R	R	R	R	R		Y		Y	<R	R	R	DW	DW		DW	
	Clear to (1+6)	R	R	R	R	R		Y		Y	<R	R	R	DW	DW		DW	
	Clear to (2+6)	R	R	R	R	R		Y		Y	<R	R	R	DW	DW		DW	
	Clear to																	
	Clear to																	
	Clear to																	
(4) NB HIGHLAND LAKES BLVD (Actuated)	Dwell	R	R	R	R	R		R		R	<G	<G/G	G	DW	DW		W/F	
	Clear to (1+5)	R	R	R	R	R		R		R	<Y	Y	Y	DW	DW		DW	
	Clear to (1+6)	R	R	R	R	R		R		R	<Y	Y	Y	DW	DW		DW	
	Clear to (2+5)	R	R	R	R	R		R		R	<Y	Y	Y	DW	DW		DW	
	Clear to (2+6)	R	R	R	R	R		R		R	<Y	Y	Y	DW	DW		DW	
	Clear to																	
	Dwell																	
	Clear																	
	Clear																	
	Clear																	
	Clear																	
	Dwell																	
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	Clear																	
	Clear																	
	Clear																	
Flashing Operation		FY	FY	FY	FY	FY		FR		FR	F<R	FR	FR					Page 1 of 1

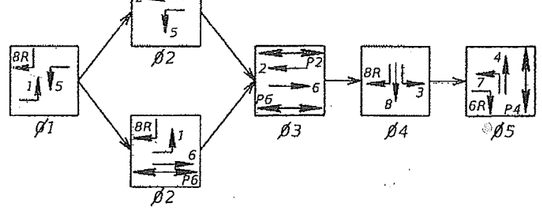
Miami-Dade County Public Works Department

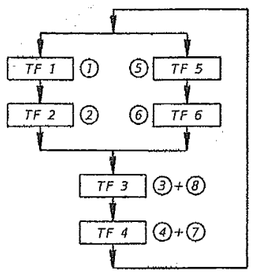
Drawn	Date	HIGHLAND LAKES BLVD & NE 203 ST			
Erick Zapata	10/9/2012				
Checked	Date	Placed in Service		Phasing No.	Asset Number
H. Hernandez	10/10/12	Date 3/19/13	By Contractor	8	3768

SIGNALIZATION NOTES

1. CONTRACTOR TO USE EXISTING CONDUITS AND PULL BOXES TO RUN NEW LOOP HOME-RUN CABLE AND SIGNAL CABLE TO EXISTING CONTROLLER CABINET.
2. MAJOR STREET IS IVES DAIRY RD (EASTBOUND & WESTBOUND) MINOR STREET IS HIGHLAND LAKES BLVD. (NORTHBOUND & SOUTHBOUND)
3. PROTECTED/PERMISSIVE LEFT TURN FOR MOVEMENTS 1 AND 5
4. INTERSECTION RE-WIRE SHALL BE PAID FOR UNDER PAY ITEM NUMBER:
   632-7-1 1 PI
5. CONTRACTOR SHALL USE EXISTING CONDUIT AS NEW CONDUIT IS FOR CONTINGENCY ONLY AND MUST BE APPROVED BY THE ENGINEER
6. PAY ITEM NO. 690-100 INCLUDES REMOVAL OF ABANDONED PULL BOXES AND EXISTING LOOP LEAD-INS.
7. NEW SIGNAL HEADS ON EXISTING MAST ARMS SHALL NOT INCLUDE BACKPLATES.
8. CONTROLLER TIMINGS TO BE PROVIDED BY MIAMI-DADE COUNTY.
9. LOCATION OF AT&T SERVICE POINT AND POWER SERVICE POINT TO BE PROVIDED IN THE AS-BUILT PLANS.

S.O.P. 9 MODIFIED



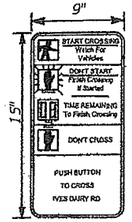


REMOVAL ITEMS

690-10	12 EA
690-20	6 EA
690-31	1 EA
690-32-2	1 EA
690-70	6 EA
690-90	1 PI
690-100	1 PI

DETECTORS FOR LOOPS

LOOP	NO. OF LOOPS	NO. OF EXIST. DETS.	NO. OF NEW DETS.
L-1	1	1	
L-4	1	1	
L-5	1	1	
L-7	1	1	
L-7	1		
L-3	1	1	
L-8	1		
L-8R	1	1	



FTP-68B-06
2 EA

3-SECT., 1-WAY
2 AS
650-51-312

3-SECT., 1-WAY
4 AS
650-51-312

5-SECT., 1-WAY
2 AS
650-51-512

5-SECT., 1-WAY
2 AS
60-51-512

PED. SIGNAL COUNT-DOWN 1-SECT., 1-WAY
6 AS
653-191

4-SECT., 1-WAY
2 AS
650-51-412

TO REMAIN

NE 20 AV
Highland Lakes Blvd
RELOCATE SIGN
699-1-41 1 EA

NE 205 ST
Ives Dairy Rd
TO REMAIN

NE 20 AV
Highland Lakes Blvd
TO REMAIN

LA R/W LINE

1 SIGNAL, 1 LOOPS, AND 1 SPARE
2 X 65 LF 630-1-12
65 LF 630-1-14

℄ SURVEY & CONST.

2 LF 630-1-12
2 LF 630-1-13

1 SIGNAL, 1 LOOPS, AND 1 SPARE
2 X 66 LF 630-1-12
66 LF 630-1-14

EXISTING FPL AND AT&T SERVICE POINTS TO REMAIN

1 SIGNAL AND 1 LOOPS
2 X 19 LF 630-1-12

INTERCEPT EXISTING LOOP AND SIGNAL CONDUIT AND RUN NEW SIGNAL AND LOOP CABLING IN EXISTING CONDUIT TO CABINET

MODIFY EXISTING CONTROLLER CABINET
1 AS 670-5-410

R/W LINE
4 LF 630-1-12
2 LF 630-1-13
31 LF 630-1-14
36 LF 630-1-12
PED POLE LOCATION= STA. 162+21 62' LT
1 AS 653-191
1 EA 659-107
30 LF 630-1-12
10 EA 635-1-11
20 LF 630-1-12
7 EL 6.96
POLE LOCATION= STA. 161+74 50.5' LT
1 EA 649-31-102

HIGHLAND LAKES BLVD.

L-8R L-8 L-3

EL 6.14

EL 6.32

L-1

2 LF 630-1-12
2 LF 630-1-13

6 EL 8.37
POLE LOCATION= STA. 162+01 70' RT

39 LF 630-1-14

2 LF 630-1-12

PED POLE LOCATION= STA. 162+40 52.5' RT
1 AS 653-191
1 EA 659-107

RUN LOOP AND SIGNAL CABLES IN EXISTING CONDUIT TO CABINET

℄ H.L. BLVD. (SOUTH) R/W LINE

R/W LINE
℄ H.L. BLVD. (NORTH)
660-2-101 8 AS

1 SIGNAL AND 1 SPARE
630-1-12 102 LF
630-1-14 102 LF

PED POLE LOCATION= STA. 162+97 55.5' LT
653-191 1 AS
659-107 1 EA

630-1-12 8 LF
8 EL 6.42
POLE LOCATION= STA. 163+01 (51' LT)

PED POLE LOCATION= STA. 163+25 45.5' LT
653-191 1 AS
659-107 1 EA
665-11 1 EA

R/W LINE

N
0 10 40
Feet

NE 205th ST (IVES DAIRY RD)

EL 6.61

163

164

L-5

630-1-12 2 LF
630-1-13 2 LF

EL 7.13

1 LOOPS AND 1 SPARE
630-1-12 57 LF
630-1-14 57 LF

R/W LINE

9 EL 6.50
POLE LOCATION= STA. 163+20 59' RT
653-191 2 AS
665-11 1 EA

630-1-14 46 LF
630-1-12 5 LF
630-1-13 2 LF

RELEASED FOR CONSTRUCTION

ID NO.: 3768
INTERSECTION:
IVES DAIRY ROAD & HIGHLAND LAKES BLVD

REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING
• ENGINEERS
• PLANNERS
• SURVEYORS

MICHAEL L. CORNEJO, P.E. # 57274
METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE CT
SUITE 524
LAKE MARY, FLORIDA 32746
TEL. (407) 644-1898
FAX. (407) 644-2376
CERTIFICATE OF AUTHORIZATION 2294

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BROWARD MIAMI-DADE	422796-1-52-01 422796-2-52-01

PLAN SHEETS

SHEET NO. T-7

KKING 3/9/2012 12:21:44 PM F:\PROJECT\42279615201\signals\Ives_Dairy\PLANSG04_ID.dgn

TOD Schedule Report

for 3768: Highland Lakes Blvd&NE 203 St

Print Date: 2/20/2020

Print Time: 2:01 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3768	Highland Lakes Blvd&NE 203 St	DOW-5	TOD	Free	0	0	N/A	1	Max 1

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBT	NBT	WBL	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	25 - 30 - 25	4.4	2.6
2 WBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	60 - 60 - 60	0 - 0 - 0	4.4	2.6
3 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 10 - 10	30 - 30 - 30	4	2.1
4 NBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	40 - 40 - 40	4	2.1
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 5 - 10	25 - 5 - 25	4.4	2.6
6 EBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	60 - 60 - 60	0 - 0 - 0	4.4	2.6
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123456--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	1	200	21	103	24	26	21	103	0	0	0	32
	2	180	19	79	26	30	19	79	0	0	0	57
	8	200	20	95	24	35	20	95	0	0	0	39
	9	200	29	84	23	38	6	107	0	0	0	131
	17	130	12	51	20	21	12	51	0	0	0	0
	21	140	11	60	17	26	11	60	0	0	0	39
	22	100	11	22	20	21	11	22	0	0	0	71

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	2	Su M T W Th F S
0730	9	M T W Th F
0900	1	Su S
0915	2	M T W Th F
1330	8	M T W Th F
1615	1	M T W Th F
2200	21	M T W Th
2300	21	F

TOD Schedule Report

for 3768: Highland Lakes Blvd&NE 203 St

Print Date: 2/20/2020

Print Time: 2:01 AM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0730	TOD OUTPUTS	-------1	M T W ThF
0915	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0730	TOD OUTPUTS	-------1	M T W ThF
0915	TOD OUTPUTS	--------	M T W ThF

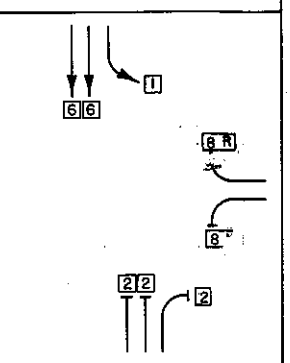
*** Settings**

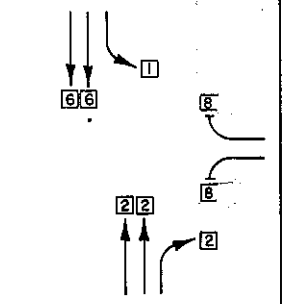
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

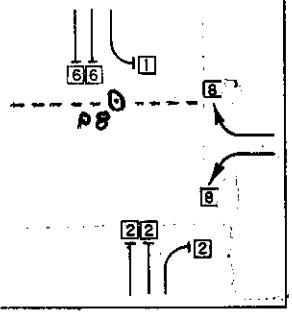
No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

PHASE	INT	SIGNAL HEAD NUMBER 1	2	3	4	5	6	7	8	PEDESTRIAN HEAD NUMBER P8
Ø1 (Actuated) (1+6) MIAMI GARDENS DR	R/W	R	R				G		R	DW
	TO CLEAR Ø2	R	R				G		R	DW
Ø2 (Recall) (2+6) MIAMI GARDENS DR	R/W	G	G				G		R	DW
	TO CLEAR Ø4	Y	Y				Y		R	DW
Ø4 (Actuated) (8) NE 2 AVE	R/W	R	R				R		G	W/F
	TO CLEAR Ø1	R	R				R		Y	DW
	TO CLEAR Ø2	R	R				R		Y	DW







Flash OP. FY FY FY FR —

Drawn: F. PRATS	Date: 12/9/02	METROPOLITAN DADE COUNTY DEPARTMENT OF PUBLIC WORKS
Check: H. HERNANDEZ	Date: 12/9/02	ASSET NO: 33808
Division Engineer	Date	MIAMI GARDENS DR & NE 2 AVE

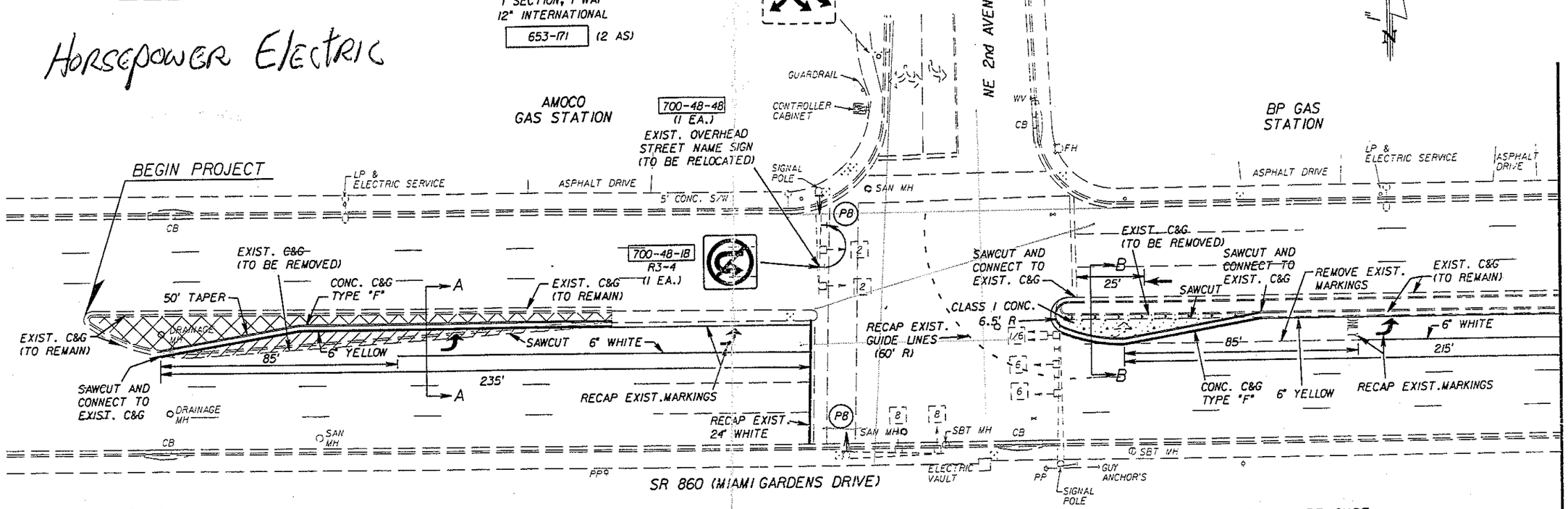
Placed in Service		Phasing Number
Date: Bef 12/11/02 & 5/29/03	By: CONTRACTOR	6

EXISTING SIGNAL HEAD DETAILS

PEDESTRIAN HEAD DETAIL

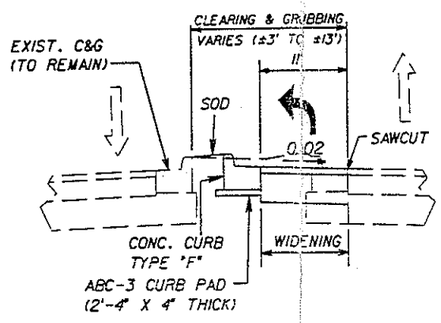
1 SECTION, 1 WAY
12" INTERNATIONAL
653-171 (2 AS)

Horsepower Electric



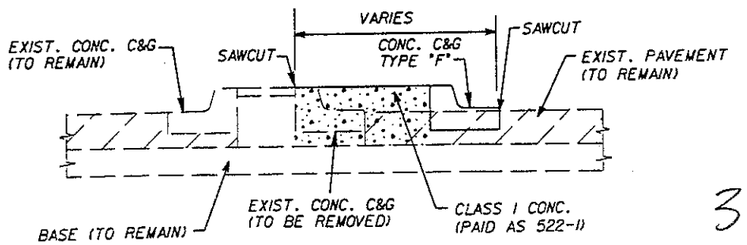
WIDENING:
OPTIONAL BASE GROUP 15 (ABC-3 ONLY)
WITH TYPE S ASPHALTIC CONCRETE (200 LBS/SY)

SOD



SECTION "A-A"
N.T.S.

PUBLIX WAREHOUSE



SECTION "B-B"
N.T.S.

NOTES

1. FINAL SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNAL DIVISION.

3808

133

0 10 40
Feet

S.R. 860 (MIAMI GARDENS DRIVE) AT NE 2nd AVE.
INTERSECTION ID# 38081

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

Progressive Design & Engineering, Inc.
20283 SR 7, Suite 300
Boca Raton, Fl 33498
Tel: 561-482-9393
Fax: 561-482-9394

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 860	MIAMI-DADE	250629-1-32-02

ROADWAY PLAN

SHEET NO. 4

c:\projects\pde\washington\46\plan\01.dgn

TOD Schedule Report

for 3808: Miami Gardens Dr&NE 2 Av

Print Date: 2/4/2020

Print Time: 2:09 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3808	Miami Gardens Dr&NE 2 Av	DOW-3		Free	0	0	N/A	2	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	-	-	EBT	-	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 2

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	13 - 10 - 0	4.4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 35 - 40	0 - 35 - 0	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 35 - 40	0 - 35 - 0	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 17 - 20	29 - 17 - 0	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6-8
External Permit 0	-2---6-8
External Permit 1	-2---6-8
External Permit 2	-2---6-8

TOD Schedule Report

for 3808: Miami Gardens Dr&NE 2 Av

Print Date: 2/4/2020

Print Time: 2:09 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 -	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	1	150	10	99	0	0	0	115	0	23	0	107
	2	125	6	71	0	0	0	83	0	30	0	60
	3	150	15	94	0	0	0	115	0	23	0	117
	4	160	6	107	0	0	0	119	0	29	0	109
	5	105	10	57	0	0	0	73	0	20	0	45
	6	180	15	107	0	0	0	128	0	40	0	32
	7	120	6	76	0	0	0	88	0	20	0	51
	8	135	12	77	0	0	0	95	0	28	0	98
	10	105	5	62	0	0	0	73	0	20	0	82
	11	120	6	76	0	0	0	88	0	20	0	43
	12	120	10	72	0	0	0	88	0	20	0	5
	13	150	9	103	0	0	0	118	0	20	0	40
	14	150	6	106	0	0	0	118	0	20	0	43
	15	105	10	57	0	0	0	73	0	20	0	77
	16	150	6	106	0	0	0	118	0	20	0	43
	17	120	6	76	0	0	0	88	0	20	0	95
	18	150	9	103	0	0	0	118	0	20	0	40
	20	140	6	92	0	0	0	104	0	24	0	12
	21	140	7	86	0	0	0	99	0	29	0	0
	22	140	6	91	0	0	0	103	0	25	0	0
	23	170	11	112	0	0	0	129	0	29	0	61
	29	150	6	106	0	0	0	118	0	20	0	43

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	15	M T W Th F
0630	3	M T W Th F
0645	6	M T W Th F
0700	5	Su S
0930	3	M T W Th F
1345	1	M T W Th F
1430	3	W
1530	23	M T W Th F
1700	12	Su S
1840	5	Su S
1930	5	M T W Th F
2100	15	Su
2200	15	M T W Th S
2230	Free	M T W Th
2300	Free	Su F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	SuM T W Th
0600	TOD OUTPUTS	--------	M T W ThF
2230	TOD OUTPUTS	-------1	M T W Th

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	SuM T W Th
0000	TOD OUTPUTS	-------1	F S
0030	TOD OUTPUTS	------2-	F S
0600	TOD OUTPUTS	--------	M T W ThF
0630	TOD OUTPUTS	-------1	Su S
0700	TOD OUTPUTS	--------	Su S
2230	TOD OUTPUTS	-------1	M T W Th
2300	TOD OUTPUTS	-------1	Su F S

* Settings

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

TOD Schedule Report

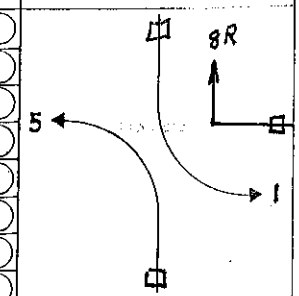
for 3808: Miami Gardens Dr&NE 2 Av

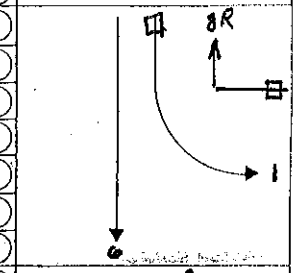
Print Date: 2/4/2020

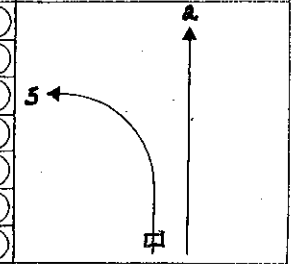
Print Time: 2:09 AM

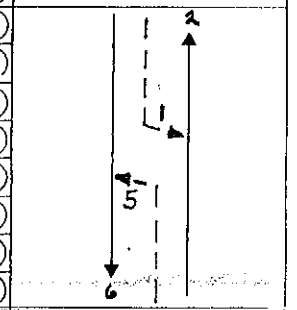
No Calendar Defined/Enabled

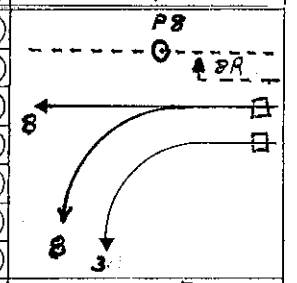
PHASE	INT	SIGNAL HEAD NUMBER: 1	2	8	4	5	6	7		3	8R	11	12	PEDESTRIAN HEAD NUMBER:			P8		
Ø1+5 EWLT (ACTUATED)	R/W	R	R	R	R	R	R	R		R	R						DW		
	TO Ø1+6	R	R	R	R	R	R	R		R	R						DW		
	TO Ø2+5	R	R	R	R	R	R	R		R	R						DW		
	TO Ø2+6	R	R	R	R	R	R	R		R	R						DW		
	CLEAR																		
	CLEAR																		
	CLEAR																		
	CLEAR																		
Ø1+6 EBLT (ACTUATED)	R/W	R	R	R	R	R	G	R		R	R						DW		
	TO Ø2+6	R	R	R	R	R	G	R		R	R						DW		
	CLEAR																		
	CLEAR																		
	CLEAR																		
	CLEAR																		
Ø2+5 WBLT (ACTUATED)	R/W	R	G	R	R	R	R	R		R	R						DW		
	TO Ø2+6	R	G	R	R	R	R	R		R	R						DW		
	CLEAR																		
	CLEAR																		
	CLEAR																		
	CLEAR																		
Ø2+6 E-W (RECALL)	R/W	G	G	R	R	G	G	R		R	R						DW		
	TO																		
	TO Ø3	Y	Y	R	R	Y	Y	R		R	R						DW		
	TO Ø4	Y	Y	R	R	Y	Y	R		R	R						DW		
	CLEAR																		
	CLEAR																		
	CLEAR																		
Ø3 S'BND (ACTUATED)	R/W	R	R	G	R	R	R	R		←	G						W/F		
	TO Ø4	R	R	Y	R	R	R	R		←	Y						DW		
	TO Ø1+5	R	R	Y	R	R	R	R		←	Y						DW		
	TO Ø1+6	R	R	Y	R	R	R	R		←	Y						DW		
	CLEAR Ø2+5	R	R	Y	R	R	R	R		←	Y						DW		
	CLEAR Ø2+6	R	R	Y	R	R	R	R		←	Y						DW		
	CLEAR																		
Ø4 N'BND (ACTUATED)	R/W	R	R	R	G	R	R	G		R	R						DW		
	TO																		
	TO Ø1+5	R	R	R	Y	R	R	Y		R	R						DW		
	TO Ø1+6	R	R	R	Y	R	R	Y		R	R						DW		
	CLEAR Ø2+5	R	R	R	Y	R	R	Y		R	R						DW		
	CLEAR Ø2+6	R	R	R	Y	R	R	Y		R	R						DW		
	CLEAR																		
FLASHING OPERATION		FY	FY	FR	FR	FY	FY	FR		FR	FR								

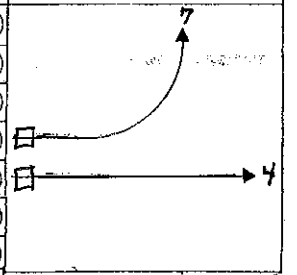








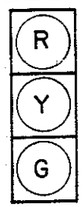




Drawn: F. PRATS	Date: 4/17/06	METROPOLITAN DADE COUNTY DEPARTMENT OF PUBLIC WORKS	
Check:	Date: 4/18/06	ASSET NO: 34761 Miami Gardens Dr & NE 2 Ct	
Division Engineer	Date	Placed in Service Date: 4/18/06 By: CONTRACTOR	Phasing Number: 5

SIGNAL HEAD DETAILS

2 4 6 8

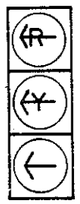


8 EXISTING

6 TO BE RELOCATED
(650-1-331)

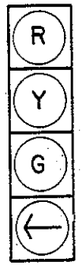
2 TO BE REMOVED
(690-10)

3A



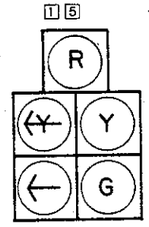
ITEM NO. 650-1-131
1-REQ'D

3 7



2 EXISTING
TO BE RELOCATED

1 5



ITEM NO. 650-9-151
2-REQ'D

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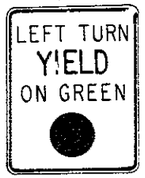


R10-12
ITEM NO. 700-84-01
2-REQ'D

Ⓧ

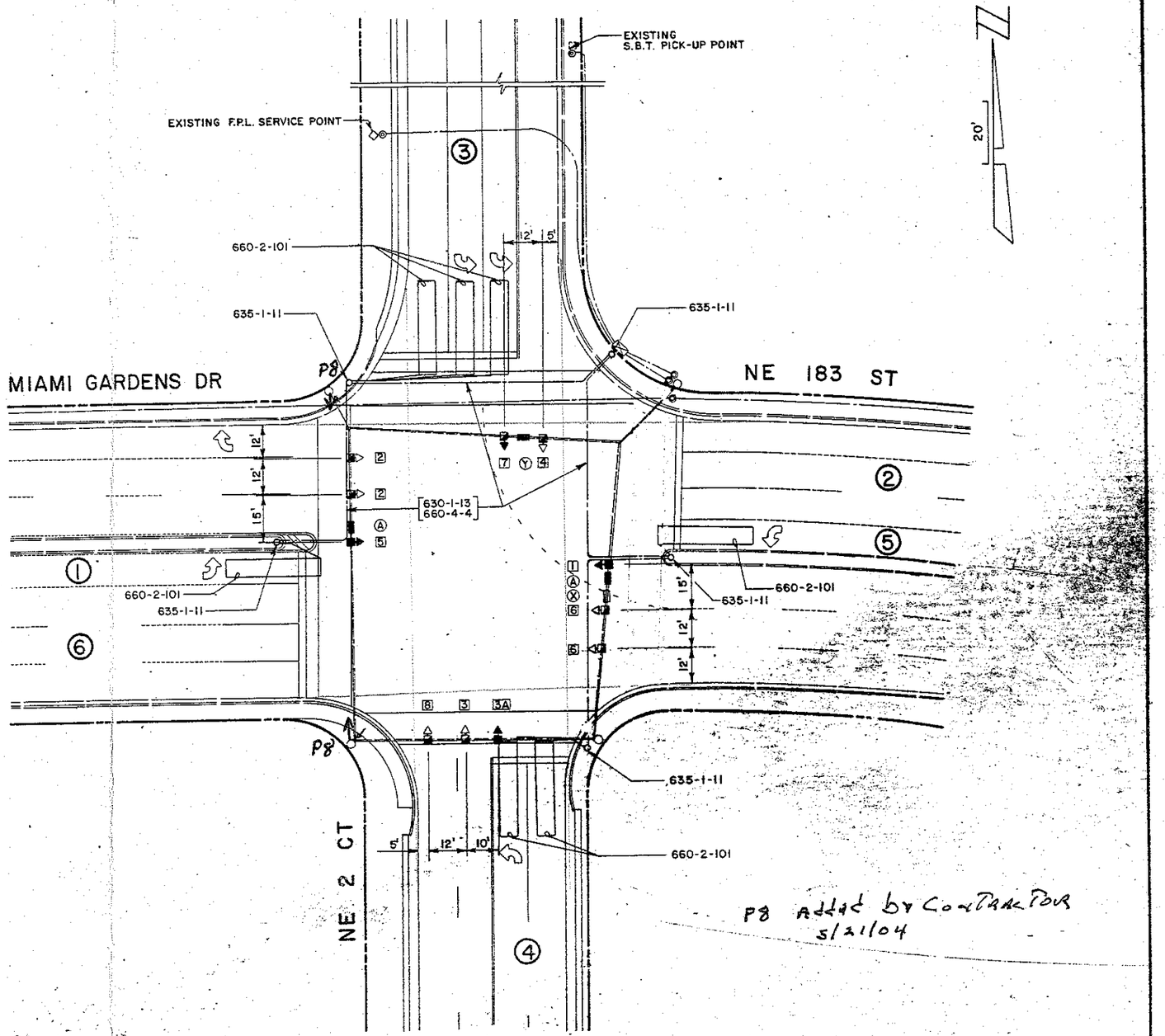
NE 2 CT

1 EXISTING TO BE RELOCATED
(700-72-7)

Ⓨ

MIAMI GARDENS DR
NE 183 ST

D3-1 (DOUBLE SIDED)
ITEM NO. 700-84-01
1-REQ'D



MIAMI GARDENS DR & NE 2 CT
ID# 4761 SEC 133

TOD Schedule Report

for 4761: Miami Gardens Dr&NE 2 Ct

Print Date: 2/4/2020

Print Time: 2:13 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4761	Miami Gardens Dr&NE 2 Ct	DOW-3		Free	0	0	N/A	1	Max 1

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBT	NBT	WBL	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	18 - 18 - 18	4.4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 40 - 40	0 - 98 - 98	4.4	2.2
3 SBT	7 - 7 - 7	25 - 25 - 25	7 - 7 - 7	2.5 - 2.5 - 2.5	35 - 20 - 20	22 - 22 - 22	4	3.2
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	22 - 22 - 22	4	3.2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 10 - 10	5 - 18 - 18	4.4	2
6 EBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 40 - 40	0 - 98 - 98	4.4	2.2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123456--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 4761: Miami Gardens Dr&NE 2 Ct

Print Date: 2/4/2020

Print Time: 2:13 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	1	150	12	84	18	9	12	84	0	0	0	98
	2	125	8	65	14	11	8	65	0	0	0	77
	3	150	10	86	18	9	10	86	0	0	0	110
	4	160	8	85	20	20	8	85	0	0	0	87
	5	105	10	43	16	9	10	43	0	0	0	57
	6	180	15	89	29	20	15	89	0	0	0	20
	7	120	13	40	20	20	13	40	0	0	0	57
	8	135	16	52	20	20	16	52	0	0	0	103
	10	105	14	24	20	20	14	24	0	0	0	74
	11	120	16	37	20	20	16	37	0	0	0	4
	12	120	13	40	20	20	13	40	0	0	0	89
	13	150	14	69	20	20	14	69	0	0	0	6
	14	150	6	77	20	20	6	77	0	0	0	14
	15	105	10	39	19	10	10	39	0	0	0	11
	16	150	6	77	20	20	6	77	0	0	0	14
	17	120	16	37	20	20	16	37	0	0	0	86
	18	150	14	69	20	20	14	69	0	0	0	110
	20	140	13	60	20	20	13	60	0	0	0	7
	21	140	16	57	20	20	16	57	0	0	0	4
	22	140	13	60	20	20	13	60	0	0	0	62
	23	170	12	91	25	15	12	91	0	0	0	61
	29	150	6	77	20	20	6	77	0	0	0	14

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th
0000	Free	F S
0600	15	M T W Th F
0630	Free	Su S
0630	3	M T W Th F
0645	6	M T W Th F
0700	5	Su S
0930	3	M T W Th F
1345	1	M T W Th F
1430	3	W
1530	23	M T W Th F
1700	12	Su S
1840	5	Su S
1930	5	M T W Th F
2100	15	Su
2200	15	M T W Th S
2230	Free	M T W Th
2300	Free	Su F S

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

TOD Schedule Report

for 4761: Miami Gardens Dr&NE 2 Ct

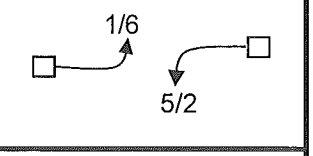
Print Date: 2/4/2020

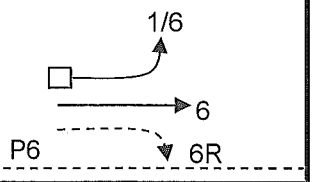
Print Time: 2:13 AM

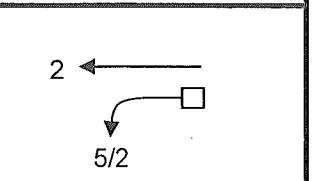
No Calendar Defined/Enabled

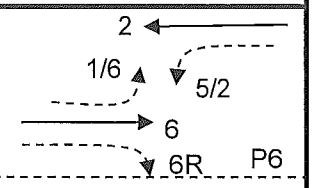
SIGNAL OPERATING PLAN

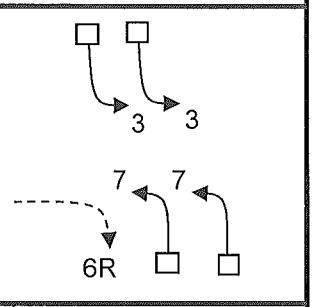
	Direction		EB			WB			SB			NB			Ped Heads				N
Timing Phases	Head No.		1/6	6	6R	5/2	2		3	8		7	4		P6		P8		Movements/Display/Actuation
(1+5)	Dwell		R/<G	R	R	R/<G	R		<R	R		<R	R						
EBLT + WBLT	Clear	(1+6)	R/<G	R	R	R/<Y	R		<R	R		<R	R						
MIAMI		(2+5)	R/<Y	R	R	R/<G	R		<R	R		<R	R						
GARDENS DR		(2+6)	R/<Y	R	R	R/<Y	R		<R	R		<R	R						
(Actuated)																			
(1+6)	Dwell		<G/G	G	G	R	R		<R	R		<R	R						
EBLT + EBT	Clear	(2+6)	<Y/G	G	G	R	R		<R	R		<R	R						
MIAMI																			
GARDENS DR																			
(Actuated)																			
(2+5)	Dwell		R	R	R	<G/G	G		<R	R		<R	R						
WBT + WBLT	Clear	(2+6)	R	R	R	<Y/G	G		<R	R		<R	R						
MIAMI																			
GARDENS DR																			
(Actuated)																			
(2+6)	Dwell		G	G	G	G	G		<R	R		<R	R						
WBT + EBT	Clear	(3+7)	Y	Y	Y	Y	Y		<R	R		<R	R						
MIAMI		(3+8)	Y	Y	Y	Y	Y		<R	R		<R	R						
GARDENS DR		(4+7)	Y	Y	Y	Y	Y		<R	R		<R	R						
(Recall)		(4+8)	Y	Y	Y	Y	Y		<R	R		<R	R						
	Dwell		R	R	R/G>	R	R		<G	R		<G	R						
(3+7)	Clear to	(3+8)	R	R	R/Y>	R	R		<G	R		<Y	R						
SBLT + NBLT		(4+7)	R	R	R/G>	R	R		<Y	R		<G	R						
NE 6 AV		(4+8)	R	R	R/Y>	R	R		<Y	R		<Y	R						
(Actuated)		(1+5)	R	R	R/Y>	R	R		<Y	R		<Y	R						
		(1+6)	R	R	R/Y>	R	R		<Y	R		<Y	R						
		(2+5)	R	R	R/Y>	R	R		<Y	R		<Y	R						
		(2+6)	R	R	R/Y>	R	R		<Y	R		<Y	R						
(3+8)	Dwell		R	R	R	R	R		<G	G		<R	R						
(SBLT + SBT)	Clear to	(4+8)	R	R	R	R	R		<Y	G		<R	R						
NE 6 AV		(1+5)	R	R	R	R	R		<Y	Y		<R	R						
(Actuated)		(1+6)	R	R	R	R	R		<Y	Y		<R	R						
		(2+5)	R	R	R	R	R		<Y	Y		<R	R						
		(2+6)	R	R	R	R	R		<Y	Y		<R	R						
(4+7)	Dwell		R	R	R/G>	R	R		R	R		<G	G						
(NBT + NBLT)	Clear to	(4+8)	R	R	R/Y>	R	R		R	R		<Y	Y						
NE 6 AV		(1+5)	R	R	R/Y>	R	R		R	R		<Y	Y						
(Actuated)		(1+6)	R	R	R/Y>	R	R		R	R		<Y	Y						
		(2+5)	R	R	R/Y>	R	R		R	R		<Y	Y						
		(2+6)	R	R	R/Y>	R	R		R	R		<Y	Y						
(4+8)	Dwell		R	R	R	R	R		<R	G		<R	G						
(NBT + SBT)	Clear	(1+5)	R	R	R	R	R		<R	Y		<R	Y						
NE 6 AV		(1+6)	R	R	R	R	R		<R	Y		<R	Y						
(Actuated)		(2+5)	R	R	R	R	R		<R	Y		<R	Y						
		(2+6)	R	R	R	R	R		<R	Y		<R	Y						
Flashing Operation			FY	FY	FY	FY	FY		F<R	FR		F<R	FR						Page 1 of 1

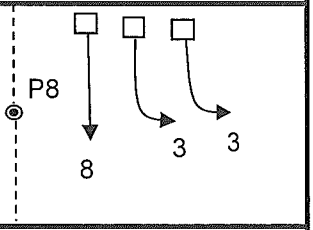


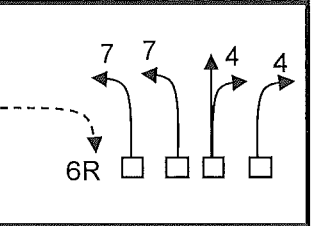


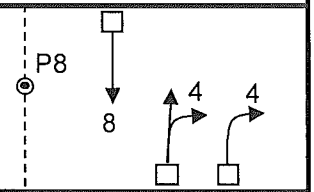












Miami-Dade County Public Works Department

Drawn	Date	I-95 SB & MIAMI GARDENS DR & NE 6 AV		
Erick Zapata	10/8/2014			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. Hernandez	10/9/14	Date 4/7/15 By Contractor	10	3238

SIGNAL HEAD DETAILS

3-SECT., 1-WAY
7 EXIST. TO REMAIN

5-SECT., 1-WAY
1 EXIST. TO REMAIN

3-SECT., 1-WAY
4 EXIST. TO REMAIN

5-SECT., 1-WAY
2 EXIST. TO REMAIN

INTERNALLY ILLUMINATED SIGNS

NE 183 ST
Miami Gardens Dr. (X) 2 EXIST. TO REMAIN

NE 6 AV
I 95 South ⇨ (Y) 1 EXIST. TO REMAIN

NE 6 AV
⇦ I 95 South (Z) 1 EXIST. TO REMAIN

PED. SIGNAL
COUNT-DOWN
1-SECT., 1-WAY
4 AS
653-191

(1 EA) (1 EA)
R10-3E (MODIFIED)
9" x 15"
TO BE INCLUDED IN THE
COST OF ITEM No. 665-1-11

DETECTORS FOR LOOPS		
LOOP	NO. OF LOOPS	NO. OF EXIST. DETS.
L-1	1	1
L-3	1	1
L-4	1	1
L-5	1	1
L-7	2	1
L-8	3	1

LOOP ASSEMBLIES:
660-2-101 9 AS

CONTROLLER ITEMS:
632-7-1 1 PI
670-5-420 1 AS

PULL BOXES:
635-2-11 11 EA

CONDUITS:
630-2-12 267 FT

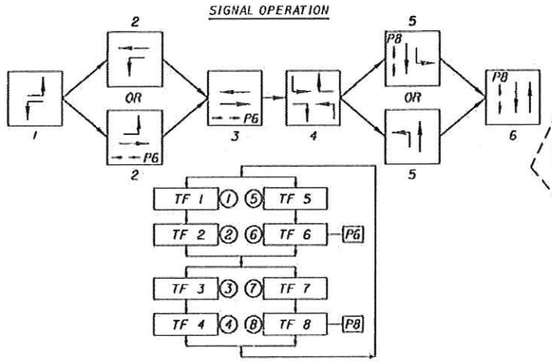
REMOVAL ITEMS:
690-90 1 PI
690-100 1 PI

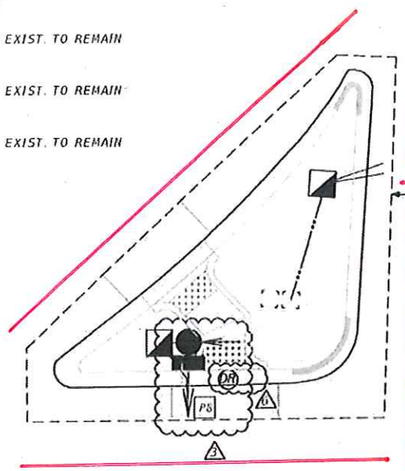
TURN ON RED FROM RIGHT LANE ONLY
1 EXIST. TO REMAIN

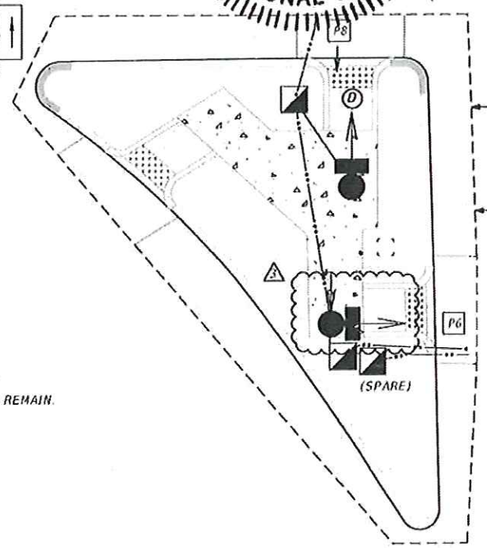
CONTROLLER OPERATIONS

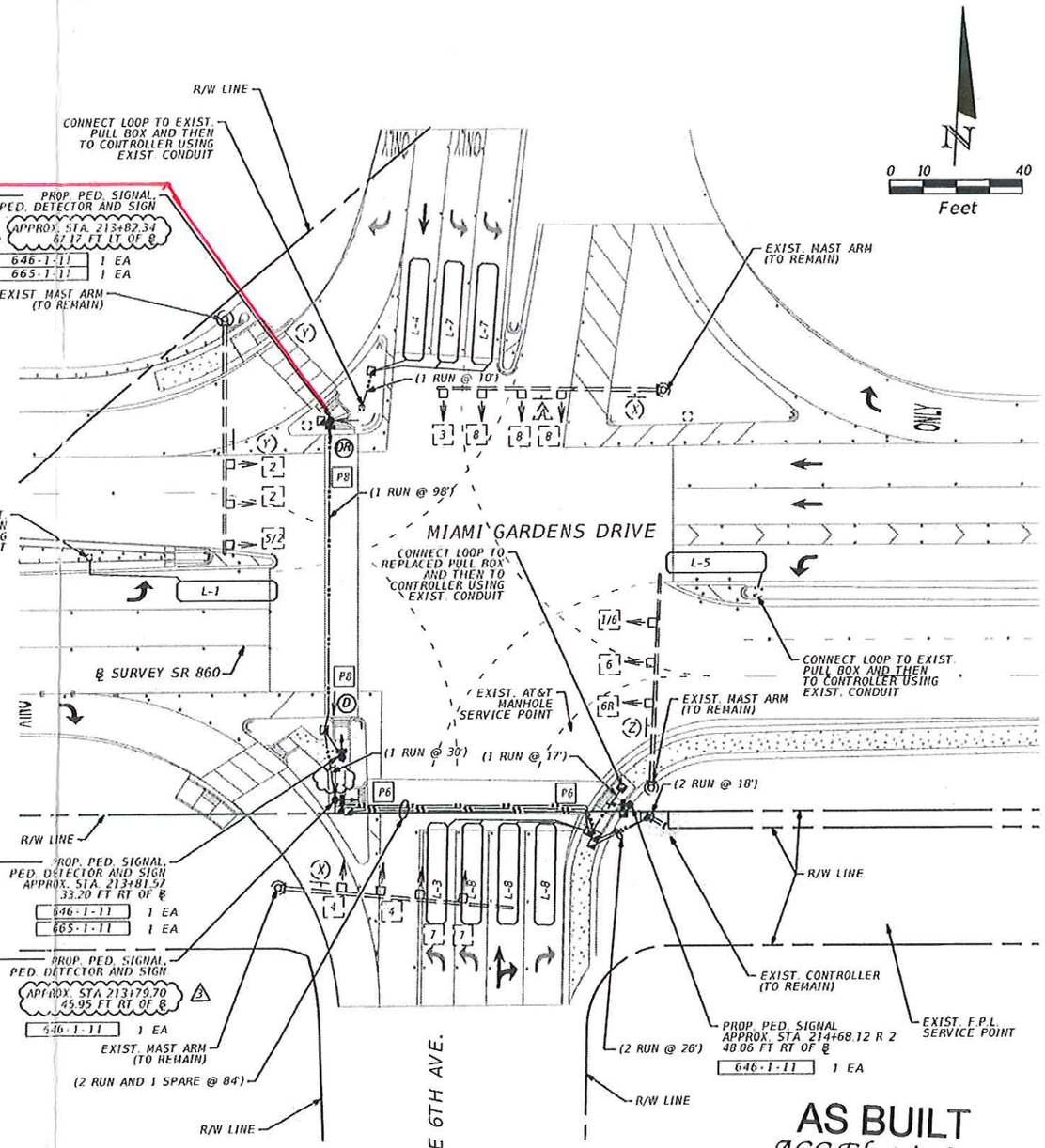
1. MAJOR STREET: SR 860 (NE 181 ST/MIAMI GARDENS DR)
   MINOR STREET: NE 6 AVE.
2. SOP: 10 MODIFIED, AS SHOWN.
3. FLASHING OPERATIONS:
   - 1, 2, 5 AND 6 TO FLASH YELLOW
   - 3, 4, 7 AND 8 TO FLASH RED
4. ONLY PHASE 2+6 RECALL, THE REST ACTUATED.

SIGNAL OPERATION









NOTES:

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNAL DIVISION.
2. EXISTING MAST ARM ASSEMBLIES INCLUDING SIGNAL HEADS AND SIGNS TO REMAIN.
3. ALL PEDESTRIAN SIGNAL HEADS SHALL ALIGN WITH CENTER FAR SIDE END OF CORRESPONDING CROSS WALK THEY SERVE.
4. EXISTING CONDUITS BEFORE BEING UTILIZED SHALL HAVE A BRUSH OR A SWAB PULL THROUGH TO MAKE CERTAIN THAT CONDUITS ARE FREE FROM OBSTRUCTION. COST OF THIS WORK SHALL BE INCLUDED IN THE RELATED PAY ITEM.
5. ANY EXISTING PULL BOX DAMAGE DUE TO CONDUIT INSTALLATION SHOULD BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

ERKI SUAREZ LICENSE No. 49152 STATE OF FLORIDA PROFESSIONAL ENGINEER

AS BUILT
AGC Electric, Inc.
Date: 7-23-2015

MIAMI GARDENS DRIVE (SR 860) & NE 6 AVE
ID NO. 3238

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
1/29/15	5 REVISED PEDESTAL LOCATIONS AT ISLANDS		
6/29/15	6 REVISED PEDESTRIAN SIGN AT NW CORNER		

ERKI SUAREZ, P.E.
P.E. LICENSE NUMBER 49152
HDR Engineering, Inc.
15450 New Barn Road, Suite 304
Miami Lakes, FL 33014-2169
CERTIFICATE OF AUTHORIZATION #213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
860	MIAMI-DADE	430805-1-52-01

SIGNALIZATION PLAN

SHEET NO. T-4

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-28.003, F.A.C.

USER: 68147 6/29/2015 10:29:23 AM W:\010917\000000000(8)\42 FDOT ES D6 GEC Cad Only\07 43 TWO_43 SPH Signal\430805152\SIGNALS\PLANSCO1 R16.DGN

TOD Schedule Report

for 3238: I- 95 SB&Miami Gardens Dr&NE 6 Av

Print Date: 3/24/2020

Print Time: 2:04 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3238	I- 95 SB&Miami Gardens Dr&NE 6 Av	DOW-3	TOD	Free	0	0	N/A	1	Max 1

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	10 - 10 - 10	4	2
2 WBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	18 - 18 - 18	0 - 0 - 0	4	3.1
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 15 - 15	45 - 45 - 46	4.4	2
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	16 - 16 - 16	41 - 35 - 35	4.4	2.2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	15 - 10 - 10	4	2
6 EBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	18 - 18 - 18	0 - 0 - 0	4	3.1
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 15 - 15	45 - 45 - 46	4.4	2
8 SBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	16 - 16 - 16	41 - 35 - 35	4.4	2.2

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	160	10	67	25	32	10	67	25	32	0	55
	2	120	9	34	24	27	9	34	24	27	0	43
	3	110	9	28	24	23	9	28	24	23	0	87
	5	160	9	50	40	35	14	45	40	35	0	87
	6	175	9	55	45	40	14	50	45	40	0	87
	7	180	9	60	45	40	14	55	45	40	0	87
	8	120	9	38	24	23	9	38	24	23	0	87

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	7	M T W Th F
0800	5	Su S
1030	5	M T W Th F
1400	6	M T W Th F
1930	5	M T W Th F
2200	8	Su S

TOD Schedule Report

for 3238: I- 95 SB&Miami Gardens Dr&NE 6 Av

Print Date: 3/24/2020

Print Time: 2:04 AM

Current Time of Day Function

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

Local Time of Day Function

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

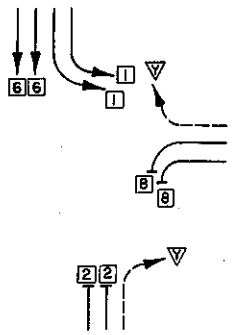
*** Settings**

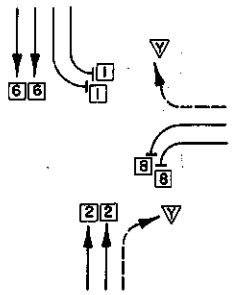
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

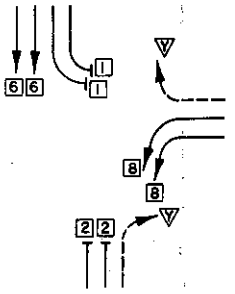
No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

PHASE	INT	SIGNAL HEAD NUMBER 1	2	3	4	5	6	7	8	9	10	11	12	PEDESTRIAN HEAD NUMBER					
Ø1 (Actuated) (1+6) MIAMI GARDENS DR	R/W	←	R				↑		←R										
	TO CLEAR Ø2	←Y	R				↑		←R										
Ø2 (Recall) (2+6) MIAMI GARDENS DR	R/W	←R	G				↑		←R										
	TO Ø3	←R	Y				↑		←R										
	TO CLEAR Ø1	←R	Y				↑		←R										
Ø4 (Actuated) (6+8) I-95 (OFF RAMP)	R/W	←R	R				↑		←S										
	TO Ø1	←R	R				↑		←Y										
	TO CLEAR Ø2	←R	R				↑		←Y										
FLASHING Ø		FR	FR				↑		FR										







Drawn: F. PRATS	Date: 7/30/97	METROPOLITAN DADE COUNTY DEPARTMENT OF PUBLIC WORKS
Check: H. HERNANDEL	Date: 7/31/97	ASSET NO: 33387 MIAMI GARDENS DR & I-95 (NB)
Division Engineer	Date	Placed in Service Date: 9/11/97 By: CONTRACTOR Phasing Number: 3

SIGNAL HEAD DETAILS

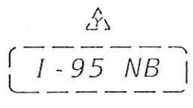
EXIST. SIGNAL HEAD TO REMAIN

EXIST. SIGNAL HEAD TO REMAIN

EXIST. SIGNAL HEAD TO REMAIN

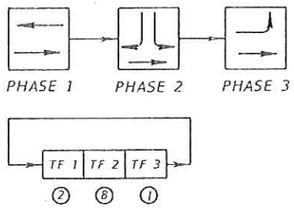
EXISTING INTERNALLY ILLUMINATED SIGNS

EXIST. INTERNALLY ILLUMINATED SIGNS TO REMAIN



EXIST. INTERNALLY ILLUMINATED SIGNS TO REMAIN

EXISTING S.O.P. TO REMAIN



CONTROLLER OPERATIONS:

1. -MAJOR STREET IS: SR 860 (NE 183 ST) / MIAMI GARDENS DRIVE.
   -MINOR STREET IS: I-95 NORTHBOUND (OFF RAMP).

2. FLASHING OPERATION: SR 860 (NE 183 ST.) MIAMI GARDENS DR. YELLOW
   I-95 NORTHBOUND (OFF RAMP), RED.

NOTES:

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY.

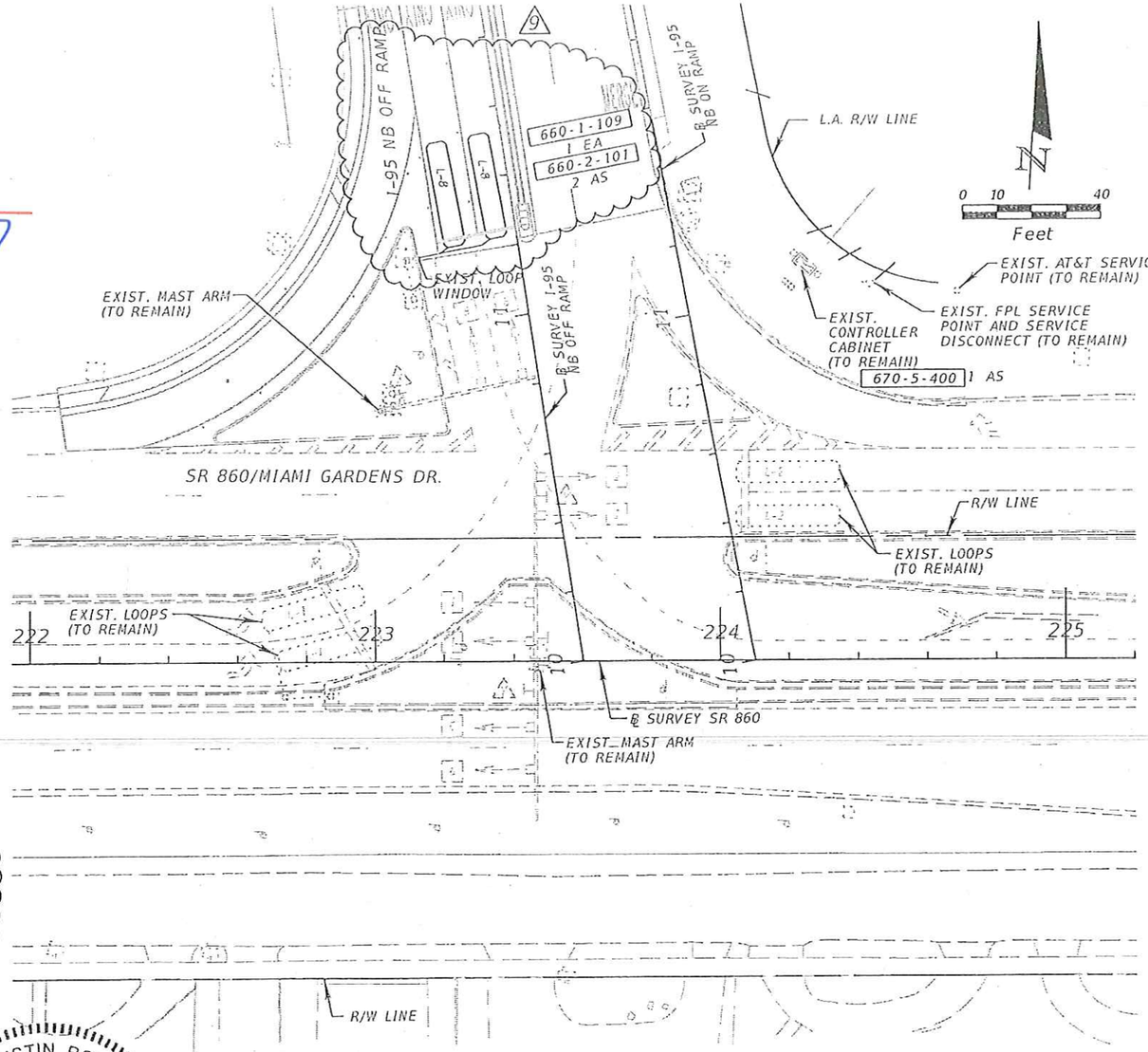
2. PAY ITEM 670-5-400, SHALL INCLUDE ALL WIRING AND CONNECTIONS ACCORDING TO THE SIGNAL OPERATION PLAN (SOP) ON THE SIGNALIZATION PLAN AND THE MING SHEET PROVIDED BY THE COUNTY, FROM THE TERMINAL BOARD TO AND INCLUDING ALL CONTROLLER UNITS,PREEMPTOR, FLASHERS, RELAYS,COORDINATING UNITS, RADIOS, SWITCHES,SERVICE LEAD-INS INTERCONNECT AND ANY OTHER EQUIPMENT NECESSARY TO PROVIDE SATISFACTORY OPERATIONS TO THE EXISTING CONTROLLER CABINET. CONTRACTOR SHALL PROVIDE NEW CONFLICT MONITOR PROGRAM SHEET AND NEW HOOP-UP CHART, BASED ON SOP AND TIMING SHEET PROVIDE BY THE COUNTY AND ALL MODIFICATIONS INDICATED ABOVE AT EXISTING CABINET INSTALLATION, PAYMENT OF SUCH WORK TO BE INCLUDED IN THE RELATED PAY ITEM.

9

DETECTOR ASSIGNMENT

UNIT NO.	LOOPS	NO. OF EXIST. LOOPS	NO. OF NEW LOOPS
1	L-1	2	
2	L-2	2	
3	L-8		2

AS-Build Drawing
S.S.L Corp
By:
11-18-17



MICHEL AGUSTIN RODRIGUEZ
LICENSE
No. 63342
11/15/17
STATE OF FLORIDA
PROFESSIONAL ENGINEER

SR 860/MIAMI GARDENS DRIVE & I-95 NB RAMP | ID: 3387

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
8/07/2017	6 ADDED SIGNAL LOOP, MICHEL A. RODRIGUEZ EOR FOR REVISION 6 ONLY.	11/15/2017	9 UPDATED QUANTITIES & CHANGED LINE STYLE, MICHEL A. RODRIGUEZ EOR FOR REVISION 9 ONLY.

ALLAN B. SEQUEIRA, P.E.
P.E. License No. 60737
AES ENGINEERING, INC
13500 S.W. 88th STREET, SUITE 265
MIAMI, FLORIDA 33186
TEL. (305) 303-8477
Certificate of Authorization No. 29359

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

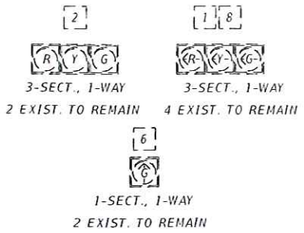
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	425216-2-52-01

SIGNALIZATION PLAN

SHEET NO. T-4

Employee_3 11/15/2017 2:45:45 PM L:\e\425216252011\signals\PLANS601.DGN

SIGNAL HEAD DETAILS



INTERNALLY ILLUMINATED SIGNS

NE 183 ST / Miami Gardens Dr	(X)	2 EXIST. TO REMAIN
I-95 NB	(Y)	2 EXIST. TO REMAIN

AS BUILT
AGC Electric, Inc.
Date: 04/16/2014

DETECTORS FOR LOOPS		
LOOP	NO. OF LOOPS	NO. OF EXIST. DETS.
L-1	2	2
L-8	2	1

LOOP ASSEMBLIES:
660-2-101 4 AS

CONTROLLER ITEMS:
670-5-420 1 AS

PULL BOXES:
635-2-11 2 EA

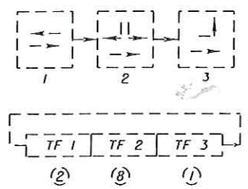
CONDUITS:
630-2-12 26 FT

REMOVAL ITEMS:
690-90 1 PI
690-100 1 PI

CONTROLLER OPERATIONS

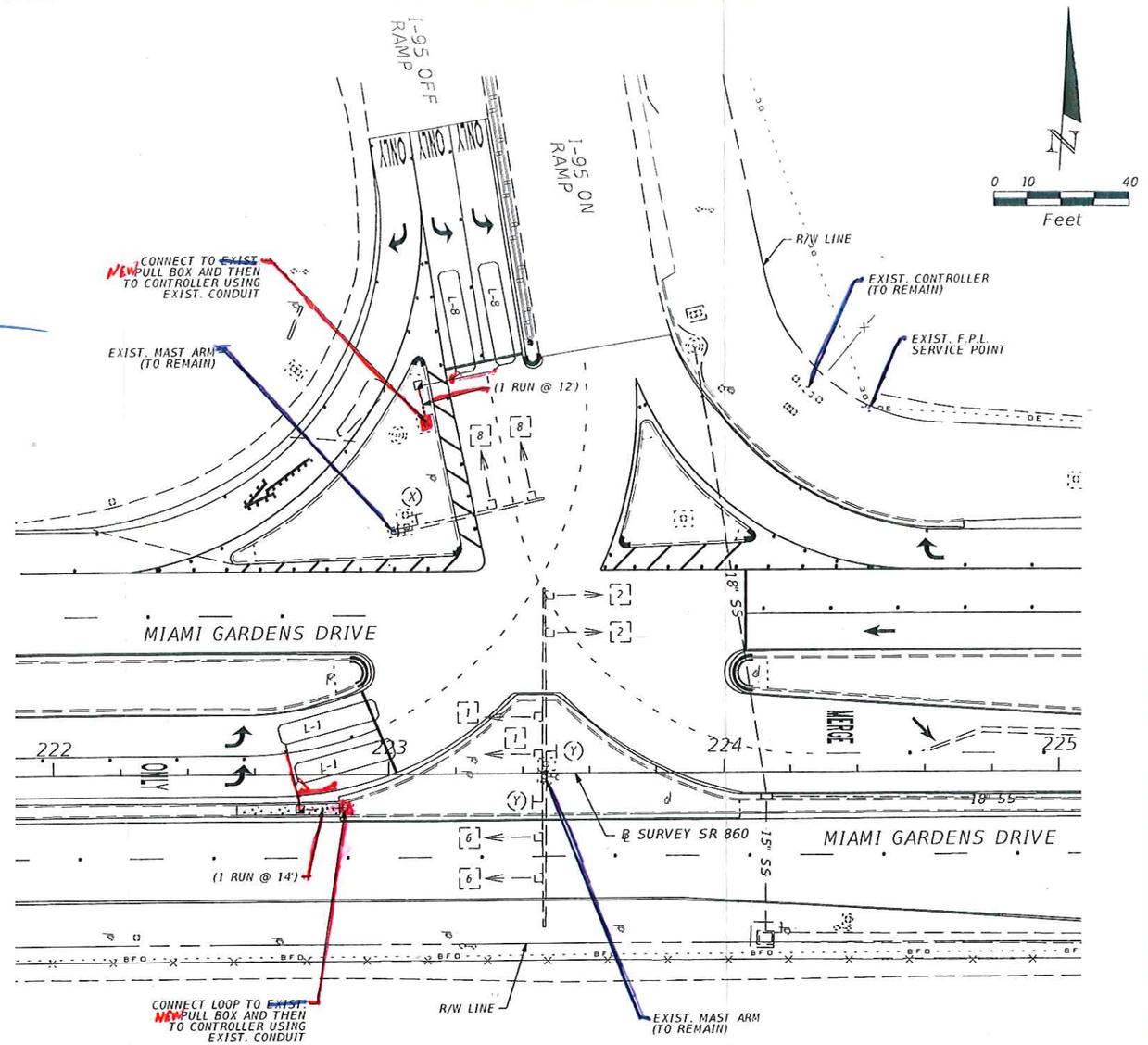
1. MAJOR STREET: SR 860 (NE 181 ST/MIAMI GARDENS DR)
   MINOR STREET: I-95 NORTH BOUND (OFF RAMP)
2. SOP: AS SHOWN.
3. FLASHING OPERATIONS:
   - 1, 2 AND 6 TO FLASH YELLOW
   - 8 TO FLASH RED
4. ONLY PHASE 2 RECALL, THE REST ACTUATED.

EXISTING SIGNAL OPERATION



NOTES:

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNAL DIVISION.
2. EXISTING MAST ARM ASSEMBLIES INCLUDING SIGNAL HEADS AND SIGNS TO REMAIN.
3. EXISTING CONDUITS BEFORE BEING UTILIZED SHALL HAVE A BRUSH OR A SWAB PULL THROUGH TO MAKE CERTAIN THAT CONDUITS ARE FREE FROM OBSTRUCTION. COST OF THIS WORK SHALL BE INCLUDED IN THE RELATED PAY ITEM.



MIAMI GARDENS DRIVE (SR 860) & I-95 NB RAMP
ID NO. 3387

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-28.006, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ERKI SUAREZ, P.E.
P.E. LICENSE NUMBER 49152
HDR Engineering, Inc.
15450 New Barn Road, Suite 304
Miami Lakes, FL 33014-2169
CERTIFICATE OF AUTHORIZATION 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
860	MIAMI-DADE	430805-1-52-01

SIGNALIZATION PLAN

SHEET NO. T-5

rd652ab 1/23/2014 2:13:45 PM C:\e\Projects\430805152O1\SIGNALS\plansg02.dgn

TOD Schedule Report

for 3387: I- 95 NB&Miami Gardens Dr

Print Date: 9/24/2019

Print Time: 6:23 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3387	I- 95 NB&Miami Gardens Dr	DOW-3		[06] MID-MORNING	175	87	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	-	-	-	-	SBT
50	71	0	0	0	0	0	36

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 18 - 15	50 - 39 - 0	4.4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	28 - 28 - 28	0 - 0 - 0	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 20	40 - 29 - 0	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-----8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 -	5 -	6 -	7 -	8 SBT	Ring Offset	Offset
	1	160	40	66	0	0	0	0	0	36	0	43
	2	120	24	54	0	0	0	0	0	24	0	43
	3	110	24	44	0	0	0	0	0	24	0	87
	5	160	50	56	0	0	0	0	0	36	0	87
	6	175	50	71	0	0	0	0	0	36	0	87
	7	180	50	76	0	0	0	0	0	36	0	87
	8	120	39	34	0	0	0	0	0	29	0	87

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	7	M T W Th F
0800	5	Su S
1030	5	M T W Th F
1400	6	M T W Th F
1930	5	M T W Th F
2200	8	Su S

TOD Schedule Report

for 3387: I- 95 NB&Miami Gardens Dr

Print Date: 9/24/2019

Print Time: 6:23 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0630	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0630	TOD OUTPUTS	--------	M T W ThF
0800	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	-------1	M T W ThF

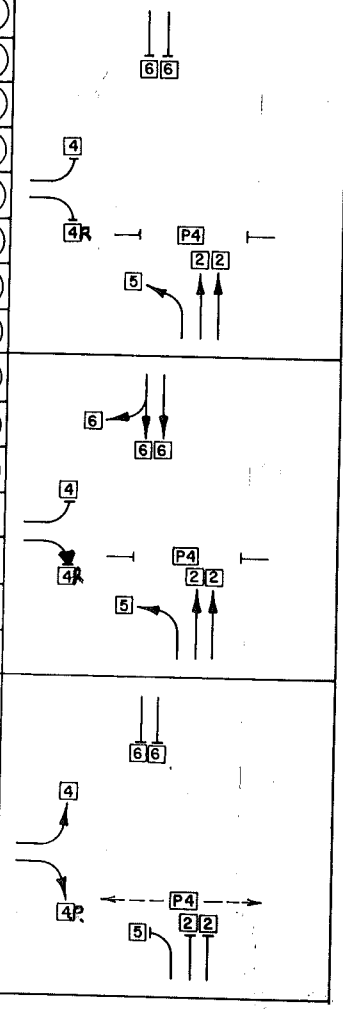
*** Settings**

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

PHASE	INT	SIGNAL HEAD NUMBER 1	2	4R	4	5	6	7	8	9	10	11	12	PEDESTRIAN HEAD NUMBER P4				
Ø (Actuated) (2+5) MIAMI GARDENS DR	R/W		G	R	R	G	R							DW				
	TO Ø2		G	R	R	G	R							DW				
	CLEAR																	
Ø (Recall) (2+6) MIAMI GARDENS DR	R/W		G	R	R	G	G							DW				
	TO Ø4		Y	R	R	Y	Y							DW				
	CLEAR																	
Ø4 (Actuated) (4) NE 10 AVE	R/W		R	G	G	R	R							W				
	PED CL		R	G	G	R	R							FDW				
	TO Ø1		R	Y	Y	R	R							DW				
	TO Ø2		R	Y	Y	R	R							DW				
	CLEAR																	



FLASH. OPER. → 2 FY | 4R FR | 4 FR | 5 FY | 6 FY

Drawn F. PRATS	Date 7/31/97	METROPOLITAN DADE COUNTY DEPARTMENT OF PUBLIC WORKS
Check H. HERNANDEZ	Date 8/1/97	ASSET NO: 33435
Division Engineer	Date	MIAMI GARDENS DR & NE 10 AVE
		Placed in Service Date: 9/8/97 By: CONTRACTOR — Phasing Number 5

Rev. 1 7/22/14

SIGNAL HEAD DETAILS

3-SECT., 1-WAY
4 EXIST. TO REMAIN

5-SECT., 1-WAY
2 EXIST. TO REMAIN

PED. SIGNAL
COUNT-DOWN
1-SECT., 1-WAY
2 EXISTING
(TO REMAIN)

INTERNALLY ILLUMINATED SIGNS

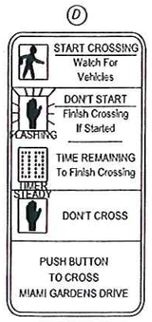
Miami Gardens Dr (X) 1 EXIST. TO REMAIN

NE 10 AVE (Y) 2 EXIST. TO REMAIN

A. MIAMI GARDEND DR
1 EXIST. TO REMAIN

B. YIELD 1 EXIST. TO REMAIN

AS BUILT
AGC Electric, Inc.
Date: 04/18/2015



R10-3E (MODIFIED)
9" x 15"
TO BE INCLUDED
IN THE COST OF
ITEM No. 665-1-11
[2 EA]

DETECTORS FOR LOOPS		
LOOP	NO. OF LOOPS	NO. OF EXIST. DETS.
L-4R	1	1
L-5	1	1
L-7	1	1

LOOP ASSEMBLIES:
660-2-101 3 AS

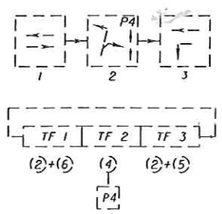
CONTROLLER ITEMS:
670-5-420 1 AS
~~632-7-1~~ 1 PI

REMOVAL ITEMS:
665-1-60 2 EA
690-90 1 PI
690-100 1 PI

CONTROLLER OPERATIONS

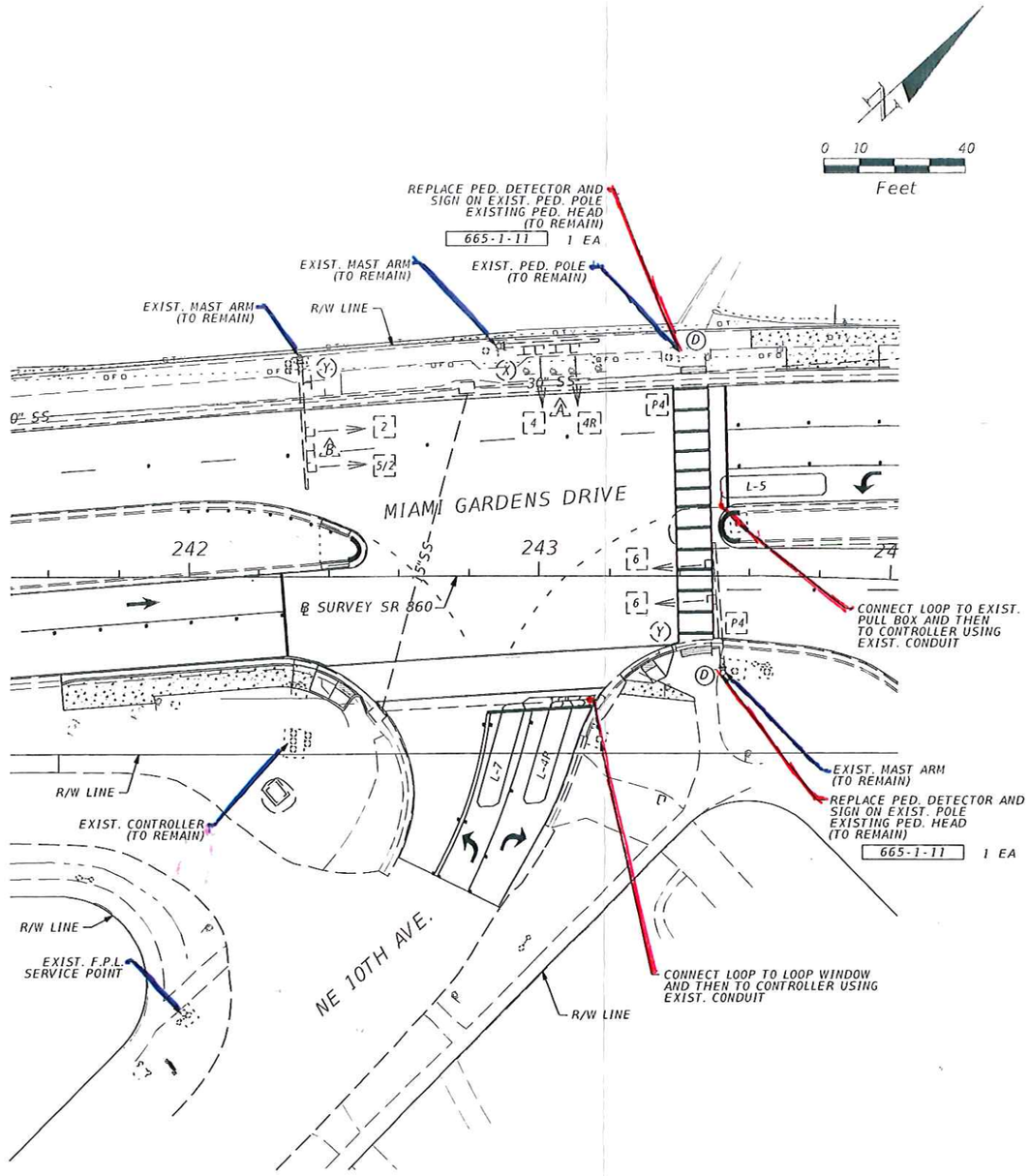
1. MAJOR STREET: SR 860 (NE 181 ST/MIAMI GARDENS DR)
   MINOR STREET: NE 10 AVE
2. SOP: AS SHOWN.
3. FLASHING OPERATIONS:
   - 2, 5 AND 6 TO FLASH YELLOW
   - 4 AND 4R TO FLASH RED
4. ONLY PHASE 1 RECALL, THE REST ACTUATED.

EXISTING SIGNAL OPERATION



NOTES:

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNAL DIVISION.
2. EXISTING MAST ARM ASSEMBLIES INCLUDING SIGNAL HEADS AND SIGNS TO REMAIN.



MIAMI GARDENS DRIVE (SR 860) & NE 10 AVE.
ID NO. 3435

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-28.008, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ERKI SUAREZ, P.E.
P.E. LICENSE NUMBER 49152
HDR Engineering, Inc.
15450 New Barn Road, Suite 304
Miami Lakes, FL 33014-2169
CERTIFICATE OF AUTHORIZATION 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
860	MIAMI-DADE	430805-1-52-01

SIGNALIZATION PLAN

SHEET NO. T-6

TOD Schedule Report

for 3435: Miami Gardens Dr&NE 10 Av

Print Date: 10/30/2019

Print Time: 2:02 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3435	Miami Gardens Dr&NE 10 Av	DOW-4	TOD	N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	NBT	WBL	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	24 - 24 - 40	0 - 20 - 35	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	2.5 - 2.5 - 2.5	23 - 23 - 30	48 - 18 - 20	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 20	15 - 7 - 7	4	2
6 EBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	24 - 24 - 40	0 - 20 - 35	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-456--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 3435: Miami Gardens Dr&NE 10 Av

Print Date: 10/30/2019

Print Time: 2:02 AM

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	WBT	-	NBT	WBL	EBT	-	-		
	1	160	0	101	0	47	12	83	0	0	0	131
	2	120	0	77	0	31	12	59	0	0	0	12
	3	110	0	70	0	28	14	50	0	0	0	27
	5	160	0	101	0	47	14	81	0	0	0	31

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0030	Free	Su M T W Th
0100	Free	F S
0600	Free	M T W Th F
0630	Free	Su S
0630	3	M T W Th F
0700	3	Su S
0700	1	M T W Th F
1000	3	M T W Th F
1100	2	M T W Th F
1300	5	M T W Th F
2100	3	M T W Th F
2300	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0630	TOD OUTPUTS	--------	M T W ThF
2300	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0630	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	--------	Su S
0845	PED RECALL	8-------	S
1530	PED RECALL	--------	S
1600	PED RECALL	8-------	S
1615	PED RECALL	8-------	F
2300	PED RECALL	--------	F
2300	PED RECALL	--------	S
2300	TOD OUTPUTS	-------1	M T W ThF

* Settings

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

No Calendar Defined/Enabled

APPENDIX E

Vissim Calibration Memorandum for SR 9/I-95 PD&E from South of SR 860/Miami Gardens Drive to North of Miami-Dade/Broward County Line

APPENDIX

E

Vissim Calibration Memorandum

SR 9/I-95

from South of Miami Gardens Drive

to North of Broward County Line

Financial Project ID: 414964-1-22-01

ETDM Number: 14419

Miami-Dade County, Florida

Prepared for:

Florida Department of Transportation
District 6

September 2024

TABLE OF CONTENTS

1.0 INTRODUCTION 1

1.1 Software Selection 1

2.0 VISSIM MODEL DEVELOPMENT 4

2.1 Existing Traffic Volumes 4

2.2 Vehicle Models and Distributions 6

2.3 Speed Distributions 7

2.4 Traffic Composition 8

2.5 Vehicle Inputs 8

2.6 Other Critical Input Variables 9

2.7 Review of Inputs and Animation 10

3.0 VISSIM MODEL CALIBRATION 11

3.1 Calibration Criteria 11

3.2 Required Number of Simulation Runs 12

3.3 Driving Behavior Calibration 13

4.0 CALIBRATION OUTPUT 16

4.1 Traffic Volume Calibration 16

4.2 Spot Speeds 25

4.3 Visual Observations 28

4.4 Summary 29

LIST OF EXHIBITS

Exhibit 1: Project Location 2

Exhibit 2: Area of Influence 3

Exhibit 3: 2021 (Existing) Peak Hour Volumes & Lane Geometry 5

Exhibit 4: Car Models and Distribution 6

Exhibit 5: Truck Models and Distribution 6

Exhibit 6: Posted Speed Limits 7

Exhibit 7: Speeds Distribution Thresholds 7

Exhibit 8: Truck Percentages 8

Exhibit 9: Peak Period Vehicle Input Distributions 9

Exhibit 10: Freeway Model Calibration Criteria 11

Exhibit 11: Estimated Required Number of Vissim Model Run (AM) 11

Exhibit 12: Estimated Required Number of Vissim Model Run (PM) 11

Exhibit 13: Adjusted Driving Behavior Parameters 14

Exhibit 14: Year 2021 AM and PM Peak Period Network-wide Statistics 17

Exhibit 15: 2021 AM Peak Hour Calibration Results I-95 Roadway Segments 17

Exhibit 16: 2021 PM Peak Hour Calibration Results I-95 Roadway Segments 19

Exhibit 17: 2021 AM Peak Hour Calibration Results Signalized Intersections 21

Exhibit 18: 2021 PM Peak Hour Calibration Results Signalized Intersections 23

Exhibit 19: Satisfaction Rate of Speed Calibration 25

Exhibit 20: AM Peak Period Speed Comparative Results of Vissim vs. RITIS Database 26

Exhibit 21: PM Peak Period Speed Comparative Results of Vissim vs. RITIS Database 28

LIST OF ATTACHMENTS

Attachment A: RITIS Volume and Speed Data

Attachment B: Traffic Signal Timing Information
Miami-Dade County
Traffic Signals and Signs Division (TS&S)

Attachment C: FDOT Count Site 87-2485 Volume Data

Attachment D: I-95 Traffic Volume Calibration
4-Hour Simulation Output

Attachment E: Intersection Traffic Volume Calibration
4-Hour Simulation Output

Attachment F: I-95 Spot Speed Calibration
4-Hour Simulation Output

1.0 INTRODUCTION

This Vissim calibration memorandum is being prepared as part of the Project Development & Environment (PD&E) to address the proposed improvements at the SR 9/I-95 corridor from south of SR 860/Miami Gardens Drive (MP 13.724) to north of Broward County Line (MP 17.199), in Miami-Dade County, Florida. This memorandum documents the Vissim microsimulation model development, calibration, and validation for the existing 2021 AM and PM peak period conditions.

The Vissim model contains the I-95 corridor including express and general-use lanes from south of Miami Gardens Drive Interchange (MP 13.724) to Broward County Line (MP 17.199), in Miami-Dade County, Florida. **Exhibit 1** shows the project location and **Exhibit 2** shows the study limits of the Vissim model.

The calibrated existing conditions model will be used as the base model in evaluating the proposed improvements and modifications for future conditions.

1.1 Software Selection

The calibrated model was created using Vissim (Version 2023, Service Package 05) software. Vissim is a microscopic traffic flow simulation model based on car following, lane change, and queuing logic. Vissim does not follow the conventional link/node modeling system but utilizes a link/connector system that enables complex geometry to be modeled. The link/connector system also permits different traffic controls to be utilized anywhere in the model. Vissim can model vehicles, transit, and pedestrians under unique schemes of lane configuration, traffic composition, and signal traffic controllers. Its flexibility allows selecting between different types of traffic demand modeling: Static Routing based on traffic turning movement data or Dynamic Traffic Assignment (DTA) using origin-destination matrices. Vissim has the ability to model Managed Lanes (MLs), High Occupancy Vehicle (HOV) lanes, and other transportation strategies that are being implemented within the state. Vissim models each individual vehicle within the network in order to determine the measures of effectiveness (MOEs) for freeways, ramps, and intersections.

Exhibit 1: Project Location Map

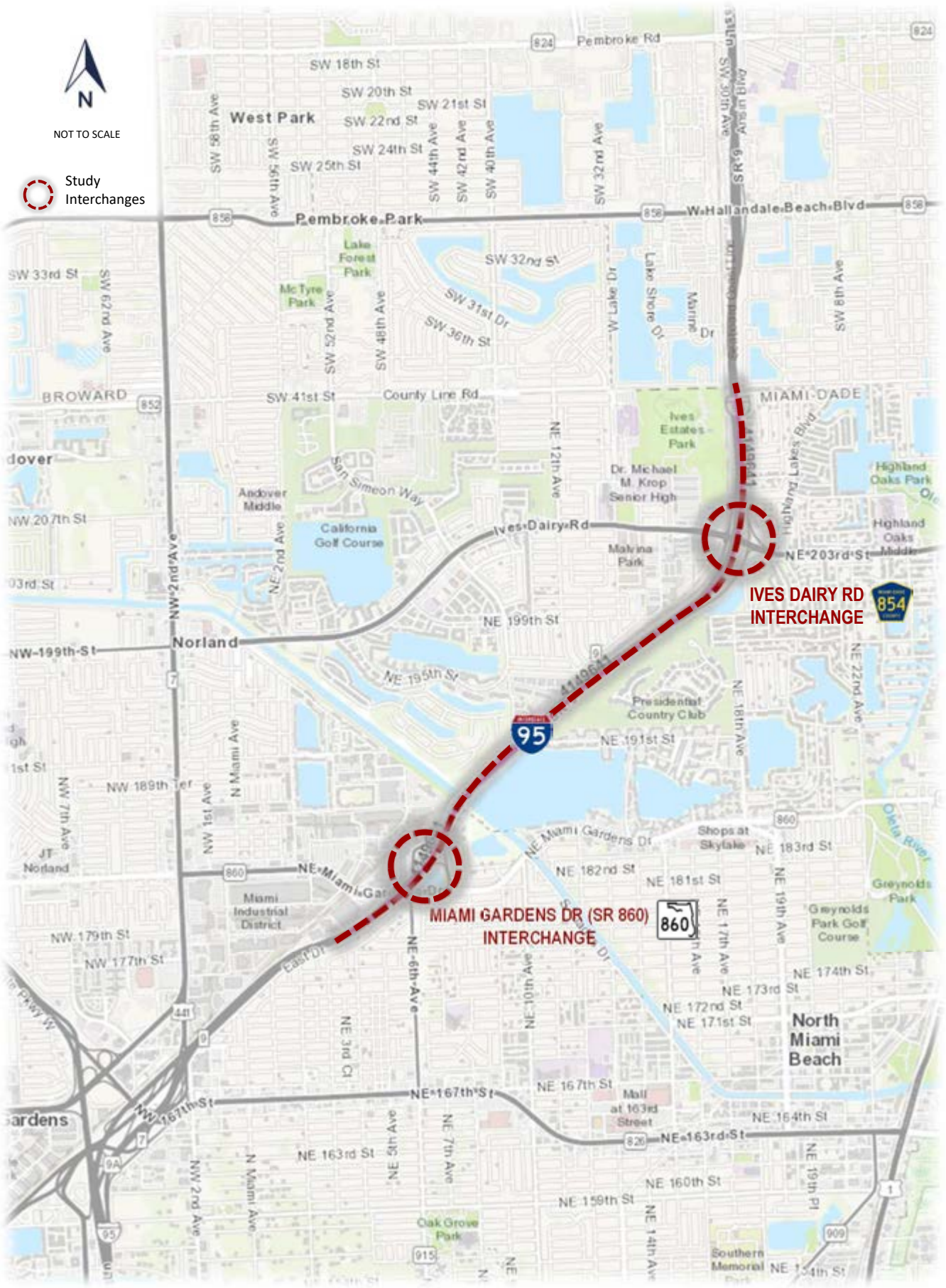
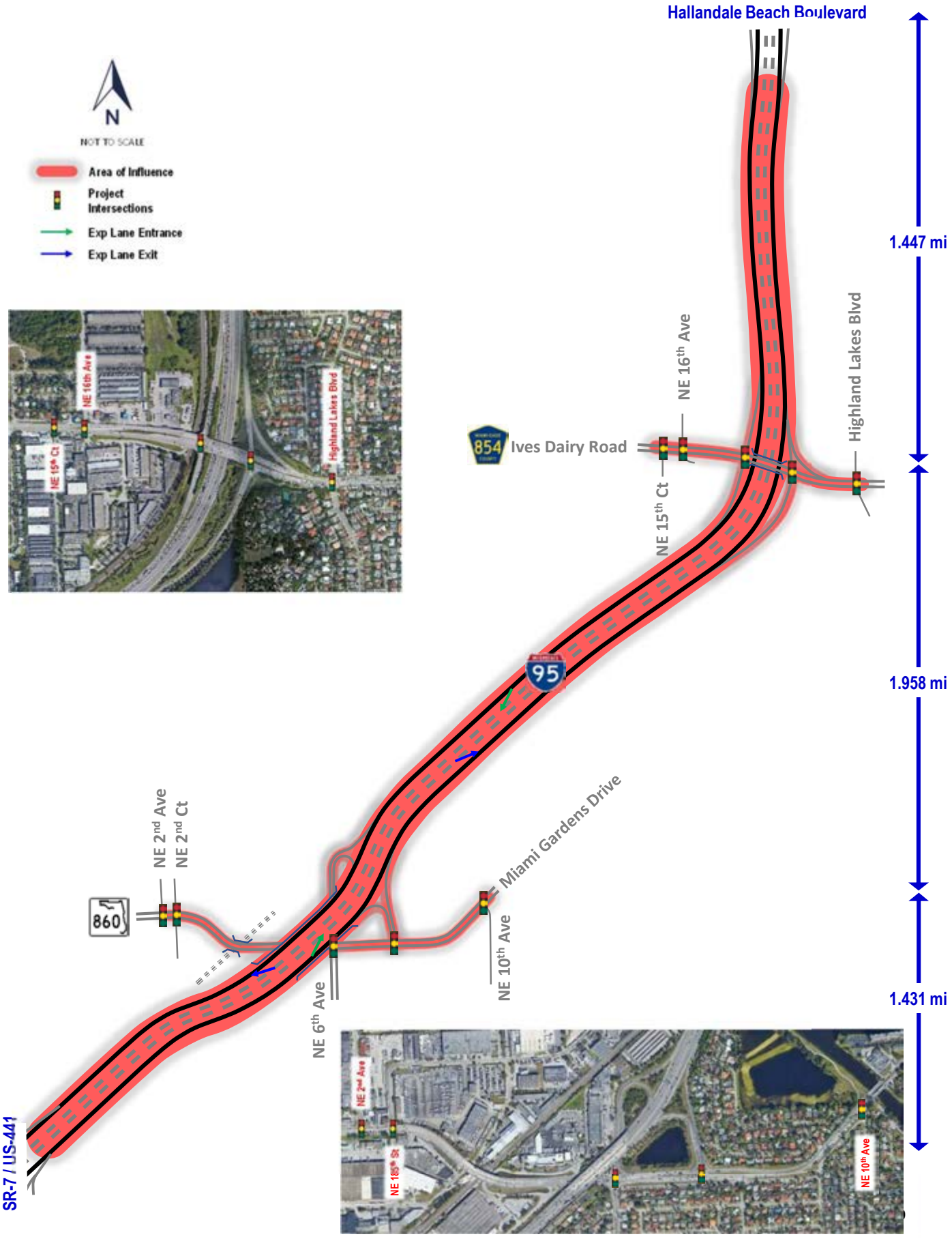


Exhibit 2: Study Limits



2.0 VISSIM MODEL DEVELOPMENT

This section contains details on the inputs used to develop the Vissim model for existing conditions. The Vissim model was developed consistent with the latest FDOT guidelines - *2021 FDOT Traffic Analysis Handbook.* Model development and parameter adjustments were performed using the latest techniques and best engineering practices.

2.1 Existing Traffic Volumes

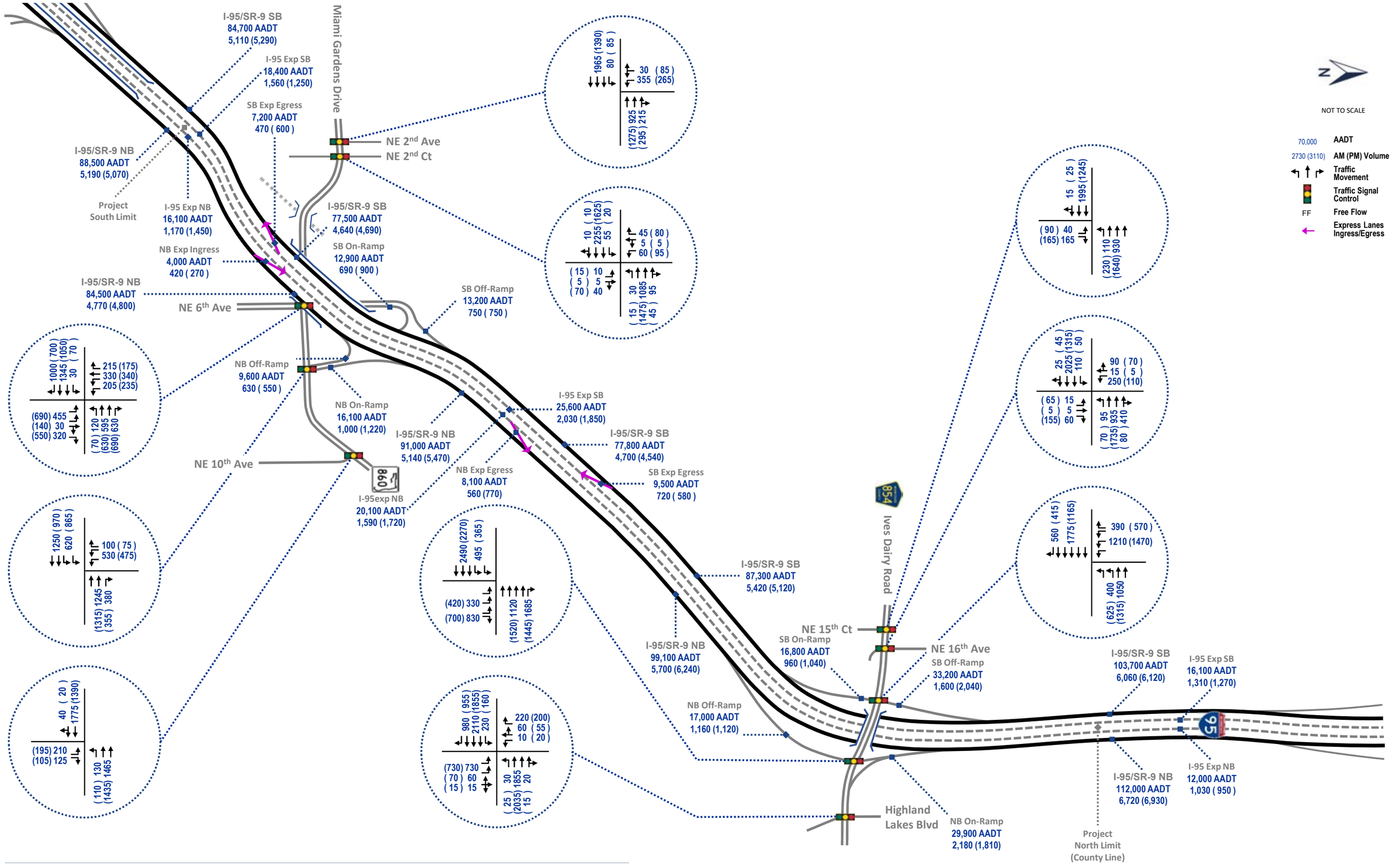
I-95 Mainline 72-hour bi-directional vehicle volumes and speeds in 15-minute intervals were obtained from RITIS from Tuesday, September 21, 2021 to Thursday, September 23, 2021, which corresponded with the volume data provided by the Department for the SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road cross roads). Based on a review of the three days of data, Tuesday, September 21, 2021 was selected to represent typical recurring congestion conditions to be used in this PD&E analysis. The other two days of data indicate that an incident occurred with significant impact on volumes and speeds. It is important to focus calibration on a single observed day since that day can be characterized in a microsimulation model with specific performance data. Since the Volume and Speed data from RITIS for Wednesday, September 22, 2021 and Thursday, September 23, 2021 were found to be significantly different from Tuesday, September 21, 2021, three additional days reflecting typical recurring congestion conditions were extracted from the RITIS data. The additional data review indicates that July 15, 2021, July 27, 2021, and September 14, 2021 (among others) present comparable days to Tuesday, September 21, 2021 all of which indicate that the models represent typical recurring congestion conditions (i.e., free of significant incidents).

I-95 count data was supplemented with counts from regular FDOT count stations from the Florida Traffic Online (FTO) database. Arterial/Ramp 72-hour bi-directional vehicle volumes and classification in 15-minute intervals were provided by the Department for same period (from Tuesday, September 21, 2021 to Thursday, September 23, 2021). Turning movement counts (TMCs) were provided by the Department. TMCs were collected on Thursday, September 23, 2021 from 6:30 a.m. to 9:30 a.m. and from 3:30 p.m. to 6:30 p.m.

Exhibit 3 summarizes the 2021 AM and PM peak hour volumes as well as the current lane geometry. A comparison of the 2021 balanced AADT volumes versus the FTO 2019 data entering the network was conducted to assess covid impacts. The comparison indicates that the total 2021 AADTs entering the network are approximately 3% higher than the total 2019 AADTs entering the network. Therefore, the potential impacts from COVID 19 were considered negligible. Bicyclist and pedestrian activities are not frequent at intersections and were not coded in the Vissim model. **Attachment A** presents existing RITIS traffic volume and speed data.

Traffic signal timing information was obtained from the Miami-Dade County Traffic Signals and Signs Division (TS&S) and field checks. To match the provided cycle lengths, yellow and all-red intervals were rounded to eliminate decimal numbers. Built-in Bing maps aerial imagery of Vissim was used to identify intersection layout, verify channelized and free-flow movements, and measure the length of the left and right turn storage bays. **Attachment B** presents the traffic signal timing information from the Miami-Dade County Traffic Signals and Signs Division (TS&S).

Exhibit 3: Existing Year 2021 Peak Hour Traffic Volumes



2.2 Vehicle Models and Distributions

The North America Vehicle Models and Distributions developed by PTV America were adopted in this study. PTV America selected models for cars and developed the distributions based on car sales data. The North America model distribution for cars is shown in **Exhibit 4**.

Exhibit 4: Car Models and Distribution

Make	Model	Type	Percentage	3D Vehicle Model
Ford	F-150	Truck	19.2%	LtTruck_Ford_F150_2009
Chevrolet	Silverado	Truck	15.1%	LtTruck_Chevrolet_Silverado_2008
Toyota	Avensis	Car	13.5%	Car_Toyota_Avensis_2006
Ford	Explorer	SUV	10.6%	SUV_Ford_Explorer_2008
Honda	Accord	Car	12.9%	Car_Honda_Accord_2003
Plymouth	Voyager	Truck	5.5%	Van_Plymouth_Voyager_1999
Jeep	Grand Cherokee	SUV	5.8%	SUV_Jeep_Grand_Cherokee_2002
Nissan	Quest	Car	6.4%	Van_Nissan_Quest_1995
GMC	Yukon	SUV	5%	SUV_GMC_Yukon_XL_2008
Nissan	Altima	Car	6%	Car_Nissan_Altima_2005

Source: PTV America; New North American Fleet & Settings, Vissim version 2023

PTV America selected Heavy Goods Vehicles (trucks) based on a truck size and weight study. The North America model distribution for trucks is shown in **Exhibit 5**.

Exhibit 5: Truck Models and Distribution

Truck Type	Percentage	3D Vehicle Model	
		Tractor	Trailer
5-Axle Tractor Semi-trailer	48.0%	HGV_wb50_tractor.v3d	HGV_wb50_trailer.v3d
3-Axle Single Unit Truck	27.5%	HGV-EU04 Tractor	
4-Axle Tractor Semi-trailer	10.5%	HGV_wb40_tractor.v3d	HGV_wb40_trailer.v3d
4-Axle or more Single Unit Truck	5%	HGV_flatbed_truck.v3d	
3-Axle Tractor Semi-trailer	4.5%	HGV_wb67d_tractor.v3d	HGV_wb67d_trailer.v3d
6-Axle Tractor Semi-trailer	4.5%	HGV_wb65_tractor.v3d	HGV_wb65_trailer.v3d

Source: PTV America; New North American Fleet & Settings, Vissim version 2023

2.3 Speed Distributions

Desired speeds and distributions were developed based on posted speed limits. The posted speed limits collected in the field are listed in **Exhibit 6.**

Exhibit 6: Posted Speed Limits

Facility	Posted Speed (mph)
Miami Gardens Drive/west of NE 8th Avenue	40
Miami Gardens Drive/east of NE 8th Avenue	30
Ives Dairy Road	40
I-95 GP and EL (Miami Dade County)	55
I-95 GP and EL (Broward County)	65
School Zone on Ives Dairy Road	15

Note that based on the HERE/RITIS database, drivers on express lanes systematically drive significantly over the posted speed limits. A detailed discussion can be found in Section 4.2, Spot Speeds, of the Vissim Calibration Memorandum. The driving speeds on express lanes in Miami-Dade County in the Vissim model were elevated by 5 mph to more accurately reflect the actual speeds observed in the field. The speed distributions shown in **Exhibit 7** were used. All speed distributions assumed an 85th percentile speed of 5 mph higher than the posted speed. The upper speed distribution limit was set to be 10 mph greater than the posted speed and the lower limit 5 mph lower than the posted speed. Upper speed represents free flow conditions. Trucks were modeled at a 5 mph lower speed than cars. Loop ramps were modeled with reduced speed areas based on design speed. For interchange ramps, the segment closest to the freeway mainline was modeled with the corresponding mainline speed. Distributions for reduced speed areas were also developed for left turn movements, right turn movements, and free or channelized right turns. In addition, reduced speed areas were coded in the Vissim model to reflect the school zone posted speed limit of 15 along Ives Dairy Road and congested segments outside the study area. These segments include SB I-95 just north of the Golden Glades Interchange (GGI) and segments along Ives Dairy Road to the east and west sides of the interchange on the EB and WB directions.

Exhibit 7: Speeds Distribution Thresholds

Facility or Function Type	Posted Speed (mph)	Lower Limit	15% Percentile	85% Percentile	Upper Limit
Freeway Mainline (GP and EL)	65	60	65	70	75
	60	55	60	65	70
Arterials	40	35	40	45	50
	35	30	35	40	45
	30	25	30	35	40
	25	20	25	30	35
School Zone*	15	14	14.5	15	18
Left Turn Movement*	n/a	12	15	18	21

Right Turn Movement*	n/a	8	10	12.5	15
Free or Channelized Right Turn*	n/a	15	20	22.5	25

*:Reduced Speed Area

2.4 Traffic Composition

Design Hour Truck (DHT) values were calculated based on historical data from the FDOT count sites within the study area, mechanical classification counts and turning movement counts conducted by the Department as part of the data collection efforts. DHT values from mechanical counts were calculated as half the daily value in accordance with the *FDOT Project Traffic Forecasting Handbook*. The calculated DHT values of 3% for I-95 and 2% for Miami Gardens Drive and Ives Dairy Road were used based on existing and historical data. The composition of traffic (i.e., car and truck percentages) at entry links are listed in **Exhibit 8.**

Exhibit 8: Truck Percentages

Road	T peak hour (1)
I-95 General-Use Lanes	3
I-95 Express Lanes	0
Miam Gardens Drive	2
Ives Dairy Road	2

T peak hour: Peak hour truck percentage

In the Vissim model, the peak hour truck percentage is rounded to 2% for other local roads.

2.5 Vehicle Inputs

A four-hour analysis period was selected to ensure that traffic operations were accurately modeled. The four-hour analysis period provided adequate time for congestion build-up and dissipation. The counter site 872485 (SR 9A/I-95, 200' S. Miami-Dade/Broward Co. Line, Northbound) with a synopsis report was selected as a typical location to reflect the volume distribution at 15-minute intervals throughout the peak period. As such, the factors shown in **Exhibit 9** were developed using the synopsis report at counter site 872485 in the range of June 29th (Tuesday) and July 1st (Thursday), 2021 to distribute traffic throughout the peak period. A 30-minute seeding period was coded. The second hour represented the peak hour. Traffic volumes were entered in 15-minute increments as exact values. **Attachment C** presents traffic volume data from FDOT counter site 872485.

Exhibit 9: Peak Period Vehicle Input Distributions

Hour	AM Period			PM Period		
	Time Interval	Hourly Proportion[1]	Distribution	Time Interval	Hourly Proportion[1]	Distribution
Seeding	6:15	85.55%	19.38%	2:30	88.13%	21.41%
	6:30		23.40%	2:45		22.66%
Pre-Peak (1st)	6:45	92.92%	22.06%	3:00	94.13%	23.00%
	7:00		21.71%	3:15		22.61%
	7:15		23.33%	3:30		23.73%
	7:30		25.82%	3:45		24.79%
Peak (2nd)	7:45	100.00%	25.82%	4:00	100.00%	25.66%
	8:00		24.63%	4:15		25.44%
	8:15		25.29%	4:30		23.84%
	8:30		24.26%	4:45		25.06%
Post Peak (3rd)	8:45	92.99%	24.11%	5:00	96.30%	24.23%
	9:00		23.49%	5:15		24.07%
	9:15		22.69%	5:30		25.08%
	9:30		22.70%	5:45		22.91%
Breaking Hour	9:45	86.09%	20.17%	6:00	98.77%	23.58%
	10:00		21.50%	6:15		25.27%
	10:15		22.43%	6:30		26.24%
	10:30		21.99%	6:45		23.68%

[1]Percent of peak hour

2.6 Other Critical Input Variables

Static vehicle routes were coded in the model with the feature of "Combine Routes" selected in order to provide ample distance/time for drivers to position in the correct lane. Static routing decisions were also used for Express Lane facilities, this was done due to a fixed Express Lane demand since different toll pricing models will not be analyzed and time savings outside the study area would have to be included otherwise. These routes were adjusted to only allow passenger cars on the facility. The entry links for freeway mainline were extended to over one and a half miles and arterials to over half a mile to provide adequate distance for lane change maneuvers and ensure that all traffic demand entered the network.

Stop signs and signal heads were coded in the model consistent with field conditions. Signal timings in the model were coded to be consistent with signal timing plans obtained from Miami Dade County.

Conflict marks were coded for movements with potential conflicts such as a right-turn movement with a conflicting through movement and a left-turn movement during permitted phases with an opposing through movement. Priority rules were coded to prevent queues from blocking the intersection.

2.7 Review of Inputs and Animation

The model was checked to identify and correct coding errors. Inputs were reviewed as follows:

1. Link and connectors' geometry, lengths, number of lanes, and speeds were checked.
2. Priority rules, conflict areas, reduced speed areas, and stop signs were verified.
3. Driving behavior types were verified for the freeway, ramps, and arterials.
4. Vehicle proportions at each entry point were checked.
5. Turn proportions at intersections were checked.
6. Traffic simulation was observed several times to assess the reasonableness of the microsimulation model and lane utilization issues.
7. Counterintuitive results were also checked. For example, delays were reported at some free flow channelized right turn movements, but queues were not observed. This was explained as delays due to the through traffic moderate to severe congestion blocking right-turning vehicles upstream the right turn bay lanes.

3.0 VISSIM MODEL CALIBRATION

Calibration of the base microsimulation model was achieved by adjusting model parameters to improve the model's ability to replicate field driver behavior and traffic flow patterns. Calibration of the model was based on traffic volumes, simulated speeds, and field observations of traffic conditions.

3.1 Calibration Criteria

The Vissim model was calibrated in accordance with the latest FDOT guidelines: *2021 FDOT Traffic Analysis Handbook.* These criteria are presented in **Exhibit 10** and were applied in this study.

Exhibit 10: Freeway Model Calibration Criteria

Criteria and Measures	Calibration Acceptance Targets
Hourly Flows, Model Versus Observed	
Individual Link Flows	
Within 100 veh/h, for Flow < 700 veh/h	> 85% of cases
Within 15%, for 700 veh/h < Flow < 2700 veh/h	> 85% of cases
Within 400 veh/h, for Flow > 2700 veh/h	> 85% of cases
Sum of All Link Flows	Within 5% of sum of all link counts
GEH Statistic < 5 for Individual Link Flows	> 85% of cases
GEH Statistic for Sum of All Link Flows	GEH < 5 for sum of all link counts
Speed	Modeled average link speeds to be within the ±10 mph of field-measured speeds on at least 85% of all network links.
Visual Audits	Check consistency with field conditions of the following: on- and off-ramp queuing; weaving maneuvers; patterns and extent of queue at intersection and congested links; lane utilization/choice; location of bottlenecks

The Geoffrey E. Havers (GEH) Statistic is a measure for comparing modeled and observed volumes, which overcomes the inconsistencies inherent in comparing a wide range of volumes. The GEH is computed as follows:

$$GEH = \sqrt{\frac{2(M-C)^2}{M+C}}$$

Where:

M: simulated traffic volume

C: observed count

A comparison of modeled and field observed congestion and queues was performed at select locations to ensure proper operation of intersections. It should be noted that a quantitative comparison of model and real-world queues is not typically required unless otherwise dictated by project requirements or requested by the agency staff.

3.2 Required Number of Simulation Runs

Due to the stochastic nature of microsimulation models, the results from individual runs can vary and may have higher standard deviations for facilities operating at or near capacity. Thus, it is necessary to perform multiple runs with different random seeds to gain an accurate reflection of the performance of the model. Vissim has a multiple run capability where the user can specify the initial random seed number, number of runs, and increments for the random seed in each of the multiple runs. The number of required runs was computed using the following formula:

$$N = \left(t_{0.025,N-1} \frac{S}{R} \right)^2$$

Where:

N: Number of required simulation runs

$t_{0.025, N-1}$: Student's t-statistic for two-sided error of 2.5 percent (totals 5 percent)

with N-1 degrees of freedom

S: Standard deviation about the mean for selected measure of effectiveness

R: 95 percent confidence interval for the true mean

An initial data set was generated using 3 random number seeds to compute the required number of runs. The random number seeds for the initial run are 10, 30, and 45. Simulated speeds on the I-95 general-use lanes, northbound link, located between the interchanges of Miami Gardens Drive and Ives Dairy Road, derived from the existing AM/PM peak period model were used as the measure of effectiveness to compute the standard deviation.

A 95 percent confidence level was assumed. The number of required runs was then computed iteratively using the Student t-statistic until convergence, i.e., the assumed number of runs equaled the required number of runs. As displayed in **Exhibits 11** and **12,** the calculated required number of Vissim model runs is 9 runs. However, in this project the Vissim model was run ten (10) times to be conservative with a simulation resolution of 10 time steps per simulation second.

Exhibit 11: Estimating Required Number of Vissim Model Run (AM)

Measure of Effectiveness	Initial Model Runs			Standard Deviation (S)	Desired Confidence Interval (CI)	Runs (N)	Iteration	
	Seed Number 10	Seed Number 30	Seed Number 45				t (1-alpha/2), N-1	Number of runs (N)
Network Average speed (mph)	55.39	55.57	55.50	0.09	0.14	3	4.303	33
						33	2.037	7
Desired Range (CI/S) =	1.50					7	2.447	11
Desired Confidence Level =	95.0%					11	2.228	9
alpha =	0.05					9	2.306	9
1-alpha/2 =	0.975					9	2.306	9

Vissim Link 109 from Existing AM model

Exhibit 12: Estimating Required Number of Vissim Model Run (PM)

Measure of Effectiveness	Initial Model Runs			Standard Deviation (S)	Desired Confidence Interval (CI)	Runs (N)	Iteration	
	Seed Number 10	Seed Number 30	Seed Number 45				t (1-alpha/2), N-1	Number of runs (N)
Network Average speed (mph)	55.49	54.97	55.17	0.26	0.39	3	4.303	33
						33	2.037	7
Desired Range (CI/S) =	1.50					7	2.447	11
Desired Confidence Level =	95.0%					11	2.228	9
alpha =	0.05					9	2.306	9
1-alpha/2 =	0.975					9	2.306	9

Vissim Link 109 from Existing PM model

3.3 Driving Behavior Calibration

The factors that define driving behavior in Vissim are generally classified as car following and lane change parameters. The network model was calibrated by changing the default values for a few of these parameters, as shown in **Exhibit 13**.

Freeway car following equations are mainly based on Wiedemann 99 model, which is a function of 10 parameters (CC0 to CC9). The headway time (CC1) parameter has the largest impact on capacity as it affects the saturation flow rate.

Car following behavior for arterials is defined using the Wiedemann 74 model. The "additive part of safety distance" and "multiplicative part of safety distance" parameters have the highest impact on Capacity. The basic arterial parameters were calibrated to an ideal saturation flow rate of about 1,900 passenger cars per mile per lane pcphpl, per the *Highway Capacity Manual (HCM)*. The ideal flow rate is inherently reduced to an actual flow in the network model depending on vehicle interactions, signal control, intersection geometry, truck proportion, proximity of adjacent intersections, etc. In this project, arterials were coded with the basic arterial parameters.

Exhibit 13: Adjusted Driving Behavior Parameters

Facility Type	Parameter Type	Driving Behavior Parameters	Units	Default Values	Freeway Basic	Freeway Merge/Diverge	Freeway Aggressive On-Ramp	Freeway Weave	Express Lanes Basic	Express Lanes Merge/ Diverge	Express Lanes Weave	Freeway Weave North of Ives Dairy Road	Express Lanes Weave Southbound	Arterial Basic	Arterial Saturated	Arterial Southbound Off-Ramp	Suggested Range*		
																	Basic Segment	Weaving/Merge/Diverge	Basic Arterial
Freeway	Car Following	CC0 Standstill distance	feet	4.92	4.92	4.92	4.92	4.92	4.92	4.92	6.00	6.00	6.50				>4.00	>4.92	
		CC1 Headway time	second	0.9	1.22	1.14	0.9	1.06	1.25	1.20	1.60	1.21/ 1.06**	1.80				0.7 to 3	0.9 to 3	
		CC2 'Following' variation	feet	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12				6.56 to 22.97	13.12 to 39.37	
	Lane Change	Max deceleration [Own]	feet/s^2	-13.12	-13.12	-13.12	-13.12	-13.12	-13.12	-13.12	-13.12	-13.12	-13.12				15 to-12		
		Max deceleration [Trail]	feet/s^2	-9.84	-9.84	-9.84	-9.84	-9.84	-9.84	-9.84	-9.84	-9.84	-9.84				-12 to -8		
		-1 ft/s^2 per distance [Own]	feet	100	200	200	100	200	200	200	200	200	200				>100		
		-1 ft/s^2 per distance [Trail]	feet	100	200	200	100	200	200	200	200	200	200				>100		
		Accepted deceleration [Own]	feet/s^2	-3.28	-3.28	-3.28	-3.28	-3.28	-3.28	-3.28	-3.28	-3.28	-3.28				-2.5 to -4		
		Accepted deceleration [Trail]	feet/s^2	-1.64	-1.64	-1.64	-2.4	-1.64	-1.64	-1.64	-1.64	-1.64	-1.64				-1.5 to -2.5		
		Waiting time before diffusion	second	60	180	180	180	180	180	180	180	180	180						
		Min. headway [front/rear]	feet	1.64	1.64	1.64	1.64	1.51	1.64	1.64	1.64	3.00	5.00				1.5 to 6		
		Safety distance reduction factor		0.6	0.6	0.4	0.2	0.4	0.6	0.4	0.85	0.90	0.90				0.1 to 0.9		
		Max. dec. for cooperative braking	feet/s^2	-9.84	-9.84	-9.84	-25	-9.84	-9.84	-9.84	-10.00	-9.84	-4.00				-32.2 to -3		
		Cooperative lane change		No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes						
Arterial	Car Following	Average standstill distance	feet	6.56										6.56	6.56	10.50/ 6.56**			>3.28
		Additive part of safety distance		2										2.78	1	3.35			1 to 3.5
		Multiplicative part of safety distance		3										3.78	2	4.35			2 to 4.5
	Lane Change	Max deceleration[Own]	feet/s^2	-13.12										-13.12	-13.12	-12.12			15 to-12
		Max deceleration[Trail]	feet/s^2	-9.84										-9.84	-9.84	-8.24			-12 to -8
		-1 ft/s^2 per distance[Own]	feet	100										100	100	200			>50
		-1 ft/s^2 per distance[Trail]	feet	100										100	100	200			>50
		Accepted deceleration[Own]	feet/s^2	-3.28										-3.28	-3.28	-2.80			-2.5 to -4
		Accepted deceleration[Trail]	feet/s^2	-1.64										-2	-2.4	-1.55			-1.5 to -2.5
		Waiting time before diffusion	second	60										180	180	180			
		Min. headway[front/rear]	feet	1.64										1.64	1.64	5.50			1.5 to 6
		Safety distance reduction factor		0.6										0.6	0.4	0.9			0.1 to 0.9
		Max. dec. for cooperative braking	feet/s^2	-9.84										-9.84	-9.84	-4			-32.2 to -3
		Cooperative lane change		No										Yes	Yes	No			

*: Derived from *2021 FDOT Traffic Analysis Handbook*

**: x.xx/x.xx: AM/PM

The lane change parameters with a major impact on traffic flow are the “waiting time before diffusion” and “cooperative lane change” for freeway basic segments, merge diverge areas, and weaving areas. The former was increased from 60 to 180 seconds considering the long cycle length in the network to reduce the number of vehicles removed from the network. The later was enabled to improve vehicle interactions during lane change maneuvers.

Freeway and arterial traffic simulation in Vissim is also significantly affected by the emergency stop and lane change distances for connectors. The default values of 16.4 feet for emergency stop and 656.2 feet for lane change distance are too short to provide the appropriate number of lane changes, especially at freeway merge/diverge areas and for intersection turn lanes. The default distances were changed to 50 feet and 1,320 feet for emergency stop and lane change, respectively, on all connectors to model travel behavior more accurately. The emergency stop distance of 50 feet was changed in some cases like for turn lanes to align traffic and prevent unrealistic behavior patterns like lane change maneuvers close to stop bar. The lane change distance was increased or decreased in multiples of 0.25 miles (1,320 feet) at select locations to arrive at realistic traffic flow patterns.

4.0 CALIBRATION OUTPUT

Calibration of the model was based on traffic volumes at I-95 segments and major intersections, spot speeds along I-95, and visual observations of queues at select critical locations to ensure that it accurately represented field conditions. Calibration results for the morning and afternoon peak hours are presented in the following sections. The calibration results of the full simulation period of 4 hours, which includes pre-peak and post-peak recovery hours, are included in the attachments of this document.

4.1 Traffic Volume Calibration

Exhibit 14 displays network-wide statistics for the year 2021 during AM and PM peak periods, derived from Vissim simulation results. Almost all the traffic demand has been processed in the model.

Exhibit 14: Year 2021 AM and PM Peak Period Network-wide Statistics

Statistics	Year 2021	
	AM Peak Period	PM Peak Period
Total travel time [hour], All Vehicle Types	11,358	10,858
Total delay time [hour], All Vehicle Types	3,863	3,393
Average delay time[second], All Vehicle Types	150	135
Average speed [mph], All Vehicle Types	35	36
Percent demand served	99%	100%

A calibration summary of volume (link flows) along I-95 during peak hours is presented in **Exhibits 15** and **16**, as per the calibration criteria. Traffic volumes for I-95 segments in Vissim were obtained from link evaluation output files. Evaluations were based on the average of 10 model runs to be conservative. **Attachment D** presents the I-95 traffic volume calibration results of the full simulation period of 4 hours.

Exhibit 15: 2021 AM Peak Hour Calibration Results
I-95 Roadway Segments

		Segment	Demand	Processed	% Served	GEH (<5)	Acceptance Target	Simulated Speed
I-95 General-Use Lanes	#	**I-95 NB**						
	1	South of Miami Gardens Drive to EL Ingress Point	5,190	5,188	100%	0/Yes	Yes<400	54
	2	From EL Ingress Point to Miami Gardens Drive Off-ramp	4,770	4,777	100%	0.1/Yes	Yes<400	50
	3	Between Miami Gardens Drive Interchange	4,140	4,153	100%	0.2/Yes	Yes<400	55
	4	From Miami Gardens Drive On-Ramp to EL Egress Point	5,140	5,067	99%	1/Yes	Yes<400	56
	5	From EL Egress Point to Ives Dairy Road Off-Ramp	5,700	5,641	99%	0.8/Yes	Yes<400	55
	6	From Ives Dairy Road Off-Ramp to On-Ramp	4,540	4,494	99%	0.7/Yes	Yes<400	56
	7	North of Ives Dairy Road	6,720	6,425	96%	3.6/Yes	Yes<400	59
	#	**I-95 SB**						
	8	North of Ives Dairy Road	6,060	6,071	100%	0.1/Yes	Yes<400	58
	9	Between Ives Dairy Road Ramps	4,460	4,477	100%	0.2/Yes	Yes<400	54
	10	From Ives Dairy Road On-Ramp to EL Ingress Point	5,420	5,376	99%	0.6/Yes	Yes<400	52
	11	From EL Ingress Point to Miami Gardens Drive Off-Ramp	4,700	4,677	100%	0.3/Yes	Yes<400	53
	12	Between Miami Gardens Drive Ramps	3,950	3,924	99%	0.4/Yes	Yes<400	54
	13	South of Miami Gardens Drive to EL Egress Point	4,640	4,597	99%	0.6/Yes	Yes<400	55
	14	From Egress Point to South	5,110	5,077	99%	0.5/Yes	Yes<400	39
			70,540	***69,944***	***99%***	***2.2/Yes***		

Exhibit 15: 2021 AM Peak Hour Calibration Results
I-95 Roadway Segments (Continued)

		Segment	Demand	Processed	% Served	GEH (<5)	Acceptance Target	Simulated Speed
I-95 Express Lanes	#	**I-95 NB**						
	1	South of Miami Gardens Drive to Ingress Point	1,170	1,171	100%	0/Yes	Yes<15%	60
	2	From Ingress Point to Ives Dairy Road Egress Point	1,590	1,581	99%	0.2/Yes	Yes<15%	59
	3	From Ives Dairy Road Egress Point to Ives Dairy Road Ingress Point	1,030	1,013	98%	0.5/Yes	Yes<15%	60
	4	From Ives Dairy Road Ingress Point to North	1,030	1,016	99%	0.4/Yes	Yes<15%	67
	#	**I-95 SB**						
	5	North to Ives Dairy Road Egress Point	1,680	1,677	100%	0.1/Yes	Yes<15%	65
	6	From Ives Dairy Road Egress Point to Ives Dairy Road Ingress Point	1,310	1,305	100%	0.1/Yes	Yes<15%	60
	7	From Ives Dairy Road Ingress Point to Egress Point	2,030	1,987	98%	1/Yes	Yes<15%	18
	8	From Egress Point to South	1,560	1,513	97%	1.2/Yes	Yes<15%	43
			11,400	***11,264***	***99%***	***1.3/Yes***		

As displayed in **Exhibit 15**, during the year 2021 AM peak hour, all the twenty-two segments (100%) and the sum of all the I-95 segments satisfy volume calibration targets.

Exhibit 16: 2021 PM Peak Hour Calibration Results
I-95 Roadway Segments

		Segment	Demand	Processed	% Served	GEH (<5)	Acceptance Target	Simulated Speed
I-95 General-Use Lanes	#	**I-95 NB**						
	1	South of Miami Gardens Drive to EL Ingress Point	5,070	5,062	100%	0.1/Yes	Yes<400	54
	2	From EL Ingress Point to Miami Gardens Drive Off-ramp	4,800	4,789	100%	0.2/Yes	Yes<400	50
	3	Between Miami Gardens Drive Interchange	4,250	4,249	100%	0/Yes	Yes<400	55
	4	From Miami Gardens Drive On-Ramp to EL Egress Point	5,470	5,324	97%	2/Yes	Yes<400	56
	5	From EL Egress Point to Ives Dairy Road Off-Ramp	6,240	6,069	97%	2.2/Yes	Yes<400	56
	6	From Ives Dairy Road Off-Ramp to On-Ramp	5,120	4,964	97%	2.2/Yes	Yes<400	55
	7	North of Ives Dairy Road	6,930	6,768	98%	2/Yes	Yes<400	59
	#	**I-95 SB**						
	8	North of Ives Dairy Road	6,120	6,082	99%	0.5/Yes	Yes<400	43
	9	Between Ives Dairy Road Ramps	4,080	4,068	100%	0.2/Yes	Yes<400	55
	10	From Ives Dairy Road On-Ramp to EL Ingress Point	5,120	5,114	100%	0.1/Yes	Yes<400	53
	11	From EL Ingress Point to Miami Gardens Drive Off-Ramp	4,540	4,548	100%	0.1/Yes	Yes<400	54
	12	Between Miami Gardens Drive Ramps	3,790	3,774	100%	0.3/Yes	Yes<400	55
	13	South of Miami Gardens Drive to EL Egress Point	4,690	4,614	98%	1.1/Yes	Yes<400	54
	14	From Egress Point to South	5,290	5,238	99%	0.7/Yes	Yes<400	54
			71,510	***70,663***	***99%***	***3.2/Yes***		

Exhibit 16: 2021 PM Peak Hour Calibration Results
I-95 Roadway Segments (Continued)

		Segment	Demand	Processed	% Served	GEH(<5)	Acceptance Target	Simulated Speed
I-95 Express Lanes	#	**I-95 NB**						
	1	South of Miami Gardens Drive to Ingress Point	1,450	1,449	100%	0/Yes	Yes<15%	59
	2	From Ingress Point to Ives Dairy Road Egress Point	1,720	1,716	100%	0.1/Yes	Yes<15%	57
	3	From Ives Dairy Road Egress Point to Ives Dairy Road Ingress Point	950	952	100%	0/Yes	Yes<15%	60
	4	From Ives Dairy Road Ingress Point to North	950	952	100%	0.1/Yes	Yes<15%	67
	#	**I-95 SB**						
	5	North to Ives Dairy Road Egress Point	1,800	1,797	100%	0.1/Yes	Yes<15%	65
	6	From Ives Dairy Road Egress Point to Ives Dairy Road Ingress Point	1,270	1,271	100%	0/Yes	Yes<15%	60
	7	From Ives Dairy Road Ingress Point to Egress Point	1,850	1,838	99%	0.3/Yes	Yes<15%	57
	8	From Egress Point to South	1,250	1,225	98%	0.7/Yes	Yes<15%	56
			11,240	***11,201***	***100%***	***0.4/Yes***		

As displayed in **Exhibit 16**, during the year 2021 PM peak hour, all the twenty-two segments (100%) and the sum of all the I-95 segments satisfy volume calibration targets.

A volume calibration summary of individual movements of intersections along Miami Gardens Drive and Ives Dairy Road is presented in **Exhibits 17** and **18**, as per the calibration criteria. Traffic volumes of individual movements of intersections were obtained from node evaluation output files. **Attachment E** presents the intersection traffic volume calibration results of the full simulation period of 4 hours.

Exhibit 17: 2021 AM Peak Hour Calibration Results
Signalized Intersections

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Difference in Volume	Difference in percentage	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	GEH (<5)	Acceptance Target
I-95 SB Ramps @ Ives Dairy Road	Overall	4,890	4,724	-166	-3%	51	D			
	SBLT	1,210	1,215	5	0%	99	F	1,464	0.1	Yes<15%
	SBRT	390	389	-1	0%	7	A	0	0.1	Yes<100
	EBTH	1,280	1,284	4	0%	57	E	1,353	0.1	Yes<15%
	EBRT	560	545	-15	-3%	10	B	0	0.6	Yes<100
	WBLT	400	346	-54	-14%	41	D	287	2.8	Yes<100
	WBTH	1,050	945	-105	-10%	33	C	514	3.3	Yes<15%
I-95 NB Ramps @ Ives Dairy Road	Overall	4,865	4,763	-102	-2%	48	D			
	NBLT	330	324	-6	-2%	102	F	947	0.3	Yes<100
	NBRT(Sig.)	237	238	1	0%	107	F	970	0.1	Yes<100
	NBRT(Free)	593	574	-19	-3%	16	B	880	0.8	Yes<100
	EBLT	495	509	14	3%	9	A	281	0.6	Yes<100
	EBTH	2,490	2,498	8	0%	7	A	431	0.2	Yes<15%
	WBTH	720	620	-100	-14%	196	F	962	3.9	Yes<15%
Ives Dairy Road @ Highland Lakes Blvd.	Overall	6,320	5,833	-487	-8%	207	F			
	NBLT	730	602	-128	-18%	427	F	2,718	5.0	No
	NBTH	60	48	-12	-20%	392	F	2,718	1.6	Yes<100
	NBRT	15	12	-3	-20%	367	F	2,749	0.8	Yes<100
	SBLT	10	9	-1	-10%	473	F	272	0.3	Yes<100
	SBTH	60	39	-21	-35%	613	F	1,810	3.0	Yes<100
	SBRT	220	172	-48	-22%	533	F	1,810	3.4	Yes<100
	EBLT	230	223	-7	-3%	127	F	970	0.5	Yes<100
	EBTH	2,110	2,115	5	0%	37	D	970	0.1	Yes<15%
	EBRT	980	971	-9	-1%	22	C	830	0.3	Yes<15%
	WBLT	30	24	-6	-20%	299	F	66	1.2	Yes<100
	WBTH	1,855	1,602	-253	-14%	359	F	4,690	6.1	Yes<15%
	WBRT	20	16	-4	-20%	317	F	4,735	0.9	Yes<100

Exhibit 17: 2021 AM Peak Hour Calibration Results
Signalized Intersections (Continued)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Difference in Volume	Difference in percentage	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	GEH (<5)	Acceptance Target
Miami Gardens Drive @ I-95 SB Off-ramp	Overall	5,375	5,195	-180	-3%	88	F			
	NBLT	455	458	3	1%	83	F	770	0.1	Yes<100
	NBTH	30	30	0	0%	58	E	427	0.0	Yes<100
	NBRT	320	323	3	1%	24	C	427	0.2	Yes<100
	SBLT	205	196	-9	-4%	127	F	1,608	0.6	Yes<100
	SBTH	330	314	-16	-5%	184	F	1,608	0.9	Yes<100
	SBRT	215	205	-10	-5%	74	E	0	0.7	Yes<100
	EBLT	30	30	0	0%	145	F	77	0.0	Yes<100
	EBTH	1,345	1,297	-48	-4%	197	F	2,664	1.3	Yes<15%
	EBRT	1,000	985	-15	-2%	29	C	848	0.5	Yes<15%
	WBLT	120	112	-8	-7%	94	F	211	0.7	Yes<100
	WBTH	695	660	-35	-5%	15	B	292	1.3	Yes<100
	WBRT	630	585	-45	-7%	4	A	0	1.8	Yes<100
Miami Gardens Drive @ I-95 NB Ramps	Overall	4,125	4,080	-45	-1%	36	D			
	SBLT	530	527	-3	-1%	83	F	519	0.1	Yes<100
	SBRT	100	100	0	0%	4	A	0	0.0	Yes<100
	EBLT	620	529	-91	-15%	82	F	474	3.8	Yes<100
	EBTH	1,250	1,288	38	3%	0	A	0	1.1	Yes<15%
	WBTH	1,245	1,253	8	1%	40	D	1,499	0.2	Yes<15%
	WBRT	380	383	3	1%	12	B	0	0.2	Yes<100

As displayed in **Exhibit 16**, during the year 2021 AM peak hour, 41 out of 42(98%) of individual movements of all the intersections satisfy volume calibration targets.

Exhibit 18: 2021 PM Peak Hour Calibration Results
Signalized Intersections

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Difference in Volume	Difference in percentage	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	GEH (<5)	Acceptance Target
I-95 SB Ramps @ Ives Dairy Road	Overall	5,195	5,002	-193	-4%	98	F			
	SBLT	1,470	1,335	-135	-9%	271	F	1,853	3.6	Yes<15%
	SBRT	570	521	-49	-9%	45	D	0	2.1	Yes<100
	EBTH	800	803	3	0%	47	D	373	0.1	Yes<15%
	EBRT	415	413	-2	0%	2	A	0	0.1	Yes<100
	WBLT	625	628	3	0%	47	D	481	0.1	Yes<100
	WBTH	1,315	1,302	-13	-1%	15	B	428	0.4	Yes<15%
I-95 NB Ramps @ Ives Dairy Road	Overall	4,650	4,485	-165	-4%	29	C			
	NBLT	420	413	-7	-2%	141	F	763	0.3	Yes<100
	NBRT(Sig)	38	39	1	3%	25	C	453	0.2	Yes<100
	NBRT(Free)	662	638	-24	-4%	8	A	2	0.9	Yes<100
	EBLT	365	364	-1	0%	43	D	175	0.1	Yes<100
	EBTH	2,270	2,142	-128	-6%	5	A	273	2.7	Yes<15%
	WBTH	895	889	-6	-1%	48	D	728	0.2	Yes<15%
Ives Dairy Road @ Highland Lakes Blvd.	Overall	6,135	5,937	-198	-3%	65	E			
	NBLT	730	673	-57	-8%	327	F	2,696	2.2	Yes<15%
	NBTH	70	60	-10	-14%	320	F	2,696	1.2	Yes<100
	NBRT	15	14	-1	-7%	315	F	2,728	0.3	Yes<100
	SBLT	20	22	2	10%	86	F	103	0.4	Yes<100
	SBTH	55	54	-1	-2%	106	F	248	0.1	Yes<100
	SBRT	200	196	-4	-2%	53	D	248	0.3	Yes<100
	EBLT	160	152	-8	-5%	67	E	722	0.6	Yes<100
	EBTH	1,855	1,745	-110	-6%	16	B	722	2.6	Yes<15%
	EBRT	955	922	-33	-3%	10	A	582	1.1	Yes<15%
	WBLT	25	25	0	0%	32	C	55	0.0	Yes<100
	WBTH	2,035	2,061	26	1%	31	C	876	0.6	Yes<15%
	WBRT	15	13	-2	-13%	23	C	922	0.5	Yes<100

Exhibit 18: 2021 PM Peak Hour Calibration Results
Signalized Intersections (Continued)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Difference in Volume	Difference in percentage	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	GEH (<5)	Acceptance Target
Miami Gardens Drive @ I-95 SB Off-ramp	Overall	5,340	5,060	-280	-5%	134	F			
	NBLT	690	527	-163	-24%	541	F	5,787	6.6	No
	NBTH	140	108	-32	-23%	283	F	5,787	2.9	Yes<100
	NBRT	550	456	-101	-18%	315	F	5,787	4.5	Yes<100
	SBLT	235	229	-6	-3%	79	E	654	0.4	Yes<100
	SBTH	340	344	4	1%	75	E	654	0.2	Yes<100
	SBRT	175	173	-2	-1%	5	A	0	0.2	Yes<100
	EBLT	70	78	8	11%	50	D	145	0.9	Yes<100
	EBTH	1,050	1,055	5	0%	55	E	876	0.2	Yes<15%
	EBRT	700	701	1	0%	4	A	0	0.0	Yes<100
	WBLT	70	63	-7	-10%	54	D	125	0.9	Yes<100
	WBTH	630	682	52	8%	20	C	399	2.0	Yes<100
	WBRT	690	651	-39	-6%	5	A	0	1.5	Yes<100
Miami Gardens Drive @ I-95 NB Ramps	Overall	4,055	3,928	-127	-3%	47	D			
	SBLT	475	448	-27	-6%	75	E	397	1.3	Yes<100
	SBRT	75	75	0	0%	2	A	0	0.0	Yes<100
	EBLT	865	706	-159	-18%	82	F	686	5.7	No
	EBTH	970	1,019	49	5%	0	A	0	1.6	Yes<15%
	WBTH	1,315	1,328	13	1%	57	E	1,930	0.4	Yes<15%
	WBRT	355	352	-3	-1%	26	C	0	0.2	Yes<100

As displayed in **Exhibit 17**, during the year 2021 PM peak hour, 40 out of 42(95%) of individual movements of all the intersections satisfy volume calibration targets.

4.2 Spot Speeds

The model was calibrated using speed data obtained from HERE/RITIS (HERE Global B.V. is a company that provides mapping and location data). This data was used for the AM and PM peak hours along I-95 general-use lanes and express lanes. The simulated speeds, derived from data collection points, were compared against the speed data obtained from the HERE/RITIS database.

Exhibit 19 lists the percentages of locations that satisfy the calibration target, assuming the spot speeds at northbound express lanes are capped at 65 MPH, which is 15 MPH higher than the posted speed limit. The calibration threshold of 85% is achieved for all four hours during both the AM and PM peak periods. Therefore, the model meets the calibration target for spot speeds during both the AM and PM peak periods.

Exhibit 19: Satisfaction Rate of Speed Calibration

Hour	AM	PM
1st	96%	88%
2nd	89%	92%
3rd	96%	88%
4th	88%	96%

Exhibits 20 and **21**, next page, present comparative results for each individual spot during the peak hour (2nd hour) and shoulder hours, and they indicate adequate calibration. **Attachment F** presents the spot speed calibration results for the full simulation period of 4 hours.

During the AM peak hour (2nd hour), the calibration results of spot speed show that 20 out of 26 spots (76.9%) satisfy the calibration target but do not meet the calibration threshold of 85%. This is due to drivers traveling northbound on the express lane, through Locations 2, 3 and 4, at 15 MPH, or more, over the posted speed limit of 55 MPH. If the average spot speed at these three locations was 65 MPH (10 MPH over the posted speed limit), the satisfaction rate would increase to 88.5%, enough to satisfy the calibration acceptance threshold of 85%. In addition, the calibration parameters were maintained to obtain a balance between the volume and spot speed calibration criteria for the full simulation period of 4 hours. During the PM peak hour (2nd hour), 24 out of 26 spots (92.3%) satisfy the calibration threshold of 85 %.

Exhibit 20: AM Period Speed Comparative Results of Vissim vs. RITIS Database

Northbound								Southbound							
Loc.	Hour	Express Lanes			General Use Lanes			Loc.	Time	Express Lanes			General Use Lanes		
		RITIS Database	Vissim	Calibration	RITIS Database	Vissim	Calibration			RITIS Database	Vissim	Calibration	RITIS Database	Vissim	Calibration
1	1st	64	59	Yes	56	56	Yes	1	1st	66	59	Yes	61	51	Yes
	2nd	66	59	Yes	58	56	Yes		2nd	44	59	No	41	49	Yes
	3rd	69	59	No	60	56	Yes		3rd	53	59	Yes	58	52	Yes
	4th	65	59	Yes	59	56	Yes		4th	68	59	Yes	62	53	Yes
2	1st	70	60	No	62	56	Yes	2	1st	64	58	Yes	51	54	Yes
	2nd	72	60	No	64	56	Yes		2nd	60	58	Yes	48	54	Yes
	3rd	73	60	No	64	56	Yes		3rd	59	58	Yes	47	54	Yes
	4th	53	60	Yes	63	56	Yes		4th	62	58	Yes	45	55	Yes
3	1st	70	61	Yes	61	56	Yes	3	1st	65	59	Yes	50	55	Yes
	2nd	72	60	No	64	56	Yes		2nd	58	58	Yes	50	55	Yes
	3rd	74	61	No	65	56	Yes		3rd	63	59	Yes	52	55	Yes
	4th	69	61	Yes	63	56	Yes		4th	61	59	Yes	47	55	Yes
4	1st	69	70	Yes	56	56	Yes	4	1st	65	60	Yes	53	56	Yes
	2nd	71	60	No	59	56	Yes		2nd	42	46	Yes	49	55	Yes
	3rd	69	70	Yes	59	56	Yes		3rd	57	51	Yes	52	53	Yes
	4th	69	70	Yes	57	56	Yes		4th	47	60	No	47	55	Yes
5	1st	67	61	Yes	56	56	Yes	7	1st	66	60	Yes	52	55	Yes
	2nd	69	61	Yes	58	56	Yes		2nd	48	56	Yes	50	55	Yes
	3rd	62	61	Yes	58	56	Yes		3rd	62	59	Yes	53	55	Yes
	4th	56	61	Yes	53	56	Yes		4th	53	60	Yes	47	55	Yes
6	1st	58	60	Yes	50	55	Yes	5	1st	45	57	No	53	55	Yes
	2nd	61	60	Yes	53	55	Yes		2nd	38	21	No	53	55	Yes
	3rd	60	60	Yes	52	55	Yes		3rd	43	35	Yes	53	55	Yes
	4th	54	60	Yes	48	55	Yes		4th	35	60	No	47	55	Yes
								6	1st	30	33	Yes	52	56	Yes
									2nd	32	46	No	53	53	Yes
									3rd	33	60	No	50	56	Yes
									4th	41	60	No	46	56	Yes

Location 1 – Between Hallandale Beach Boulevard and Ives Dary Road and Express Lanes Ingress/Egress (FLD6DOT095SB017.0 / FLD6DOT095NB017.0)
Location 2 – Between Ives Dary Road and Express Lanes Ingress/Egress (FLD6DOT095SB015.6 / FLD6DOT095NB015.6)
Location 3 – Between Ives Dary Road and Miami Gardens Drive & Between Express Lanes Ingress/Egress (FLD6DOT095SB015.2 / FLD6DOT095NB015.2)
Location 4 – Between Express Lanes Ingress/Egress and Miami Gardens Drive (FLD6DOT095SB014.9 / FLD6DOT095NB014.9)
Location 5 – Between Miami Gardens Drive Ramps (FLD6DOT095SB014.6 / FLD6DOT095NB014.6)
Location 6 – Between Miami Gardens Drive and Golden Glades Interchange (FLD6DOT095SB014.0 / FLD6DOT095NB014.0)
Location 7 – Between Express Lanes Ingress/Egress and Miami Gardens Drive (FLD6DOT095SB015.1)

Exhibit 21: PM Period Speed Comparative Results of Vissim vs. RITIS Database

Northbound								Southbound							
Loc.	Hour	Express Lanes			General Use Lanes			Loc.	Time	Express Lanes			General Use Lanes		
		RITIS Database	Vissim	Calibration	RITIS Database	Vissim	Calibration			RITIS Database	Vissim	Calibration	RITIS Database	Vissim	Calibration
1	1st	63	59	Yes	55	56	Yes	1	1st	50	59	Yes	37	56	No
	2nd	61	59	Yes	56	56	Yes		2nd	42	59	No	24	45	No
	3rd	60	59	Yes	55	56	Yes		3rd	39	59	No	20	36	No
	4th	61	59	Yes	55	56	Yes		4th	32	59	No	30	33	Yes
2	1st	66	60	Yes	58	56	Yes	2	1st	58	58	Yes	43	55	No
	2nd	65	60	Yes	59	56	Yes		2nd	60	58	Yes	46	54	Yes
	3rd	68	60	Yes	62	56	Yes		3rd	61	58	Yes	49	54	Yes
	4th	66	60	Yes	59	56	Yes		4th	61	58	Yes	48	55	Yes
3	1st	67	60	Yes	59	56	Yes	3	1st	61	60	Yes	46	55	Yes
	2nd	66	59	Yes	61	56	Yes		2nd	63	60	Yes	49	55	Yes
	3rd	68	60	Yes	63	56	Yes		3rd	65	60	Yes	51	55	Yes
	4th	67	60	Yes	61	56	Yes		4th	65	60	Yes	50	55	Yes
4	1st	63	61	Yes	52	56	Yes	4	1st	63	61	Yes	47	55	Yes
	2nd	65	61	Yes	56	56	Yes		2nd	65	61	Yes	50	55	Yes
	3rd	67	61	Yes	58	56	Yes		3rd	66	61	Yes	52	55	Yes
	4th	66	61	Yes	56	56	Yes		4th	67	61	Yes	51	55	Yes
5	1st	59	61	Yes	51	56	Yes	7	1st	63	61	Yes	49	56	Yes
	2nd	64	61	Yes	55	56	Yes		2nd	67	60	Yes	52	55	Yes
	3rd	65	61	Yes	57	56	Yes		3rd	68	61	Yes	53	56	Yes
	4th	64	61	Yes	55	56	Yes		4th	68	61	Yes	53	55	Yes
6	1st	54	59	Yes	44	55	No	5	1st	59	58	Yes	50	55	Yes
	2nd	55	59	Yes	47	55	Yes		2nd	65	58	Yes	55	55	Yes
	3rd	55	59	Yes	51	55	Yes		3rd	66	58	Yes	57	55	Yes
	4th	52	59	Yes	45	55	Yes		4th	66	58	Yes	57	55	Yes
								6	1st	54	60	Yes	46	56	Yes
									2nd	60	60	Yes	53	55	Yes
									3rd	58	60	Yes	41	55	No
									4th	62	60	Yes	55	55	Yes

Location 1 – Between Hallandale Beach Boulevard and Ives Dary Road and Express Lanes Ingress/Egress (FLD6DOT095SB017.0 / FLD6DOT095NB017.0)
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Location 6 – Between Miami Gardens Drive and Golden Glades Interchange (FLD6DOT095SB014.0 / FLD6DOT095NB014.0)
Location 7 – Between Express Lanes Ingress/Egress and Miami Gardens Drive (FLD6DOT095SB015.1)

4.3 Visual Observations

According to field observations, during the AM peak hours, the freeway segment of I-95 southbound general-use lanes from the Miami Gardens Drive on-ramp to the Golden Glades interchange experiences heavy congestion. The major cause for the delays is congestion from the Golden Glades Interchange and the substantial number of vehicles weaving along I-95 to maintain a southbound direction to the Golden Glades interchange and a two-sided weaving from express lanes to the Golden Glades interchange. The Vissim simulations corroborate with field observations. As displayed in Exhibit 15, the simulated speed drops to 39 MPH where it approaches the Golden Glades interchange.

Similarly, I-95 southbound express lanes are also experiencing heavy congestion from the ingress point after the Ives Diary interchange to the Golden Glades interchange during the AM peak hours. The major cause for the delays is southbound operations from the Golden Glades interchange, outside of the study area. The Vissim simulations corroborate with field observations. As displayed in Exhibit 15, the simulated speed drops to 43 MPH where it approaches the Golden Glades interchange.

The Vissim intersection analysis results indicate that the I-95 NB ramp terminal intersection at Ives Dairy Road and the I-95 NB ramp terminal intersection at Miami Gardens Drive operate at LOS D or better. The immediate adjacent intersection of Ives Dairy Road at Highland Lakes Boulevard, the I-95 SB ramp terminal intersection at Ives Dairy Road and the I-95 SB ramp terminal intersection at Miami Gardens Drive operate at LOS F during one or both peak hours. In addition, there are several movements that operate at LOS E and F, and queuing exceeds available storage. Field observations support the analysis results.

According to the RITIS database, field speeds along the I-95 southbound general-use lanes between Ives Dairy Road and Hallandale Beach Boulevard are noticeably low (41 mph during the AM peak and 24 mph during the PM peak). To replicate these low speeds and field observations, driving behavior parameters along this segment were adjusted to produce congestion and replicate substantial lane-changing activities, thereby visually demonstrating a queue in the simulation.

During field observations, it was noted that queues for several movements extended substantially, often exceeding 25 vehicles. Vehicular queues occasionally extended beyond intersections and the I-95 gore areas. Once vehicular queues extended beyond the gore area, it was no longer possible to differentiate off-ramp traffic from mainline traffic. Vehicular queues along cross streets were compounded by congestion at multiple intersections, making it infeasible to ascribe measured queue lengths to any isolated intersection. Therefore, the procedure established in the MLOU needed to be modified to achieve adequate calibration. The MLOU initially stated that “I-95/SR Off-Ramp queues at ramp terminal intersections will be calibrated to be within 20% difference between simulated and observed queue lengths.” This procedure was modified as follows: the maximum observed queue was collected as a reference to a physical feature in the field (e.g., I-95 Mainline/Ramp gore, adjacent intersection) instead.

In the Vissim model, a node was placed at the gore area where the Ives Dairy Road off-ramp diverges from the I-95 southbound mainline. The maximum queue length reported by Vissim does not extend beyond the upstream node. As displayed in Exhibit 18, the maximum queue length for the southbound left-turn movement is capped at the off-ramp length of 1,853 feet. This indicates that the maximum queue is anticipated to extend beyond the gore point. It should be noted that physical reference for the extent of queue from field observations and Vissim calibration results relate to maximum queues (i.e., not average). In addition, when the queues from exclusive turning lanes extended beyond the storage lengths, turning traffic gets mixed up with the through movement. Under these conditions, Vissim reports the same queue length for all the movements in the same approach. The following locations were observed to have queues over 25 vehicles:

- I-95 SB Off-Ramp @ Ives Dairy Road – Queues reach past the I-95 gore.
- Ives Dairy Road WB @ I-95 SB Ramps – Queues reach I-95 NB Ramps.
- I-95 NB Off-Ramps @ Ives Dairy Road – Queues past the turn lane storage to approximately halve way of the ramp length (does not reach I-95 gore).
- Ives Dairy Road EB @ I-95 NB Ramps – Queues reach I-95 SB Ramps.
- Ives Dairy Road WB @ I-95 NB Ramps – Queues reach Highland Lakes Boulevard.
- Ives Dairy Road EB @ Highland Lakes Boulevard – Queues reach I-95 NB Ramps.
- Highland Lakes Boulevard NB @ Ives Dairy Road – Queues reach NE 199th Street.
- Ives Dairy Road WB @ Highland Lakes Boulevard – Queues reach the westside of Highland Oaks Jr High School.
- Ives Dairy Road EB departure @ Highland Lakes Boulevard – Queues from the Highland Oaks Jr High School almost reach the intersection.
- I-95 SB Off-Ramp @ Miami Gardens Drive – Queues reach past the SB On-Ramp Loop (do not reach I-95 gore).
- I-95 NB Off-Ramp @ Miami Gardens Drive – Queues past the turn lane storage to approximately halve way of the ramp length (do not reach I-95 gore).
- NE 6th Avenue NB @ Miami Gardens Drive – Queues reach NE 177th Street.
- Miami Gardens Drive EB @ I-95 SB Off-Ramp – Queues past the turn lane storage.
- Miami Gardens Drive WB @ I-95 NB Ramp – Queues past the turn lane storage.

4.4 Summary

The calibrated model results for both existing AM and PM conditions indicate that calibration criteria including simulated volumes, simulated speeds, and visual observations are satisfied. Therefore, it can be concluded that the calibrated model reasonably depicts existing traffic operations, and it can be used to evaluate future alternatives.

ATTACHMENTS

Attachment A

RITIS Volume and Speed Data

ATTACHMENT A

Detector:	FLD6DOT095SB014.0-DS
Date Range:	2021-09-21 00:00:00 - 2021-09-24 00:00:00
Report Interval:	15
Detector Lane Number:	5
	FLD6DOT095SB014.0-DS-EL1
	FLD6DOT095SB014.0-DS-GP1
	FLD6DOT095SB014.0-DS-GP2
	FLD6DOT095SB014.0-DS-GP3
	FLD6DOT095SB014.0-DS-GP4

The number to the right of DS-EL and DS-GP corresponds to the lane number (e.g., FLD6DOT095NB015.2-DS-GP2). Lanes are numbered from left to right (in the direction of traffic), starting from the median.

Timestamp	FLD6DOT095SB014.0-DS-EL1		FLD6DOT095SB014.0-DS-GP1		FLD6DOT095SB014.0-DS-GP2		FLD6DOT095SB014.0-DS-GP3		FLD6DOT095SB014.0-DS-GP4		Average EL	Sum EL	Average GP	Sum GP
	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume
2021-09-21 06:00:00 - 06:15:00	56	115	59	76	58	125	53	186	49	187	56	115	54	574
2021-09-21 06:15:00 - 06:30:00	55	274	56	144	52	343	46	350	42	319	55	274	48	1156
2021-09-21 06:30:00 - 06:45:00	52	386	58	126	54	346	48	366	45	314	52	386	50	1152
2021-09-21 06:45:00 - 07:00:00	36	359	57	151	55	324	48	379	48	316	36	359	51	1170
2021-09-21 07:00:00 - 07:15:00	25	345	56	176	55	317	48	371	48	335	25	345	51	1199
2021-09-21 07:15:00 - 07:30:00	28	350	57	186	55	363	49	385	48	345	28	350	52	1279
2021-09-21 07:30:00 - 07:45:00	32	389	57	169	56	330	50	391	50	347	32	389	53	1237
2021-09-21 07:45:00 - 08:00:00	32	376	57	152	56	315	51	357	49	330	32	376	53	1154
2021-09-21 08:00:00 - 08:15:00	31	387	59	146	58	300	52	346	50	334	31	387	54	1126
2021-09-21 08:15:00 - 08:30:00	33	402	58	154	57	336	53	354	51	349	33	402	54	1193
2021-09-21 08:30:00 - 08:45:00	32	396	56	181	55	355	50	391	48	370	32	396	52	1297
2021-09-21 08:45:00 - 09:00:00	33	376	56	191	56	346	51	348	50	312	33	376	53	1197
2021-09-21 09:00:00 - 09:15:00	31	381	56	183	55	344	51	373	49	308	31	381	52	1208
2021-09-21 09:15:00 - 09:30:00	40	392	58	180	56	329	50	359	48	315	40	392	52	1183
2021-09-21 09:30:00 - 09:45:00	28	215	47	96	46	130	39	175	36	182	28	215	41	583
2021-09-21 09:45:00 - 10:00:00	31	341	49	166	47	295	42	316	41	297	31	341	44	1074
2021-09-21 10:00:00 - 10:15:00	39	85	46	212	47	295	41	302	40	271	39	85	43	1080
2021-09-21 10:15:00 - 10:30:00	51	11	51	300	52	325	48	348	46	307	51	11	49	1280
2021-09-21 10:30:00 - 10:45:00	41	254	50	237	49	365	43	386	42	348	41	254	46	1336
2021-09-21 10:45:00 - 11:00:00	62	225	61	141	58	325	50	315	47	327	62	225	53	1108
2021-09-21 11:00:00 - 11:15:00	63	209	62	91	58	305	52	356	48	297	63	209	53	1049
2021-09-21 11:15:00 - 11:30:00	62	244	63	116	59	315	52	328	51	307	62	244	55	1066
2021-09-21 11:30:00 - 11:45:00	60	284	64	118	59	316	53	370	49	319	60	284	55	1123
2021-09-21 11:45:00 - 12:00:00	61	253	64	120	60	312	53	349	50	304	61	253	55	1085
2021-09-21 12:00:00 - 12:15:00	63	234	63	114	59	310	53	319	50	315	63	234	55	1058
2021-09-21 12:15:00 - 12:30:00	63	215	64	112	60	327	53	331	50	322	63	215	55	1092
2021-09-21 12:30:00 - 12:45:00	63	237	63	122	60	311	54	330	50	285	63	237	56	1048
2021-09-21 12:45:00 - 13:00:00	64	283	63	118	60	333	53	351	51	290	64	283	56	1092
2021-09-21 13:00:00 - 13:15:00	62	252	63	145	62	318	54	353	52	315	62	252	57	1131
2021-09-21 13:15:00 - 13:30:00	63	268	65	124	60	331	53	366	49	316	63	268	55	1137
2021-09-21 13:30:00 - 13:45:00	63	270	65	134	63	350	56	342	54	334	63	270	59	1160
2021-09-21 13:45:00 - 14:00:00	62	244	65	131	61	331	55	354	52	303	62	244	57	1119
2021-09-21 14:00:00 - 14:15:00	65	247	66	141	61	337	55	360	51	327	65	247	57	1165
2021-09-21 14:15:00 - 14:30:00	66	273	65	159	61	342	55	346	51	325	66	273	57	1172
2021-09-21 14:30:00 - 14:45:00	66	267	65	160	62	333	56	357	50	342	66	267	57	1192
2021-09-21 14:45:00 - 15:00:00	65	242	65	150	62	330	55	374	52	366	65	242	57	1220
2021-09-21 15:00:00 - 15:15:00	59	259	61	129	57	307	49	316	45	303	59	259	52	1055
2021-09-21 15:15:00 - 15:30:00	41	28	44	16	38	21	30	32	24	20	41	28	33	89
2021-09-21 15:30:00 - 15:45:00	55	268	55	153	51	288	45	307	41	297	55	268	47	1045
2021-09-21 15:45:00 - 16:00:00	59	266	56	222	53	330	47	338	46	311	59	266	50	1201
2021-09-21 16:00:00 - 16:15:00	61	282	59	183	56	332	50	327	48	340	61	282	53	1182
2021-09-21 16:15:00 - 16:30:00	58	338	58	213	55	341	49	357	48	335	58	338	52	1246
2021-09-21 16:30:00 - 16:45:00	60	315	59	215	56	354	51	374	48	336	60	315	53	1279
2021-09-21 16:45:00 - 17:00:00	61	318	61	210	57	347	50	389	47	360	61	318	53	1306
2021-09-21 17:00:00 - 17:15:00	61	322	58	209	55	322	47	380	43	357	61	322	50	1268
2021-09-21 17:15:00 - 17:30:00	57	293	51	234	46	334	36	347	29	304	57	293	40	1219
2021-09-21 17:30:00 - 17:45:00	54	221	40	269	34	317	22	291	16	236	54	221	28	1113
2021-09-21 17:45:00 - 18:00:00	59	249	54	198	52	309	43	343	40	299	59	249	47	1149
2021-09-21 18:00:00 - 18:15:00	60	302	60	222	57	330	50	355	46	356	60	302	52	1263
2021-09-21 18:15:00 - 18:30:00	60	303	62	193	58	348	52	388	49	310	60	303	54	1239
2021-09-21 18:30:00 - 18:45:00	60	275	63	173	61	341	54	349	51	328	60	275	56	1191
2021-09-21 18:45:00 - 19:00:00	66	162	65	108	61	314	54	348	50	303	66	162	56	1073
2021-09-22 06:00:00 - 06:15:00	65	167	68	110	66	273	59	294	57	234	65	167	62	911
2021-09-22 06:15:00 - 06:30:00	63	279	67	146	63	330	56	355	54	295	63	279	59	1126
2021-09-22 06:30:00 - 06:45:00	51	353	63	132	60	292	53	327	52	278	51	353	56	1029
2021-09-22 06:45:00 - 07:00:00	31	293	60	99	58	186	52	261	51	225	31	293	54	771
2021-09-22 07:00:00 - 07:15:00	34	238	58	94	56	180	51	239	49	194	34	238	53	707
2021-09-22 07:15:00 - 07:30:00	46	185	60	63	57	170	52	211	50	174	46	185	54	618
2021-09-22 07:30:00 - 07:45:00	49	174	61	57	59	164	52	182	49	179	49	174	54	582
2021-09-22 07:45:00 - 08:00:00	45	215	58	49	56	144	50	216	48	209	45	215	51	618
2021-09-22 08:00:00 - 08:15:00	31	150	47	42	47	125	41	152	40	161	31	150	43	480
2021-09-22 08:15:00 - 08:30:00	30	159	44	49	46	144	42	165	40	174	30	159	43	532
2021-09-22 08:30:00 - 08:45:00	38	205	50	73	50	178	45	186	43	189	38	205	46	626
2021-09-22 08:45:00 - 09:00:00	46	294	55	121	54	262	48	290	47	263	46	294	50	936
2021-09-22 09:00:00 - 09:15:00	43	387	55	159	55	296	50	325	50	278	43	387	52	1058
2021-09-22 09:15:00 - 09:30:00	43	300	57	154	57	328	50	365	50	271	43	300	53	1118
2021-09-22 09:30:00 - 09:45:00	58	350	63	162	59	333	54	344	51	321	58	350	56	1160
2021-09-22 15:00:00 - 15:15:00	62	276	63	168	59	334	54	353	52	303	62	276	56	1158
2021-09-22 15:15:00 - 15:30:00	62	288	64	182	59	355	53	397	50	359	62	288	55	1293
2021-09-22 15:30:00 - 15:45:00	60	268	57	223	55	355	47	391	44	311	60	268	50	1280
2021-09-22 15:45:00 - 16:00:00	61	280	60	195	56	359	50	358	48	333	61	280	53	1245
2021-09-22 16:00:00 - 16:15:00	55	199	56	123	55	215	49	234	45	210	55	199	51	782
2021-09-22 16:15:00 - 16:30:00	47	211	47	148	44	261	39	301	37	283	47	211	41	993
2021-09-22 16:30:00 - 16:45:00	47	280	44	204	42	300	36	341	35	287	47	280	39	1132
2021-09-22 16:45:00 - 17:00:00	53	277	51	178	48	300	44	320	41	302	53	277	45	1100
2021-09-22 17:00:00 - 17:15:00	53	284	51	201	48	300	43	333	40	330	53	284	45	1164
2021-09-22 17:15:00 - 17:30:00	53	265	49	181	46	282	40	309	36	314	53	265	42	1086
2021-09-22 17:30:00 - 17:45:00	51	283	52	178	48	293	42	319	40	308	51	283	45	1098
2021-09-22 17:45:00 - 18:00:00	54	282	51	171	50	293	44	348	41	305	54	282	46	1117
2021-09-22 18:00:00 - 18:15:00	53	293	53	170	50	312	44	346	42	323	53	293	46	1151
2021-09-22 18:15:00 - 18:30:00	52	336	53	172	50	338	44	329	42	320	52	336	47	1159
2021-09-22 18:30:00 - 18:45:00	53	303	54	187	51	308	46	324	44	294	53	303	48	1113
2021-09-22 18:45:00 - 19:00:00	55	305	56	173	52	307	47	327	45	295	55	305	49	1102
2021-09-23 06:00:00 - 06:15:00	67	182	71	104	67	241	59	313	57	226	67	182	62	884
2021-09-23 06:15:00 - 06:30:00	63	294	67	151	63	342	55	370	54	303	63	294	59	1166
2021-09-23 06:30:00 - 06:45:00	43	346	61	161	59	347	52	372	51	333	43	346	55	1213
2021-09-23 06:45:00 - 07:00:00	29	350	60	184	59	337	53	379	52	331	29	350	55	1231
2021-09-23 07:00:00 - 07:15:00	26	332	57	198	55	329	49	372	45	315	26	332	51	1214
2021-09-23 07:15:00 - 07:30:00	32	193	47	169	47	275	40	325	36	301	32	193	42	1070
2021-09-23 07:30:00 - 07:45:00	63	249	65	184	62	323	56	376	54	353	63	249	58	1236
2021-09-23 07:45:00 - 08:00:00	64	196	65	109	64	310	58	369	56	322	64	196	60	1110
2021-09-23 08:00:00 - 08:15:00	65	27	66	114	66	275	59	316	56	267	65	27	61	972
2021-09-23 08:15:00 - 08:30:00	45	191	61	191	60	326	54	356	50	340	45	191	56	1213
2021-09-23 08:30:00 - 08:45:00	22	204	21	179	20	190	16	235	16	245	22	204	18	849
2021-09-23 08:45:00 - 09:00:00	26	223	19	170	18	192	15	230	15	241	26	223	17	833
2021-09-23 09:00:00 - 09:15:00	36	300	33	240	29	265	21	270	17	261	36	300	25	1036
2021-09-23 09:15:00 - 09:30:00	57	263	48	208	44	264	32	284	28	268	57	263	37	1024
2021-09-23 09:30:00 - 09:45:00	59	346	66	103	62	312	56	342	55	294	59	346	58	1051
2021-09-23 09:45:00 - 10:00:00	59	373	65	117	63	302	55	325	53	284	59	373	58	1028
2021-09-23 15:00:00 - 15:15:00	59	273	64	160	61	315	53	389	52	333	59	273	56	1197
2021-09-23 15:15:00 - 15:30:00	60	297	59	182	57	333	52	356	49	328	60	297	54	1199
2021-09-23 15:30:00 - 15:45:00	57	290	59	223	56	352	50	407	48	346	57	290	53	1328
2021-09-23 15:45:00 - 16:00:00	54	347	58	205	54	350	48	380	46	337	54	347	51	1272
2021-09-23 16:00:00 - 16:15:00	58	305	59	225	56	339	49	357	46	374	58	305	52	1295
2021-09-23 16:15:00 - 16:30:00	59	346	63	181	59	321	53	377	49	331	59	346	55	1210
2021-09-23 16:30:00 - 16:45:00	58	291	60	218	58	335	52	360	49	333	58	291	54	1246
2021-09-23 16:45:00 - 17:00:00	53	270	60	197	58	334	51	363	48	320	53	270	54	1214
2021-09-23 17:00:00 - 17:15:00	63	247	66	182	64	317	58	330	55	275	63	247	60	1104
2021-09-23 17:15:00 - 17:30:00	64	284	64	199	63	335	56	338	53	327	64	284	58	1199
2021-09-23 17:30:00 - 17:45:00	63	277	63	195	62	325	56	359	52	314	63	277	58	1193
2021-09-23 17:45:00 - 18:00:00	59	237	59	182	57	335	50	346	47	315	59	237	53	1178
2021-09-23 18:00:00 - 18:15:00	55	60	55	28	52	41	47	71	44	81	55	60	48	221
2021-09-23 18:15:00 - 18:30:00	51	109	53	61	50	134	45	183	41	170	51	109	46	548
2021-09-23 18:30:00 - 18:45:00	51	263	54	107	52	253	47	272	44	238	51	263	48	870
2021-09-23 18:45:00 - 19:00:00	49	231	51	136	48	270	42	307	40	253	49	231	44	966

Compiled Hourly Avg. Speeds

AM	Average EL Speed	Average GP Speed
1st	30	52
2nd	32	53
3rd	33	50
4th	41	46

Compiled Hourly Avg. Speeds

PM	Average EL Speed	Average GP Speed
1st	54	46
2nd	60	53
3rd	58	41
4th	62	55

Detector:	FLD6DOT095SB014.6-DS
Date Range:	2021-09-21 00:00:00 - 2021-09-24 00:00:00
Report Interval:	15
Detector Lane Number:	5
	FLD6DOT095SB014.6-DS-EL1
	FLD6DOT095SB014.6-DS-EL2
	FLD6DOT095SB014.6-DS-GP1
	FLD6DOT095SB014.6-DS-GP2
	FLD6DOT095SB014.6-DS-GP3

The number to the right of DS-EL and DS-GP corresponds to the lane number (e.g., FLD6DOT095NB015.2-DS-GP2). Lanes are numbered from left to right (in the direction of traffic), starting from the median.

Timestamp	FLD6DOT095SB014.6-DS-EL1		FLD6DOT095SB014.6-DS-EL2		FLD6DOT095SB014.6-DS-GP1		FLD6DOT095SB014.6-DS-GP2		FLD6DOT095SB014.6-DS-GP3		Average EL	Sum EL	Average GP	Sum GP
	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume
2021-09-21 06:00:00 - 06:15:00	61	143	65	52	56	247	53	257	50	160	62	195	53	664
2021-09-21 06:15:00 - 06:30:00	61	255	65	80	52	391	50	354	47	199	62	335	50	944
2021-09-21 06:30:00 - 06:45:00	60	325	63	123	53	370	51	350	48	218	61	448	51	938
2021-09-21 06:45:00 - 07:00:00	45	321	55	141	54	356	51	360	50	211	48	462	52	927
2021-09-21 07:00:00 - 07:15:00	41	316	54	155	53	346	52	332	52	202	45	471	52	880
2021-09-21 07:15:00 - 07:30:00	44	319	58	148	55	386	54	360	53	206	48	467	54	952
2021-09-21 07:30:00 - 07:45:00	30	320	50	190	54	350	53	359	53	200	37	510	53	909
2021-09-21 07:45:00 - 08:00:00	59	336	64	139	58	323	55	335	53	201	60	475	56	859
2021-09-21 08:00:00 - 08:15:00	27	302	42	217	56	299	54	319	51	187	33	519	54	805
2021-09-21 08:15:00 - 08:30:00	22	280	36	242	53	334	52	327	51	224	28	522	52	885
2021-09-21 08:30:00 - 08:45:00	23	281	38	262	50	364	50	358	50	202	30	543	50	924
2021-09-21 08:45:00 - 09:00:00	26	289	38	253	53	314	52	336	52	180	32	542	52	830
2021-09-21 09:00:00 - 09:15:00	30	279	46	241	53	345	53	347	52	201	37	520	53	893
2021-09-21 09:15:00 - 09:30:00	47	318	56	168	55	342	54	331	53	201	50	486	54	874
2021-09-21 09:30:00 - 09:45:00	50	310	54	180	54	300	52	293	50	179	51	490	52	772
2021-09-21 09:45:00 - 10:00:00	45	288	54	155	52	323	50	286	51	187	48	443	51	796
2021-09-21 10:00:00 - 10:15:00	41	202	35	148	41	274	41	289	41	178	38	350	41	741
2021-09-21 10:15:00 - 10:30:00	17	151	14	140	45	286	45	308	46	202	16	291	45	796
2021-09-21 10:30:00 - 10:45:00	40	231	34	185	52	302	50	332	49	189	37	416	51	823
2021-09-21 10:45:00 - 11:00:00	67	195	69	111	59	288	56	306	53	188	68	306	56	782
2021-09-21 11:00:00 - 11:15:00	67	203	69	95	58	303	55	306	52	204	68	298	55	813
2021-09-21 11:15:00 - 11:30:00	66	223	69	109	60	292	57	325	54	201	67	332	57	818
2021-09-21 11:30:00 - 11:45:00	67	243	68	124	60	325	57	322	54	180	67	367	58	827
2021-09-21 11:45:00 - 12:00:00	66	240	68	110	61	305	58	319	54	214	67	350	58	838
2021-09-21 12:00:00 - 12:15:00	68	226	69	120	61	313	58	309	54	192	68	346	58	814
2021-09-21 12:15:00 - 12:30:00	68	196	70	122	60	316	57	325	53	206	69	318	57	847
2021-09-21 12:30:00 - 12:45:00	67	225	68	123	60	322	57	299	54	194	67	348	57	815
2021-09-21 12:45:00 - 13:00:00	68	242	68	126	60	305	58	316	55	194	68	368	58	815
2021-09-21 13:00:00 - 13:15:00	66	230	69	130	60	307	57	329	55	193	67	360	58	829
2021-09-21 13:15:00 - 13:30:00	67	234	68	112	60	328	58	334	55	212	67	346	58	874
2021-09-21 13:30:00 - 13:45:00	67	258	68	120	62	325	59	325	57	210	67	378	60	860
2021-09-21 13:45:00 - 14:00:00	68	210	69	123	61	354	58	321	54	201	68	333	58	876
2021-09-21 14:00:00 - 14:15:00	68	222	68	128	60	341	57	339	53	214	68	350	57	894
2021-09-21 14:15:00 - 14:30:00	69	243	70	168	60	335	56	361	49	173	69	411	56	869
2021-09-21 14:30:00 - 14:45:00	69	234	70	146	61	354	58	316	53	218	69	380	58	888
2021-09-21 14:45:00 - 15:00:00	68	221	69	137	61	345	58	360	54	231	68	358	58	936
2021-09-21 15:00:00 - 15:15:00	64	242	65	144	59	333	55	337	51	201	64	386	56	871
2021-09-21 15:15:00 - 15:30:00	49	21	54	17	40	31	42	22	42	14	51	38	41	67
2021-09-21 15:30:00 - 15:45:00	58	261	60	138	53	278	49	306	47	178	59	399	50	762
2021-09-21 15:45:00 - 16:00:00	63	259	63	183	56	313	53	315	51	186	63	442	54	814
2021-09-21 16:00:00 - 16:15:00	64	263	65	195	57	304	54	303	53	199	64	458	55	806
2021-09-21 16:15:00 - 16:30:00	64	303	65	197	56	313	54	330	51	169	64	500	54	812
2021-09-21 16:30:00 - 16:45:00	65	276	66	192	56	357	55	337	52	204	65	468	55	898
2021-09-21 16:45:00 - 17:00:00	65	293	66	182	58	362	55	346	53	202	65	475	56	910
2021-09-21 17:00:00 - 17:15:00	66	286	68	204	59	335	56	338	54	197	67	490	57	870
2021-09-21 17:15:00 - 17:30:00	66	304	67	186	57	361	56	356	54	226	66	490	56	943
2021-09-21 17:30:00 - 17:45:00	66	275	67	204	59	340	56	307	54	207	66	479	57	854
2021-09-21 17:45:00 - 18:00:00	66	262	66	179	59	317	56	332	53	193	66	441	56	842
2021-09-21 18:00:00 - 18:15:00	64	272	65	176	58	320	56	321	53	196	64	448	56	837
2021-09-21 18:15:00 - 18:30:00	63	279	66	144	57	390	56	334	53	196	64	423	56	920
2021-09-21 18:30:00 - 18:45:00	65	242	65	138	59	313	57	335	53	184	65	380	57	832
2021-09-21 18:45:00 - 19:00:00	70	152	71	52	61	346	58	344	55	188	70	204	59	878
2021-09-22 06:00:00 - 06:15:00	69	150	71	48	63	315	60	292	58	161	69	198	61	768
2021-09-22 06:15:00 - 06:30:00	66	237	71	71	61	350	57	341	54	183	67	308	58	874
2021-09-22 06:30:00 - 06:45:00	60	125	67	42	58	143	57	132	53	75	62	167	57	350
2021-09-22 06:45:00 - 07:00:00	39	70	52	13	56	57	54	59	52	36	41	83	54	152
2021-09-22 07:00:00 - 07:15:00	40	70	52	24	56	67	54	69	54	38	43	94	55	174
2021-09-22 07:15:00 - 07:30:00	21	95	34	53	55	89	53	103	53	58	26	148	54	250
2021-09-22 07:30:00 - 07:45:00	12	83	13	82	50	61	50	63	50	48	12	165	50	172
2021-09-22 07:45:00 - 08:00:00	11	80	8	76	46	49	47	53	46	32	10	156	46	134
2021-09-22 08:00:00 - 08:15:00	11	49	12	60	39	61	38	54	41	40	12	109	39	155
2021-09-22 08:15:00 - 08:30:00	12	89	10	70	42	55	41	73	43	45	11	159	42	173
2021-09-22 08:30:00 - 08:45:00	16	83	13	75	45	52	43	65	45	53	15	158	44	170
2021-09-22 08:45:00 - 09:00:00	18	148	13	156	45	284	46	319	46	194	15	304	46	797
2021-09-22 09:00:00 - 09:15:00	21	236	25	223	49	263	48	305	48	187	23	459	48	755
2021-09-22 09:15:00 - 09:30:00	28	183	28	161	50	310	49	325	49	184	28	344	49	819
2021-09-22 09:30:00 - 09:45:00	38	281	40	183	53	348	52	313	50	211	39	464	52	872
2021-09-22 15:00:00 - 15:15:00	66	244	68	157	60	313	58	335	54	186	67	401	58	834
2021-09-22 15:15:00 - 15:30:00	67	261	66	177	60	351	57	363	54	208	67	438	57	922
2021-09-22 15:30:00 - 15:45:00	66	265	66	195	58	352	56	354	52	176	66	460	56	882
2021-09-22 15:45:00 - 16:00:00	65	258	64	192	56	337	54	325	52	211	65	450	54	873
2021-09-22 16:00:00 - 16:15:00	58	202	60	137	54	207	53	177	51	124	59	339	53	508
2021-09-22 16:15:00 - 16:30:00	50	159	50	93	45	159	43	182	42	100	50	252	43	441
2021-09-22 16:30:00 - 16:45:00	53	258	53	155	46	292	44	318	45	149	53	413	45	759
2021-09-22 16:45:00 - 17:00:00	56	272	56	176	49	304	47	267	47	191	56	448	48	762
2021-09-22 17:00:00 - 17:15:00	58	265	58	182	50	297	48	279	47	184	58	447	49	760
2021-09-22 17:15:00 - 17:30:00	59	257	59	162	51	313	48	290	48	183	59	419	49	786
2021-09-22 17:30:00 - 17:45:00	56	255	57	166	49	302	47	289	45	169	56	421	47	760
2021-09-22 17:45:00 - 18:00:00	56	247	56	176	51	288	48	313	48	167	56	423	49	768
2021-09-22 18:00:00 - 18:15:00	57	266	58	155	50	294	49	299	47	178	57	421	49	771
2021-09-22 18:15:00 - 18:30:00	56	313	60	171	51	326	49	298	47	192	57	484	49	816
2021-09-22 18:30:00 - 18:45:00	59	266	62	139	52	316	50	309	49	200	60	405	51	825
2021-09-22 18:45:00 - 19:00:00	60	280	60	152	54	319	52	308	50	173	60	432	52	800
2021-09-23 06:00:00 - 06:15:00	71	173	74	56	65	284	62	297	58	164	72	229	62	745
2021-09-23 06:15:00 - 06:30:00	66	266	71	90	60	382	57	365	54	218	67	356	58	965
2021-09-23 06:30:00 - 06:45:00	52	361	62	124	59	385	55	384	54	224	55	485	56	993
2021-09-23 06:45:00 - 07:00:00	21	269	43	200	51	359	51	364	53	206	30	469	51	929
2021-09-23 07:00:00 - 07:15:00	47	314	62	153	58	378	57	340	55	193	52	467	57	911
2021-09-23 07:15:00 - 07:30:00	27	110	35	92	38	229	35	280	34	248	31	202	36	757
2021-09-23 07:30:00 - 07:45:00	43	129	12	222	41	336	42	330	44	244	23	351	42	910
2021-09-23 07:45:00 - 08:00:00	61	121	14	228	46	324	47	344	48	245	30	349	47	913
2021-09-23 08:00:00 - 08:15:00	75	5	18	26	30	146	28	328	28	310	27	31	28	784
2021-09-23 08:15:00 - 08:30:00	29	180	35	162	39	260	35	382	35	343	32	342	36	985
2021-09-23 08:30:00 - 08:45:00	17	194	33	286	47	309	45	286	48	213	27	480	47	808
2021-09-23 08:45:00 - 09:00:00	16	194	27	203	20	261	22	255	32	208	22	397	24	724
2021-09-23 09:00:00 - 09:15:00	41	256	47	148	33	284	33	284	36	185	43	404	34	753
2021-09-23 09:15:00 - 09:30:00	67	295	69	115	62	312	58	333	55	174	68	410	59	819
2021-09-23 09:30:00 - 09:45:00	66	298	69	130	63	322	59	299	57	174	67	428	60	795
2021-09-23 09:45:00 - 10:00:00	65	334	69	145	62	309	58	331	55	187	66	479	59	827
2021-09-23 15:00:00 - 15:15:00	66	229	68	170	61	335	57	351	55	186	67	399	58	872
2021-09-23 15:15:00 - 15:30:00	64	280	64	169	54	353	52	315	50	195	64	449	52	863
2021-09-23 15:30:00 - 15:45:00	66	276	65	171	57	356	55	359	52	214	66	447	55	929
2021-09-23 15:45:00 - 16:00:00	62	293	65	202	54	333	52	313	49	187	63	495	52	833
2021-09-23 16:00:00 - 16:15:00	63	265	64	197	58	322	55	319	54	209	63	462	56	850
2021-09-23 16:15:00 - 16:30:00	66	289	68	204	58	307	56	327	54	206	67	493	56	840
2021-09-23 16:30:00 - 16:45:00	66	296	68	200	60	344	58	328	55	207	67	496	58	879
2021-09-23 16:45:00 - 17:00:00	68	250	67	180	61	328	58	304	56	200	68	430	59	832
2021-09-23 17:00:00 - 17:15:00	69	222	70	178	65	269	62	302	58	156	69	400	62	727
2021-09-23 17:15:00 - 17:30:00	68	261	69	178	63	307	60	310	58	186	68	439	61	803
2021-09-23 17:30:00 - 17:45:00	68	253	68	197	62	314	60	329	57	181	68	450	60	824
2021-09-23 17:45:00 - 18:00:00	63	183	64	99	56	265	53	247	51	139	63	282	54	651
2021-09-23 18:00:00 - 18:15:00	56	7	56	3	0	0	14	4	34	20	56	10	31	24
2021-09-23 18:15:00 - 18:30:00	46	33	52	19	48	45	44	53	42	22	48	52	45	120
2021-09-23 18:30:00 - 18:45:00	51	233	52	116	50	217	46	253	46	145	51	349	47	615
2021-09-23 18:45:00 - 19:00:00	54	214	55	108	48	266	46	257	46	154	54	322	47	677

Compiled Hourly Avg. Speeds

AM	Average EL Speed	Average GP Speed
1st	45	53
2nd	38	53
3rd	43	53
4th	35	47

Compiled Hourly Avg. Speeds

PM	Average EL Speed	Average GP Speed
1st	59	50
2nd	65	55
3rd	66	57
4th	66	57

Detector:	FLD6DOT095SB015.1-DS
Date Range:	2021-09-21 00:00:00 - 2021-09-24 00:00:00
Report Interval:	15
Detector Lane Number:	5
	FLD6DOT095SB015.1-DS-EL1
	FLD6DOT095SB015.1-DS-EL2
	FLD6DOT095SB015.1-DS-GP1
	FLD6DOT095SB015.1-DS-GP2
	FLD6DOT095SB015.1-DS-GP3

The number to the right of DS-EL and DS-GP corresponds to the lane number (e.g., FLD6DOT095NB015.2-DS-GP2). Lanes are numbered from left to right (in the direction of traffic), starting from the median.

Timestamp	FLD6DOT095SB015.1-DS-EL1		FLD6DOT095SB015.1-DS-EL2		FLD6DOT095SB015.1-DS-GP1		FLD6DOT095SB015.1-DS-GP2		FLD6DOT095SB015.1-DS-GP3		Average EL	Sum EL	Average GP	Sum GP
	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume
2021-09-21 06:00:00 - 06:15:00	65	134	67	80	55	289	52	308	50	210	66	214	53	807
2021-09-21 06:15:00 - 06:30:00	66	232	68	135	53	399	50	379	48	292	67	367	51	1070
2021-09-21 06:30:00 - 06:45:00	65	280	67	158	52	389	50	381	47	318	66	438	50	1088
2021-09-21 06:45:00 - 07:00:00	65	325	68	169	56	395	52	390	48	328	66	494	52	1113
2021-09-21 07:00:00 - 07:15:00	66	280	66	164	56	384	52	371	48	317	66	444	52	1072
2021-09-21 07:15:00 - 07:30:00	68	287	68	175	56	435	53	399	50	330	68	462	53	1164
2021-09-21 07:30:00 - 07:45:00	64	316	65	205	54	395	50	377	45	291	64	521	50	1063
2021-09-21 07:45:00 - 08:00:00	66	285	66	202	56	358	53	374	49	348	66	487	53	1080
2021-09-21 08:00:00 - 08:15:00	52	317	52	258	55	345	52	379	48	352	52	575	52	1076
2021-09-21 08:15:00 - 08:30:00	22	254	33	265	47	378	47	375	44	385	28	519	46	1138
2021-09-21 08:30:00 - 08:45:00	44	290	50	241	50	398	48	394	46	357	47	531	48	1149
2021-09-21 08:45:00 - 09:00:00	49	300	56	237	53	375	52	374	49	336	52	537	51	1085
2021-09-21 09:00:00 - 09:15:00	65	323	66	191	57	385	54	361	50	352	65	514	54	1098
2021-09-21 09:15:00 - 09:30:00	67	289	67	194	58	374	55	352	51	314	67	483	55	1040
2021-09-21 09:30:00 - 09:45:00	63	313	64	187	54	323	51	326	48	293	63	500	51	942
2021-09-21 09:45:00 - 10:00:00	65	247	66	184	56	338	53	340	48	305	65	431	52	983
2021-09-21 10:00:00 - 10:15:00	65	234	63	163	53	332	49	326	45	287	64	397	49	945
2021-09-21 10:15:00 - 10:30:00	44	226	45	158	43	330	44	319	44	278	44	384	44	927
2021-09-21 10:30:00 - 10:45:00	44	175	36	167	42	342	41	329	39	331	40	342	41	1002
2021-09-21 10:45:00 - 11:00:00	69	188	67	125	55	325	51	344	47	289	68	313	51	958
2021-09-21 11:00:00 - 11:15:00	69	177	67	117	54	327	51	344	46	304	68	294	50	975
2021-09-21 11:15:00 - 11:30:00	68	202	66	121	56	323	52	318	48	306	67	323	52	947
2021-09-21 11:30:00 - 11:45:00	67	218	66	150	56	346	52	343	48	320	67	368	52	1009
2021-09-21 11:45:00 - 12:00:00	68	223	67	126	56	350	52	346	48	307	68	349	52	1003
2021-09-21 12:00:00 - 12:15:00	70	197	68	139	57	320	53	338	49	318	69	336	53	976
2021-09-21 12:15:00 - 12:30:00	69	182	68	137	56	367	52	343	47	325	69	319	52	1035
2021-09-21 12:30:00 - 12:45:00	69	199	69	130	56	373	52	333	48	305	69	329	52	1011
2021-09-21 12:45:00 - 13:00:00	70	213	66	161	57	328	53	339	50	281	68	374	53	948
2021-09-21 13:00:00 - 13:15:00	68	208	67	146	57	341	53	362	49	326	68	354	53	1029
2021-09-21 13:15:00 - 13:30:00	68	203	67	144	56	364	53	367	49	345	68	347	53	1076
2021-09-21 13:30:00 - 13:45:00	69	221	67	150	59	369	56	354	52	340	68	371	56	1063
2021-09-21 13:45:00 - 14:00:00	69	184	70	147	58	371	55	358	51	346	69	331	55	1075
2021-09-21 14:00:00 - 14:15:00	69	211	69	147	56	383	53	382	50	354	69	358	53	1119
2021-09-21 14:15:00 - 14:30:00	71	242	69	160	58	363	55	369	51	351	70	402	55	1083
2021-09-21 14:30:00 - 14:45:00	70	207	69	161	57	385	55	360	51	361	70	368	54	1106
2021-09-21 14:45:00 - 15:00:00	69	206	68	154	58	382	55	381	52	359	69	360	55	1122
2021-09-21 15:00:00 - 15:15:00	67	238	66	154	57	383	53	351	49	350	67	392	53	1084
2021-09-21 15:15:00 - 15:30:00	56	204	56	177	38	292	35	289	32	291	56	381	35	872
2021-09-21 15:30:00 - 15:45:00	64	258	64	179	54	306	50	319	47	293	64	437	50	918
2021-09-21 15:45:00 - 16:00:00	64	253	63	197	53	354	50	319	47	297	64	450	50	970
2021-09-21 16:00:00 - 16:15:00	63	259	63	204	53	335	51	331	49	302	63	463	51	968
2021-09-21 16:15:00 - 16:30:00	64	283	64	203	50	359	48	342	46	330	64	486	48	1031
2021-09-21 16:30:00 - 16:45:00	66	283	66	187	53	380	50	381	47	345	66	470	50	1106
2021-09-21 16:45:00 - 17:00:00	67	291	66	196	53	385	50	361	48	360	67	487	50	1106
2021-09-21 17:00:00 - 17:15:00	66	295	66	204	55	369	51	367	47	347	66	499	51	1083
2021-09-21 17:15:00 - 17:30:00	66	279	67	209	53	412	51	381	47	377	66	488	50	1170
2021-09-21 17:30:00 - 17:45:00	67	266	67	198	56	373	54	354	50	347	67	464	53	1074
2021-09-21 17:45:00 - 18:00:00	66	258	65	172	56	369	53	347	50	318	66	430	53	1034
2021-09-21 18:00:00 - 18:15:00	64	247	65	205	53	357	50	352	47	329	64	452	50	1038
2021-09-21 18:15:00 - 18:30:00	64	251	66	160	52	418	50	368	46	322	65	411	50	1108
2021-09-21 18:30:00 - 18:45:00	66	212	64	149	54	366	51	342	46	328	65	361	50	1036
2021-09-21 18:45:00 - 19:00:00	72	126	71	83	57	361	54	380	50	324	72	209	54	1065
2021-09-22 06:00:00 - 06:15:00	71	135	74	78	64	334	60	312	58	236	72	213	61	882
2021-09-22 06:15:00 - 06:30:00	70	185	72	111	62	353	58	349	56	269	71	296	59	971
2021-09-22 06:30:00 - 06:45:00	67	180	67	93	60	237	56	220	54	173	67	273	57	630
2021-09-22 06:45:00 - 07:00:00	64	204	66	106	59	220	55	227	52	183	65	310	56	630
2021-09-22 07:00:00 - 07:15:00	64	215	67	117	59	280	56	280	53	229	65	332	56	789
2021-09-22 07:15:00 - 07:30:00	61	169	63	104	59	206	56	224	52	188	62	273	56	618
2021-09-22 07:30:00 - 07:45:00	31	152	35	152	38	291	39	287	39	254	33	304	39	832
2021-09-22 07:45:00 - 08:00:00	11	133	16	172	32	212	34	246	33	262	14	305	33	720
2021-09-22 08:00:00 - 08:15:00	12	115	16	139	27	213	28	234	29	232	14	254	28	679
2021-09-22 08:15:00 - 08:30:00	11	106	13	129	32	150	32	161	32	165	12	235	32	476
2021-09-22 08:30:00 - 08:45:00	11	99	16	144	33	164	34	180	35	176	14	243	34	520
2021-09-22 08:45:00 - 09:00:00	12	140	17	175	35	309	36	341	35	311	15	315	35	961
2021-09-22 09:00:00 - 09:15:00	23	188	23	207	31	308	32	326	31	299	23	395	31	933
2021-09-22 09:15:00 - 09:30:00	57	170	58	119	42	343	41	326	41	287	57	289	41	956
2021-09-22 09:30:00 - 09:45:00	58	290	62	178	53	373	50	359	47	310	60	468	50	1042
2021-09-22 15:00:00 - 15:15:00	68	235	66	169	57	353	54	349	50	359	67	404	54	1061
2021-09-22 15:15:00 - 15:30:00	68	251	66	194	57	380	55	385	52	338	67	445	55	1103
2021-09-22 15:30:00 - 15:45:00	68	263	67	181	54	394	50	368	47	339	68	444	51	1101
2021-09-22 15:45:00 - 16:00:00	63	261	64	192	51	376	49	355	47	330	63	453	49	1061
2021-09-22 16:00:00 - 16:15:00	58	240	57	199	48	311	46	319	42	282	58	439	45	912
2021-09-22 16:15:00 - 16:30:00	53	255	54	192	43	298	41	304	38	276	53	447	41	878
2021-09-22 16:30:00 - 16:45:00	53	239	54	189	40	336	38	316	37	281	53	428	38	933
2021-09-22 16:45:00 - 17:00:00	57	240	58	202	44	338	42	329	40	307	57	442	42	974
2021-09-22 17:00:00 - 17:15:00	59	252	58	187	44	338	41	303	37	288	59	439	41	929
2021-09-22 17:15:00 - 17:30:00	59	229	60	178	45	329	43	331	40	305	59	407	43	965
2021-09-22 17:30:00 - 17:45:00	57	242	57	186	44	329	41	310	38	312	57	428	41	951
2021-09-22 17:45:00 - 18:00:00	57	236	57	188	48	337	45	313	42	301	57	424	45	951
2021-09-22 18:00:00 - 18:15:00	58	247	59	187	46	354	43	351	41	323	58	434	43	1028
2021-09-22 18:15:00 - 18:30:00	58	271	61	203	49	351	46	340	43	307	59	474	46	998
2021-09-22 18:30:00 - 18:45:00	60	233	61	169	47	367	45	347	43	297	60	402	45	1011
2021-09-22 18:45:00 - 19:00:00	59	245	60	186	50	344	47	334	43	302	59	431	47	980
2021-09-23 06:00:00 - 06:15:00	73	150	74	71	66	305	62	317	59	218	73	221	63	840
2021-09-23 06:15:00 - 06:30:00	70	231	71	140	61	405	57	397	55	312	70	371	58	1114
2021-09-23 06:30:00 - 06:45:00	67	310	68	163	59	409	56	403	53	319	67	473	56	1131
2021-09-23 06:45:00 - 07:00:00	66	297	68	180	62	404	58	378	55	324	67	477	59	1106
2021-09-23 07:00:00 - 07:15:00	70	270	71	189	61	424	58	393	54	322	70	459	58	1139
2021-09-23 07:15:00 - 07:30:00	55	227	52	153	46	358	44	350	40	347	54	380	43	1055
2021-09-23 07:30:00 - 07:45:00	13	77	20	123	35	354	35	377	35	387	17	200	35	1118
2021-09-23 07:45:00 - 08:00:00	13	76	28	99	39	369	40	376	39	363	21	175	39	1108
2021-09-23 08:00:00 - 08:15:00	16	38	21	63	28	280	28	321	28	330	19	101	28	931
2021-09-23 08:15:00 - 08:30:00	35	148	33	131	29	309	28	326	28	332	34	279	28	967
2021-09-23 08:30:00 - 08:45:00	37	270	35	284	53	371	51	375	49	366	36	554	51	1112
2021-09-23 08:45:00 - 09:00:00	16	163	23	236	31	338	32	365	30	368	20	399	31	1071
2021-09-23 09:00:00 - 09:15:00	66	214	66	147	44	353	41	327	36	346	66	361	40	1026
2021-09-23 09:15:00 - 09:30:00	70	252	70	150	59	353	55	356	52	313	70	402	55	1022
2021-09-23 09:30:00 - 09:45:00	69	270	69	163	61	349	56	327	53	318	69	433	57	994
2021-09-23 09:45:00 - 10:00:00	68	288	68	175	60	339	56	358	51	322	68	463	56	1019
2021-09-23 15:00:00 - 15:15:00	68	240	68	169	58	381	54	396	50	341	68	409	54	1118
2021-09-23 15:15:00 - 15:30:00	67	282	68	184	56	381	54	388	49	361	67	466	53	1130
2021-09-23 15:30:00 - 15:45:00	66	271	66	185	55	396	53	378	50	350	66	456	53	1124
2021-09-23 15:45:00 - 16:00:00	65	285	66	228	56	379	53	351	50	336	65	513	53	1066
2021-09-23 16:00:00 - 16:15:00	64	248	65	217	54	362	52	354	49	371	64	465	52	1087
2021-09-23 16:15:00 - 16:30:00	66	283	67	221	55	379	52	362	48	341	66	504	52	1082
2021-09-23 16:30:00 - 16:45:00	66	283	67	212	57	384	54	358	50	361	66	495	54	1103
2021-09-23 16:45:00 - 17:00:00	68	229	68	187	58	365	55	349	51	340	68	416	55	1054
2021-09-23 17:00:00 - 17:15:00	70	224	71	177	64	306	60	317	56	278	70	401	60	901
2021-09-23 17:15:00 - 17:30:00	68	241	70	193	62	352	58	322	55	298	69	434	59	972
2021-09-23 17:30:00 - 17:45:00	67	236	68	206	60	342	58	354	54	319	67	442	57	1015
2021-09-23 17:45:00 - 18:00:00	65	182	65	136	52	349	49	359	46	309	65	318	49	1017
2021-09-23 18:00:00 - 18:15:00	47	75	49	45	38	137	36	141	34	208	48	120	36	486
2021-09-23 18:15:00 - 18:30:00	47	155	49	100	41	216	38	236	35	221	48	255	38	673
2021-09-23 18:30:00 - 18:45:00	50	211	50	160	45	256	41	275	40	258	50	371	42	789
2021-09-23 18:45:00 - 19:00:00	50	189	50	126	40	266	38	295	36	289	50	315	38	850

Compiled Hourly Avg. Speeds

AM	Average EL Speed	Average GP Speed
1st	66	52
2nd	48.25	50
3rd	61.75	53
4th	53.25	47

Compiled Hourly Avg. Speeds

PM	Average EL Speed	Average GP Speed
1st	62.75	47
2nd	65	50
3rd	66.25	52
4th	66.5	51

Detector:	FLD6DOT095SB014.9-DS
Date Range:	2021-09-21 00:00:00 - 2021-09-24 00:00:00
Report Interval:	15
Detector Lane Number:	5
	FLD6DOT095SB014.9-DS-EL1
	FLD6DOT095SB014.9-DS-EL2
	FLD6DOT095SB014.9-DS-GP1
	FLD6DOT095SB014.9-DS-GP2
	FLD6DOT095SB014.9-DS-GP3

The number to the right of DS-EL and DS-GP corresponds to the lane number (e.g., FLD6DOT095NB015.2-DS-GP2). Lanes are numbered from left to right (in the direction of traffic), starting from the median.

Timestamp	FLD6DOT095SB014.9-DS-EL1		FLD6DOT095SB014.9-DS-EL2		FLD6DOT095SB014.9-DS-GP1		FLD6DOT095SB014.9-DS-GP2		FLD6DOT095SB014.9-DS-GP3		Average EL	Sum EL	Average GP	Sum GP
	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume
2021-09-21 06:00:00 - 06:15:00	61	121	57	48	50	217	47	213	43	156	60	169	47	586
2021-09-21 06:15:00 - 06:30:00	64	262	65	124	51	415	48	361	44	284	64	386	48	1060
2021-09-21 06:30:00 - 06:45:00	64	305	65	150	55	390	50	369	46	314	64	455	51	1073
2021-09-21 06:45:00 - 07:00:00	62	346	66	165	56	394	51	388	47	321	63	511	52	1103
2021-09-21 07:00:00 - 07:15:00	63	297	64	163	55	382	51	370	47	312	63	460	51	1064
2021-09-21 07:15:00 - 07:30:00	68	324	68	166	58	422	53	393	49	333	68	490	54	1148
2021-09-21 07:30:00 - 07:45:00	63	343	65	191	57	395	53	366	48	315	64	534	53	1076
2021-09-21 07:45:00 - 08:00:00	67	320	67	179	59	360	53	346	48	355	67	499	53	1061
2021-09-21 08:00:00 - 08:15:00	39	278	41	262	55	340	51	348	45	375	40	540	50	1063
2021-09-21 08:15:00 - 08:30:00	24	252	34	283	50	391	48	364	44	383	29	535	47	1138
2021-09-21 08:30:00 - 08:45:00	22	256	38	285	50	386	47	386	44	360	30	541	47	1132
2021-09-21 08:45:00 - 09:00:00	25	266	40	289	52	367	48	360	46	346	33	555	49	1073
2021-09-21 09:00:00 - 09:15:00	63	322	64	204	57	382	53	356	48	363	63	526	53	1101
2021-09-21 09:15:00 - 09:30:00	67	318	67	178	59	367	54	345	49	314	67	496	54	1026
2021-09-21 09:30:00 - 09:45:00	63	327	63	191	57	327	52	321	47	296	63	518	52	944
2021-09-21 09:45:00 - 10:00:00	65	262	65	180	56	349	52	313	47	304	65	442	52	966
2021-09-21 10:00:00 - 10:15:00	57	260	56	159	51	319	46	311	42	295	57	419	46	925
2021-09-21 10:15:00 - 10:30:00	20	153	21	160	44	312	43	326	41	281	21	313	43	919
2021-09-21 10:30:00 - 10:45:00	45	199	41	183	50	337	46	329	42	316	43	382	46	982
2021-09-21 10:45:00 - 11:00:00	70	212	67	119	57	309	52	327	47	301	69	331	52	937
2021-09-21 11:00:00 - 11:15:00	70	202	68	105	56	319	52	330	47	324	69	307	52	973
2021-09-21 11:15:00 - 11:30:00	69	221	67	107	57	311	53	336	48	302	68	328	53	949
2021-09-21 11:30:00 - 11:45:00	69	246	67	138	58	337	53	346	48	319	68	384	53	1002
2021-09-21 11:45:00 - 12:00:00	69	227	68	133	59	333	54	334	48	321	69	360	54	988
2021-09-21 12:00:00 - 12:15:00	71	211	68	139	59	323	54	322	49	327	70	350	54	972
2021-09-21 12:15:00 - 12:30:00	70	200	68	136	58	366	52	333	46	322	69	336	52	1021
2021-09-21 12:30:00 - 12:45:00	69	212	68	136	58	359	52	329	46	312	69	348	52	1000
2021-09-21 12:45:00 - 13:00:00	71	234	67	141	58	334	53	312	48	290	69	375	53	936
2021-09-21 13:00:00 - 13:15:00	70	234	68	154	60	352	54	343	48	326	69	388	54	1021
2021-09-21 13:15:00 - 13:30:00	70	226	67	137	58	370	54	355	48	342	69	363	53	1067
2021-09-21 13:30:00 - 13:45:00	69	243	67	152	61	361	56	341	51	333	68	395	56	1035
2021-09-21 13:45:00 - 14:00:00	70	222	69	139	60	371	56	359	50	344	70	361	55	1074
2021-09-21 14:00:00 - 14:15:00	70	230	69	140	58	371	55	375	50	353	70	370	54	1099
2021-09-21 14:15:00 - 14:30:00	72	246	70	172	60	353	56	373	49	352	71	418	55	1078
2021-09-21 14:30:00 - 14:45:00	71	251	70	144	60	381	55	339	49	361	71	395	55	1081
2021-09-21 14:45:00 - 15:00:00	71	235	68	153	59	392	56	373	52	372	70	388	56	1137
2021-09-21 15:00:00 - 15:15:00	68	239	65	160	59	376	54	335	47	358	67	399	53	1069
2021-09-21 15:15:00 - 15:30:00	57	65	56	44	47	82	45	87	39	95	57	109	43	264
2021-09-21 15:30:00 - 15:45:00	63	270	62	198	54	321	49	300	45	286	63	468	50	907
2021-09-21 15:45:00 - 16:00:00	66	277	64	193	55	349	51	318	46	298	65	470	51	965
2021-09-21 16:00:00 - 16:15:00	66	278	65	197	56	326	53	323	49	291	66	475	53	940
2021-09-21 16:15:00 - 16:30:00	66	306	65	215	54	354	51	339	46	323	66	521	50	1016
2021-09-21 16:30:00 - 16:45:00	68	300	66	187	55	378	52	370	48	348	67	487	52	1096
2021-09-21 16:45:00 - 17:00:00	68	311	66	186	57	382	52	369	47	351	67	497	52	1102
2021-09-21 17:00:00 - 17:15:00	69	324	66	203	57	369	54	351	48	343	68	527	53	1063
2021-09-21 17:15:00 - 17:30:00	69	305	67	211	55	401	52	377	47	388	68	516	51	1166
2021-09-21 17:30:00 - 17:45:00	68	297	67	201	58	362	54	340	49	352	68	498	54	1054
2021-09-21 17:45:00 - 18:00:00	68	281	67	186	58	347	54	355	49	327	68	467	54	1029
2021-09-21 18:00:00 - 18:15:00	66	256	66	203	56	352	52	353	47	340	66	459	52	1045
2021-09-21 18:15:00 - 18:30:00	66	276	66	161	55	410	52	350	47	333	66	437	52	1093
2021-09-21 18:30:00 - 18:45:00	68	246	65	158	57	353	53	338	47	324	67	404	52	1015
2021-09-21 18:45:00 - 19:00:00	72	172	70	79	59	371	55	364	49	333	71	251	55	1068
2021-09-22 06:00:00 - 06:15:00	72	151	72	60	65	335	59	303	55	224	72	211	60	862
2021-09-22 06:15:00 - 06:30:00	70	214	70	98	62	339	57	331	53	248	70	312	58	918
2021-09-22 06:30:00 - 06:45:00	68	73	69	30	60	87	56	86	52	85	68	103	56	258
2021-09-22 06:45:00 - 07:00:00	65	41	67	11	62	40	57	44	47	40	65	52	55	124
2021-09-22 07:00:00 - 07:15:00	68	46	67	36	59	68	54	77	50	37	68	82	55	182
2021-09-22 07:15:00 - 07:30:00	43	50	63	13	62	44	56	62	48	50	47	63	55	156
2021-09-22 07:30:00 - 07:45:00	14	84	15	85	48	80	47	80	42	71	15	169	46	231
2021-09-22 07:45:00 - 08:00:00	14	83	16	89	44	65	43	62	38	79	15	172	41	206
2021-09-22 08:00:00 - 08:15:00	10	55	14	59	36	63	35	58	33	57	12	114	35	178
2021-09-22 08:15:00 - 08:30:00	18	68	15	73	40	48	38	61	34	64	16	141	37	173
2021-09-22 08:30:00 - 08:45:00	12	85	16	91	43	66	39	76	37	71	14	176	40	213
2021-09-22 08:45:00 - 09:00:00	14	113	16	169	44	293	42	295	38	271	15	282	41	859
2021-09-22 09:00:00 - 09:15:00	23	197	23	205	40	255	38	255	36	236	23	402	38	746
2021-09-22 09:15:00 - 09:30:00	51	205	51	156	50	331	47	324	44	291	51	361	47	946
2021-09-22 09:30:00 - 09:45:00	64	315	65	176	57	382	53	350	48	305	64	491	53	1037
2021-09-22 15:00:00 - 15:15:00	69	268	66	163	59	354	55	340	50	364	68	431	55	1058
2021-09-22 15:15:00 - 15:30:00	69	251	67	180	59	382	55	364	50	339	68	431	55	1085
2021-09-22 15:30:00 - 15:45:00	69	267	66	193	56	391	52	363	46	340	68	460	52	1094
2021-09-22 15:45:00 - 16:00:00	66	251	65	215	55	370	51	342	48	321	66	466	52	1033
2021-09-22 16:00:00 - 16:15:00	61	262	59	203	52	317	49	312	43	272	60	465	48	901
2021-09-22 16:15:00 - 16:30:00	52	272	52	190	45	285	43	296	39	268	52	462	42	849
2021-09-22 16:30:00 - 16:45:00	55	268	53	194	44	329	41	315	39	286	54	462	41	930
2021-09-22 16:45:00 - 17:00:00	59	280	57	198	47	342	43	301	40	309	58	478	43	952
2021-09-22 17:00:00 - 17:15:00	61	262	58	198	47	327	44	303	39	285	60	460	44	915
2021-09-22 17:15:00 - 17:30:00	61	254	59	184	48	327	43	310	40	313	60	438	44	950
2021-09-22 17:30:00 - 17:45:00	58	264	57	176	47	319	43	309	39	314	58	440	43	942
2021-09-22 17:45:00 - 18:00:00	58	254	56	191	49	323	45	321	42	299	57	445	45	943
2021-09-22 18:00:00 - 18:15:00	59	273	59	178	49	340	45	329	40	337	59	451	45	1006
2021-09-22 18:15:00 - 18:30:00	60	308	59	191	50	341	46	319	42	330	60	499	46	990
2021-09-22 18:30:00 - 18:45:00	62	263	60	165	50	342	46	342	43	306	61	428	46	990
2021-09-22 18:45:00 - 19:00:00	62	280	59	190	52	347	48	318	43	306	61	470	48	971
2021-09-23 06:00:00 - 06:15:00	74	170	74	67	66	306	60	304	56	222	74	237	61	832
2021-09-23 06:15:00 - 06:30:00	71	250	71	130	61	423	56	364	52	310	71	380	57	1097
2021-09-23 06:30:00 - 06:45:00	67	336	69	161	60	406	55	391	52	310	68	497	56	1107
2021-09-23 06:45:00 - 07:00:00	47	294	55	202	58	410	54	383	50	331	50	496	54	1124
2021-09-23 07:00:00 - 07:15:00	70	311	71	182	63	418	58	389	52	315	70	493	58	1122
2021-09-23 07:15:00 - 07:30:00	57	180	54	97	44	333	41	319	37	308	56	277	41	960
2021-09-23 07:30:00 - 07:45:00	20	89	22	128	41	356	39	350	37	372	21	217	39	1078
2021-09-23 07:45:00 - 08:00:00	17	88	21	118	48	344	46	368	43	353	19	206	46	1065
2021-09-23 08:00:00 - 08:15:00	13	32	17	44	27	220	26	257	25	264	15	76	26	741
2021-09-23 08:15:00 - 08:30:00	29	156	31	160	33	314	30	310	29	318	30	316	31	942
2021-09-23 08:30:00 - 08:45:00	24	214	31	307	53	359	51	351	48	368	28	521	51	1078
2021-09-23 08:45:00 - 09:00:00	18	134	26	250	30	303	29	313	27	374	23	384	29	990
2021-09-23 09:00:00 - 09:15:00	50	219	51	158	40	332	35	322	30	356	50	377	35	1010
2021-09-23 09:15:00 - 09:30:00	71	286	70	134	62	354	56	355	51	325	71	420	56	1034
2021-09-23 09:30:00 - 09:45:00	70	283	68	166	62	340	57	317	51	316	69	449	57	973
2021-09-23 09:45:00 - 10:00:00	69	314	69	171	61	328	55	355	49	314	69	485	55	997
2021-09-23 15:00:00 - 15:15:00	69	247	68	194	60	370	55	381	50	353	69	441	55	1104
2021-09-23 15:15:00 - 15:30:00	69	290	67	193	57	366	52	378	47	365	68	483	52	1109
2021-09-23 15:30:00 - 15:45:00	68	274	67	191	57	378	53	377	48	352	68	465	53	1107
2021-09-23 15:45:00 - 16:00:00	66	303	66	221	56	359	52	344	46	327	66	524	51	1030
2021-09-23 16:00:00 - 16:15:00	66	270	65	205	56	375	52	346	48	365	66	475	52	1086
2021-09-23 16:15:00 - 16:30:00	69	323	68	224	57	356	53	375	47	343	69	547	52	1074
2021-09-23 16:30:00 - 16:45:00	69	302	69	209	59	377	54	354	49	350	69	511	54	1081
2021-09-23 16:45:00 - 17:00:00	70	258	68	187	60	354	55	331	50	356	69	445	55	1041
2021-09-23 17:00:00 - 17:15:00	72	248	71	172	65	311	60	316	54	290	72	420	60	917
2021-09-23 17:15:00 - 17:30:00	70	268	70	191	62	349	58	321	53	291	70	459	58	961
2021-09-23 17:30:00 - 17:45:00	70	275	68	210	62	343	58	343	53	315	69	485	58	1001
2021-09-23 17:45:00 - 18:00:00	65	212	65	138	55	315	51	307	46	280	65	350	51	902
2021-09-23 18:00:00 - 18:15:00	61	6	23	10	32	8	8	18	37	42	37	16	29	68
2021-09-23 18:15:00 - 18:30:00	0	12	13	22	10	42	33	77	36	24	8	34	27	143
2021-09-23 18:30:00 - 18:45:00	51	245	48	164	46	263	42	276	41	206	50	409	43	745
2021-09-23 18:45:00 - 19:00:00	53	204	51	115	44	260	42	267	38	256	52	319	41	783

Compiled Hourly Avg. Speeds

AM	Average EL Speed	Average GP Speed
1st	65	53
2nd	42	49
3rd	57	52
4th	47	47

Compiled Hourly Avg. Speeds

PM	Average EL Speed	Average GP Speed
1st	63	49
2nd	67	52
3rd	68	53
4th	68	53

Detector:	FLD6DOT095SB015.2-DS
Date Range:	2021-09-21 00:00:00 - 2021-09-24 00:00:00
Report Interval:	15
Detector Lane Number:	5
	FLD6DOT095SB015.2-DS-EL1
	FLD6DOT095SB015.2-DS-EL2
	FLD6DOT095SB015.2-DS-GP1
	FLD6DOT095SB015.2-DS-GP2
	FLD6DOT095SB015.2-DS-GP3

The number to the right of DS-EL and DS-GP corresponds to the lane number (e.g., FLD6DOT095NB015.2-DS-GP2). Lanes are numbered from left to right (in the direction of traffic), starting from the median.

Timestamp	FLD6DOT095SB015.2-DS-EL1		FLD6DOT095SB015.2-DS-EL2		FLD6DOT095SB015.2-DS-GP1		FLD6DOT095SB015.2-DS-GP2		FLD6DOT095SB015.2-DS-GP3		Average EL	Sum EL	Average GP	Sum GP
	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume
2021-09-21 06:00:00 - 06:15:00	67	129	67	82	58	303	55	299	54	205	67	211	56	807
2021-09-21 06:15:00 - 06:30:00	66	230	65	148	56	396	53	373	50	275	66	378	53	1044
2021-09-21 06:30:00 - 06:45:00	66	290	64	155	55	389	51	369	50	302	65	445	52	1060
2021-09-21 06:45:00 - 07:00:00	65	333	65	165	58	387	52	392	50	303	65	498	54	1082
2021-09-21 07:00:00 - 07:15:00	65	286	65	167	58	382	53	373	50	290	65	453	54	1045
2021-09-21 07:15:00 - 07:30:00	68	311	65	159	57	432	53	396	51	308	67	470	54	1136
2021-09-21 07:30:00 - 07:45:00	64	334	63	182	56	391	50	355	49	290	64	516	52	1036
2021-09-21 07:45:00 - 08:00:00	65	316	65	167	56	370	51	368	48	324	65	483	52	1062
2021-09-21 08:00:00 - 08:15:00	59	369	59	215	55	358	50	371	47	327	59	584	51	1056
2021-09-21 08:15:00 - 08:30:00	48	327	52	194	51	371	48	346	46	319	49	521	48	1036
2021-09-21 08:30:00 - 08:45:00	56	315	58	195	52	399	49	387	47	303	57	510	50	1089
2021-09-21 08:45:00 - 09:00:00	59	350	61	184	56	379	51	361	49	324	60	534	52	1064
2021-09-21 09:00:00 - 09:15:00	63	358	64	157	56	397	52	364	48	326	63	515	52	1087
2021-09-21 09:15:00 - 09:30:00	67	303	66	179	58	375	52	341	50	298	67	482	54	1014
2021-09-21 09:30:00 - 09:45:00	62	322	61	175	53	338	48	304	46	276	62	497	49	918
2021-09-21 09:45:00 - 10:00:00	65	254	64	184	55	354	50	323	46	287	65	438	51	964
2021-09-21 10:00:00 - 10:15:00	64	256	63	133	53	351	48	305	44	275	64	389	49	931
2021-09-21 10:15:00 - 10:30:00	60	256	59	132	48	356	45	318	44	258	60	388	46	932
2021-09-21 10:30:00 - 10:45:00	54	210	53	139	45	346	40	329	38	295	54	349	41	970
2021-09-21 10:45:00 - 11:00:00	67	203	67	112	55	339	49	338	46	264	67	315	50	941
2021-09-21 11:00:00 - 11:15:00	68	187	67	104	54	343	49	335	46	286	68	291	50	964
2021-09-21 11:15:00 - 11:30:00	67	208	64	124	54	348	49	325	47	289	66	332	50	962
2021-09-21 11:30:00 - 11:45:00	65	238	66	131	55	352	50	329	47	294	65	369	51	975
2021-09-21 11:45:00 - 12:00:00	68	234	67	132	56	357	51	341	47	284	68	366	52	982
2021-09-21 12:00:00 - 12:15:00	69	199	67	139	56	346	51	334	47	298	68	338	52	978
2021-09-21 12:15:00 - 12:30:00	68	205	66	114	56	381	50	330	47	308	67	319	51	1019
2021-09-21 12:30:00 - 12:45:00	68	217	69	115	57	367	51	337	48	282	68	332	52	986
2021-09-21 12:45:00 - 13:00:00	68	238	66	140	56	345	51	342	49	277	67	378	52	964
2021-09-21 13:00:00 - 13:15:00	67	253	65	114	56	366	51	340	46	307	66	367	51	1013
2021-09-21 13:15:00 - 13:30:00	68	229	66	133	55	378	52	359	49	321	67	362	52	1058
2021-09-21 13:30:00 - 13:45:00	67	241	67	139	58	380	53	344	50	312	67	380	54	1036
2021-09-21 13:45:00 - 14:00:00	69	203	67	140	58	373	53	370	49	313	68	343	54	1056
2021-09-21 14:00:00 - 14:15:00	68	252	68	116	55	400	51	360	49	323	68	368	52	1083
2021-09-21 14:15:00 - 14:30:00	70	265	69	144	58	376	53	352	49	330	70	409	54	1058
2021-09-21 14:30:00 - 14:45:00	68	254	69	125	57	403	53	363	50	325	68	379	54	1091
2021-09-21 14:45:00 - 15:00:00	69	240	68	123	57	398	53	370	51	328	69	363	54	1096
2021-09-21 15:00:00 - 15:15:00	66	266	65	135	56	408	51	349	47	312	66	401	52	1069
2021-09-21 15:15:00 - 15:30:00	56	267	57	153	37	317	34	294	30	280	56	420	34	891
2021-09-21 15:30:00 - 15:45:00	62	304	61	134	53	321	47	309	44	281	62	438	48	911
2021-09-21 15:45:00 - 16:00:00	62	322	60	138	52	358	47	310	45	275	61	460	48	943
2021-09-21 16:00:00 - 16:15:00	61	323	61	135	52	334	48	315	47	281	61	458	49	930
2021-09-21 16:15:00 - 16:30:00	62	335	62	166	50	377	47	344	44	308	62	501	47	1029
2021-09-21 16:30:00 - 16:45:00	65	347	64	134	53	393	49	364	46	326	65	481	50	1083
2021-09-21 16:45:00 - 17:00:00	66	349	64	139	54	386	48	366	46	330	65	488	50	1082
2021-09-21 17:00:00 - 17:15:00	65	353	65	158	53	374	49	363	46	317	65	511	50	1054
2021-09-21 17:15:00 - 17:30:00	66	330	65	159	53	414	50	370	47	350	66	489	50	1134
2021-09-21 17:30:00 - 17:45:00	65	317	65	155	56	370	52	345	49	319	65	472	53	1034
2021-09-21 17:45:00 - 18:00:00	64	298	64	139	55	373	51	343	49	291	64	437	52	1007
2021-09-21 18:00:00 - 18:15:00	61	292	63	157	53	368	48	340	45	315	62	449	49	1023
2021-09-21 18:15:00 - 18:30:00	63	289	64	132	52	415	47	375	45	290	63	421	48	1080
2021-09-21 18:30:00 - 18:45:00	64	225	64	140	54	355	49	341	45	313	64	365	50	1009
2021-09-21 18:45:00 - 19:00:00	72	117	70	93	57	368	52	375	49	297	71	210	53	1040
2021-09-22 06:00:00 - 06:15:00	72	116	71	90	65	331	59	319	58	222	72	206	61	872
2021-09-22 06:15:00 - 06:30:00	70	163	70	98	63	311	57	291	55	217	70	261	59	819
2021-09-22 06:30:00 - 06:45:00	66	158	66	77	60	188	56	175	53	131	66	235	57	494
2021-09-22 06:45:00 - 07:00:00	65	142	62	82	60	153	54	150	51	154	64	224	55	457
2021-09-22 07:00:00 - 07:15:00	64	166	65	94	59	225	55	210	52	144	64	260	56	579
2021-09-22 07:15:00 - 07:30:00	65	252	65	147	61	323	56	325	52	236	65	399	57	884
2021-09-22 07:30:00 - 07:45:00	57	129	60	87	41	197	39	201	37	155	58	216	39	553
2021-09-22 07:45:00 - 08:00:00	35	74	36	67	23	156	24	148	23	133	35	141	23	437
2021-09-22 08:00:00 - 08:15:00	30	35	35	67	24	196	24	181	24	180	33	102	24	557
2021-09-22 08:15:00 - 08:30:00	0	0	19	20	27	59	26	62	26	72	19	20	26	193
2021-09-22 08:30:00 - 08:45:00	15	61	26	64	27	147	28	140	30	117	21	125	28	404
2021-09-22 08:45:00 - 09:00:00	14	178	21	154	31	250	30	254	31	246	17	332	31	750
2021-09-22 09:00:00 - 09:15:00	22	215	23	172	26	274	26	245	27	226	22	387	26	745
2021-09-22 09:15:00 - 09:30:00	56	207	56	130	41	381	37	299	37	285	56	337	39	965
2021-09-22 09:30:00 - 09:45:00	49	350	55	153	48	378	45	351	43	279	51	503	46	1008
2021-09-22 15:00:00 - 15:15:00	67	253	67	154	57	361	53	344	50	335	67	407	53	1040
2021-09-22 15:15:00 - 15:30:00	67	313	65	135	57	388	53	369	50	309	66	448	54	1066
2021-09-22 15:30:00 - 15:45:00	66	312	66	141	53	412	49	366	46	308	66	453	50	1086
2021-09-22 15:45:00 - 16:00:00	62	313	62	146	51	373	46	363	44	302	62	459	47	1038
2021-09-22 16:00:00 - 16:15:00	55	302	54	152	45	312	42	313	38	257	55	454	42	882
2021-09-22 16:15:00 - 16:30:00	53	295	53	163	44	311	41	284	39	267	53	458	41	862
2021-09-22 16:30:00 - 16:45:00	54	298	55	156	42	354	39	280	38	266	54	454	40	900
2021-09-22 16:45:00 - 17:00:00	57	313	57	155	45	347	41	298	39	283	57	468	42	928
2021-09-22 17:00:00 - 17:15:00	58	297	57	147	45	347	42	295	36	281	58	444	41	923
2021-09-22 17:15:00 - 17:30:00	58	277	59	144	45	335	41	321	39	282	58	421	42	938
2021-09-22 17:30:00 - 17:45:00	56	284	56	145	45	327	41	313	38	292	56	429	41	932
2021-09-22 17:45:00 - 18:00:00	56	305	57	144	49	334	45	309	41	278	56	449	45	921
2021-09-22 18:00:00 - 18:15:00	57	306	58	141	47	345	43	349	40	291	57	447	44	985
2021-09-22 18:15:00 - 18:30:00	59	315	60	160	49	346	45	330	41	287	59	475	45	963
2021-09-22 18:30:00 - 18:45:00	59	275	60	140	47	370	43	333	41	278	59	415	44	981
2021-09-22 18:45:00 - 19:00:00	58	307	59	144	50	346	46	322	42	281	58	451	46	949
2021-09-23 06:00:00 - 06:15:00	73	133	72	88	66	315	61	310	58	200	73	221	62	825
2021-09-23 06:15:00 - 06:30:00	70	234	69	147	61	403	55	404	54	285	70	381	57	1092
2021-09-23 06:30:00 - 06:45:00	67	295	66	180	59	402	55	400	52	301	67	475	56	1103
2021-09-23 06:45:00 - 07:00:00	66	308	68	178	63	397	57	380	54	295	67	486	58	1072
2021-09-23 07:00:00 - 07:15:00	69	306	70	156	62	443	57	384	53	310	69	462	58	1137
2021-09-23 07:15:00 - 07:30:00	57	280	55	163	49	363	45	336	43	291	56	443	46	990
2021-09-23 07:30:00 - 07:45:00	8	136	9	117	27	254	27	226	30	204	8	253	28	684
2021-09-23 07:45:00 - 08:00:00	8	108	8	78	31	221	30	238	31	242	8	186	31	701
2021-09-23 08:00:00 - 08:15:00	9	96	10	84	21	240	23	229	24	225	9	180	23	694
2021-09-23 08:15:00 - 08:30:00	33	150	32	111	29	283	25	259	28	234	33	261	27	776
2021-09-23 08:30:00 - 08:45:00	48	321	47	237	55	339	50	322	49	321	48	558	51	982
2021-09-23 08:45:00 - 09:00:00	24	223	29	183	32	305	33	294	32	280	26	406	32	879
2021-09-23 09:00:00 - 09:15:00	70	239	67	140	49	374	44	343	37	306	69	379	44	1023
2021-09-23 09:15:00 - 09:30:00	69	271	68	138	59	375	53	338	50	297	69	409	54	1010
2021-09-23 09:30:00 - 09:45:00	68	286	67	159	60	347	54	322	51	295	68	445	55	964
2021-09-23 09:45:00 - 10:00:00	67	295	66	174	60	365	54	345	50	303	67	469	55	1013
2021-09-23 15:00:00 - 15:15:00	67	280	67	138	57	405	52	384	48	312	67	418	53	1101
2021-09-23 15:15:00 - 15:30:00	66	316	66	150	56	393	52	378	49	343	66	466	52	1114
2021-09-23 15:30:00 - 15:45:00	64	317	65	153	56	391	52	378	49	315	64	470	53	1084
2021-09-23 15:45:00 - 16:00:00	64	350	64	162	56	380	51	345	49	316	64	512	52	1041
2021-09-23 16:00:00 - 16:15:00	62	314	64	150	53	387	50	324	48	336	63	464	50	1047
2021-09-23 16:15:00 - 16:30:00	65	340	66	166	55	380	51	350	47	324	65	506	51	1054
2021-09-23 16:30:00 - 16:45:00	64	328	66	166	55	383	51	357	48	332	65	494	52	1072
2021-09-23 16:45:00 - 17:00:00	67	283	67	133	58	355	53	345	50	309	67	416	54	1009
2021-09-23 17:00:00 - 17:15:00	69	270	71	121	65	308	59	317	55	254	70	391	60	879
2021-09-23 17:15:00 - 17:30:00	67	311	70	124	62	345	57	313	54	273	68	435	58	931
2021-09-23 17:30:00 - 17:45:00	66	310	67	139	60	333	57	349	54	300	66	449	57	982
2021-09-23 17:45:00 - 18:00:00	63	186	62	135	52	343	47	351	43	303	63	321	48	997
2021-09-23 18:00:00 - 18:15:00	46	102	46	89	38	232	34	235	32	198	46	191	35	665
2021-09-23 18:15:00 - 18:30:00	50	175	50	111	42	211	38	240	36	210	50	286	39	661
2021-09-23 18:30:00 - 18:45:00	49	267	50	142	43	260	39	272	38	236	49	409	40	768
2021-09-23 18:45:00 - 19:00:00	50	225	52	125	41	275	38	278	35	272	51	350	38	825

Compiled Hourly Avg. Speeds

AM	Average EL Speed	Average GP Speed
1st	65	54
2nd	58	50
3rd	63	52
4th	61	47

Compiled Hourly Avg. Speeds

PM	Average EL Speed	Average GP Speed
1st	61	46
2nd	63	49
3rd	65	51
4th	65	50

Detector:	FLD6DOT095SB015.6-DS
Date Range:	2021-09-21 00:00:00 - 2021-09-24 00:00:00
Report Interval:	15
Detector Lane Number:	4
	FLD6DOT095SB015.6-DS-EL1
	FLD6DOT095SB015.6-DS-GP1
	FLD6DOT095SB015.6-DS-GP2
	FLD6DOT095SB015.6-DS-GP3

The number to the right of DS-EL and DS-GP corresponds to the lane number (e.g., FLD6DOT095NB015.2-DS-GP2). Lanes are numbered from left to right (in the direction of traffic), starting from the median.

Timestamp	FLD6DOT095SB015.6-DS-EL1		FLD6DOT095SB015.6-DS-GP1		FLD6DOT095SB015.6-DS-GP2		FLD6DOT095SB015.6-DS-GP3		Average EL	Sum EL	Average GP	Sum GP
	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume
2021-09-21 06:00:00 - 06:15:00	67	114	59	371	56	337	53	234	67	114	56	942
2021-09-21 06:15:00 - 06:30:00	66	190	57	520	53	422	49	298	66	190	54	1240
2021-09-21 06:30:00 - 06:45:00	64	254	54	513	50	429	48	337	64	254	51	1279
2021-09-21 06:45:00 - 07:00:00	63	296	54	542	51	432	48	349	63	296	51	1323
2021-09-21 07:00:00 - 07:15:00	64	265	55	501	51	429	49	335	64	265	52	1265
2021-09-21 07:15:00 - 07:30:00	65	273	55	535	52	467	49	350	65	273	52	1352
2021-09-21 07:30:00 - 07:45:00	62	295	51	525	47	423	47	345	62	295	49	1293
2021-09-21 07:45:00 - 08:00:00	61	298	50	488	46	415	45	365	61	298	47	1268
2021-09-21 08:00:00 - 08:15:00	61	359	51	521	48	419	45	381	61	359	48	1321
2021-09-21 08:15:00 - 08:30:00	60	357	52	510	48	441	46	368	60	357	49	1319
2021-09-21 08:30:00 - 08:45:00	59	299	50	529	46	425	45	356	59	299	47	1310
2021-09-21 08:45:00 - 09:00:00	57	366	51	499	47	414	46	355	57	366	48	1268
2021-09-21 09:00:00 - 09:15:00	56	358	51	476	47	406	45	350	56	358	48	1232
2021-09-21 09:15:00 - 09:30:00	64	280	51	507	48	393	45	325	64	280	48	1225
2021-09-21 09:30:00 - 09:45:00	57	296	47	459	43	360	41	327	57	296	44	1146
2021-09-21 09:45:00 - 10:00:00	62	244	48	462	44	385	42	322	62	244	45	1169
2021-09-21 10:00:00 - 10:15:00	61	233	49	448	45	341	42	312	61	233	46	1101
2021-09-21 10:15:00 - 10:30:00	62	241	46	418	43	373	42	303	62	241	44	1094
2021-09-21 10:30:00 - 10:45:00	62	211	48	424	44	375	41	325	62	211	45	1124
2021-09-21 10:45:00 - 11:00:00	64	182	51	411	46	372	43	301	64	182	47	1084
2021-09-21 11:00:00 - 11:15:00	66	165	51	408	46	381	43	320	66	165	47	1109
2021-09-21 11:15:00 - 11:30:00	64	187	50	439	45	361	43	319	64	187	46	1119
2021-09-21 11:30:00 - 11:45:00	63	222	50	432	45	382	43	318	63	222	46	1132
2021-09-21 11:45:00 - 12:00:00	67	198	52	442	47	388	44	335	67	198	48	1165
2021-09-21 12:00:00 - 12:15:00	66	186	50	449	47	368	43	322	66	186	47	1139
2021-09-21 12:15:00 - 12:30:00	65	177	52	442	47	378	44	334	65	177	48	1154
2021-09-21 12:30:00 - 12:45:00	65	202	53	445	48	364	45	321	65	202	49	1130
2021-09-21 12:45:00 - 13:00:00	66	218	50	455	46	372	44	311	66	218	47	1138
2021-09-21 13:00:00 - 13:15:00	64	236	51	439	46	377	44	342	64	236	47	1158
2021-09-21 13:15:00 - 13:30:00	66	193	50	465	47	405	44	358	66	193	47	1228
2021-09-21 13:30:00 - 13:45:00	65	210	52	477	48	410	45	344	65	210	49	1231
2021-09-21 13:45:00 - 14:00:00	66	176	52	462	49	401	45	346	66	176	49	1209
2021-09-21 14:00:00 - 14:15:00	65	222	51	456	47	422	45	360	65	222	48	1238
2021-09-21 14:15:00 - 14:30:00	67	240	53	461	49	401	45	359	67	240	49	1221
2021-09-21 14:30:00 - 14:45:00	66	241	53	459	49	400	47	360	66	241	50	1219
2021-09-21 14:45:00 - 15:00:00	67	214	52	478	49	443	47	357	67	214	50	1278
2021-09-21 15:00:00 - 15:15:00	65	240	52	493	48	384	44	363	65	240	48	1240
2021-09-21 15:15:00 - 15:30:00	53	268	39	357	35	323	32	293	53	268	36	973
2021-09-21 15:30:00 - 15:45:00	57	290	46	398	41	363	40	304	57	290	43	1065
2021-09-21 15:45:00 - 16:00:00	57	326	45	425	42	374	41	297	57	326	43	1096
2021-09-21 16:00:00 - 16:15:00	55	330	45	416	42	371	41	321	55	330	43	1108
2021-09-21 16:15:00 - 16:30:00	59	342	48	461	44	404	42	343	59	342	45	1208
2021-09-21 16:30:00 - 16:45:00	63	324	49	478	46	393	44	369	63	324	47	1240
2021-09-21 16:45:00 - 17:00:00	63	345	52	460	47	419	45	357	63	345	48	1236
2021-09-21 17:00:00 - 17:15:00	60	358	50	480	47	416	44	357	60	358	47	1253
2021-09-21 17:15:00 - 17:30:00	62	331	50	507	47	430	45	377	62	331	48	1314
2021-09-21 17:30:00 - 17:45:00	61	333	53	444	50	400	47	336	61	333	50	1180
2021-09-21 17:45:00 - 18:00:00	59	309	52	454	48	388	46	331	59	309	49	1173
2021-09-21 18:00:00 - 18:15:00	57	305	50	469	46	400	43	335	57	305	47	1204
2021-09-21 18:15:00 - 18:30:00	59	276	49	492	46	409	44	347	59	276	47	1248
2021-09-21 18:30:00 - 18:45:00	60	208	50	447	46	386	44	343	60	208	47	1176
2021-09-21 18:45:00 - 19:00:00	69	74	56	443	52	427	48	329	69	74	52	1199
2021-09-22 06:00:00 - 06:15:00	70	104	65	395	60	353	57	244	70	104	61	992
2021-09-22 06:15:00 - 06:30:00	68	101	62	244	57	206	54	156	68	101	58	606
2021-09-22 06:30:00 - 06:45:00	66	152	57	300	52	254	49	185	66	152	53	739
2021-09-22 06:45:00 - 07:00:00	64	143	55	272	51	238	48	193	64	143	52	703
2021-09-22 07:00:00 - 07:15:00	60	152	57	243	52	218	49	160	60	152	53	621
2021-09-22 07:15:00 - 07:30:00	61	139	56	302	52	253	47	186	61	139	52	741
2021-09-22 07:30:00 - 07:45:00	60	157	53	323	50	311	46	215	60	157	50	849
2021-09-22 07:45:00 - 08:00:00	54	102	42	220	39	215	36	206	54	102	39	641
2021-09-22 08:00:00 - 08:15:00	48	103	28	214	23	213	22	199	48	103	24	626
2021-09-22 08:15:00 - 08:30:00	24	124	30	183	25	169	26	153	24	124	27	505
2021-09-22 08:30:00 - 08:45:00	15	165	27	232	24	257	23	228	15	165	25	717
2021-09-22 08:45:00 - 09:00:00	18	275	27	337	23	360	23	299	18	275	24	996
2021-09-22 09:00:00 - 09:15:00	24	263	26	314	20	321	20	289	24	263	22	924
2021-09-22 09:15:00 - 09:30:00	48	210	38	409	35	365	35	325	48	210	36	1099
2021-09-22 09:30:00 - 09:45:00	39	338	45	429	43	400	42	328	39	338	43	1157
2021-09-22 15:00:00 - 15:15:00	63	218	53	466	50	413	46	356	63	218	50	1235
2021-09-22 15:15:00 - 15:30:00	63	300	52	500	49	409	47	353	63	300	50	1262
2021-09-22 15:30:00 - 15:45:00	64	310	50	481	47	399	45	363	64	310	48	1243
2021-09-22 15:45:00 - 16:00:00	59	306	49	473	46	408	43	337	59	306	46	1218
2021-09-22 16:00:00 - 16:15:00	52	259	40	366	38	304	35	257	52	259	38	927
2021-09-22 16:15:00 - 16:30:00	52	283	43	403	40	351	38	297	52	283	41	1051
2021-09-22 16:30:00 - 16:45:00	51	310	40	398	38	351	36	303	51	310	38	1052
2021-09-22 16:45:00 - 17:00:00	54	292	43	433	40	372	38	314	54	292	41	1119
2021-09-22 17:00:00 - 17:15:00	55	295	44	420	40	356	37	302	55	295	41	1078
2021-09-22 17:15:00 - 17:30:00	54	291	45	410	40	353	37	324	54	291	41	1087
2021-09-22 17:30:00 - 17:45:00	53	298	43	401	39	354	37	325	53	298	40	1080
2021-09-22 17:45:00 - 18:00:00	52	299	47	420	43	339	41	313	52	299	44	1072
2021-09-22 18:00:00 - 18:15:00	53	299	45	427	41	370	38	343	53	299	42	1140
2021-09-22 18:15:00 - 18:30:00	55	312	46	441	43	365	40	344	55	312	43	1150
2021-09-22 18:30:00 - 18:45:00	55	272	45	434	41	379	40	319	55	272	42	1132
2021-09-22 18:45:00 - 19:00:00	52	306	46	438	43	357	40	326	52	306	43	1121
2021-09-23 06:00:00 - 06:15:00	72	130	67	386	62	341	57	236	72	130	63	963
2021-09-23 06:15:00 - 06:30:00	70	211	59	531	55	435	53	317	70	211	56	1283
2021-09-23 06:30:00 - 06:45:00	67	270	56	551	53	451	51	351	67	270	54	1353
2021-09-23 06:45:00 - 07:00:00	65	293	61	533	58	402	55	327	65	293	58	1262
2021-09-23 07:00:00 - 07:15:00	68	294	62	537	58	448	54	354	68	294	59	1339
2021-09-23 07:15:00 - 07:30:00	60	278	52	493	49	411	45	363	60	278	49	1267
2021-09-23 07:30:00 - 07:45:00	16	201	28	372	26	364	26	349	16	201	27	1085
2021-09-23 07:45:00 - 08:00:00	14	171	26	375	24	362	25	351	14	171	25	1088
2021-09-23 08:00:00 - 08:15:00	15	150	25	332	22	310	22	304	15	150	23	946
2021-09-23 08:15:00 - 08:30:00	22	161	26	300	23	288	24	312	22	161	24	900
2021-09-23 08:30:00 - 08:45:00	54	364	52	535	48	436	47	376	54	364	49	1347
2021-09-23 08:45:00 - 09:00:00	43	261	46	451	43	417	41	376	43	261	43	1244
2021-09-23 09:00:00 - 09:15:00	69	227	52	460	47	386	45	330	69	227	48	1176
2021-09-23 09:15:00 - 09:30:00	66	240	54	478	50	382	47	321	66	240	51	1181
2021-09-23 09:30:00 - 09:45:00	65	232	53	472	49	358	47	335	65	232	50	1165
2021-09-23 09:45:00 - 10:00:00	66	268	54	479	49	391	45	339	66	268	50	1209
2021-09-23 15:00:00 - 15:15:00	64	275	53	472	50	423	46	358	64	275	50	1253
2021-09-23 15:15:00 - 15:30:00	63	323	53	477	50	423	46	364	63	323	50	1264
2021-09-23 15:30:00 - 15:45:00	61	301	52	479	48	421	46	364	61	301	49	1264
2021-09-23 15:45:00 - 16:00:00	60	340	51	468	48	408	45	354	60	340	48	1230
2021-09-23 16:00:00 - 16:15:00	58	312	48	461	45	423	44	350	58	312	46	1234
2021-09-23 16:15:00 - 16:30:00	61	321	50	483	47	397	44	370	61	321	47	1250
2021-09-23 16:30:00 - 16:45:00	60	347	51	475	47	407	45	352	60	347	48	1234
2021-09-23 16:45:00 - 17:00:00	64	273	54	442	52	392	48	326	64	273	52	1160
2021-09-23 17:00:00 - 17:15:00	67	293	65	360	59	348	55	286	67	293	60	994
2021-09-23 17:15:00 - 17:30:00	64	314	63	421	58	362	54	295	64	314	59	1078
2021-09-23 17:30:00 - 17:45:00	62	302	58	425	55	414	51	345	62	302	55	1184
2021-09-23 17:45:00 - 18:00:00	59	156	47	442	43	390	41	336	59	156	44	1168
2021-09-23 18:00:00 - 18:15:00	61	5	43	21	31	16	32	20	61	5	36	57
2021-09-23 18:15:00 - 18:30:00	46	34	23	7	18	9	28	29	46	34	25	45
2021-09-23 18:30:00 - 18:45:00	47	140	38	262	34	247	34	228	47	140	35	737
2021-09-23 18:45:00 - 19:00:00	50	151	37	396	34	320	33	299	50	151	35	1015

Compiled Hourly Avg. Speeds

AM	Average EL Speed	Average GP Speed
1st	64	51
2nd	60	48
3rd	59	47
4th	62	45

Compiled Hourly Avg. Speeds

PM	Average EL Speed	Average GP Speed
1st	58	43
2nd	60	46
3rd	61	49
4th	61	48

Detector:	FLD6DOT095SB017.0-DS
Date Range:	2021-09-21 00:00:00 - 2021-09-24 00:00:00
Report Interval:	15
Detector Lane Number:	7
	FLD6DOT095SB017.0-DS-EL1
	FLD6DOT095SB017.0-DS-GP1
	FLD6DOT095SB017.0-DS-GP2
	FLD6DOT095SB017.0-DS-GP3
	FLD6DOT095SB017.0-DS-GP4
	FLD6DOT095SB017.0-DS-GP5 - AUX
	FLD6DOT095SB017.0-DS-GP6 - AUX

The number to the right of DS-EL and DS-GP corresponds to the lane number (e.g., FLD6DOT095NB015.2-DS-GP2). Lanes are numbered from left to right (in the direction of traffic), starting from the median.

Timestamp	FLD6DOT095SB017.0-DS-EL1		FLD6DOT095SB017.0-DS-GP1		FLD6DOT095SB017.0-DS-GP2		FLD6DOT095SB017.0-DS-GP3		FLD6DOT095SB017.0-DS-GP4		FLD6DOT095SB017.0-DS-GP5		FLD6DOT095SB017.0-DS-GP6		Average EL	Sum EL	Average GP	Sum GP
	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume
2021-09-21 06:00:00 - 06:15:00	64	127	58	286	57	251	56	180	55	118	59	87	59	68	64	127	57	990
2021-09-21 06:15:00 - 06:30:00	66	194	61	375	58	312	57	232	56	131	59	114	57	102	66	194	59	1266
2021-09-21 06:30:00 - 06:45:00	64	266	62	389	60	298	60	237	59	123	59	128	58	118	64	266	60	1293
2021-09-21 06:45:00 - 07:00:00	65	302	64	370	62	322	62	237	61	125	62	171	59	161	65	302	62	1386
2021-09-21 07:00:00 - 07:15:00	68	276	67	365	64	318	63	239	63	129	62	172	58	187	68	276	63	1410
2021-09-21 07:15:00 - 07:30:00	65	301	63	381	63	309	62	251	60	139	58	190	56	179	65	301	61	1449
2021-09-21 07:30:00 - 07:45:00	65	270	61	372	60	322	60	249	58	141	54	220	49	224	65	270	58	1528
2021-09-21 07:45:00 - 08:00:00	58	328	53	365	51	300	52	253	54	169	51	198	48	220	58	328	52	1505
2021-09-21 08:00:00 - 08:15:00	49	333	37	333	38	290	44	242	49	176	50	168	48	189	49	333	43	1398
2021-09-21 08:15:00 - 08:30:00	38	352	26	287	24	238	34	215	42	208	51	136	52	178	38	352	36	1262
2021-09-21 08:30:00 - 08:45:00	32	327	28	281	25	242	33	202	40	153	44	137	47	167	32	327	34	1182
2021-09-21 08:45:00 - 09:00:00	30	371	42	307	44	275	46	235	53	169	53	156	49	184	30	371	47	1326
2021-09-21 09:00:00 - 09:15:00	44	342	58	307	60	292	59	224	58	151	58	182	55	196	44	342	58	1352
2021-09-21 09:15:00 - 09:30:00	69	286	68	333	65	285	64	228	61	140	62	200	60	173	69	286	64	1359
2021-09-21 09:30:00 - 09:45:00	69	275	66	345	65	276	62	240	62	147	61	191	59	203	69	275	63	1402
2021-09-21 09:45:00 - 10:00:00	66	273	65	288	63	253	61	209	60	135	62	181	58	183	66	273	62	1249
2021-09-21 10:00:00 - 10:15:00	70	223	66	305	64	260	61	238	60	158	62	171	60	156	70	223	63	1288
2021-09-21 10:15:00 - 10:30:00	68	244	65	285	64	246	61	216	59	139	60	167	58	171	68	244	62	1224
2021-09-21 10:30:00 - 10:45:00	69	208	64	329	60	276	59	228	58	177	58	210	56	206	68	208	60	1426
2021-09-21 10:45:00 - 11:00:00	71	172	66	260	64	248	60	211	61	149	62	176	59	157	71	172	62	1201
2021-09-21 11:00:00 - 11:15:00	72	165	66	280	63	248	61	217	60	147	60	172	57	163	72	165	62	1227
2021-09-21 11:15:00 - 11:30:00	70	186	65	302	61	270	60	233	60	171	59	155	57	158	70	186	61	1289
2021-09-21 11:30:00 - 11:45:00	68	220	65	289	62	272	59	241	58	152	60	196	57	175	68	220	61	1325
2021-09-21 11:45:00 - 12:00:00	71	183	64	306	61	268	58	239	58	166	60	149	58	195	71	183	60	1323
2021-09-21 12:00:00 - 12:15:00	70	183	68	278	65	252	63	232	62	146	62	179	58	178	70	183	64	1265
2021-09-21 12:15:00 - 12:30:00	71	188	68	306	64	236	65	221	61	144	61	184	58	186	71	188	63	1277
2021-09-21 12:30:00 - 12:45:00	71	195	67	305	64	269	63	242	59	143	61	192	59	180	71	195	63	1331
2021-09-21 12:45:00 - 13:00:00	71	217	66	315	64	285	63	234	61	159	61	192	58	199	71	217	63	1384
2021-09-21 13:00:00 - 13:15:00	68	226	65	308	63	258	61	227	62	180	60	156	58	184	68	226	62	1313
2021-09-21 13:15:00 - 13:30:00	71	186	65	315	62	275	62	241	61	165	62	180	57	197	71	186	62	1373
2021-09-21 13:30:00 - 13:45:00	70	220	69	308	67	274	63	245	63	154	64	196	59	186	70	220	65	1363
2021-09-21 13:45:00 - 14:00:00	70	194	68	310	65	260	64	254	65	161	64	168	60	202	70	194	65	1355
2021-09-21 14:00:00 - 14:15:00	71	225	69	315	66	277	64	245	63	163	63	186	58	198	71	225	64	1384
2021-09-21 14:15:00 - 14:30:00	73	208	68	322	66	285	64	245	62	173	63	162	60	194	73	208	64	1381
2021-09-21 14:30:00 - 14:45:00	69	254	65	328	63	291	60	241	61	187	61	205	56	246	69	254	61	1498
2021-09-21 14:45:00 - 15:00:00	70	198	57	310	57	260	56	231	60	153	59	186	57	237	70	198	57	1377
2021-09-21 15:00:00 - 15:15:00	69	238	66	309	63	264	62	240	62	181	61	158	58	214	69	238	62	1366
2021-09-21 15:15:00 - 15:30:00	49	259	27	236	30	190	39	184	42	157	50	136	50	183	49	259	38	1086
2021-09-21 15:30:00 - 15:45:00	40	255	20	206	12	123	11	86	18	61	36	80	40	112	40	255	22	668
2021-09-21 15:45:00 - 16:00:00	42	306	20	196	13	112	15	108	24	114	42	83	43	103	42	306	25	716
2021-09-21 16:00:00 - 16:15:00	38	315	19	203	12	129	15	115	26	147	39	115	38	134	38	315	24	843
2021-09-21 16:15:00 - 16:30:00	40	330	16	240	13	175	13	117	19	125	33	113	34	152	40	330	21	922
2021-09-21 16:30:00 - 16:45:00	46	300	17	225	13	161	19	163	29	166	40	123	39	162	46	300	25	1000
2021-09-21 16:45:00 - 17:00:00	43	337	20	245	18	178	26	176	35	153	35	132	30	214	43	337	26	1098
2021-09-21 17:00:00 - 17:15:00	40	340	21	251	18	200	21	223	24	187	22	134	19	147	40	340	21	1142
2021-09-21 17:15:00 - 17:30:00	42	316	17	256	16	202	19	184	26	155	27	135	22	200	42	316	20	1132
2021-09-21 17:30:00 - 17:45:00	40	310	17	218	14	166	22	179	29	168	22	97	17	156	40	310	20	984
2021-09-21 17:45:00 - 18:00:00	35	289	20	213	16	188	19	160	24	135	19	152	16	113	35	289	19	961
2021-09-21 18:00:00 - 18:15:00	35	288	20	250	20	237	26	220	29	158	20	166	18	131	35	288	22	1162
2021-09-21 18:15:00 - 18:30:00	32	279	25	295	27	241	30	237	29	155	16	133	17	158	32	279	25	1219
2021-09-21 18:30:00 - 18:45:00	54	272	41	273	41	264	40	253	38	148	24	193	19	193	54	272	35	1324
2021-09-21 18:45:00 - 19:00:00	8	109	37	211	39	217	42	191	44	129	34	195	28	183	8	109	37	1126
2021-09-22 06:00:00 - 06:15:00	75	123	73	309	69	272	67	207	66	103	68	93	62	67	75	123	69	1051
2021-09-22 06:15:00 - 06:30:00	72	224	70	362	68	308	66	248	64	121	65	114	61	104	72	224	67	1257
2021-09-22 06:30:00 - 06:45:00	71	281	69	372	66	314	64	240	65	120	64	155	61	122	71	281	66	1323
2021-09-22 06:45:00 - 07:00:00	58	292	46	353	47	316	52	237	55	141	59	142	55	154	58	292	51	1343
2021-09-22 07:00:00 - 07:15:00	42	284	20	250	27	246	38	191	49	129	54	137	54	125	42	284	37	1078
2021-09-22 07:15:00 - 07:30:00	25	274	17	229	18	212	32	191	43	140	50	127	49	141	25	274	32	1040
2021-09-22 07:30:00 - 07:45:00	17	269	31	234	34	229	39	219	44	144	39	203	39	189	17	269	37	1218
2021-09-22 07:45:00 - 08:00:00	17	268	47	240	50	255	51	208	53	150	50	185	47	179	17	268	50	1217
2021-09-22 08:00:00 - 08:15:00	13	169	29	175	30	164	34	166	41	107	43	133	42	127	13	169	36	872
2021-09-22 08:15:00 - 08:30:00	15	235	15	187	16	151	20	137	29	118	33	114	32	158	15	235	23	865
2021-09-22 08:30:00 - 08:45:00	26	178	16	169	11	109	10	74	14	31	24	34	21	82	26	178	15	499
2021-09-22 08:45:00 - 09:00:00	25	181	16	193	11	127	11	47	13	25	34	59	39	82	25	181	20	533
2021-09-22 09:00:00 - 09:15:00	28	261	18	200	13	132	22	111	35	116	44	92	49	81	28	261	27	732
2021-09-22 09:15:00 - 09:30:00	47	214	21	225	19	171	27	168	37	138	47	107	48	141	47	214	31	950
2021-09-22 09:30:00 - 09:45:00	58	253	35	271	32	214	41	179	47	155	54	165	53	153	58	253	42	1137
2021-09-22 15:00:00 - 15:15:00	66	217	61	348	59	292	60	249	58	193	60	196	57	220	66	217	59	1498
2021-09-22 15:15:00 - 15:30:00	65	293	60	336	60	294	58	231	57	180	57	221	54	236	65	293	58	1498
2021-09-22 15:30:00 - 15:45:00	60	297	46	335	46	266	49	244	52	181	54	207	52	241	60	297	49	1474
2021-09-22 15:45:00 - 16:00:00	50	283	20	245	20	221	31	193	41	167	49	158	49	192	50	283	33	1176
2021-09-22 16:00:00 - 16:15:00	49	274	46	260	48	233	47	215	50	161	52	184	48	225	49	274	48	1278
2021-09-22 16:15:00 - 16:30:00	31	282	31	220	31	193	36	178	42	148	45	156	47	206	31	282	38	1101
2021-09-22 16:30:00 - 16:45:00	46	319	44	271	42	232	44	206	43	148	48	138	43	235	46	319	44	1230
2021-09-22 16:45:00 - 17:00:00	52	281	42	316	39	234	39	206	40	156	36	189	28	270	52	281	37	1371
2021-09-22 17:00:00 - 17:15:00	46	304	27	273	25	230	30	206	30	167	25	179	20	184	46	304	26	1239
2021-09-22 17:15:00 - 17:30:00	33	276	19	232	14	169	19	177	21	154	18	78	12	106	33	276	18	916
2021-09-22 17:30:00 - 17:45:00	33	294	15	227	12	169	17	170	24	151	15	148	14	130	33	294	16	995
2021-09-22 17:45:00 - 18:00:00	31	296	15	215	12	163	19	192	24	150	16	170	14	159	31	296	17	1049
2021-09-22 18:00:00 - 18:15:00	35	302	17	244	13	182	20	192	26	166	20	180	17	125	35	302	19	1089
2021-09-22 18:15:00 - 18:30:00	37	298	18	208	12	170	15	173	22	171	34	146	37	160	37	298	22	1028
2021-09-22 18:30:00 - 18:45:00	33	274	18	241	18	207	23	204	33	155	38	167	37	164	33	274	27	1138
2021-09-22 18:45:00 - 19:00:00	31	301	41	272	41	248	43	209	40	133	26	195	25	179	31	301	37	1236
2021-09-23 06:00:00 - 06:15:00	75	135	73	290	70	281	67	205	66	109	68	78	65	63	75	135	69	1026
2021-09-23 06:15:00 - 06:30:00	74	213	71	369	68	323	66	256	65	122	67	133	64	107	74	213	68	1310
2021-09-23 06:30:00 - 06:45:00	72	294	68	385	67	335	64	266	65	150	65	153	61	127	72	294	66	1416
2021-09-23 06:45:00 - 07:00:00	69	293	70	399	68	310	66	247	66	131	64	205	62	161	69	293	67	1453
2021-09-23 07:00:00 - 07:15:00	71	291	71	378	68	314	66	261	64	160	64	170	61	170	71	291	67	1453
2021-09-23 07:15:00 - 07:30:00	69	311	67	390	65	351	64	245	61	139	58	229	55	202	69	311	63	1556
2021-09-23 07:30:00 - 07:45:00	53	282	43	303	42	238	46	202	43	161	39	178	41	182	53	282	42	1264
2021-09-23 07:45:00 - 08:00:00	14	214	16	191	16	185	22	184	26	154	18	128	16	112	14	214	19	954
2021-09-23 08:00:00 - 08:15:00	17	196	18	184	16	139	21	150	24	145	22	88	15	106	17	196	19	812
2021-09-23 08:15:00 - 08:30:00	10	97	12	121	10	78	13	43	17	57	15	56	14	37	10	97	13	392
2021-09-23 08:30:00 - 08:45:00	33	269	23	244	22	214	24	193	24	148	18	43	13	68	33	269	22	910
2021-09-23 08:45:00 - 09:00:00	66	214	45	317	44	286	42	255	35	131	25	109	14	110	66	214	38	1208
2021-09-23 09:00:00 - 09:15:00	72	219	64	340	61	267	58	231	52	119	33	172	21	146	72	219	52	1275
2021-09-23 09:15:00 - 09:30:00	74	244	70	335	67	297	65	243	63	153	60	184	55	188	74	244	64	1400
2021-09-23 09:30:00 - 09:45:00	71	239	68	353	65	291	65	257	62	155	63	215	61	207	71	239	65	1478
2021-09-23 09:45:00 - 10:00:00	70	274	68	349	66	290	64	238	63	159	65	177	60	185	70	274	65	1398
2021-09-23 15:00:00 - 15:15:00	54	276	34	289	36	246	44	226	48	211	52	184	52	216	54	276	43	1372
2021-09-23 15:15:00 - 15:30:00	53	300	19	235	17	183	23	173	31	187	45	167	50	179	53	300	30	1124
2021-09-23 15:30:00 - 15:45:00	44	300	19	231	16	204	22	193	33	162	45	119	45	155	44	300	28	1064
2021-09-23 15:45:00 - 16:00:00	44	323	18	217	16	174	24	179	31	190	42	129	45	158	44	323	28	1047
2021-09-23 16:00:00 - 16:15:00	44	313	17	206	15	162	19	148	23	167	32	141	36	173	44	313	23	997
2021-09-23 16:15:00 - 16:30:00	36	310	19	243	17	188	20	184	23	181	19	129	16	126	36	310	19	1051
2021-09-23 16:30:00 - 16:45:00	32	331	21	253	22	245	28	224	30	162	19	157	16	155	32	331	23	1196
2021-09-23 16:45:00 - 17:00:00	56	272	59	138	56	185	53	196	50	164	41	197	37	212	56	272	49	1092
2021-09-23 17:00:00 - 17:15:00	57	307	61	149	58	191	56	207	56	192	56	168	53	210	57	307	56	1117
2021-09-23 17:15:00 - 17:30:00	57	312	61	123	58	195	56	225	54	176	58	129	55	167	57	312	57	1015
2021-09-23 17:30:00 - 17:45:00	56	310	51	283	50	288	51	271	51	214	53	157	49	202	56	310	51	1415
2021-09-23 17:45:00 - 18:00:00	57	43	53	243	52	208	50	195	50	126	52	127	49	159	57	43	51	1058
2021-09-23 18:00:00 - 18:15:00	10	6	37	87	37	84	36	74	38	42	39	47	39	55	10	6	37	389
2021-09-23 18:15:00 - 18:30:00	36	39	21	80	22	46	25	34	23	46	30	22	29	59	36	39	24	287
2021-09-23 18:30:00 - 18:45:00	42	132	15	169	10	103	10	46	10	46	26	66	29	118	42	132	18	548
2021-09-23 18:45:00 - 19:00:00	49	126	15	204	11	139	11	95	17	100	32	85	36	140	49	126	20	763

Compiled Hourly Avg. Speeds

AM	Average EL Speed	Average GP Speed
1st	66	61
2nd	44	41
3rd	53	58
4th	68	62

Compiled Hourly Avg. Speeds

PM	Average EL Speed	Average GP Speed
1st	50	37
2nd	42	24
3rd	39	20
4th	32	30

Detector:	FLD6DOT095NB014.0-DS
Date Range:	2021-09-21 00:00:00 - 2021-09-24 00:00:00
Report Interval:	15
Detector Lane Number:	4
	FLD6DOT095NB014.0-DS-EL1
	FLD6DOT095NB014.0-DS-GP1
	FLD6DOT095NB014.0-DS-GP2
	FLD6DOT095NB014.0-DS-GP3

The number to the right of DS-EL and DS-GP corresponds to the lane number (e.g., FLD6DOT095NB015.2-DS-GP2). Lanes are numbered from left to right (in the direction of traffic), starting from the median.

Timestamp	FLD6DOT095NB014.0-DS-EL1		FLD6DOT095NB014.0-DS-GP1		FLD6DOT095NB014.0-DS-GP2		FLD6DOT095NB014.0-DS-GP3		Average EL	Sum EL	Average GP	Sum GP
	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume
2021-09-21 06:00:00 - 06:15:00	47	99	49	313	46	245	45	175	47	99	47	733
2021-09-21 06:15:00 - 06:30:00	51	134	44	474	40	383	39	319	51	134	41	1176
2021-09-21 06:30:00 - 06:45:00	56	216	48	508	44	410	43	308	56	216	45	1226
2021-09-21 06:45:00 - 07:00:00	57	215	51	461	47	401	45	331	57	215	48	1193
2021-09-21 07:00:00 - 07:15:00	60	183	54	488	48	396	47	343	60	183	50	1227
2021-09-21 07:15:00 - 07:30:00	58	258	54	541	50	444	47	372	58	258	51	1357
2021-09-21 07:30:00 - 07:45:00	58	257	55	518	50	419	47	375	58	257	51	1312
2021-09-21 07:45:00 - 08:00:00	62	245	58	491	52	421	49	368	62	245	53	1280
2021-09-21 08:00:00 - 08:15:00	61	257	57	490	51	415	48	387	61	257	52	1292
2021-09-21 08:15:00 - 08:30:00	61	223	57	509	51	415	47	371	61	223	52	1295
2021-09-21 08:30:00 - 08:45:00	59	250	58	509	52	414	49	370	59	250	54	1293
2021-09-21 08:45:00 - 09:00:00	62	205	59	478	54	398	51	343	62	205	55	1219
2021-09-21 09:00:00 - 09:15:00	62	204	62	396	55	361	51	303	62	204	56	1060
2021-09-21 09:15:00 - 09:30:00	64	156	62	353	56	361	52	294	64	156	57	1008
2021-09-21 09:30:00 - 09:45:00	51	115	44	255	39	222	37	212	51	115	40	689
2021-09-21 09:45:00 - 10:00:00	10	64	26	347	25	301	25	274	10	64	25	922
2021-09-21 10:00:00 - 10:15:00	44	61	25	340	26	289	26	258	44	61	26	887
2021-09-21 10:15:00 - 10:30:00	58	159	43	428	39	379	37	354	58	159	40	1161
2021-09-21 10:30:00 - 10:45:00	60	166	62	334	55	341	51	294	60	166	56	969
2021-09-21 10:45:00 - 11:00:00	63	139	59	346	52	336	49	298	63	139	54	980
2021-09-21 11:00:00 - 11:15:00	61	149	59	368	52	347	48	275	61	149	53	990
2021-09-21 11:15:00 - 11:30:00	61	158	61	343	54	355	49	286	61	158	55	984
2021-09-21 11:30:00 - 11:45:00	63	160	61	357	54	373	52	320	63	160	56	1050
2021-09-21 11:45:00 - 12:00:00	61	157	59	412	52	385	51	326	61	157	54	1123
2021-09-21 12:00:00 - 12:15:00	62	148	60	370	54	381	51	310	62	148	55	1061
2021-09-21 12:15:00 - 12:30:00	61	185	57	438	51	414	49	326	61	185	53	1178
2021-09-21 12:30:00 - 12:45:00	61	199	59	404	53	381	50	338	61	199	54	1123
2021-09-21 12:45:00 - 13:00:00	61	172	61	418	55	389	51	340	61	172	56	1147
2021-09-21 13:00:00 - 13:15:00	63	202	59	446	52	429	50	359	63	202	54	1234
2021-09-21 13:15:00 - 13:30:00	62	177	63	406	56	379	55	331	62	177	58	1116
2021-09-21 13:30:00 - 13:45:00	63	205	61	436	55	396	53	340	63	205	57	1172
2021-09-21 13:45:00 - 14:00:00	60	223	61	425	55	418	52	346	60	223	56	1189
2021-09-21 14:00:00 - 14:15:00	63	155	62	434	54	400	52	355	63	155	56	1189
2021-09-21 14:15:00 - 14:30:00	62	261	61	452	54	413	51	378	62	261	56	1243
2021-09-21 14:30:00 - 14:45:00	62	234	63	439	57	420	54	360	62	234	58	1219
2021-09-21 14:45:00 - 15:00:00	62	225	62	414	55	377	52	358	62	225	57	1149
2021-09-21 15:00:00 - 15:15:00	60	239	59	385	52	348	50	321	60	239	54	1054
2021-09-21 15:15:00 - 15:30:00	50	15	51	22	45	22	45	20	50	15	47	64
2021-09-21 15:30:00 - 15:45:00	52	241	36	418	33	346	32	330	52	241	34	1094
2021-09-21 15:45:00 - 16:00:00	54	259	42	488	38	396	38	354	54	259	40	1238
2021-09-21 16:00:00 - 16:15:00	55	279	55	435	49	396	47	304	55	279	51	1135
2021-09-21 16:15:00 - 16:30:00	56	245	56	437	50	408	48	343	56	245	52	1188
2021-09-21 16:30:00 - 16:45:00	55	324	49	503	44	429	42	399	55	324	45	1331
2021-09-21 16:45:00 - 17:00:00	54	362	43	536	40	442	39	419	54	362	41	1397
2021-09-21 17:00:00 - 17:15:00	54	323	57	454	51	423	48	359	54	323	52	1236
2021-09-21 17:15:00 - 17:30:00	57	340	56	503	51	433	48	408	57	340	52	1344
2021-09-21 17:30:00 - 17:45:00	54	339	52	498	46	434	44	363	54	339	48	1295
2021-09-21 17:45:00 - 18:00:00	56	291	58	475	51	397	48	367	56	291	53	1239
2021-09-21 18:00:00 - 18:15:00	56	294	57	460	51	391	50	316	56	294	53	1167
2021-09-21 18:15:00 - 18:30:00	54	297	50	480	44	423	42	389	54	297	46	1292
2021-09-21 18:30:00 - 18:45:00	47	320	46	460	42	419	42	361	47	320	43	1240
2021-09-21 18:45:00 - 19:00:00	51	325	40	485	36	414	36	376	51	325	39	1275
2021-09-22 06:00:00 - 06:15:00	66	79	63	368	58	297	54	197	66	79	59	862
2021-09-22 06:15:00 - 06:30:00	63	128	58	445	54	364	51	287	63	128	55	1096
2021-09-22 06:30:00 - 06:45:00	52	166	31	283	32	216	34	166	52	166	32	665
2021-09-22 06:45:00 - 07:00:00	33	109	8	87	9	27	8	13	33	109	8	127
2021-09-22 07:00:00 - 07:15:00	5	45	12	26	6	10	5	1	5	45	10	37
2021-09-22 07:15:00 - 07:30:00	4	27	5	26	8	16	5	3	4	27	6	45
2021-09-22 07:30:00 - 07:45:00	4	25	6	27	5	4	8	2	4	25	6	33
2021-09-22 07:45:00 - 08:00:00	5	43	5	19	6	4	5	2	5	43	5	25
2021-09-22 08:00:00 - 08:15:00	6	24	7	15	4	2	6	4	6	24	7	21
2021-09-22 08:15:00 - 08:30:00	5	28	9	32	6	19	8	4	5	28	8	55
2021-09-22 08:30:00 - 08:45:00	5	26	6	30	6	15	9	5	5	26	6	50
2021-09-22 08:45:00 - 09:00:00	30	272	25	317	25	273	26	247	30	272	25	837
2021-09-22 09:00:00 - 09:15:00	39	336	26	368	25	316	27	272	39	336	26	956
2021-09-22 09:15:00 - 09:30:00	57	156	36	456	33	395	33	346	57	156	34	1197
2021-09-22 09:30:00 - 09:45:00	61	165	53	438	47	384	44	342	61	165	48	1164
2021-09-22 09:45:00 - 10:00:00	64	153	63	358	55	364	50	312	64	153	56	1034
2021-09-22 15:00:00 - 15:15:00	61	269	61	482	55	412	52	347	61	269	56	1241
2021-09-22 15:15:00 - 15:30:00	60	295	59	492	54	437	51	375	60	295	55	1304
2021-09-22 15:30:00 - 15:45:00	55	276	56	446	51	406	49	354	55	276	52	1206
2021-09-22 15:45:00 - 16:00:00	58	278	57	442	51	395	49	319	58	278	53	1156
2021-09-22 16:00:00 - 16:15:00	55	212	51	314	47	266	46	230	55	212	48	810
2021-09-22 16:15:00 - 16:30:00	44	278	42	358	37	290	36	276	44	278	39	924
2021-09-22 16:30:00 - 16:45:00	44	293	40	392	36	347	35	314	44	293	37	1053
2021-09-22 16:45:00 - 17:00:00	49	239	47	394	42	352	40	341	49	239	43	1087
2021-09-22 17:00:00 - 17:15:00	47	277	48	433	43	363	42	334	47	277	45	1130
2021-09-22 17:15:00 - 17:30:00	51	257	51	392	44	362	44	320	51	257	47	1074
2021-09-22 17:30:00 - 17:45:00	50	274	48	436	42	370	40	346	50	274	44	1152
2021-09-22 17:45:00 - 18:00:00	45	308	45	454	41	379	41	335	45	308	43	1168
2021-09-22 18:00:00 - 18:15:00	48	338	46	474	41	386	39	343	48	338	42	1203
2021-09-22 18:15:00 - 18:30:00	48	375	48	470	42	409	41	332	48	375	44	1211
2021-09-22 18:30:00 - 18:45:00	47	396	46	469	42	406	41	341	47	396	43	1216
2021-09-22 18:45:00 - 19:00:00	47	403	37	488	33	414	34	365	47	403	35	1267
2021-09-23 06:00:00 - 06:15:00	65	75	65	364	59	323	57	201	65	75	61	888
2021-09-23 06:15:00 - 06:30:00	65	128	60	463	55	387	54	273	65	128	57	1123
2021-09-23 06:30:00 - 06:45:00	64	170	56	497	52	429	51	337	64	170	53	1263
2021-09-23 06:45:00 - 07:00:00	62	197	58	480	53	374	51	329	62	197	54	1183
2021-09-23 07:00:00 - 07:15:00	62	193	58	486	51	405	50	321	62	193	54	1212
2021-09-23 07:15:00 - 07:30:00	62	221	56	514	50	433	49	361	62	221	52	1308
2021-09-23 07:30:00 - 07:45:00	62	260	57	537	51	407	49	382	62	260	53	1326
2021-09-23 07:45:00 - 08:00:00	61	272	59	504	54	406	50	390	61	272	55	1300
2021-09-23 08:00:00 - 08:15:00	61	234	58	465	51	426	49	364	61	234	53	1255
2021-09-23 08:15:00 - 08:30:00	63	234	58	522	52	413	48	387	63	234	53	1322
2021-09-23 08:30:00 - 08:45:00	63	240	59	455	52	371	49	346	63	240	54	1172
2021-09-23 08:45:00 - 09:00:00	63	191	58	467	51	385	47	346	63	191	53	1198
2021-09-23 09:00:00 - 09:15:00	62	192	60	432	53	360	50	310	62	192	55	1102
2021-09-23 09:15:00 - 09:30:00	64	176	61	430	54	365	51	307	64	176	56	1102
2021-09-23 09:30:00 - 09:45:00	66	172	61	426	54	365	51	321	66	172	56	1112
2021-09-23 09:45:00 - 10:00:00	65	145	63	439	55	395	51	335	65	145	57	1169
2021-09-23 15:00:00 - 15:15:00	61	313	55	484	51	392	48	375	61	313	52	1251
2021-09-23 15:15:00 - 15:30:00	57	276	46	459	41	384	39	367	57	276	42	1210
2021-09-23 15:30:00 - 15:45:00	57	315	55	461	50	396	47	375	57	315	51	1232
2021-09-23 15:45:00 - 16:00:00	57	245	52	468	47	418	45	355	57	245	48	1241
2021-09-23 16:00:00 - 16:15:00	58	259	60	435	54	376	51	347	58	259	55	1158
2021-09-23 16:15:00 - 16:30:00	60	292	61	479	54	411	52	344	60	292	56	1234
2021-09-23 16:30:00 - 16:45:00	59	237	60	457	53	415	51	360	59	237	55	1232
2021-09-23 16:45:00 - 17:00:00	60	283	61	489	54	412	52	410	60	283	56	1311
2021-09-23 17:00:00 - 17:15:00	59	299	59	500	54	464	51	413	59	299	55	1377
2021-09-23 17:15:00 - 17:30:00	58	328	58	506	53	447	50	404	58	328	54	1357
2021-09-23 17:30:00 - 17:45:00	58	327	57	529	51	427	49	421	58	327	53	1377
2021-09-23 17:45:00 - 18:00:00	51	339	52	461	48	411	45	383	51	339	49	1255
2021-09-23 18:00:00 - 18:15:00	44	87	26	179	26	140	26	118	44	87	26	437
2021-09-23 18:15:00 - 18:30:00	49	154	22	239	22	192	22	169	49	154	22	600
2021-09-23 18:30:00 - 18:45:00	47	223	33	410	30	373	29	318	47	223	31	1101
2021-09-23 18:45:00 - 19:00:00	50	201	33	422	30	380	30	350	50	201	31	1152

Compiled Hourly Avg. Speeds

AM	Average EL Speed	Average GP Speed
1st	58	50
2nd	61	53
3rd	60	52
4th	54	48

Compiled Hourly Avg. Speeds

PM	Average EL Speed	Average GP Speed
1st	54	44
2nd	55	47
3rd	55	51
4th	52	45

Detector:	FLD6DOT095NB014.6-DS
Date Range:	2021-09-21 00:00:00 - 2021-09-24 00:00:00
Report Interval:	15
Detector Lane Number:	5
	FLD6DOT095NB014.6-DS-EL1
	FLD6DOT095NB014.6-DS-EL2
	FLD6DOT095NB014.6-DS-GP1
	FLD6DOT095NB014.6-DS-GP2
	FLD6DOT095NB014.6-DS-GP3

The number to the right of DS-EL and DS-GP corresponds to the lane number (e.g., FLD6DOT095NB015.2-DS-GP2). Lanes are numbered from left to right (in the direction of traffic), starting from the median.

Timestamp	FLD6DOT095NB014.6-DS-EL1		FLD6DOT095NB014.6-DS-EL2		FLD6DOT095NB014.6-DS-GP1		FLD6DOT095NB014.6-DS-GP2		FLD6DOT095NB014.6-DS-GP3		Average EL	Sum EL	Average GP	Sum GP
	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume
2021-09-21 06:00:00 - 06:15:00	64	97	61	42	56	311	53	240	52	163	63	139	54	714
2021-09-21 06:15:00 - 06:30:00	60	148	59	57	53	371	50	365	48	218	60	205	51	954
2021-09-21 06:30:00 - 06:45:00	62	184	61	88	54	439	50	382	49	237	62	272	51	1058
2021-09-21 06:45:00 - 07:00:00	64	170	63	128	56	396	54	375	52	248	64	298	54	1019
2021-09-21 07:00:00 - 07:15:00	69	172	68	97	59	412	56	348	54	221	69	269	57	981
2021-09-21 07:15:00 - 07:30:00	68	206	68	150	59	457	57	408	54	266	68	356	57	1131
2021-09-21 07:30:00 - 07:45:00	68	221	66	144	60	461	57	375	54	276	67	365	57	1112
2021-09-21 07:45:00 - 08:00:00	70	222	70	148	61	435	58	364	56	246	70	370	59	1045
2021-09-21 08:00:00 - 08:15:00	69	203	68	127	60	417	57	375	56	227	69	330	58	1019
2021-09-21 08:15:00 - 08:30:00	71	175	69	118	61	394	58	348	55	225	70	293	59	967
2021-09-21 08:30:00 - 08:45:00	69	210	67	155	60	411	56	362	55	201	68	365	57	974
2021-09-21 08:45:00 - 09:00:00	71	164	70	132	62	389	59	350	57	201	71	296	60	940
2021-09-21 09:00:00 - 09:15:00	72	155	70	99	64	363	59	328	58	174	71	254	61	865
2021-09-21 09:15:00 - 09:30:00	60	111	51	117	60	322	58	335	56	173	55	228	58	830
2021-09-21 09:30:00 - 09:45:00	46	45	54	169	55	318	54	311	52	186	52	214	54	815
2021-09-21 09:45:00 - 10:00:00	8	1	30	5	47	344	47	342	47	209	26	6	47	895
2021-09-21 10:00:00 - 10:15:00	65	63	63	32	52	353	51	319	48	179	64	95	51	851
2021-09-21 10:15:00 - 10:30:00	67	146	63	98	55	368	52	383	49	206	65	244	53	957
2021-09-21 10:30:00 - 10:45:00	70	126	68	65	63	322	60	347	57	159	68	191	61	828
2021-09-21 10:45:00 - 11:00:00	69	128	69	65	61	307	58	321	55	162	69	193	59	790
2021-09-21 11:00:00 - 11:15:00	69	119	68	74	61	321	57	320	55	160	69	193	58	801
2021-09-21 11:15:00 - 11:30:00	68	131	64	91	63	306	60	328	56	175	66	222	60	809
2021-09-21 11:30:00 - 11:45:00	69	128	67	98	62	332	59	335	57	184	68	226	60	851
2021-09-21 11:45:00 - 12:00:00	70	137	67	100	62	367	58	377	57	210	69	237	59	954
2021-09-21 12:00:00 - 12:15:00	69	120	66	71	62	358	59	341	56	177	68	191	60	876
2021-09-21 12:15:00 - 12:30:00	68	157	66	98	59	396	56	367	55	211	67	255	57	974
2021-09-21 12:30:00 - 12:45:00	69	161	67	90	61	361	58	346	57	202	68	251	59	909
2021-09-21 12:45:00 - 13:00:00	68	152	65	88	62	366	58	367	55	219	67	240	59	952
2021-09-21 13:00:00 - 13:15:00	70	164	70	83	61	410	58	380	56	227	70	247	59	1017
2021-09-21 13:15:00 - 13:30:00	70	150	67	82	63	384	60	356	57	194	69	232	61	934
2021-09-21 13:30:00 - 13:45:00	70	152	68	108	62	394	60	374	57	188	69	260	60	956
2021-09-21 13:45:00 - 14:00:00	68	154	67	110	62	371	59	396	57	207	68	264	60	974
2021-09-21 14:00:00 - 14:15:00	70	140	71	64	63	385	60	378	57	199	70	204	61	962
2021-09-21 14:15:00 - 14:30:00	69	199	69	119	63	396	60	381	58	218	69	318	61	995
2021-09-21 14:30:00 - 14:45:00	70	181	68	119	63	397	61	390	58	238	69	300	61	1025
2021-09-21 14:45:00 - 15:00:00	70	164	67	120	63	384	60	348	57	205	69	284	61	937
2021-09-21 15:00:00 - 15:15:00	70	174	67	126	62	348	59	328	57	205	69	300	60	881
2021-09-21 15:15:00 - 15:30:00	50	61	47	44	45	165	43	205	42	140	49	105	43	510
2021-09-21 15:30:00 - 15:45:00	58	188	57	125	50	346	48	340	47	213	58	313	49	899
2021-09-21 15:45:00 - 16:00:00	62	213	59	165	54	407	52	370	51	253	61	378	53	1030
2021-09-21 16:00:00 - 16:15:00	63	210	62	145	58	390	55	341	54	197	63	355	56	928
2021-09-21 16:15:00 - 16:30:00	64	191	63	126	58	413	55	376	54	212	64	317	56	1001
2021-09-21 16:30:00 - 16:45:00	63	270	64	200	56	433	54	389	52	245	63	470	54	1067
2021-09-21 16:45:00 - 17:00:00	64	296	64	185	56	462	54	406	52	289	64	481	54	1157
2021-09-21 17:00:00 - 17:15:00	64	244	64	174	60	411	57	382	55	241	64	418	58	1034
2021-09-21 17:15:00 - 17:30:00	64	252	65	182	59	434	57	396	54	232	64	434	57	1062
2021-09-21 17:30:00 - 17:45:00	65	241	65	181	58	437	55	405	54	247	65	422	56	1089
2021-09-21 17:45:00 - 18:00:00	65	246	66	176	60	430	57	364	55	214	65	422	58	1008
2021-09-21 18:00:00 - 18:15:00	65	212	66	155	60	417	58	350	55	207	65	367	58	974
2021-09-21 18:15:00 - 18:30:00	64	223	63	163	56	431	54	388	53	246	64	386	55	1065
2021-09-21 18:30:00 - 18:45:00	62	236	62	175	55	422	53	366	52	226	62	411	54	1014
2021-09-21 18:45:00 - 19:00:00	64	255	63	181	56	406	53	389	53	232	64	436	54	1027
2021-09-22 06:00:00 - 06:15:00	72	90	67	37	63	336	60	286	57	142	71	127	61	764
2021-09-22 06:15:00 - 06:30:00	63	167	58	65	47	238	41	255	35	217	62	232	41	710
2021-09-22 06:30:00 - 06:45:00	28	153	20	113	6	82	7	73	9	100	25	266	7	255
2021-09-22 06:45:00 - 07:00:00	7	71	6	66	5	51	4	49	4	48	7	137	4	148
2021-09-22 07:00:00 - 07:15:00	5	78	3	38	5	43	5	33	4	45	4	116	5	121
2021-09-22 07:15:00 - 07:30:00	4	43	4	36	5	32	3	40	7	50	4	79	5	122
2021-09-22 07:30:00 - 07:45:00	5	71	4	54	4	38	5	14	4	40	5	125	4	92
2021-09-22 07:45:00 - 08:00:00	3	74	6	81	5	53	4	22	3	30	5	155	4	105
2021-09-22 08:00:00 - 08:15:00	2	38	2	31	3	48	3	36	6	27	2	69	4	111
2021-09-22 08:15:00 - 08:30:00	4	45	5	54	6	54	3	17	6	32	5	99	6	103
2021-09-22 08:30:00 - 08:45:00	15	62	15	61	6	70	6	73	9	50	15	123	7	193
2021-09-22 08:45:00 - 09:00:00	48	216	47	187	44	338	43	339	45	212	48	403	44	889
2021-09-22 09:00:00 - 09:15:00	15	221	17	143	39	298	41	326	42	235	16	364	41	859
2021-09-22 09:15:00 - 09:30:00	41	178	37	131	37	343	38	354	41	250	39	309	38	947
2021-09-22 09:30:00 - 09:45:00	68	145	67	101	57	398	54	349	52	216	68	246	55	963
2021-09-22 09:45:00 - 10:00:00	70	126	71	83	65	310	60	348	56	175	70	209	61	833
2021-09-22 15:00:00 - 15:15:00	69	196	68	134	62	433	59	381	57	200	69	330	60	1014
2021-09-22 15:15:00 - 15:30:00	68	243	68	159	60	453	58	385	58	211	68	402	59	1049
2021-09-22 15:30:00 - 15:45:00	66	215	66	145	59	430	57	366	56	202	66	360	58	998
2021-09-22 15:45:00 - 16:00:00	66	203	64	141	60	393	57	345	55	209	65	344	58	947
2021-09-22 16:00:00 - 16:15:00	59	212	58	133	52	317	50	326	49	195	59	345	51	838
2021-09-22 16:15:00 - 16:30:00	48	166	47	129	44	287	41	312	41	166	48	295	42	765
2021-09-22 16:30:00 - 16:45:00	53	214	52	137	48	346	46	350	45	218	53	351	47	914
2021-09-22 16:45:00 - 17:00:00	57	179	56	135	52	352	50	311	49	205	57	314	51	868
2021-09-22 17:00:00 - 17:15:00	57	191	57	135	53	373	51	330	50	219	57	326	52	922
2021-09-22 17:15:00 - 17:30:00	59	176	57	127	55	342	52	318	51	215	58	303	53	875
2021-09-22 17:30:00 - 17:45:00	56	212	55	138	51	373	49	347	49	218	56	350	50	938
2021-09-22 17:45:00 - 18:00:00	54	232	53	160	49	394	48	334	48	226	54	392	48	954
2021-09-22 18:00:00 - 18:15:00	57	237	57	170	52	396	50	371	48	218	57	407	50	985
2021-09-22 18:15:00 - 18:30:00	57	248	58	203	54	409	51	351	50	235	57	451	52	995
2021-09-22 18:30:00 - 18:45:00	57	293	57	196	52	413	50	378	49	240	57	489	51	1031
2021-09-22 18:45:00 - 19:00:00	58	301	57	174	51	398	49	372	49	226	58	475	50	996
2021-09-23 06:00:00 - 06:15:00	72	87	69	37	64	345	61	276	58	165	71	124	62	786
2021-09-23 06:15:00 - 06:30:00	71	135	68	64	61	414	58	339	56	212	70	199	59	965
2021-09-23 06:30:00 - 06:45:00	69	153	69	99	58	476	55	380	54	276	69	252	56	1132
2021-09-23 06:45:00 - 07:00:00	70	146	68	118	61	383	59	359	56	222	69	264	59	964
2021-09-23 07:00:00 - 07:15:00	71	171	69	113	62	412	59	347	55	217	70	284	59	976
2021-09-23 07:15:00 - 07:30:00	67	164	67	108	55	382	53	327	53	222	67	272	54	931
2021-09-23 07:30:00 - 07:45:00	65	220	66	142	54	451	51	378	52	243	65	362	52	1072
2021-09-23 07:45:00 - 08:00:00	66	203	66	145	56	424	53	385	53	201	66	348	54	1010
2021-09-23 08:00:00 - 08:15:00	63	166	64	122	56	356	54	303	52	175	63	288	54	834
2021-09-23 08:15:00 - 08:30:00	68	165	69	111	60	397	56	330	53	201	68	276	57	928
2021-09-23 08:30:00 - 08:45:00	69	187	69	141	60	401	57	365	56	185	69	328	58	951
2021-09-23 08:45:00 - 09:00:00	71	157	69	117	61	405	57	355	55	187	70	274	58	947
2021-09-23 09:00:00 - 09:15:00	72	139	70	118	62	368	59	356	56	165	71	257	60	889
2021-09-23 09:15:00 - 09:30:00	71	136	71	85	62	381	58	334	57	169	71	221	60	884
2021-09-23 09:30:00 - 09:45:00	72	145	71	92	61	378	58	335	56	170	72	237	59	883
2021-09-23 09:45:00 - 10:00:00	73	139	73	71	61	426	58	363	55	187	73	210	59	976
2021-09-23 15:00:00 - 15:15:00	68	223	68	154	61	394	58	383	56	196	68	377	59	973
2021-09-23 15:15:00 - 15:30:00	64	237	64	149	55	392	53	350	52	202	64	386	54	944
2021-09-23 15:30:00 - 15:45:00	66	224	65	163	59	421	57	373	54	223	66	387	57	1017
2021-09-23 15:45:00 - 16:00:00	66	202	65	126	57	411	54	352	53	206	66	328	55	969
2021-09-23 16:00:00 - 16:15:00	68	197	67	139	60	378	57	362	56	199	68	336	58	939
2021-09-23 16:15:00 - 16:30:00	68	228	67	152	63	416	59	377	57	198	68	380	60	991
2021-09-23 16:30:00 - 16:45:00	67	177	66	161	61	416	58	378	56	202	67	338	59	996
2021-09-23 16:45:00 - 17:00:00	68	196	68	146	62	452	58	396	57	256	68	342	59	1104
2021-09-23 17:00:00 - 17:15:00	67	243	67	160	62	443	58	406	56	231	67	403	59	1080
2021-09-23 17:15:00 - 17:30:00	66	247	67	185	60	452	58	404	56	257	66	432	58	1113
2021-09-23 17:30:00 - 17:45:00	67	258	65	177	59	459	57	399	55	264	66	435	57	1122
2021-09-23 17:45:00 - 18:00:00	61	233	61	170	56	401	53	354	51	225	61	403	54	980
2021-09-23 18:00:00 - 18:15:00	44	103	42	82	38	201	37	202	40	177	43	185	38	580
2021-09-23 18:15:00 - 18:30:00	46	79	43	89	35	204	35	225	35	167	44	168	35	596
2021-09-23 18:30:00 - 18:45:00	54	180	53	131	45	356	44	338	44	210	54	311	44	904
2021-09-23 18:45:00 - 19:00:00	57	170	54	144	48	370	46	348	46	223	56	314	47	941

Compiled Hourly Avg. Speeds

AM	Average EL Speed	Average GP Speed
1st	67	56
2nd	69	58
3rd	62	58
4th	56	53

Compiled Hourly Avg. Speeds

PM	Average EL Speed	Average GP Speed
1st	59	51
2nd	64	55
3rd	65	57
4th	64	55

Detector:	FLD6DOT095NB014.9-DS
Date Range:	2021-09-21 00:00:00 - 2021-09-24 00:00:00
Report Interval:	15
Detector Lane Number:	6
	FLD6DOT095NB014.9-DS-EL1
	FLD6DOT095NB014.9-DS-EL2
	FLD6DOT095NB014.9-DS-GP1
	FLD6DOT095NB014.9-DS-GP2
	FLD6DOT095NB014.9-DS-GP3
	FLD6DOT095NB014.9-DS-GP4

The number to the right of DS-EL and DS-GP corresponds to the lane number (e.g., FLD6DOT095NB015.2-DS-GP2). Lanes are numbered from left to right (in the direction of traffic), starting from the median.

Timestamp	FLD6DOT095NB014.9-DS-EL1		FLD6DOT095NB014.9-DS-EL2		FLD6DOT095NB014.9-DS-GP1		FLD6DOT095NB014.9-DS-GP2		FLD6DOT095NB014.9-DS-GP3		FLD6DOT095NB014.9-DS-GP4		Average EL	Sum EL	Average GP	Sum GP
	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume
2021-09-21 06:00:00 - 06:15:00	65	103	64	36	58	319	55	243	53	189	52	99	65	139	55	850
2021-09-21 06:15:00 - 06:30:00	63	148	62	64	55	384	52	335	50	231	49	147	63	212	52	1097
2021-09-21 06:30:00 - 06:45:00	64	189	63	87	55	450	51	361	49	264	48	182	64	276	52	1257
2021-09-21 06:45:00 - 07:00:00	67	171	66	131	57	409	53	348	52	268	50	218	67	302	54	1243
2021-09-21 07:00:00 - 07:15:00	69	188	69	102	59	407	55	328	53	276	50	211	69	290	55	1222
2021-09-21 07:15:00 - 07:30:00	69	205	69	152	61	449	58	383	55	326	52	219	69	357	57	1377
2021-09-21 07:30:00 - 07:45:00	71	229	69	145	63	412	59	358	56	319	52	245	70	374	58	1334
2021-09-21 07:45:00 - 08:00:00	72	210	72	165	64	402	60	351	57	291	54	234	72	375	59	1278
2021-09-21 08:00:00 - 08:15:00	71	209	69	152	63	410	59	359	57	279	54	217	70	361	59	1265
2021-09-21 08:15:00 - 08:30:00	72	197	72	123	65	390	60	338	57	263	54	211	72	320	60	1202
2021-09-21 08:30:00 - 08:45:00	71	224	69	157	63	381	59	365	57	270	53	237	70	381	59	1253
2021-09-21 08:45:00 - 09:00:00	72	183	71	131	64	380	60	331	58	274	54	198	72	314	60	1183
2021-09-21 09:00:00 - 09:15:00	74	147	71	122	66	337	61	299	58	232	54	179	73	269	61	1047
2021-09-21 09:15:00 - 09:30:00	69	127	65	102	63	302	59	305	57	240	54	179	67	229	59	1026
2021-09-21 09:30:00 - 09:45:00	64	90	62	128	59	289	56	267	54	213	52	193	63	218	56	962
2021-09-21 09:45:00 - 10:00:00	0	2	0	0	57	329	54	303	53	249	51	219	0	2	54	1100
2021-09-21 10:00:00 - 10:15:00	69	56	67	32	57	332	54	292	53	225	51	195	68	88	54	1044
2021-09-21 10:15:00 - 10:30:00	70	140	67	99	60	358	56	333	54	256	52	208	69	239	56	1155
2021-09-21 10:30:00 - 10:45:00	71	130	70	88	66	311	62	299	59	229	56	176	71	218	62	1015
2021-09-21 10:45:00 - 11:00:00	72	106	71	76	64	270	60	290	58	227	54	176	72	182	60	963
2021-09-21 11:00:00 - 11:15:00	71	113	70	88	64	282	59	291	58	210	55	155	71	201	60	938
2021-09-21 11:15:00 - 11:30:00	70	110	68	94	65	276	61	310	59	234	55	166	69	204	61	986
2021-09-21 11:30:00 - 11:45:00	71	123	70	96	65	304	61	324	59	240	55	177	71	219	61	1045
2021-09-21 11:45:00 - 12:00:00	73	127	70	101	65	333	61	332	59	246	56	162	72	228	61	1073
2021-09-21 12:00:00 - 12:15:00	70	121	69	77	65	327	61	305	58	251	55	183	70	198	60	1066
2021-09-21 12:15:00 - 12:30:00	70	169	69	95	62	337	59	348	57	248	54	187	70	264	59	1120
2021-09-21 12:30:00 - 12:45:00	70	151	68	111	64	325	60	329	59	243	56	191	69	262	60	1088
2021-09-21 12:45:00 - 13:00:00	70	157	70	104	66	345	61	353	58	260	53	192	70	261	60	1150
2021-09-21 13:00:00 - 13:15:00	73	153	72	91	64	392	60	341	58	275	55	200	73	244	60	1208
2021-09-21 13:15:00 - 13:30:00	73	155	68	87	65	354	61	349	59	263	55	194	71	242	61	1160
2021-09-21 13:30:00 - 13:45:00	73	151	70	114	65	376	62	336	59	252	56	200	72	265	61	1164
2021-09-21 13:45:00 - 14:00:00	71	168	68	132	65	355	60	343	59	270	53	217	70	300	60	1185
2021-09-21 14:00:00 - 14:15:00	72	119	72	75	66	356	62	353	60	266	55	199	72	194	62	1174
2021-09-21 14:15:00 - 14:30:00	71	200	70	125	66	376	61	350	59	286	56	226	71	325	61	1238
2021-09-21 14:30:00 - 14:45:00	72	175	70	135	65	378	62	355	59	283	54	243	71	310	61	1259
2021-09-21 14:45:00 - 15:00:00	70	157	70	130	66	365	61	336	57	259	54	219	70	287	60	1179
2021-09-21 15:00:00 - 15:15:00	72	167	69	138	65	328	61	322	60	258	55	205	71	305	61	1113
2021-09-21 15:15:00 - 15:30:00	57	132	54	112	48	199	44	212	43	214	42	144	56	244	44	769
2021-09-21 15:30:00 - 15:45:00	61	193	60	139	52	327	49	318	48	300	45	197	61	332	49	1142
2021-09-21 15:45:00 - 16:00:00	64	219	62	170	56	402	52	349	51	294	49	232	63	389	52	1277
2021-09-21 16:00:00 - 16:15:00	64	214	64	147	60	380	56	349	54	274	51	203	64	361	56	1206
2021-09-21 16:15:00 - 16:30:00	66	183	64	141	60	376	57	383	55	265	52	253	65	324	56	1277
2021-09-21 16:30:00 - 16:45:00	66	259	65	201	58	408	55	383	54	322	51	237	66	460	55	1350
2021-09-21 16:45:00 - 17:00:00	66	298	66	206	59	444	55	389	54	333	52	265	66	504	55	1431
2021-09-21 17:00:00 - 17:15:00	68	239	65	184	62	406	58	364	57	312	53	255	67	423	58	1337
2021-09-21 17:15:00 - 17:30:00	67	252	65	197	62	419	57	400	55	325	52	253	66	449	57	1397
2021-09-21 17:30:00 - 17:45:00	68	237	65	192	61	427	57	365	55	325	53	222	67	429	57	1339
2021-09-21 17:45:00 - 18:00:00	67	238	67	189	62	399	59	344	56	297	52	218	67	427	58	1258
2021-09-21 18:00:00 - 18:15:00	67	197	67	167	62	391	59	358	55	287	52	221	67	364	58	1257
2021-09-21 18:15:00 - 18:30:00	66	213	64	184	58	411	55	367	53	319	51	243	65	397	55	1340
2021-09-21 18:30:00 - 18:45:00	65	234	63	181	58	397	55	353	54	280	51	232	64	415	55	1262
2021-09-21 18:45:00 - 19:00:00	67	244	65	191	59	384	55	354	55	288	53	221	66	435	56	1247
2021-09-22 06:00:00 - 06:15:00	72	85	71	46	64	319	60	260	58	187	57	97	72	131	61	863
2021-09-22 06:15:00 - 06:30:00	60	191	57	87	38	204	37	197	38	164	36	140	59	278	37	705
2021-09-22 06:30:00 - 06:45:00	11	121	12	87	9	35	5	14	6	14	6	23	11	208	7	86
2021-09-22 06:45:00 - 07:00:00	6	40	6	37	5	14	5	3	7	5	8	10	6	77	6	32
2021-09-22 07:00:00 - 07:15:00	5	30	4	15	8	11	4	6	2	9	10	21	5	45	7	47
2021-09-22 07:15:00 - 07:30:00	4	22	3	14	2	21	15	5	2	5	4	29	4	36	4	60
2021-09-22 07:30:00 - 07:45:00	4	17	5	13	3	18	2	13	3	6	10	20	4	30	5	57
2021-09-22 07:45:00 - 08:00:00	9	24	3	19	4	11	4	8	5	9	2	16	6	43	3	44
2021-09-22 08:00:00 - 08:15:00	6	11	7	5	11	11	0	2	5	4	2	9	6	16	6	26
2021-09-22 08:15:00 - 08:30:00	2	26	5	19	6	8	5	6	6	6	5	23	3	45	5	43
2021-09-22 08:30:00 - 08:45:00	15	72	16	63	12	48	16	20	17	22	14	43	15	135	14	133
2021-09-22 08:45:00 - 09:00:00	22	221	27	158	39	272	39	267	41	201	41	162	24	379	40	902
2021-09-22 09:00:00 - 09:15:00	10	108	9	108	42	163	41	222	43	184	42	120	10	216	42	689
2021-09-22 09:15:00 - 09:30:00	17	192	13	146	33	215	34	269	37	236	36	216	15	338	35	936
2021-09-22 09:30:00 - 09:45:00	67	118	68	114	57	365	54	338	53	253	51	215	67	232	54	1171
2021-09-22 09:45:00 - 10:00:00	66	92	67	117	65	284	61	331	59	249	54	189	67	209	60	1053
2021-09-22 10:00:00 - 10:15:00	71	205	71	146	65	420	60	383	59	294	55	209	71	351	61	1306
2021-09-22 10:15:00 - 10:30:00	70	239	68	152	64	422	60	358	59	281	55	210	69	391	60	1271
2021-09-22 10:30:00 - 10:45:00	69	202	67	158	63	398	59	345	58	289	53	224	68	360	59	1256
2021-09-22 10:45:00 - 11:00:00	68	207	66	155	62	366	58	358	56	292	54	210	67	362	58	1226
2021-09-22 11:00:00 - 11:15:00	63	223	60	157	56	330	52	332	52	258	49	201	62	380	53	1121
2021-09-22 11:15:00 - 11:30:00	54	230	51	169	45	300	41	295	41	267	40	211	53	399	42	1073
2021-09-22 11:30:00 - 11:45:00	57	236	54	156	46	354	43	328	42	290	41	208	56	392	43	1180
2021-09-22 11:45:00 - 12:00:00	59	172	57	142	51	346	47	307	47	254	46	197	58	314	48	1104
2021-09-22 12:00:00 - 12:15:00	59	188	59	151	54	367	50	315	49	310	46	191	59	339	50	1183
2021-09-22 12:15:00 - 12:30:00	61	181	59	142	55	326	51	331	49	308	48	217	60	323	51	1182
2021-09-22 12:30:00 - 12:45:00	59	211	55	145	52	349	48	337	47	261	44	210	57	356	48	1157
2021-09-22 12:45:00 - 13:00:00	56	240	55	169	49	377	46	326	45	291	43	216	56	409	46	1210
2021-09-22 13:00:00 - 13:15:00	59	237	57	167	52	395	48	345	47	280	45	224	58	404	49	1244
2021-09-22 13:15:00 - 13:30:00	60	237	58	212	55	399	51	355	49	270	46	220	59	449	51	1244
2021-09-22 13:30:00 - 13:45:00	59	292	58	199	53	390	49	354	49	290	47	208	59	491	50	1242
2021-09-22 13:45:00 - 14:00:00	60	301	60	186	53	381	49	356	49	272	48	218	60	487	50	1227
2021-09-23 06:00:00 - 06:15:00	73	85	68	40	65	347	61	266	57	185	55	114	71	125	61	912
2021-09-23 06:15:00 - 06:30:00	73	141	71	62	63	413	59	336	56	220	53	171	72	203	59	1140
2021-09-23 06:30:00 - 06:45:00	72	167	73	103	60	451	57	359	55	288	52	188	72	270	57	1286
2021-09-23 06:45:00 - 07:00:00	73	164	69	121	62	390	58	341	56	279	54	203	71	285	58	1213
2021-09-23 07:00:00 - 07:15:00	73	186	71	104	64	401	59	314	56	276	52	215	72	290	59	1206
2021-09-23 07:15:00 - 07:30:00	71	197	70	138	61	404	57	368	56	296	53	233	71	335	57	1301
2021-09-23 07:30:00 - 07:45:00	70	224	69	166	60	438	56	366	55	302	53	241	70	390	57	1347
2021-09-23 07:45:00 - 08:00:00	71	209	69	155	62	401	59	366	56	293	54	226	70	364	58	1286
2021-09-23 08:00:00 - 08:15:00	69	167	67	142	62	367	58	312	56	241	53	218	68	309	58	1138
2021-09-23 08:15:00 - 08:30:00	71	193	70	138	63	406	59	352	56	288	55	226	71	331	59	1272
2021-09-23 08:30:00 - 08:45:00	73	184	70	150	64	365	60	346	58	269	54	217	72	334	60	1197
2021-09-23 08:45:00 - 09:00:00	74	165	70	137	64	364	61	337	58	268	57	192	72	302	61	1161
2021-09-23 09:00:00 - 09:15:00	74	130	73	128	66	352	61	312	59	252	55	176	74	258	61	1092
2021-09-23 09:15:00 - 09:30:00	74	134	72	103	66	354	60	316	58	241	54	206	73	237	60	1117
2021-09-23 09:30:00 - 09:45:00	74	142	73	101	65	342	62	291	58	235	55	183	74	243	61	1051
2021-09-23 09:45:00 - 10:00:00	74	129	74	82	65	390	61	325	59	257	56	196	74	211	61	1168
2021-09-23 15:00:00 - 15:15:00	70	232	69	162	64	379	61	350	59	292	55	220	70	394	60	1241
2021-09-23 15:15:00 - 15:30:00	69	237	68	167	61	363	57	347	55	278	53	213	69	404	57	1201
2021-09-23 15:30:00 - 15:45:00	70	216	68	173	63	380	59	363	57	308	54	228	69	389	59	1279
2021-09-23 15:45:00 - 16:00:00	70	201	67	140	61	391	56	359	55	297	53	220	69	341	57	1267
2021-09-23 16:00:00 - 16:15:00	70	199	68	153	62	360	58	357	56	283	54	230	69	352	58	1230
2021-09-23 16:15:00 - 16:30:00	70	209	69	162	65	407	61	358	59	298	54	218	70	371	61	1281
2021-09-23 16:30:00 - 16:45:00	69	175	67	167	64	403	60	356	57	289	53	238	68	342	59	1286
2021-09-23 16:45:00 - 17:00:00	70	180	67	158	63	435	59	392	57	324	53	260	69	338	59	1411
2021-09-23 17:00:00 - 17:15:00	70	218	67	185	65	432	60	379	57	315	53	240	69	403	60	1366
2021-09-23 17:15:00 - 17:30:00	69	243	67	196	62	431	58	388	56	356	54	271	68	439	58	1446
2021-09-23 17:30:00 - 17:45:00	69	248	68	188	62	422	59	388	57	317	53	260	69	436	58	1387
2021-09-23 17:45:00 - 18:00:00	63	234	62	175	57	387	54	344	52	292	49	234	63	409	54	1257
2021-09-23 18:00:00 - 18:15:00	49	229	45	146	40	250	37	254	36	225	36	200	47	375	37	929
2021-09-23 18:15:00 - 18:30:00	48	226	40	139	31	238	30	255	30	213	31	186	45	365	30	892
2021-09-23 18:30:00 - 18:45:00	56	207	53	139	39	352	37	316	37	265	38	221	55	346	38	1154
2021-09-23 18:45:00 - 19:00:00	58	174	53	146	46	334	43	334	42	259	41	218	56	320	43	1145

Compiled Hourly Avg. Speeds

AM	Average EL Speed	Average GP Speed
1st	69	56
2nd	71	59
3rd	69	59
4th	52	57

Compiled Hourly Avg. Speeds

PM	Average EL Speed	Average GP Speed
1st	63	52
2nd	65	56
3rd	67	58
4th	66	56

Detector:	FLD6DOT095NB015.2-DS
Date Range:	2021-09-21 00:00:00 - 2021-09-24 00:00:00
Report Interval:	15
Detector Lane Number:	6
	FLD6DOT095NB015.2-DS-EL1
	FLD6DOT095NB015.2-DS-GP1
	FLD6DOT095NB015.2-DS-GP2
	FLD6DOT095NB015.2-DS-GP3
	FLD6DOT095NB015.2-DS-GP4
	FLD6DOT095NB015.2-DS-GP5

The number to the right of DS-EL and DS-GP corresponds to the lane number (e.g., FLD6DOT095NB015.2-DS-GP2). Lanes are numbered from left to right (in the direction of traffic), starting from the median.

Timestamp	FLD6DOT095NB015.2-DS-EL1		FLD6DOT095NB015.2-DS-GP1		FLD6DOT095NB015.2-DS-GP2		FLD6DOT095NB015.2-DS-GP3		FLD6DOT095NB015.2-DS-GP4		FLD6DOT095NB015.2-DS-GP5		Average EL Speed	Sum EL Volume	Average GP Speed	Sum GP Volume
	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume				
2021-09-21 06:00:00 - 06:15:00	65	105	63	78	60	268	56	248	55	175	56	96	65	105	58	865
2021-09-21 06:15:00 - 06:30:00	65	154	62	123	58	308	54	318	52	232	54	141	65	154	56	1122
2021-09-21 06:30:00 - 06:45:00	64	197	63	140	58	390	54	339	53	283	55	178	64	197	56	1330
2021-09-21 06:45:00 - 07:00:00	69	187	66	151	62	360	58	336	56	280	56	237	69	187	59	1364
2021-09-21 07:00:00 - 07:15:00	70	204	68	132	63	353	60	316	57	287	58	225	70	204	61	1313
2021-09-21 07:15:00 - 07:30:00	71	218	71	177	65	384	61	368	59	314	59	237	71	218	62	1480
2021-09-21 07:30:00 - 07:45:00	71	231	70	157	66	385	63	355	60	310	60	258	71	231	63	1465
2021-09-21 07:45:00 - 08:00:00	73	229	72	154	67	360	64	339	61	297	60	247	73	229	64	1397
2021-09-21 08:00:00 - 08:15:00	71	213	72	148	67	374	62	329	60	303	61	211	71	213	64	1365
2021-09-21 08:15:00 - 08:30:00	72	218	72	134	68	330	63	312	62	284	60	228	72	218	64	1288
2021-09-21 08:30:00 - 08:45:00	73	243	72	142	68	342	64	318	62	305	61	235	73	243	65	1342
2021-09-21 08:45:00 - 09:00:00	73	197	73	135	68	345	64	321	62	299	61	208	73	197	65	1308
2021-09-21 09:00:00 - 09:15:00	76	145	74	125	69	320	64	287	61	252	60	185	76	145	65	1169
2021-09-21 09:15:00 - 09:30:00	74	144	72	96	68	283	64	287	61	256	61	187	74	144	65	1109
2021-09-21 09:30:00 - 09:45:00	72	130	72	94	67	265	62	262	59	238	58	180	72	130	63	1039
2021-09-21 09:45:00 - 10:00:00	58	3	67	51	67	291	61	276	59	282	57	201	58	3	62	1101
2021-09-21 10:00:00 - 10:15:00	71	46	70	68	65	273	61	260	59	254	57	195	71	46	61	1050
2021-09-21 10:15:00 - 10:30:00	73	160	70	83	65	308	61	325	59	264	59	237	73	160	62	1217
2021-09-21 10:30:00 - 10:45:00	74	129	72	74	70	295	66	296	63	265	62	181	74	129	65	1111
2021-09-21 10:45:00 - 11:00:00	74	111	72	73	69	256	64	284	63	241	61	175	74	111	65	1029
2021-09-21 11:00:00 - 11:15:00	73	123	72	72	68	282	63	252	61	227	60	171	73	123	64	1004
2021-09-21 11:15:00 - 11:30:00	74	105	72	82	69	264	64	285	62	252	62	187	74	105	65	1070
2021-09-21 11:30:00 - 11:45:00	73	137	73	77	69	310	66	288	63	251	63	190	73	137	66	1116
2021-09-21 11:45:00 - 12:00:00	74	130	75	91	70	296	65	301	64	270	62	212	74	130	66	1170
2021-09-21 12:00:00 - 12:15:00	73	121	73	68	69	301	66	303	62	279	61	186	73	121	65	1137
2021-09-21 12:15:00 - 12:30:00	71	168	70	86	67	306	63	320	61	267	61	202	71	168	64	1181
2021-09-21 12:30:00 - 12:45:00	73	159	71	93	68	302	64	313	63	278	62	201	73	159	65	1187
2021-09-21 12:45:00 - 13:00:00	72	159	73	92	69	302	65	331	62	286	60	209	72	159	65	1220
2021-09-21 13:00:00 - 13:15:00	74	144	73	110	68	334	65	339	62	295	61	201	74	144	65	1279
2021-09-21 13:15:00 - 13:30:00	74	163	72	92	69	314	66	335	64	284	61	208	74	163	66	1233
2021-09-21 13:30:00 - 13:45:00	75	146	73	113	69	335	66	338	64	278	62	202	75	146	66	1266
2021-09-21 13:45:00 - 14:00:00	73	165	71	106	70	321	65	321	63	313	60	232	73	165	65	1293
2021-09-21 14:00:00 - 14:15:00	75	127	76	87	70	316	65	318	63	288	62	218	75	127	66	1227
2021-09-21 14:15:00 - 14:30:00	73	198	74	140	69	343	65	340	63	294	61	226	73	198	66	1343
2021-09-21 14:30:00 - 14:45:00	74	194	73	135	70	345	66	337	62	305	61	257	74	194	66	1379
2021-09-21 14:45:00 - 15:00:00	72	159	72	128	69	342	65	297	63	297	61	221	72	159	66	1285
2021-09-21 15:00:00 - 15:15:00	73	174	71	124	68	319	66	319	64	297	61	206	73	174	66	1265
2021-09-21 15:15:00 - 15:30:00	63	143	60	101	58	255	55	251	53	224	52	174	63	143	55	1005
2021-09-21 15:30:00 - 15:45:00	66	198	63	133	59	307	55	303	53	288	52	201	66	198	56	1232
2021-09-21 15:45:00 - 16:00:00	67	225	64	174	61	371	57	344	56	287	55	251	67	225	58	1427
2021-09-21 16:00:00 - 16:15:00	63	232	67	144	63	362	60	331	58	298	58	184	63	232	61	1319
2021-09-21 16:15:00 - 16:30:00	66	202	67	130	64	344	60	360	59	320	56	222	66	202	61	1376
2021-09-21 16:30:00 - 16:45:00	67	278	67	191	62	385	60	381	58	332	57	245	67	278	60	1534
2021-09-21 16:45:00 - 17:00:00	66	319	68	208	63	394	60	392	58	363	58	243	66	319	61	1600
2021-09-21 17:00:00 - 17:15:00	69	247	69	175	66	387	62	375	60	333	59	261	69	247	63	1531
2021-09-21 17:15:00 - 17:30:00	68	266	69	200	65	416	62	378	60	342	58	243	68	266	63	1579
2021-09-21 17:30:00 - 17:45:00	69	257	68	206	64	391	61	365	59	320	59	227	69	257	62	1509
2021-09-21 17:45:00 - 18:00:00	67	236	69	193	66	355	63	356	61	325	59	196	67	236	64	1425
2021-09-21 18:00:00 - 18:15:00	69	214	68	164	64	362	61	344	59	322	57	212	69	214	62	1404
2021-09-21 18:15:00 - 18:30:00	67	225	66	176	63	396	59	354	58	313	56	250	67	225	60	1489
2021-09-21 18:30:00 - 18:45:00	66	261	66	180	62	363	59	350	58	331	56	212	66	261	60	1436
2021-09-21 18:45:00 - 19:00:00	66	259	69	168	65	394	61	337	59	306	60	226	68	259	62	1431
2021-09-22 06:00:00 - 06:15:00	71	92	69	90	66	263	62	241	59	193	62	100	71	92	63	887
2021-09-22 06:15:00 - 06:30:00	47	122	31	51	31	61	23	77	18	93	17	136	47	122	22	418
2021-09-22 06:30:00 - 06:45:00	24	24	4	3	3	1	6	10	4	29	6	42	24	24	5	85
2021-09-22 06:45:00 - 07:00:00	5	9	2	2	3	1	6	7	6	15	4	19	5	9	5	44
2021-09-22 07:00:00 - 07:15:00	1	12	3	2	2	3	2	3	10	9	5	26	1	12	6	43
2021-09-22 07:15:00 - 07:30:00	2	8	3	1	3	2	5	3	7	6	5	43	2	8	5	55
2021-09-22 07:30:00 - 07:45:00	1	6	3	2	1	1	4	4	3	14	4	26	1	6	4	47
2021-09-22 07:45:00 - 08:00:00	8	3	0	0	3	2	6	7	1	5	4	13	8	3	4	27
2021-09-22 08:00:00 - 08:15:00	8	7	8	3	0	1	5	3	5	8	6	31	8	7	6	46
2021-09-22 08:15:00 - 08:30:00	0	0	0	0	10	1	0	1	4	15	9	15	0	0	6	32
2021-09-22 08:30:00 - 08:45:00	19	73	30	65	27	86	22	89	22	101	22	97	19	73	24	438
2021-09-22 08:45:00 - 09:00:00	44	221	50	184	51	291	49	307	50	289	51	203	44	221	50	1274
2021-09-22 09:00:00 - 09:15:00	50	167	54	147	55	251	52	254	53	277	54	178	50	167	54	1107
2021-09-22 09:15:00 - 09:30:00	52	91	51	228	53	300	51	332	50	318	50	264	52	91	51	1442
2021-09-22 09:30:00 - 09:45:00	70	131	63	147	62	306	58	323	56	297	55	227	70	131	59	1300
2021-09-22 09:45:00 - 10:00:00	73	135	74	76	70	282	65	277	62	272	60	212	73	135	65	1119
2021-09-22 10:00:00 - 10:15:00	72	212	72	141	69	398	64	372	62	332	61	218	72	212	65	1461
2021-09-22 10:15:00 - 10:30:00	72	235	71	148	68	399	64	336	63	318	62	202	72	235	65	1403
2021-09-22 10:30:00 - 10:45:00	72	220	71	140	67	365	63	350	61	297	60	221	72	220	64	1373
2021-09-22 10:45:00 - 11:00:00	68	219	68	162	65	346	62	351	59	303	58	205	68	219	62	1367
2021-09-22 11:00:00 - 11:15:00	61	233	59	155	55	300	50	307	50	278	50	202	61	233	52	1242
2021-09-22 11:15:00 - 11:30:00	58	204	56	138	53	284	48	286	46	274	48	191	58	204	50	1173
2021-09-22 11:30:00 - 11:45:00	58	212	55	151	50	330	46	309	44	304	44	214	58	212	47	1308
2021-09-22 11:45:00 - 12:00:00	62	190	59	142	55	331	51	306	50	282	51	208	62	190	53	1269
2021-09-22 12:00:00 - 12:15:00	62	192	61	149	58	335	54	331	52	294	52	185	62	192	55	1294
2021-09-22 12:15:00 - 12:30:00	63	188	62	132	58	346	53	333	51	297	52	207	63	188	55	1315
2021-09-22 12:30:00 - 12:45:00	61	212	58	122	55	346	50	317	50	290	50	201	61	212	52	1276
2021-09-22 12:45:00 - 13:00:00	57	243	54	161	52	364	49	325	48	319	49	190	57	243	50	1359
2021-09-22 13:00:00 - 13:15:00	60	244	59	176	55	372	52	338	50	291	51	217	60	244	53	1394
2021-09-22 13:15:00 - 13:30:00	61	256	61	189	58	379	54	346	52	302	52	206	61	256	55	1422
2021-09-22 13:30:00 - 13:45:00	58	304	60	170	56	377	52	342	51	301	51	226	58	304	54	1416
2021-09-22 13:45:00 - 14:00:00	61	326	62	156	57	361	53	352	53	290	53	221	61	326	55	1380
2021-09-23 06:00:00 - 06:15:00	76	85	71	67	69	303	65	250	63	200	64	118	76	85	66	938
2021-09-23 06:15:00 - 06:30:00	75	154	72	110	68	351	64	318	62	245	62	150	75	154	65	1174
2021-09-23 06:30:00 - 06:45:00	74	183	71	135	66	378	63	354	60	283	61	216	74	183	64	1366
2021-09-23 06:45:00 - 07:00:00	73	168	71	146	67	342	62	324	60	287	61	210	73	168	64	1309
2021-09-23 07:00:00 - 07:15:00	75	179	71	129	66	372	62	317	60	284	56	208	75	179	63	1310
2021-09-23 07:15:00 - 07:30:00	73	207	70	166	66	365	62	349	58	333	57	211	73	207	62	1424
2021-09-23 07:30:00 - 07:45:00	72	222	71	184	66	380	62	324	60	299	60	231	72	222	63	1418
2021-09-23 07:45:00 - 08:00:00	74	203	72	180	67	371	63	335	60	286	60	232	74	203	64	1404
2021-09-23 08:00:00 - 08:15:00	73	184	72	164	67	360	64	325	61	297	59	214	73	184	64	1360
2021-09-23 08:15:00 - 08:30:00	71	203	70	153	67	383	63	333	62	303	61	246	71	203	64	1418
2021-09-23 08:30:00 - 08:45:00	74	198	73	150	70	346	64	332	62	277	63	216	74	198	66	1321
2021-09-23 08:45:00 - 09:00:00	75	171	74	148	69	322	65	327	62	294	62	204	75	171	66	1295
2021-09-23 09:00:00 - 09:15:00	75	138	75	127	70	318	65	317	64	268	63	181	75	138	67	1211
2021-09-23 09:15:00 - 09:30:00	78	129	76	113	70	301	65	303	62	274	60	206	78	129	66	1197
2021-09-23 09:30:00 - 09:45:00	75	154	75	99	71	307	66	275	63	256	63	190	75	154	67	1127
2021-09-23 09:45:00 - 10:00:00	76	133	75	96	69	332	64	328	62	284	61	208	76	133	65	1248
2021-09-23 15:00:00 - 15:15:00	71	236	73	144	68	347	65	337	63	322	61	239	71	236	65	1389
2021-09-23 15:15:00 - 15:30:00	73	255	72	144	67	363	64	328	61	308	61	197	73	255	65	1340
2021-09-23 15:30:00 - 15:45:00	72	220	72	169	67	361	63	352	62	321	60	229	72	220	64	1432
2021-09-23 15:45:00 - 16:00:00	72	202	70	140	67	394	62	332	60	338	60	204	72	202	63	1408
2021-09-23 16:00:00 - 16:15:00	72	200	72	172	67	332	62	331	60	308	60	223	72	200	64	1366
2021-09-23 16:15:00 - 16:30:00	71	219	73	168	69	359	64	327	62	313	62	222	71	219	66	1389
2021-09-23 16:30:00 - 16:45:00	71	174	72	175	68	371	63	358	62	328	60	225	71	174	65	1457
2021-09-23 16:45:00 - 17:00:00	69	20	63	330	63	398	62	387	60	355	58	265	69	20	61	1735
2021-09-23 17:00:00 - 17:15:00	58	2	62	365	64	410	62	386	60	345	58	247	58	2	62	1753
2021-09-23 17:15:00 - 17:30:00	68	119	64	316	64	425	62	381	60	379	59	258	68	119	62	1759
2021-09-23 17:30:00 - 17:45:00	70	253	69	181	66	405	63	387	60	332	59	252	70	253	63	1557
2021-09-23 17:45:00 - 18:00:00	64	250	66	163	63	356	59	344	57	301	54	250	64	250	60	1414
2021-09-23 18:00:00 - 18:15:00	43	222	40	106	37	255	33	243	31	248	31	196	43	222	34	1048
2021-09-23 18:15:00 - 18:30:00	48	199	48	104	44	242	40	231	38	223	37	182	48	199	41	982
2021-09-23 18:30:00 - 18:45:00	52	190	48	157	43	312	39	294	37	293	39	230	52	190	41	1286
2021-09-23 18:45:00 - 19:00:00	53	178	50	145	46	319	40	308	39	280	41	219	53	178	43	1271

Compiled Hourly Avg. Speeds

AM	Average EL Speed	Average GP Speed
1st	70	61
2nd	72	64
3rd	74	65
4th	69	63

Compiled Hourly Avg. Speeds

PM	Average EL Speed	Average GP Speed
1st	67	59
2nd	66	61
3rd	68	63
4th	67	61

Detector:	FLD6DOT095NB015.6-DS
Date Range:	2021-09-21 00:00:00 - 2021-09-24 00:00:00
Report Interval:	15
Detector Lane Number:	6
	FLD6DOT095NB015.6-DS-EL1
	FLD6DOT095NB015.6-DS-GP1
	FLD6DOT095NB015.6-DS-GP2
	FLD6DOT095NB015.6-DS-GP3
	FLD6DOT095NB015.6-DS-GP4
	FLD6DOT095NB015.6-DS-GP5

The number to the right of DS-EL and DS-GP corresponds to the lane number (e.g., FLD6DOT095NB015.2-DS-GP2). Lanes are numbered from left to right (in the direction of traffic), starting from the median.

Timestamp	FLD6DOT095NB015.6-DS-EL1		FLD6DOT095NB015.6-DS-GP1		FLD6DOT095NB015.6-DS-GP2		FLD6DOT095NB015.6-DS-GP3		FLD6DOT095NB015.6-DS-GP4		FLD6DOT095NB015.6-DS-GP5		Average EL	Sum EL	Average GP	Sum GP
	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume
2021-09-21 06:00:00 - 06:15:00	67	108	67	143	64	238	58	220	57	154	57	89	67	108	61	844
2021-09-21 06:15:00 - 06:30:00	67	172	67	211	63	287	56	286	54	213	56	159	67	172	59	1156
2021-09-21 06:30:00 - 06:45:00	64	212	66	269	62	343	55	310	54	260	57	199	64	212	59	1381
2021-09-21 06:45:00 - 07:00:00	70	202	69	255	65	284	57	322	56	268	54	270	70	202	60	1399
2021-09-21 07:00:00 - 07:15:00	71	217	71	240	66	293	60	293	57	276	58	242	71	217	62	1344
2021-09-21 07:15:00 - 07:30:00	70	245	71	281	67	340	59	344	59	274	56	266	70	245	63	1505
2021-09-21 07:30:00 - 07:45:00	70	257	71	259	68	344	61	331	58	299	57	288	70	257	63	1521
2021-09-21 07:45:00 - 08:00:00	72	248	72	264	68	329	62	302	60	289	57	265	72	248	64	1449
2021-09-21 08:00:00 - 08:15:00	70	239	73	245	68	322	60	310	59	298	59	252	70	239	64	1427
2021-09-21 08:15:00 - 08:30:00	72	239	74	219	69	307	61	297	60	277	58	261	72	239	64	1361
2021-09-21 08:30:00 - 08:45:00	72	261	73	233	69	309	61	304	60	284	58	250	72	261	64	1380
2021-09-21 08:45:00 - 09:00:00	73	214	74	209	69	316	62	304	61	288	59	232	73	214	65	1349
2021-09-21 09:00:00 - 09:15:00	75	173	75	186	70	286	63	274	61	257	58	221	75	173	65	1224
2021-09-21 09:15:00 - 09:30:00	73	160	75	161	70	269	62	279	60	242	59	204	73	160	65	1155
2021-09-21 09:30:00 - 09:45:00	70	148	72	138	67	252	59	237	58	224	56	211	70	148	62	1062
2021-09-21 09:45:00 - 10:00:00	19	15	73	139	68	265	60	248	58	252	55	212	19	15	62	1116
2021-09-21 10:00:00 - 10:15:00	51	63	72	148	67	248	60	248	58	221	55	218	51	63	62	1083
2021-09-21 10:15:00 - 10:30:00	70	189	73	147	67	294	59	300	58	262	56	266	70	189	62	1269
2021-09-21 10:30:00 - 10:45:00	72	147	75	127	70	275	62	272	61	257	59	212	72	147	66	1143
2021-09-21 10:45:00 - 11:00:00	71	130	74	116	68	239	60	250	60	221	57	210	71	130	63	1036
2021-09-21 11:00:00 - 11:15:00	72	140	74	102	69	254	61	249	60	225	58	214	72	140	63	1044
2021-09-21 11:15:00 - 11:30:00	72	118	74	108	70	254	63	260	61	246	58	219	72	118	64	1087
2021-09-21 11:30:00 - 11:45:00	70	154	74	128	69	270	63	276	61	252	60	230	70	154	65	1156
2021-09-21 11:45:00 - 12:00:00	73	146	75	131	70	280	62	283	62	259	61	240	73	146	65	1193
2021-09-21 12:00:00 - 12:15:00	71	139	75	117	69	266	63	299	61	265	59	219	71	139	64	1166
2021-09-21 12:15:00 - 12:30:00	71	185	70	153	68	275	61	284	60	265	58	233	71	185	63	1210
2021-09-21 12:30:00 - 12:45:00	72	177	73	140	68	292	61	292	61	270	59	231	72	177	64	1225
2021-09-21 12:45:00 - 13:00:00	71	178	73	130	70	294	62	287	60	286	58	244	71	178	64	1241
2021-09-21 13:00:00 - 13:15:00	73	161	74	172	68	298	62	315	61	273	59	245	73	161	64	1303
2021-09-21 13:15:00 - 13:30:00	75	183	75	158	70	301	63	310	62	279	60	249	75	183	65	1297
2021-09-21 13:30:00 - 13:45:00	73	168	75	167	70	319	63	302	62	272	60	247	73	168	65	1307
2021-09-21 13:45:00 - 14:00:00	73	183	75	162	70	300	62	297	60	304	58	282	73	183	64	1345
2021-09-21 14:00:00 - 14:15:00	75	147	76	168	71	299	63	302	62	259	60	233	75	147	66	1261
2021-09-21 14:15:00 - 14:30:00	72	217	74	194	70	328	63	300	62	274	59	267	72	217	65	1363
2021-09-21 14:30:00 - 14:45:00	73	208	76	195	70	319	63	299	62	302	59	285	73	208	65	1400
2021-09-21 14:45:00 - 15:00:00	68	180	73	176	70	308	63	281	61	281	60	270	68	180	65	1316
2021-09-21 15:00:00 - 15:15:00	72	199	72	175	69	308	63	294	63	296	60	244	72	199	65	1317
2021-09-21 15:15:00 - 15:30:00	64	142	64	135	62	188	57	200	54	189	53	159	64	142	58	871
2021-09-21 15:30:00 - 15:45:00	64	200	63	207	58	283	52	281	50	254	49	209	64	200	54	1234
2021-09-21 15:45:00 - 16:00:00	65	240	64	255	59	320	52	300	50	280	48	256	65	240	55	1411
2021-09-21 16:00:00 - 16:15:00	61	254	63	265	60	326	54	302	50	280	51	211	61	254	56	1384
2021-09-21 16:15:00 - 16:30:00	66	219	69	231	64	326	56	330	54	300	52	249	66	219	59	1436
2021-09-21 16:30:00 - 16:45:00	66	308	68	295	65	328	58	346	55	310	54	276	66	308	60	1555
2021-09-21 16:45:00 - 17:00:00	66	353	69	290	65	372	58	359	57	347	55	284	66	353	61	1652
2021-09-21 17:00:00 - 17:15:00	68	268	71	262	67	346	60	364	58	333	55	283	68	268	62	1588
2021-09-21 17:15:00 - 17:30:00	67	293	69	287	66	351	59	369	57	329	53	276	67	293	61	1612
2021-09-21 17:30:00 - 17:45:00	69	278	69	277	66	343	59	345	57	314	56	274	69	278	61	1553
2021-09-21 17:45:00 - 18:00:00	67	255	71	266	67	332	61	313	58	302	57	231	67	255	63	1444
2021-09-21 18:00:00 - 18:15:00	68	249	70	245	65	325	59	308	57	303	55	249	68	249	61	1430
2021-09-21 18:15:00 - 18:30:00	67	239	69	272	63	320	56	329	53	301	49	283	67	239	58	1505
2021-09-21 18:30:00 - 18:45:00	64	289	67	260	61	331	54	340	50	293	47	249	64	289	56	1473
2021-09-21 18:45:00 - 19:00:00	66	281	70	250	66	319	59	321	58	303	56	246	66	281	62	1439
2021-09-22 06:00:00 - 06:15:00	60	103	54	151	55	197	51	160	47	151	50	94	60	103	52	753
2021-09-22 06:15:00 - 06:30:00	33	40	15	32	5	18	3	3	3	1	0	0	33	40	11	54
2021-09-22 06:30:00 - 06:45:00	23	27	11	25	5	11	3	1	0	0	8	2	23	27	9	39
2021-09-22 06:45:00 - 07:00:00	30	1	3	6	3	1	0	0	0	0	3	1	30	1	3	8
2021-09-22 07:00:00 - 07:15:00	22	1	5	25	4	9	3	2	0	0	3	1	22	1	5	37
2021-09-22 07:15:00 - 07:30:00	0	0	5	21	4	10	2	2	0	1	0	0	0	0	4	34
2021-09-22 07:30:00 - 07:45:00	0	0	4	19	3	14	9	1	0	0	3	1	0	0	4	35
2021-09-22 07:45:00 - 08:00:00	0	0	4	19	3	12	3	1	3	1	3	1	0	0	4	34
2021-09-22 08:00:00 - 08:15:00	0	0	4	11	5	4	2	2	3	1	0	0	0	0	4	18
2021-09-22 08:15:00 - 08:30:00	0	0	4	14	4	5	9	1	0	0	0	0	0	0	4	20
2021-09-22 08:30:00 - 08:45:00	42	93	28	149	27	115	24	94	24	69	25	47	42	93	26	474
2021-09-22 08:45:00 - 09:00:00	56	240	60	252	58	303	51	299	50	260	48	238	56	240	54	1352
2021-09-22 09:00:00 - 09:15:00	60	176	65	191	62	256	54	258	54	231	52	200	60	176	57	1136
2021-09-22 09:15:00 - 09:30:00	64	102	63	287	61	302	54	317	52	300	49	253	64	102	56	1459
2021-09-22 09:30:00 - 09:45:00	69	133	68	236	65	323	57	324	54	275	53	256	69	133	59	1414
2021-09-22 09:45:00 - 10:00:00	72	147	76	123	70	267	62	273	60	241	57	248	72	147	64	1152
2021-09-22 15:00:00 - 15:15:00	71	225	73	238	69	342	61	320	61	290	59	247	71	225	65	1437
2021-09-22 15:15:00 - 15:30:00	71	261	73	241	69	360	61	321	61	311	60	257	71	261	65	1490
2021-09-22 15:30:00 - 15:45:00	71	238	73	231	68	328	61	324	60	293	58	232	71	238	64	1408
2021-09-22 15:45:00 - 16:00:00	68	246	70	232	66	337	60	336	59	288	56	233	68	246	62	1426
2021-09-22 16:00:00 - 16:15:00	63	179	60	168	58	204	51	205	50	211	51	152	63	179	54	940
2021-09-22 16:15:00 - 16:30:00	58	220	59	218	55	268	47	272	44	263	44	213	58	220	50	1234
2021-09-22 16:30:00 - 16:45:00	59	237	58	272	54	314	46	286	44	299	43	234	59	237	49	1405
2021-09-22 16:45:00 - 17:00:00	61	214	62	241	57	291	50	290	47	277	46	224	61	214	52	1323
2021-09-22 17:00:00 - 17:15:00	61	217	63	222	60	328	52	312	51	293	50	217	61	217	55	1372
2021-09-22 17:15:00 - 17:30:00	63	206	63	237	59	318	51	301	49	281	49	244	63	206	54	1381
2021-09-22 17:30:00 - 17:45:00	60	222	59	232	56	292	49	305	46	278	46	227	60	222	51	1334
2021-09-22 17:45:00 - 18:00:00	58	262	58	260	55	314	47	309	46	282	44	227	58	262	50	1392
2021-09-22 18:00:00 - 18:15:00	61	258	61	288	57	316	49	327	47	287	47	248	61	258	52	1466
2021-09-22 18:15:00 - 18:30:00	61	266	64	263	59	337	52	336	49	300	49	247	61	266	55	1483
2021-09-22 18:30:00 - 18:45:00	60	312	62	276	58	328	51	325	50	287	48	272	60	312	54	1488
2021-09-22 18:45:00 - 19:00:00	60	341	62	253	59	332	51	329	50	291	50	250	60	341	54	1455
2021-09-23 06:00:00 - 06:15:00	73	101	74	147	71	266	63	230	61	199	62	114	73	101	66	956
2021-09-23 06:15:00 - 06:30:00	74	159	74	220	69	294	62	294	60	234	60	148	74	159	65	1190
2021-09-23 06:30:00 - 06:45:00	71	203	73	236	68	325	61	330	60	277	59	223	71	203	64	1391
2021-09-23 06:45:00 - 07:00:00	73	183	72	229	68	315	61	293	58	273	59	228	73	183	64	1338
2021-09-23 07:00:00 - 07:15:00	74	204	72	241	67	321	61	292	59	275	55	243	74	204	63	1372
2021-09-23 07:15:00 - 07:30:00	72	221	72	270	68	318	61	329	59	284	57	252	72	221	63	1453
2021-09-23 07:30:00 - 07:45:00	71	254	72	279	68	353	61	329	59	299	58	258	71	254	64	1518
2021-09-23 07:45:00 - 08:00:00	73	217	73	247	68	330	61	306	60	274	58	258	73	217	64	1415
2021-09-23 08:00:00 - 08:15:00	72	211	73	251	69	330	62	295	60	265	57	252	72	211	64	1393
2021-09-23 08:15:00 - 08:30:00	72	213	73	249	68	320	61	310	59	266	58	268	72	213	64	1413
2021-09-23 08:30:00 - 08:45:00	73	214	75	219	70	324	62	311	61	283	60	248	73	214	65	1385
2021-09-23 08:45:00 - 09:00:00	73	182	74	218	70	299	61	290	60	282	60	232	73	182	65	1321
2021-09-23 09:00:00 - 09:15:00	73	152	75	195	70	282	62	301	61	252	60	216	73	152	65	1246
2021-09-23 09:15:00 - 09:30:00	77	150	77	171	71	297	63	272	61	263	58	238	77	150	65	1241
2021-09-23 09:30:00 - 09:45:00	75	169	77	160	71	276	64	272	61	247	61	218	75	169	66	1173
2021-09-23 09:45:00 - 10:00:00	73	148	76	175	70	289	62	294	61	260	58	224	73	148	65	1242
2021-09-23 15:00:00 - 15:15:00	69	265	74	198	70	325	63	319	61	303	58	276	69	265	65	1421
2021-09-23 15:15:00 - 15:30:00	72	267	73	213	69	328	62	310	61	318	60	220	72	267	65	1389
2021-09-23 15:30:00 - 15:45:00	71	236	73	243	69	325	62	323	60	299	59	254	71	236	64	1444
2021-09-23 15:45:00 - 16:00:00	71	220	73	226	68	340	60	328	59	304	59	240	71	220	64	1438
2021-09-23 16:00:00 - 16:15:00	70	222	73	241	68	316	60	302	59	299	58	251	70	222	63	1409
2021-09-23 16:15:00 - 16:30:00	70	241	73	261	70	327	62	309	62	301	60	251	70	241	65	1449
2021-09-23 16:30:00 - 16:45:00	71	200	74	263	70	346	61	340	61	301	59	265	71	200	65	1515
2021-09-23 16:45:00 - 17:00:00	41	34	69	376	68	368	61	382	59	342	58	283	41	34	63	1751
2021-09-23 17:00:00 - 17:15:00	0	7	69	414	68	402	62	372	60	334	57	263	0	7	64	1785
2021-09-23 17:15:00 - 17:30:00	65	123	68	371	67	401	60	370	59	360	57	296	65	123	63	1798
2021-09-23 17:30:00 - 17:45:00	66	272	71	273	67	346	61	360	59	321	56	307	66	272	63	1607
2021-09-23 17:45:00 - 18:00:00	65	224	69	190	65	260	59	234	56	253	53	229	65	224	60	1166
2021-09-23 18:00:00 - 18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	0
2021-09-23 18:15:00 - 18:30:00	0	3	29	3	42	4	33	4	36	3	35	1	0	3	35	15
2021-09-23 18:30:00 - 18:45:00	18	6	47	58	42	74	36	66	35	47	35	35	18	6	40	280
2021-09-23 18:45:00 - 19:00:00	53	102	50	166	46	225	38	230	36	207	36	173	53	102	41	1001

Compiled Hourly Avg. Speeds

AM	Average EL Speed	Average GP Speed
1st	70	62
2nd	72	64
3rd	73	64
4th	53	63

Compiled Hourly Avg. Speeds

PM	Average EL Speed	Average GP Speed
1st	66	58
2nd	65	59
3rd	68	62
4th	66	59

Detector:	FLD6DOT095NB017.0-DS
Date Range:	2021-09-21 00:00:00 - 2021-09-24 00:00:00
Report Interval:	15
Detector Lane Number:	6
	FLD6DOT095NB017.0-DS-EL1
	FLD6DOT095NB017.0-DS-GP1
	FLD6DOT095NB017.0-DS-GP2
	FLD6DOT095NB017.0-DS-GP3
	FLD6DOT095NB017.0-DS-GP4
	FLD6DOT095NB017.0-DS-GP5

The number to the right of DS-EL and DS-GP corresponds to the lane number (e.g., FLD6DOT095NB015.2-DS-GP2). Lanes are numbered from left to right (in the direction of traffic), starting from the median.

Timestamp	FLD6DOT095NB017.0-DS-EL1		FLD6DOT095NB017.0-DS-GP1		FLD6DOT095NB017.0-DS-GP2		FLD6DOT095NB017.0-DS-GP3		FLD6DOT095NB017.0-DS-GP4		FLD6DOT095NB017.0-DS-GP5		Average EL	Sum EL	Average GP	Sum GP
	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume	Speed	Volume
2021-09-21 06:00:00 - 06:15:00	61	62	61	170	59	182	53	186	52	187	52	70	61	62	56	795
2021-09-21 06:15:00 - 06:30:00	61	120	60	223	56	254	50	231	50	252	50	111	61	120	54	1071
2021-09-21 06:30:00 - 06:45:00	57	158	62	325	57	312	51	308	49	328	49	188	57	158	54	1461
2021-09-21 06:45:00 - 07:00:00	63	140	65	249	59	291	53	316	51	307	52	186	63	140	56	1349
2021-09-21 07:00:00 - 07:15:00	65	184	67	311	61	324	54	338	50	340	50	206	65	184	57	1519
2021-09-21 07:15:00 - 07:30:00	63	236	64	377	58	363	51	371	49	391	48	245	63	236	54	1747
2021-09-21 07:30:00 - 07:45:00	64	245	66	364	60	399	52	383	48	425	48	266	64	245	55	1837
2021-09-21 07:45:00 - 08:00:00	65	235	66	321	61	345	55	367	51	386	50	241	65	235	57	1660
2021-09-21 08:00:00 - 08:15:00	65	238	69	309	62	356	56	339	53	384	50	219	65	238	58	1607
2021-09-21 08:15:00 - 08:30:00	67	204	71	308	64	334	56	319	53	351	51	223	67	204	59	1535
2021-09-21 08:30:00 - 08:45:00	66	235	69	319	63	332	54	353	51	393	48	242	66	235	57	1639
2021-09-21 08:45:00 - 09:00:00	67	207	71	289	64	347	56	340	53	374	50	242	67	207	59	1592
2021-09-21 09:00:00 - 09:15:00	73	150	72	259	66	303	58	313	55	308	52	203	73	150	61	1386
2021-09-21 09:15:00 - 09:30:00	68	151	72	249	65	321	57	317	54	353	53	175	68	151	60	1415
2021-09-21 09:30:00 - 09:45:00	68	132	72	229	64	262	56	273	53	349	52	190	68	132	59	1303
2021-09-21 09:45:00 - 10:00:00	61	20	70	264	63	283	55	287	53	315	52	202	61	20	59	1351
2021-09-21 10:00:00 - 10:15:00	62	36	71	259	64	268	56	283	52	299	51	160	62	36	59	1269
2021-09-21 10:15:00 - 10:30:00	66	177	68	259	61	299	54	319	51	338	50	174	66	177	57	1389
2021-09-21 10:30:00 - 10:45:00	69	127	71	213	64	280	57	309	54	324	52	171	69	127	59	1297
2021-09-21 10:45:00 - 11:00:00	66	125	70	188	63	269	57	265	54	325	53	152	66	125	59	1199
2021-09-21 11:00:00 - 11:15:00	67	126	70	184	63	280	55	270	52	291	51	167	67	126	58	1192
2021-09-21 11:15:00 - 11:30:00	69	109	71	189	66	292	57	281	54	343	52	159	69	109	60	1264
2021-09-21 11:30:00 - 11:45:00	66	142	72	241	65	291	58	289	54	341	52	177	66	142	60	1339
2021-09-21 11:45:00 - 12:00:00	69	124	72	225	65	295	57	315	53	355	51	174	69	124	59	1364
2021-09-21 12:00:00 - 12:15:00	63	117	73	199	66	289	57	298	53	322	51	195	63	117	60	1303
2021-09-21 12:15:00 - 12:30:00	66	168	69	237	64	305	57	310	54	359	52	185	66	168	59	1396
2021-09-21 12:30:00 - 12:45:00	67	153	69	246	63	294	56	313	53	353	50	176	67	153	58	1382
2021-09-21 12:45:00 - 13:00:00	67	175	72	239	65	304	57	316	52	354	50	206	67	175	59	1419
2021-09-21 13:00:00 - 13:15:00	68	156	71	247	64	308	56	330	52	365	50	194	68	156	58	1444
2021-09-21 13:15:00 - 13:30:00	70	168	72	257	65	316	58	328	54	378	50	226	70	168	60	1505
2021-09-21 13:30:00 - 13:45:00	69	168	71	267	64	298	58	342	53	358	52	200	69	168	60	1465
2021-09-21 13:45:00 - 14:00:00	67	177	72	236	65	322	58	315	54	379	53	211	67	177	60	1463
2021-09-21 14:00:00 - 14:15:00	70	152	73	246	67	315	59	349	54	382	51	229	70	152	60	1521
2021-09-21 14:15:00 - 14:30:00	69	206	71	272	66	339	58	345	54	384	51	217	69	206	60	1557
2021-09-21 14:30:00 - 14:45:00	69	203	73	278	66	322	59	356	54	401	53	220	69	203	61	1577
2021-09-21 14:45:00 - 15:00:00	67	167	72	247	67	332	58	328	54	380	52	207	67	167	60	1494
2021-09-21 15:00:00 - 15:15:00	67	174	72	279	65	326	57	340	54	393	52	241	67	174	60	1579
2021-09-21 15:15:00 - 15:30:00	64	142	68	178	64	203	56	290	53	328	50	175	64	142	57	1174
2021-09-21 15:30:00 - 15:45:00	58	68	60	118	55	147	46	158	44	247	43	132	58	68	49	802
2021-09-21 15:45:00 - 16:00:00	61	117	63	205	58	235	51	304	47	321	48	182	61	117	53	1247
2021-09-21 16:00:00 - 16:15:00	61	134	67	243	62	284	55	361	52	323	50	228	61	134	57	1439
2021-09-21 16:15:00 - 16:30:00	59	148	67	247	61	265	54	376	51	342	49	227	59	148	56	1457
2021-09-21 16:30:00 - 16:45:00	63	242	67	334	61	349	53	350	50	405	49	239	63	242	56	1677
2021-09-21 16:45:00 - 17:00:00	61	313	65	342	60	379	53	352	51	395	50	239	61	313	56	1707
2021-09-21 17:00:00 - 17:15:00	62	236	66	335	61	358	54	334	50	401	49	255	62	236	56	1683
2021-09-21 17:15:00 - 17:30:00	62	234	68	334	61	354	54	343	51	392	49	259	62	234	57	1682
2021-09-21 17:30:00 - 17:45:00	60	237	65	321	59	321	52	314	49	381	49	233	60	237	55	1570
2021-09-21 17:45:00 - 18:00:00	55	188	59	301	56	303	49	285	47	332	46	200	55	188	52	1421
2021-09-21 18:00:00 - 18:15:00	62	218	64	330	58	334	52	319	50	395	47	220	62	218	55	1598
2021-09-21 18:15:00 - 18:30:00	62	194	63	334	57	343	50	322	46	379	45	221	62	194	53	1599
2021-09-21 18:30:00 - 18:45:00	59	248	64	263	59	371	52	329	49	382	47	256	59	248	54	1601
2021-09-21 18:45:00 - 19:00:00	60	268	67	247	61	357	54	330	50	371	49	227	60	268	56	1532
2021-09-22 06:00:00 - 06:15:00	60	145	70	123	65	141	59	149	55	146	56	57	60	145	61	616
2021-09-22 06:15:00 - 06:30:00	54	289	47	48	56	74	54	139	53	184	52	66	54	289	53	511
2021-09-22 06:30:00 - 06:45:00	53	262	49	56	55	106	56	133	54	206	54	70	53	262	54	571
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2021-09-22 07:45:00 - 08:00:00	26	6	61	90	60	148	57	155	55	216	53	108	26	6	57	717
2021-09-22 08:00:00 - 08:15:00	73	8	51	58	51	112	49	139	48	152	48	79	73	8	49	540
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2021-09-22 08:30:00 - 08:45:00	55	51	49	156	48	182	43	192	42	216	41	151	55	51	44	897
2021-09-22 08:45:00 - 09:00:00	47	106	33	276	31	278	30	281	32	328	35	261	47	106	32	1424
2021-09-22 09:00:00 - 09:15:00	61	121	62	209	56	244	50	308	48	372	47	236	61	121	52	1369
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2021-09-22 09:45:00 - 10:00:00	69	131	74	216	67	262	59	310	54	294	52	221	69	131	61	1303
2021-09-22 15:00:00 - 15:15:00	66	227	71	334	64	358	57	369	53	373	50	182	66	227	60	1616
2021-09-22 15:15:00 - 15:30:00	67	245	70	324	64	361	57	360	53	396	52	217	67	245	59	1658
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2021-09-23 06:15:00 - 06:30:00	71	144	70	307	66	304	59	285	56	263	56	136	71	144	62	1295
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2021-09-23 18:30:00 - 18:45:00	43	86	41	161	36	223	31	294	29	307	32	173	43	86	33	1158
2021-09-23 18:45:00 - 19:00:00	47	100	50	162	43	229	36	286	34	319	35	195	47	100	39	1191

Compiled Hourly Avg. Speeds

AM	Average EL Speed	Average GP Speed
1st	64	56
2nd	66	58
3rd	69	60
4th	65	59

Compiled Hourly Avg. Speeds

PM	Average EL Speed	Average GP Speed
1st	63	55
2nd	61	56
3rd	60	55
4th	61	55

| | SB_GP_17.0 | | SB_GP_15.6 | | SB_GP_15.2 | | SB_GP_15.1 | | SB_GP_14.9 | | SB_GP_14.6 | | SB_GP_14.0 | | | SB_EL_17.0 | | SB_EL_15.6 | | SB_EL_15.2 | | SB_EL_15.1 | | SB_EL_14.9 | | SB_EL_14.6 | | SB_EL_14.0 | | | NB_EL_17.0 | | NB_EL_15.6 | | NB_EL_15.2 | | NB_EL_15.1 | | NB_EL_14.9 | | NB_EL_14.6 | | NB_EL_14.0 | | | NB_GP_17.0 | | NB_GP_15.6 | | NB_GP_15.2 | | NB_GP_15.1 | | NB_GP_14.9 | | NB_GP_14.6 | | NB_GP_14.0 | | |
|---|---|---

		SB_GP_17.0		SB_GP_15.6		SB_GP_15.2		SB_GP_15.1		SB_GP_14.9		SB_GP_14.6		SB_GP_14.0				SB_EL_17.0		SB_EL_15.6		SB_EL_15.2		SB_EL_15.1		SB_EL_14.9		SB_EL_14.6		SB_EL_14.0				NB_EL_17.0		NB_EL_15.6		NB_EL_15.2		NB_EL_15.1		NB_EL_14.9		NB_EL_14.6		NB_EL_14.0				NB_GP_17.0		NB_GP_15.6		NB_GP_15.2		NB_GP_15.1		NB_GP_14.9		NB_GP_14.6		NB_GP_14.0			
	AM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed			AM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed			AM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed			AM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed		
03/26	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32			09/21	912	63	987	71	903	73			1437	67	1374	65	975	57			09/21	6441	58	5617	64	5392	64			4998	59	4057	58	5160	53		
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03/28	03/31	418	24	-87	11	-636	9	-22	10	-13	8	141	8	-96	5	5		03/31	-17%	25	-16%	4	-17%	12	-16%	21	-17%	25	-15%	26	-11%	14	11		03/31	-20%	3	-19%	-4	-16%	-7			-12%	-28	-7%	-4	-8%	-2	4	0	03/31	208	2	114	-2	88	-3			-25	-4	55	-1	-68	-2	32	20		
03/29	04/01	948	21	108	8	306	10	208	10	192	8	273	8	68	7	2		04/01	-15%	28	-15%	5	-17%	13	-17%	23	-17%	29	-13%	29	-13%	27	9		04/01	-21%	1	-22%	-1	-19%	-1			-16%	-5	-12%	0	-10%	-1	4	0	04/01	191	3	86	1	105	2			46	1	157	2	-76	3	37	15		
03/30	03/30	5744	65	5109	58	4289	61	4395	60	4308	58	3581	59	4335	57			03/30	889	72	888	63	1552	70	1549	70	1553	67	1531	65	1217	62			03/30	617	64	671	69	628	69			1128	61	1105	65	860	53			03/30	6465	61	5435	64	5225	65			4749	58	3840	58	4573	49		
03/31	03/31	5765	65	5131	58	3607	59	4421	60	4381	58	3614	61	4674	59			03/31	1114	70	1098	63	1744	70	1775	69	1755	66	1758	65	1397	46			03/31	730	66	801	67	755	65			1270	39	1275	60	896	56			03/31	6649	61	5731	63	5480	62			4973	55	4112	57	5092	51		
04/01	04/01	6295	63	5326	56	4549	60	4651	60	4586	58	3746	61	4838	61			04/01	1140	73	1121	64	1741	71	1751	71	1757	70	1793	68	1360	58			04/01	719	64	767	70	730	72			1204	62	1206	65	878	56			04/01	6632	61	5703	65	5497	66			5044	60	4214	60	5084	56		
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04/09	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32			09/21	912	63	987	71	903	73			1437	67	1374	65	975	57			09/21	6441	58	5617	64	5392	64			4998	59	4057	58	5160	53		
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04/11	04/14	-316	-11	112	5	272	8	183	9	198	8	121	8	29	5	1		04/14	-2%	9	1%	7	-4%	13	-3%	23	-4%	30	-4%	30	-2%	28	5		04/14	-16%	2	-14%	0	-8%	1			-5%	-3	-3%	4	-6%	-1	1	0	04/14	379	1	327	-1	314	1			201	0	144	0	97	-9	45	7	X	
04/12	04/15	-133	-10	13	4	64	6	3	6	-43	3	29	4	-102	3	0		04/15	-12%	14	-10%	6	-4%	12	-5%	21	-8%	29	-3%	28	2%	22	6		04/15	-29%	3	-22%	1	-19%	-2			-14%	-5	-14%	1	-16%	-2	4	0	04/15	169	1	137	1	155	2			111	1	-21	2	-104	1	42	10		
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04/15	04/15	5214	32	5231	52	4307	56	4446	56	4351	53	3502	57	4668	56			04/15	1182	59	1186	66	2010	69	2000	69	1938	69	1994	67	1588	54			04/15	646	66	765	72	731	71			1235	62	1182	66	821	55			04/15	6610	60	5754	65	5547	66			5109	60	4036	60	5056	54		
04/16	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32			09/21	912	63	987	71	903	73			1437	67	1374	65	975	57			09/21	6441	58	5617	64	5392	64			4998	59	4057	58	5160	53		
04/17	04/20	-1138	-17	190	2	225	6	170	6	146	5	155	2	174	0	2		04/20	-10%	5	-1%	4	-2%	10	-5%	20	-4%	21	-1%	7	-5%	-1	3		04/20	-25%	-9	-18%	1	-14%	1			-11%	-3	-9%	3	-5%	2	2	2	04/20	-729	-21	148	-1	134	0			91	0	-6	1	-101	0	43	9		
04/18	04/21	606	1	21	-1	149	-2	-8	-3	-18	-4	59	3	79	3	1		04/21	-13%	17	-13%	6	-16%	11	-22%	20	-22%	26	-15%	27	-25%	15	11		04/21	-29%	3	-26%	-2	-24%	-2			-16%	-5	-14%	-1	-9%	-3	4	0	04/21	143	0	50	0	81	1			20	1	-1	1	-133	2	36	16		
04/19	04/22	-29	-12	56	2	-704	0	-85	1	-146	0	38	5	-56	5	2		04/22	-12%	18	-10%	7	-4%	12	-9%	21	-10%	30	-4%	28	0%	26	6		04/22	-28%	1	-24%	1	-22%	1			-14%	-3	-13%	2	-9%	0	3	0	04/22	116	1	99	1	107	2			38	1	-76	1	-64	1	41	11		
04/20	04/20	4209	25	5408	50	4468	56	4613	56	4540	55	3628	55	4944	54			04/20	1206	50	1300	63	2066	68	2016	68	2040	62	2041	45	1479	30			04/20	687	54	806	72	779	73			1280	64	1257	68	928	60			04/20	5712	37	5765	63	5526	65			5089	59	4051	59	5059	53		
04/21	04/21	5953	43	5239	46	4392	48	4435	47	4376	46	3532	56	4849	57			04/21	1171	62	1139	66	1765	69	1656	68	1643	67	1750	65	1177	47			04/21	650	65	730	69	687	70			1204	62	1185	64	889	55			04/21	6584	59	5667	64	5473	65			5018	60	4056	59	5027	55		
04/22	04/22	5318	30	5274	49	3539	50	4358	51	4248	50	3511	58	4714	59			04/22	1175	63	1188	67	2014	70	1925	70	1899	70	1974	67	1554	57			04/22	659	64	750	72	708	74			1236	64	1192	67	890	58			04/22	6557	59	5716	65	5499	66			5036	60	3981	59	5096	54		
04/23	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32			09/21	912	63	987	71	903	73			1437	67	1374	65	975	57			09/21	6441	58	5617	64	5392	64			4998	59	4057	58	5160	53		
04/24	04/27	-1076	-25	-65	-5	-899	-16	-201	-15	-356	-18	-475	-23	-1052	-31	10		04/27	-8%	11	-3%	4	2%	2	-7%	-5	-9%	-14	-10%	-11	-32%	-5	4		04/27	-21%	-1	-10%	-3	-8%	-2			-5%	-6	-4%	0	4%	-3	1	0	04/27	68	0	184	-3	226	-2			66	-3	-63	-1	-175	-4	37	15		
04/25	04/28	-936	-10	-840	-16	-1086	-22	-1161	-22	-871	-3	-807	5	-695	7	10		04/28	-9%	10	-8%	0	5%	7	-23%	16	2%	26	6%	28	1%	28	6		04/28	-25%	1	-19%	2	-16%	1			-7%	-2	-2%	5	-3%	-3	3	1	04/28	100	2	401	0	371	1			286	0	229	2	161	2	32	20		
04/26	04/29	-2074	-28	-450	-10	-1496	-19	-458	-17	-492	-15	-414	-15	-978	-28	14		04/29	-18%	0	1%	-10	-36%	-26	-2%	-25	-3%	-21	-1%	-14	-26%	-2	8		04/29	-28%	1	-18%	-1	-16%	1			-9%	-3	-11%	3	-7%	0	3	0	04/29	-283	1	95	0	110	1			12	1	-187	1	-103	-3	27	25		
04/27	04/27	4271	17	5153	42	3344	35	4242	35	4038	31	2998	30	3718	23			04/27	1229	56	1278	63	2149	59	1963	43	1922	26	1848	28	1056	27			04/27	725	62	884	68	830	70			1372	61	1323	64	1010	54			04/27	6509	58	5801	61	5618	63			5064	56	3994	57	4985	49		
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04/29	04/29	3273	14	4768	37	2747	31	3985	33	3902	35	3059	37	3792	26			04/29	1094	46	1329	49	1342	31	2062	23	2050	20	2032	24	1151	29			04/29	654	64	809	70	762	74			1312	64	1228	67	905	58			04/29	6158	59	5712	64	5502	65			5010	60	3870	59	5057	50		
04/30	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32			09/21	912	63	987	71	903	73			1437	67	1374	65	975	57			09/21	6441	58	5617	64	5392	64			4998	59	4057	58	5160	53		
05/01	05/04	-318	-10	-490	-11	-1663	-20	-709	-20	-529	-10	-390	-2	-233	2	8		05/04	0%	8	-3%	2	4%	7	-17%	16	-4%	18	6%	4	-7%	-2	3		05/04	-16%	4	-10%	0	-7%	0			-2%	-3	-1%	4	1%	-1	1	0	05/04	143	1	370	0	367	0			260	0	127	0	112	-3	40	12		
05/02	05/05	-522	-20	171	3	236	7	200	7	209	7	136	6	180	1	2		05/05	-3%	9	1%	5	-1%	12	-2%	22	-3%	27	1%	19	-2%	3	4		05/05	-18%	2	-9%	3	-5%	2			-1%	-1	2%	4	0%	-2	1	0	05/05	-14	1	315	0	322	2			188	0	97	1	63	-7	45	7	X	
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05/07	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32			09/21	912	63	987	71	903	73			1437	67	1374	65	975	57			09/21	6441	58	5617	64	5392	64			4998	59	4057	58	5160	53		
05/08	05/11	-785	-22	37	3	176	7	107	7	124	6	-12	3	108	2	2		05/11	-4%	1	4%	4	0%	11	-2%	21	-1%	21	2%	-4	-6%	-1	3		05/11	-26%	1	-17%	1	-15%	1			-8%	-3	-7%	3	-5%	-3	2	0	05/11	29	0	232	0	232	1			124	1	50	1	-32	-6	45	7	X	
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05/10	05/13	159	-4	62	3	141	7	77	6	42	-1	30	0	131	0	0		05/13	-1%	11	0%	4	0%	11	-3%	19	-3%	13	1%	-3	-7%	-3	4		05/13	-25%	1	-20%	-1	-17%	0			-11%	-2	-9%	3	-6%	1	3	0	05/13	309	0	227	0	208	1			162	0	107	1	-1	0	45	7	Y	Y	45	87%	12
05/11	05/11	4562	19	5255	51	4419	57	4550	57	4518	55	3461	56	4878	56			05/11	1292	47	1366	63	2106	68	2064	69	2089	61	2094	34	1471	30			05/11	679	63	820	72	770	74			1325	64	1284	67	926	54			05/11	6470	59	5849	64	5624	65			5122	60	4107	59	5128	47		
05/12	05/12	3966	17	5202	52	4266	58	4409	58	4350	54	3356	56	4782	56			05/12	1292	47	1452	64	2196	67	2183	68	2210	49	2161	38	1465	32			05/12	679	65	837	73	793	74			1349	66	1296	67	922	57			05/12	6198	58	5762	64	5576	65			5073	59	4080	59	5089	45		
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05/14	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32			09/21	912	63	987	71	903	73			1437	67	1374	65	975	57			09/21	6441	58	5617	64	5392	64			4998	59	4057	58	5160	53		
05/15	05/18	804	15	123	3	225	7	154	7	136	4	194	3	155	2	2		05/18	-5%	21	-4%	7	-2%	12	-3%	21	-5%	22	-1%	6	-5%	-2	4		05/18	-14%	2	-13%	0	-11%	-2			-4%	-3	-1%	2	1%	0	0	0	05/18	330	0	290	-1	252	-1			183	-1	157	0	72	1	46	6	Y	Y	48	90%	7
05/16	05/19	-1581	11	-1181	12	-950	14	-1068	13	-1039	9	-761	7	-1060	-1	11		05/19	-65%	-16	-60%	-26	-44%	4	-43%	17	-43%	18	-40%	7	-38%	13	12		05/19	-23%	2	-23%	-1	-20%	-2			-9%	-6	-6%	0	-1%	-2	3	0	05/19	-54	2	-50	0	-69	1			-209	-1	-201	1	-353	0	26	26		
05/17	05/20	-527	-15	160	3	237	6	157	7	158	5	83	4	-504	-18	4		05/20	-1%	0	2%	4	1%	10	-1%	20	-2%	27	2%	14	-11%	-2	4		05/20	-22%	0	-15%	0	-12%	-2			-5%	-3	2%	2	-1%	-1	1	0	05/20	139	0	232	-1	231	1			122	0	12	0	-68	-1	43	9		
05/18	05/18	6151	57	5341	51	4468	58	4597	57	4530	54	3667	56	4925	55			05/18	1276	66	1265	66	2054	69	2039	69	2010	62	2046	45	1489	30			05/18	785	65	855	71	805	71			1381	64	1361	67	987	58			05/18	6771	58	5907	63	5644	64			5181	58	4214	59	5232	54		
05/19	05/19	3766	53	4037	60	3293	64	3375	63	3355	59	2712	59	3710	53			05/19	474	29	525	33	1184	61	1195	65	1212	59	1232	46	967	45			05/19	699	65	763	70	720	70			1305	61	1290	65	963	56			05/19	6387	61	5567	64	5323	65			4789	59	3856	59	4807	53		
05/20	05/20	4820	26	5378	51	4480	56	4600	56	4552	55	3556	56	4266	36			05/20	1325	45	1343	64	2121	68	2099	68	2073	68	2100	53	1393	30			05/20	708	63	839	71	796	71			1370	64	1404	67	970

| | | SB_GP_17.0 | | SB_GP_15.6 | | SB_GP_15.2 | | SB_GP_15.1 | | SB_GP_14.9 | | SB_GP_14.6 | | SB_GP_14.0 | | |

	SB_GP_17.0		SB_GP_15.6		SB_GP_15.2		SB_GP_15.1		SB_GP_14.9		SB_GP_14.6		SB_GP_14.0				SB_EL_17.0		SB_EL_15.6		SB_EL_15.2		SB_EL_15.1		SB_EL_14.9		SB_EL_14.6		SB_EL_14.0			
	AM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed			AM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed		
09/10	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32				
09/11	**09/14**	324	7	130	7	221	7	155	7	120	3	9	2	-28	3	0		09/14	-7%	11	-4%	3	-2%	9	-1%	11	-3%	1	2%	-7	-4%	-1	2		
09/12	09/15	555	8	29	10	116	6	-29	2	-205	-4	-105	2	-122	4	1		09/15	-6%	23	-5%	6	-5%	10	-6%	20	-8%	22	-3%	12	-2%	4	5		
09/13	09/16	270	24	-213	13	-26	11	-94	12	-89	10	26	9	-367	8	5		09/16	-21%	28	-22%	8	-20%	11	-20%	21	-17%	29	-17%	27	-9%	29	12		
09/14	09/14	5671	48	5348	54	4464	57	4598	57	4514	52	3482	55	4742	57			09/14	1251	56	1259	63	2058	67	2084	59	2053	41	2092	31	1491	30				
09/15	09/15	5902	50	5247	57	4359	56	4414	52	4189	45	3368	55	4648	58			09/15	1263	68	1250	66	1998	68	1984	68	1936	63	1991	51	1533	35				
09/16	09/16	5617	66	5005	61	4217	61	4349	62	4305	60	3499	62	4403	61			09/16	1055	73	1028	67	1674	68	1687	69	1760	69	1712	65	1420	60				
09/17	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32				
09/18	09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Base	Base	09/21	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0	Base	Base
09/19	09/22	-1894	-14	-2729	-22	-2652	-31	-2048	-19	-3624	-26	-2841	-29	-2514	-15	14		09/22	-37%	-29	-62%	-32	-82%	-46	-51%	-36	-71%	-30	-72%	-30	-53%	2	13		
09/20	09/23	-2279	-29	-937	-19	-1090	-19	-325	-14	-568	-13	17	-14	-626	-6	11		09/23	-42%	-30	-36%	-36	-44%	-39	-47%	-29	-47%	-24	-42%	-22	-60%	-3	13		
09/21	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32				
09/22	09/22	3453	27	2489	25	1591	19	2395	30	770	24	632	23	2256	39			09/22	850	16	494	28	388	11	1037	12	603	11	582	8	729	33				
09/23	09/23	3068	13	4281	29	3153	31	4118	36	3826	37	3490	39	4144	48			09/23	776	15	846	23	1185	19	1109	19	1119	17	1202	17	618	29				
09/24	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32				
09/25	09/28	496	6	18	3	88	3	-15	3	-124	1	-90	2	-190	3	1		09/28	-7%	17	-4%	3	-5%	9	-8%	18	-6%	19	-5%	0	-5%	-1	3		
09/26	09/29	-222	-18	35	3	-16	1	31	-3	-60	-4	-21	-1	100	2	1		09/29	0%	-1	8%	3	4%	-2	3%	-3	-1%	-8	4%	-9	-3%	0	0		
09/27	09/30	33	-2	-176	-5	-270	-13	-161	-12	-314	-11	-88	-2	-236	3	3		09/30	-8%	15	-10%	-9	-13%	-13	-25%	-7	-25%	-5	-17%	-6	-18%	12	7		
09/28	09/28	5843	48	5236	51	4331	53	4428	53	4270	51	3383	55	4580	57			09/28	1249	62	1254	62	1986	67	1949	66	1985	59	1965	38	1476	30				
09/29	09/29	5125	24	5253	51	4227	51	4474	47	4334	45	3452	52	4870	56			09/29	1336	44	1422	62	2189	56	2171	45	2086	33	2148	29	1512	32				
09/30	09/30	5380	40	5042	42	3973	37	4282	38	4080	39	3385	51	4534	57			09/30	1227	61	1176	50	1821	44	1587	41	1593	36	1708	33	1285	44				
10/01	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32				
10/02	10/05	-428	-16	-396	-7	10	-12	-366	-12	-550	-11	-318	0	-136	3	6		10/05	-12%	9	-10%	4	-9%	7	-20%	17	-15%	18	-6%	1	-24%	-2	4		
10/03	10/06	-545	-21	142	3	189	5	137	6	116	2	-75	1	2	2	2		10/06	-1%	4	5%	4	4%	8	3%	17	5%	11	5%	-7	-6%	-2	2		
10/04	10/07	-1041	-23	-205	-6	-75	-14	-343	-15	-555	-15	-317	-3	-109	2	6		10/07	-7%	-1	-2%	1	7%	3	-4%	2	-4%	-4	7%	-10	-3%	-1	0		
10/05	10/05	4919	25	4822	40	4253	38	4077	38	3844	39	3155	52	4634	56			10/05	1184	54	1179	63	1916	65	1684	65	1799	59	1937	39	1183	29				
10/06	10/06	4802	21	5360	51	4432	55	4580	56	4510	52	3398	54	4772	56			10/06	1324	49	1376	64	2181	65	2178	65	2223	52	2161	32	1461	30				
10/07	10/07	4306	19	5013	42	4168	36	4100	35	3839	35	3156	49	4661	56			10/07	1242	44	1282	61	2243	60	2028	50	2025	36	2210	29	1512	31				
10/08	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32				
10/09	10/12	-1354	-23	-202	-4	-416	-10	-203	-10	-317	-9	-168	-1	-217	0	4		10/12	-9%	-3	-1%	-13	-3%	-21	-5%	-23	-7%	-14	2%	-13	-10%	-4	5		
10/10	10/13	-316	-17	63	3	165	-2	42	-4	-65	-7	-98	-1	35	3	1		10/13	1%	2	6%	4	4%	6	-1%	2	-2%	-14	4%	-11	0%	3	2		
10/11	10/14	-555	-15	109	3	154	3	71	3	42	-1	-208	0	-32	3	2		10/14	-5%	-4	-2%	4	-1%	6	-3%	7	-4%	1	-2%	-9	-7%	-1	0		
10/12	10/12	3993	19	5016	44	3827	40	4240	40	4077	41	3305	52	4553	54			10/12	1218	42	1303	47	2031	37	1996	25	1969	27	2091	26	1403	27				
10/13	10/13	5031	25	5281	50	4408	48	4485	45	4329	42	3375	51	4805	57			10/13	1359	47	1398	64	2182	64	2086	50	2075	27	2148	27	1555	35				
10/14	10/14	4792	27	5327	50	4397	53	4514	52	4436	49	3265	53	4738	56			10/14	1278	41	1283	64	2069	64	2052	55	2027	42	2027	30	1453	30				
10/15	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32				
10/16	10/19	269	-5	229	3	325	4	273	4	226	2	34	3	189	3	0		10/19	-2%	11	0%	5	0%	8	-1%	14	-2%	12	-1%	9	-6%	2	3		
10/17	10/20	-246	-10	93	0	281	-3	157	-5	-8	-8	-39	-1	79	3	0		10/20	-5%	10	-2%	5	-3%	6	-7%	12	-6%	2	1%	-8	-6%	-2	2		
10/18	10/21	-1598	-23	114	3	265	0	171	0	70	-4	14	0	66	3	2		10/21	-5%	3	1%	4	-2%	6	-4%	10	-3%	4	3%	-8	0%	0	1		
10/19	10/19	5616	37	5447	51	4568	54	4716	54	4620	52	3507	56	4959	57			10/19	1307	56	1314	65	2091	66	2084	62	2066	53	2041	47	1467	33				
10/20	10/20	5101	32	5311	48	4524	47	4600	45	4386	42	3434	52	4849	57			10/20	1271	55	1290	64	2025	64	1954	60	1982	43	2073	31	1474	29				
10/21	10/21	3749	19	5332	50	4508	51	4614	50	4464	46	3487	52	4836	57			10/21	1268	48	1327	63	2050	64	2029	59	2050	44	2131	31	1554	32				
10/22	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32				
10/23	10/26	-188	-12	125	2	204	0	149	0	34	-3	-37	1	-24	3	1		10/26	1%	-1	1%	4	1%	7	-2%	13	-4%	6	2%	-3	0%	-1	1		
10/24	10/27	-1140	-25	-194	-7	-234	-20	-306	-19	-518	-18	-282	-4	-218	1	6		10/27	-6%	-4	1%	-1	-1%	-12	-7%	-12	-11%	-13	-1%	-11	-3%	-2	4		
10/25	10/28	-1144	-20	-12	0	223	-4	-13	-5	-135	-8	-65	-2	80	2	2		10/28	-5%	-1	1%	2	-5%	6	-9%	12	-9%	4	-2%	-6	-13%	-3	1		
10/26	10/26	5159	29	5343	50	4447	51	4592	50	4428	47	3436	53	4746	57			10/26	1347	44	1320	63	2109	64	2075	61	2023	47	2096	36	1567	31				
10/27	10/27	4207	16	5024	41	4009	30	4137	31	3876	32	3191	49	4552	55			10/27	1266	41	1325	58	2071	45	1970	36	1891	28	2042	28	1519	29				
10/28	10/28	4203	22	5206	48	4466	46	4430	45	4259	42	3408	51	4850	56			10/28	1278	44	1331	62	2001	63	1912	60	1916	44	2012	32	1363	29				
10/29	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32				
10/30	11/02	158	13	-189	2	-73	2	-132	3	-145	1	-270	1	-219	1	1		11/02	-15%	17	-15%	1	-10%	6	-11%	14	-8%	5	-7%	-7	-10%	-5	2		
10/31	11/03	-341	-15	132	2	179	0	163	-2	67	-3	-75	-1	-328	-14	2		11/03	-3%	-6	1%	2	-4%	-4	-3%	-16	-4%	-14	-1%	-12	-18%	-5	4		
11/01	11/04	180	-4	9	1	-56	-1	102	-1	47	-1	-70	0	-97	-3	0		11/04	3%	-3	4%	-2	-1%	-9	-2%	-18	-5%	-15	1%	-12	-5%	-3	3		
11/02	11/02	5505	55	5029	49	4170	53	4311	53	4249	51	3203	54	4551	55			11/02	1143	62	1117	60	1897	63	1890	63	1949	46	1910	32	1412	26				
11/03	11/03	5006	27	5350	50	4422	50	4606	48	4461	47	3398	52	4442	40			11/03	1306	39	1328	61	2021	53	2042	32	2029	27	2039	27	1275	26				
11/04	11/04	5527	37	5227	49	4187	50	4545	49	4441	49	3403	53	4673	50			11/04	1374	42	1372	57	2069	48	2076	30	2016	26	2085	26	1477	28				
11/05	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32				
11/06	11/09	-1672	-27	-589	-9	-604	-19	-455	-17	-633	-15	-294	-3	-193	2	9		11/09	-12%	-3	4%	-14	-16%	-23	-11%	-22	-13%	-16	-2%	-13	-8%	-4	5		
11/07	11/10	-910	-20	84	3	81	1	63	0	22	-4	-69	-1	48	1	2		11/10	0%	-5	4%	3	-2%	0	-3%	-6	-5%	-14	-1%	-13	-8%	-3	2		
11/08	11/11	482	22	-177	10	125	8	16	9	57	8	15	7	-65	7	2		11/11	-18%	26	-16%	7	-24%	10	-24%	20	-21%	26	-21%	27	-20%	31	13		
11/09	11/09	3675	14	4629	38	3639	31	3988	33	3761	35	3179	50	4577	56			11/09	1177	42	1360	46	1932	35	1887	26	1839	25	2023	26	1438	27				
11/10	11/10	4437	22	5302	50	4324	51	4506	49	4416	46	3404	52	4818	55			11/10	1335	40	1371	63	2050	57	2051	42	2007	26	2043	25	1431	29				
11/11	11/11	5829	64	5041	57	4368	58	4459	59	4451	57	3488	60	4705	61			11/11	1102	71	1100	67	1596	68	1606	68	1666	67	1625	66	1245	62				
11/12	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32				
11/13	11/16	-374	-13	-195	-8	-160	-18	-296	-19	-460	-18	-216	-4	-9	2	5		11/16	-2%	-8	-1%	-4	-5%	-10	-9%	-16	-11%	-15	-2%	-13	-11%	-2	3		
11/14	11/17	-1037	-23	-47	-4	40	-12	-86	-14	-270	-16	-226	-9	-462	-15	7		11/17	-5%	-3	2%	-1	-2%	-6	-6%	-15	-11%	-17	-3%	-15	-34%	-6	4		
11/15	11/18	-434	-17	-143	-5	-26	-13	-112	-14	-305	-13	-171	-3	-44	2	5		11/18	-3%	-6	0%	-3	-2%	-9	-6%	-17	-10%	-16	2%	-12	-7%	-5	3		
11/16	11/16	4973	29	5023	39	4083	32	4147	30	3934	32	3257	49	4761	56			11/16	1310	37	1302	55	1988	48	1917	32	1881	25	2026	26	1385	29				
11/17	11/17	4310	19	5171	44	4283	38	4357	36	4124	34	3247	43	4308	39			11/17	1271	43	1338	58	2059	52	1975	33	1882	24	2006	24	1031	25				
11/18	11/18	4913	25	5075	43	4217	37	4331	36	4089	37	3302	50	4726	55			11/18	1304	39	1313	57	2046	48	1982	31	1903	25	2092	27	1458	27				
11/19	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32				
11/20	11/23	-1205	-17	-80	3	45	6	19	7	-22	4	-96	3	-121	2	2		11/23	-7%	0	-3%	4	-6%	9	-4%	17	-1%	12	-5%	-7	-9%	-1	2		
11/21	11/24	623	22	-92	3	81	6	-9	7	-35	6	-71	7	-265	6	2		11/24	-19%	26	-19%	3	-17%	9	-17%	20	-14%	26	-15%	26	-10%	30	10		
11/22	11/25	-2517	24	-2625	21	-1789	19	-1965	19	-1935	16	-1446	13	-2396	5	13		11/25	-89%	-3	-88%	-19	-88%	-21	-87%	-8	-84%	-4	-86%	-3	-85%	17	10		
11/23	11/23	4142	24	5138	51	4288	56	4462	57	4372	54	3377	56	4649	56			11/23	1242	45	1277	64	1969	67	2020	65	2084	52	1966	32	1419	30				
11/24	11/24	5970	63	5126	51	4324	56	4434	57	4359	56	3402	59	4505	60			11/24	1080	71	1070	63	1736	67	1761	68	1815	67	1747	65	1405	61				
11/25	11/25	2830	66	2593	69	2454	70	2478	69	2459	66	2027	66	2374	59			11/25	150	43	154	40	247	37	282	40	338	37	281	35	233	48				
11/26	09/21	5347	42	5218	48	4243	50	4443	50	4394	50	3473	53	4770	54			09/21	1340	45	1313	59	2098	58	2112	48	2115	41	2059	39	1561	32				
11/27	11/30	-901	-17	-704	-4	-1047	-15	-552	-12	-653	-11	-560	-8	-1468	-35	12		11/30	-17%	1	-15%	-25	-26%	-37	-22%	-29	-26%	-18	-20%	-15	-45%	-8	11		
11/28	12/01	-1388	-21	-743	-14	-945	-21	-659	-20	-883	-21	-592	-12	-1408	-38	14		12/01	-17%	-8	-15%	-30	-20%	-34	-21%	-30	-28%	-21	-15%	-17	-44%	-11	13		
11/29	12/02	-39	-7	-148	1	-364	-2	5	-2	-31	-1	-171	1	-224	-2	0		12/02	1%	9	6%	-11	-9%	-18	-4%	-20	-9%	-17	-3%	-14	-19%	-4	6		
11/30	11/30	4446	25	4514	44	3196	36	3891	38	3741	39	2913	45	3302	18			11/30	1118	46	1119	35	1545	21	1657	19	1571	23	1649	23	863	23				
12/01	12/01	3959	21	4475	33	3298	30	3784	30	3511	29	2881	40	3362	16			12/01	1118	37	1114	29	1676	24	1658	18	1522	20	1746	22	874	21				
12/02	12/02	5308	35	5070	49	3879	48	4448	48	4363	49	3302	54	4546	52			12/02	1356	54	1393	48	1912	39	2017	28	1927	24	1995	25	1260	28				

	NB_EL_17.0		NB_EL_15.6		NB_EL_15.2		NB_EL_15.1		NB_EL_14.9		NB_EL_14.6		NB_EL_14.0				NB_GP_17.0		NB_GP_15.6		NB_GP_15.2		NB_GP_15.1		NB_GP_14.9		NB_GP_14.6		NB_GP_14.0			
	AM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed			AM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed		
09/10	09/21	912	63	987	71	903	73			1437	67	1374	65	975	57			09/21	6441	58	5617	64	5392	64			4998	59	4057	58	5160	53		
09/11	09/14	-8%	2	-5%	0	-5%	1			0%	0	3%	1	13%	-1	0	1	09/14	-123	2	-290	2	-176	2			-304	2	-397	3	-546	3	49	3	Y	Y	48	93%	2	Y
09/12	09/15	-4%	2	-1%	1	-3%	0			0%	2	2%	2	0%	-1	0	0	09/15	74	1	63	1	92	1			39	1	29	0	15	0	46	6	Y	X				
09/13	09/16	-13%	3	-11%	1	-12%	1			-16%	-2	-13%	1	-12%	0	1	2	09/16	-437	4	-352	2	-282	2			-280	2	-180	2	-401	3	32	20						
09/14	09/14	838	65	939	71	861	73			1434	67	1411	66	1105	57			09/14	6318	60	5327	66	5216	66			4694	61	3660	61	4614	56		
09/15	09/15	875	65	975	72	872	72			1438	69	1399	67	971	57			09/15	6515	59	5680	65	5484	65			5037	60	4086	58	5175	53		
09/16	09/16	790	66	882	72	798	74			1210	65	1194	65	854	58			09/16	6004	62	5265	66	5110	66			4718	61	3877	60	4759	56		
09/17	09/21	912	63	987	71	903	73			1437	67	1374	65	975	57			09/21	6441	58	5617	64	5392	64			4998	59	4057	58	5160	53		
09/18	09/21	0%	0	0%	0	0%	0			0%	0	0%	0	0%	0	Base	Base	09/21	0	0	0	0	0	0			0	0	0	0	0	0	Base	
09/19	09/22	-93%	-53	-91%	-67	-91%	-71			-83%	-65	-68%	-62	-88%	-55	12	12	09/22	-3943	-15	-5071	-62	-4849	-62			-4752	-58	-3545	-56	-5009	-52	1	51		
09/20	09/23	-22%	1	-13%	0	-13%	0			-7%	-2	-9%	-4	1%	1	1	1	09/23	-486	1	-11	0	111	0			-105	0	-310	-2	-111	1	26	26		
09/21	09/21	912	63	987	71	903	73			1437	67	1374	65	975	57			09/21	6441	58	5617	64	5392	64			4998	59	4057	58	5160	53		
09/22	09/22	68	9	93	4	83	2			239	2	446	3	121	2			09/22	2498	43	546	3	543	2			246	1	512	2	151	1		
09/23	09/23	707	64	855	71	788	73			1338	65	1251	61	980	59			09/23	5955	59	5606	65	5503	65			4893	59	3747	56	5049	54		
09/24	09/21	912	63	987	71	903	73			1437	67	1374	65	975	57			09/21	6441	58	5617	64	5392	64			4998	59	4057	58	5160	53		
09/25	09/28	-6%	3	-3%	1	-5%	0			-6%	1	-4%	1	-6%	-7	0	0	09/28	242	1	206	-2	248	1			244	1	167	1	173	0	48	4	Y	Y	48	92%	5	
09/26	09/29	-12%	1	-6%	2	-7%	0			-7%	1	-5%	3	-5%	-2	0	0	09/29	-258	1	4	1	62	1			27	0	-51	0	-114	0	51	1	X					
09/27	09/30	6%	2	10%	1	9%	1			11%	1	12%	1	3%	-1	0	0	09/30	-20	1	102	1	140	1			36	-1	-57	-1	39	-9	42	10		
09/28	09/28	856	66	953	72	855	72			1354	68	1325	66	913	51			09/28	6683	59	5823	63	5640	65			5242	60	4224	59	5333	53		
09/29	09/29	803	64	929	73	840	73			1342	68	1304	68	930	56			09/29	6183	60	5621	65	5454	65			5025	59	4006	58	5046	52		
09/30	09/30	965	65	1082	72	982	73			1595	68	1541	65	1003	56		

| | | SB_GP_17.0 | | SB_GP_15.6 | | SB_GP_15.2 | | SB_GP_15.1 | | SB_GP_14.9 | | SB_GP_14.6 | | SB_GP_14.0 | | |

		SB_GP_17.0		SB_GP_15.6		SB_GP_15.2		SB_GP_15.1		SB_GP_14.9		SB_GP_14.6		SB_GP_14.0		
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	
01/01	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
01/02	01/05	-118	-1	-80	-1	37	3	26	3	52	2	18	3	-63	-6	0
01/03	01/06	-1971	-10	-2593	-32	-2025	-38	-2340	-39	-1989	-15	-1922	2	-1474	8	11
01/04	01/07	-878	-4	260	3	286	4	328	3	367	2	-3426	-55	509	3	4
01/05	01/05	3745	22	4712	44	4161	52	4237	53	4206	54	3444	58	4950	47	
01/06	01/06	1892	13	2199	14	2099	11	1871	12	2165	36	1504	57	3539	61	
01/07	01/07	2985	19	5052	48	4410	53	4539	53	4521	54	0	0	5522	57	
01/08	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
01/09	01/12	1591	12	165	2	250	5	277	4	285	3	228	3	264	4	2
01/10	01/13	1223	4	249	3	293	3	339	3	350	2	273	0	122	-7	1
01/11	01/14	1302	7	382	4	-568	1	401	-1	363	-6	263	-13	-368	-23	5
01/12	01/12	5454	35	4957	48	4374	54	4488	55	4439	55	3654	58	5277	57	
01/13	01/13	5086	26	5041	49	4417	52	4550	53	4504	54	3699	55	5135	47	
01/14	01/14	5165	30	5174	49	3556	50	4612	49	4517	45	3689	42	4645	30	
01/15	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
01/16	01/19	-1933	-10	-1516	-17	-2801	-22	-1135	-17	-1151	-19	-741	-20	-582	0	12
01/17	01/20	1649	26	68	3	131	5	166	4	149	3	151	4	195	4	2
01/18	01/21	-235	-7	121	1	137	2	174	1	179	1	223	0	179	2	0
01/19	01/19	1930	13	3276	29	1323	27	3076	33	3003	33	2685	35	4431	54	
01/20	01/20	5512	49	4860	48	4255	54	4377	55	4303	55	3577	59	5208	58	
01/21	01/21	3628	16	4913	47	4261	51	4385	51	4333	53	3649	55	5192	56	
01/22	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
01/23	01/26	415	-5	62	2	147	5	156	4	174	2	135	3	191	3	1
01/24	01/27	331	-4	167	2	147	5	174	4	194	0	117	-7	-607	-28	2
01/25	01/28	-102	-6	138	3	148	7	192	6	196	4	237	5	179	3	0
01/26	01/26	4278	17	4854	47	4271	54	4367	54	4328	54	3561	58	5204	57	
01/27	01/27	4194	19	4959	48	4271	54	4385	54	4348	52	3543	48	4406	26	
01/28	01/28	3761	17	4930	49	4272	56	4403	56	4350	56	3663	60	5192	56	
01/29	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
01/30	02/02	332	-6	165	2	198	5	220	4	243	3	226	4	-188	-14	1
01/31	02/03	-770	-1	136	2	99	5	170	5	66	2	223	3	141	4	1
02/01	02/04	-149	-4	270	3	228	6	297	5	265	3	293	3	263	4	0
02/02	02/02	4195	17	4957	47	4322	54	4431	54	4397	55	3652	58	4825	40	
02/03	02/03	3093	22	4928	48	4223	54	4381	55	4220	54	3649	58	5154	57	
02/04	02/04	3714	19	5062	48	4352	55	4508	55	4419	55	3719	58	5276	57	
02/05	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
02/06	02/09	-29	-4	182	2	217	4	258	4	270	2	253	3	184	3	0
02/07	02/10	503	6	134	3	161	6	216	5	225	4	174	4	97	5	1
02/08	02/11	239	-6	223	2	221	5	311	4	323	2	183	4	265	3	0
02/09	02/09	3834	19	4974	47	4341	53	4469	54	4424	54	3679	58	5197	57	
02/10	02/10	4366	29	4926	49	4285	55	4427	55	4379	56	3600	59	5110	59	
02/11	02/11	4102	17	5015	48	4345	54	4522	54	4477	54	3609	58	5278	57	
02/12	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
02/13	02/16	-628	-6	-399	-3	-299	-2	-369	-5	-595	-7	-417	-6	-1038	-8	4
02/14	02/17	-569	-6	52	-3	-2163	-13	7	-10	-39	-13	-110	-16	-302	-17	6
02/15	02/18	556	-3	244	3	201	5	250	4	267	3	200	4	137	3	1
02/16	02/16	3235	17	4393	43	3825	47	3842	46	3559	44	3009	48	3975	45	
02/17	02/17	3294	17	4844	42	1961	36	4218	40	4115	39	3316	39	4711	37	
02/18	02/18	4419	20	5036	48	4325	54	4461	54	4421	55	3626	58	5150	57	
02/19	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
02/20	02/23	-78	-7	5	-3	-1711	-8	51	-5	45	-7	45	-9	-119	-12	2
02/21	02/24	204	-8	314	3	239	6	304	4	332	3	289	3	148	-1	0
02/22	02/25	586	-4	208	2	-1441	-4	200	-1	150	-4	105	-8	89	-8	2
02/23	02/23	3785	16	4797	43	2413	41	4262	45	4199	44	3471	46	4894	42	
02/24	02/24	4067	15	5106	49	4363	55	4515	54	4486	55	3715	58	5161	52	
02/25	02/25	4449	19	5000	47	2683	45	4411	49	4304	48	3531	47	5102	46	
02/26	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
02/27	03/02	-1087	-11	-581	0	-2957	-8	-385	2	-378	-1	-334	-3	-563	-11	6
02/28	03/03	938	0	270	3	257	5	329	4	367	3	255	3	138	0	1
03/01	03/04	991	11	234	3	192	3	217	-1	189	-5	233	1	85	5	2
03/02	03/02	2776	12	4211	46	1167	41	3826	52	3776	51	3092	52	4450	43	
03/03	03/03	4801	23	5062	49	4381	54	4540	54	4521	55	3681	58	5151	53	
03/04	03/04	4854	34	5026	48	4316	52	4428	49	4343	47	3659	56	5098	58	
03/05	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
03/06	03/09	647	-2	240	4	264	7	297	5	260	4	247	4	250	2	1
03/07	03/10	1439	11	270	3	256	5	345	4	324	3	312	3	184	-3	2
03/08	03/11	60	-3	225	4	-4124	-49	233	6	228	3	270	4	178	4	2
03/09	03/09	4510	21	5032	49	4388	56	4508	56	4414	56	3673	59	5263	55	
03/10	03/10	5302	34	5062	49	4380	54	4556	54	4478	55	3738	57	5197	51	
03/11	03/11	3923	20	5017	50	0	0	4444	56	4382	54	3696	58	5191	58	
03/12	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
03/13	03/16	1185	20	294	5	-22	8	-21	7	-3	4	85	4	-200	4	2
03/14	03/17	805	-4	-4792	-45	305	5	345	4	290	-1	81	-3	225	3	3
03/15	03/18	1274	20	223	3	185	5	201	4	224	2	231	2	12	-2	2
03/16	03/16	5048	43	5086	50	4102	57	4190	57	4151	56	3511	59	4813	58	
03/17	03/17	4668	19	0	0	4429	54	4556	54	4444	51	3507	52	5238	56	
03/18	03/18	5137	43	5015	49	4309	54	4412	54	4378	53	3657	57	5025	52	
03/19	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
03/20	03/23	1386	9	-4792	-45	202	6	253	6	273	4	251	4	218	4	3
03/21	03/24	1314	6	-4792	-45	193	6	257	5	270	4	265	4	59	-10	4
03/22	03/25	178	-4	-4792	-45	93	6	188	5	182	4	169	4	86	3	2
03/23	03/23	5249	32	0	0	4326	55	4464	56	4427	56	3677	59	5231	57	
03/24	03/24	5177	29	0	0	4317	55	4468	55	4424	55	3691	59	5072	43	
03/25	03/25	4041	19	0	0	4217	55	4399	56	4336	55	3595	59	5099	57	

		SB_EL_17.0		SB_EL_15.6		SB_EL_15.2		SB_EL_15.1		SB_EL_14.9		SB_EL_14.6		SB_EL_14.0		
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	
01/01	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
01/05	01/05	-13%	14	-6%	1	-9%	5	-9%	4	-12%	2	-7%	3	-22%	0	2
01/06	01/06	-43%	-16	-29%	-28	-37%	-33	-59%	-39	-31%	-19	-36%	-5	-44%	1	12
01/07	01/07	3%	-3	10%	-2	4%	3	5%	2	0%	1	-100%	-65	-6%	3	2
01/05	01/05	1121	56	1257	61	1747	67	1726	69	1748	68	1774	69	972	61	
01/06	01/06	736	26	958	32	1208	29	774	26	1373	47	1226	60	700	62	
01/07	01/07	1317	39	1480	58	2008	65	1997	67	1973	67	0	0	1174	63	
01/08	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
01/12	01/12	-5%	12	-2%	3	-8%	5	-7%	4	-11%	3	-6%	3	-16%	3	2
01/13	01/13	-3%	11	2%	2	-5%	3	-4%	4	-7%	2	-3%	2	-19%	0	2
01/14	01/14	-7%	17	-2%	5	-6%	6	-6%	4	-14%	2	-13%	2	-36%	-2	2
01/12	01/12	1213	54	1314	63	1781	67	1775	69	1770	69	1787	68	1052	64	
01/13	01/13	1238	53	1366	62	1829	66	1834	69	1839	68	1844	67	1014	60	
01/14	01/14	1186	60	1313	65	1806	68	1796	69	1711	68	1648	67	797	58	
01/15	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
01/19	01/19	-34%	-17	-21%	-27	-59%	-40	-32%	-27	-31%	-27	-24%	-26	-38%	-18	14
01/20	01/20	-3%	14	-1%	2	-7%	5	-6%	3	-10%	3	-6%	3	-15%	4	1
01/21	01/21	-2%	-1	7%	0	2%	3	0%	2	-1%	2	3%	1	-8%	2	0
01/19	01/19	840	26	1056	33	800	22	1295	38	1371	39	1441	39	777	43	
01/20	01/20	1240	56	1324	62	1801	67	1799	68	1786	69	1794	68	1070	64	
01/21	01/21	1252	41	1432	60	1967	65	1911	67	1965	68	1960	66	1159	62	
01/22	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
01/26	01/26	-9%	13	-7%	2	-10%	5	-10%	3	-13%	2	-11%	1	-16%	4	2
01/27	01/27	5%	8	5%	1	0%	4	2%	3	-4%	2	-4%	1	-33%	-5	1
01/28	01/28	-3%	7	-1%	2	-5%	5	-4%	5	-8%	3	-3%	4	-12%	2	0
01/26	01/26	1161	55	1244	62	1733	68	1714	68	1718	68	1694	66	1049	65	
01/27	01/27	1351	51	1413	61	1935	67	1945	68	1892	68	1822	66	843	55	
01/28	01/28	1238	50	1334	62	1836	68	1825	70	1825	69	1844	69	1103	63	
01/29	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
02/02	02/02	-9%	10	-2%	1	-8%	4	-7%	4	-10%	3	-9%	4	-27%	-1	2
02/03	02/03	-5%	6	1%	0	-4%	5	-1%	5	-7%	4	-2%	4	-8%	3	0
02/04	02/04	3%	-3	4%	-1	0%	5	1%	4	-3%	2	0%	2	-6%	3	0
02/02	02/02	1165	53	1315	60	1779	66	1775	69	1787	69	1731	69	910	59	
02/03	02/03	1214	49	1355	60	1851	68	1879	70	1845	70	1863	69	1151	63	
02/04	02/04	1322	39	1390	59	1935	67	1932	69	1923	68	1906	67	1177	64	
02/09	02/09	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
02/09	02/09	-10%	6	-6%	1	-7%	5	-7%	4	-9%	3	-5%	3	-9%	4	0
02/10	02/10	-2%	9	-4%	2	-6%	5	-6%	5	-9%	3	-3%	3	-9%	3	0
02/11	02/11	5%	0	6%	0	1%	5	0%	4	-3%	3	2%	3	-4%	3	0
02/09	02/09	1152	48	1259	61	1799	68	1773	69	1804	69	1800	69	1136	64	
02/10	02/10	1252	52	1283	62	1813	67	1794	70	1807	69	1840	68	1145	64	
02/11	02/11	1340	42	1417	60	1946	67	1912	68	1929	69	1944	68	1201	63	
02/16	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
02/16	02/16	-17%	-14	-22%	-7	-13%	-4	-17%	-6	-21%	-10	-19%	-10	-29%	-9	2
02/17	02/17	-4%	-2	5%	-2	9%	0	0%	-1	-9%	-3	-1%	-3	-16%	-6	0
02/18	02/18	4%	-5	6%	0	1%	4	2%	3	-4%	2	3%	1	0%	2	0
02/16	02/16	1064	29	1051	53	1682	59	1591	59	1558	56	1546	55	885	52	
02/17	02/17	1229	41	1402	58	2099	63	1901	64	1806	63	1875	62	1051	55	
02/18	02/18	1338	37	1420	60	1948	66	1948	68	1905	68	1964	66	1256	62	
02/23	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
02/23	02/23	-5%	10	-2%	1	2%	3	-4%	2	-10%	0	-5%	0	-14%	-2	0
02/24	02/24	0%	3	3%	1	0%	4	0%	3	-2%	2	5%	2	-6%	2	0
02/25	02/25	2%	-5	5%	0	4%	3	2%	2	-4%	0	-1%	0	-1%	0	0
02/23	02/23	1224	52	1319	61	1966	65	1839	67	1774	66	1807	65	1074	59	
02/24	02/24	1276	46	1385	61	1934	67	1914	68	1937	68	1990	67	1184	62	
02/25	02/25	1307	37	1412	60	1997	66	1949	67	1901	66	1887	65	1239	61	
03/02	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
03/02	03/02	-14%	1	11%	-1	1%	4	0%	2	-7%	2	-3%	1	-19%	-1	0
03/03	03/03	-3%	9	-1%	3	-5%	5	-3%	5	-8%	4	-2%	3	-10%	2	0
03/04	03/04	1%	5	4%	3	1%	5	1%	4	-5%	3	2%	3	-2%	3	0
03/02	03/02	1103	43	1493	59	1954	66	1898	67	1849	68	1835	66	1019	59	
03/03	03/03	1241	52	1332	63	1836	67	1844	70	1831	70	1860	68	1122	63	
03/04	03/04	1296	47	1390	63	1940	68	1922	69	1880	69	1931	69	1233	63	
03/05	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
03/09	03/09	2%	9	5%	3	-4%	5	-1%	5	-5%	4	-1%	3	-11%	3	0
03/10	03/10	-2%	10	2%	1	-4%	4	-3%	3	-8%	2	-3%	2	-19%	1	1
03/11	03/11	-1%	-10	4%	1	-100%	-62	2%	4	-1%	-1	4%	0	-2%	2	3
03/09	03/09	1314	51	1409	63	1857	68	1879	70	1872	70	1874	68	1112	64	
03/10	03/10	1255	52	1372	61	1844	66	1846	68	1815	68	1838	67	1020	61	
03/11	03/11	1274	32	1401	61	0	0	1944	69	1954	65	1973	65	1223	63	
03/16	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
03/16	03/16	-63%	-21	-51%	-10	-22%	5	-22%	4	-25%	2	-22%	0	-17%	4	9
03/17	03/17	-1%	1	-100%	-60	0%	5	1%	3	-3%	2	-7%	-3	-5%	3	2
03/18	03/18	0%	13	4%	1	2%	4	3%	2	-1%	2	4%	1	-6%	0	1
03/16	03/16	471	21	657	50	1512	68	1481	69	1491	68	1476	65	1037	65	
03/17	03/17	1275	44	0	0	1934	67	1924	68	1920	68	1759	62	1192	63	
03/18	03/18	1285	56	1395	61	1972	66	1955	67	1953	68	1977	66	1178	61	
03/23	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
03/23	03/23	3%	3	-100%	-60	3%	5	2%	4	1%	3	4%	3	-4%	3	2
03/24	03/24	-1%	8	-100%	-60	-1%	5	2%	5	-3%	3	3%	2	-13%	0	2
03/25	03/25	1%	0	-100%	-60	3%	3	6%	3	2%	2	7%	1	7%	1	2
03/23	03/23	1320	45	0	0	1982	68	1994	69	1994	69	1978	68	1205	63	
03/24	03/24	1275	50	0	0	1904	67	1942	70	1911	69	1953	67	1096	61	
03/25	03/25	1289	42	0	0	1994	66	2022	68	2016	68	2026	66	1335	62	

		NB_EL_17.0		NB_EL_15.6		NB_EL_15.2		NB_EL_15.1		NB_EL_14.9		NB_EL_14.6		NB_EL_14.0		
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	
01/01	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
01/05	01/05	-10%	6	-26%	5	-22%	3			-8%	0	-8%	4	-2%	5	2
01/06	01/06	-22%	3	-29%	2	-30%	0			-13%	-3	-20%	3	-11%	6	4
01/07	01/07	-14%	8	-24%	6	-21%	7			-10%	2	-9%	4	-5%	3	2
01/05	01/05	756	62	843	70	808	70			1513	62	1493	65	1186	57	
01/06	01/06	657	59	810	67	719	66			1428	59	1297	64	1076	58	
01/07	01/07	724	64	858	70	813	73			1487	64	1482	65	1154	55	
01/09	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
01/12	01/12	-11%	5	-27%	5	-21%	5			-9%	-1	-10%	4	-1%	4	2
01/13	01/13	-7%	6	-22%	4	-17%	4			-9%	-1	-8%	4	-4%	4	2
01/14	01/14	-10%	5	-26%	2	-22%	1			-12%	-2	-11%	2	-11%	4	2
01/12	01/12	741	61	830	70	813	71			1493	61	1458	65	1193	56	
01/13	01/13	780	62	886	69	855	70			1503	61	1497	65	1164	56	
01/14	01/14	751	61	839	67	805	68			1457	60	1451	63	1075	57	
01/19	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
01/19	01/19	-28%	3	-38%	-2	-43%	-3			-25%	-4	-34%	-3	-17%	5	6
01/20	01/20	-14%	9	-31%	5	-28%	4			-18%	0	-16%	3	-14%	5	4
01/21	01/21	-11%	10	-25%	5	-21%	6			-20%	1	-19%	5	-25%	2	5
01/19	01/19	605	59	706	63	586	63			1243	59	1070	58	1001	58	
01/20	01/20	721	65	777	69	745	71			1360	62	1359	64	1038	57	
01/21	01/21	743	65	855	69	818	73			1327	63	1313	66	908	55	
01/26	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
01/26	01/26	-20%	5	-27%	4	-23%	5			-12%	-1	-11%	4	-4%	4	3
01/27	01/27	-34%	4	-43%	5	-38%	2			-35%	-4	-33%	3	-41%	-2	6
01/28	01/28	-18%	4	-31%	3	-26%	3			-17%	-1	-18%	3	-13%	4	5
01/26	01/26	671	61	827	69	798	72			1455	62	1442	64	1156	56	
01/27	01/27	555	59	650	69	638	68			1073	58	1085	64	719	50	
01/28	01/28	685	60	781	67	762	70			1375	61	1333	63	1055	56	
02/02	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
02/02	02/02	-18%	5	-32%	4	-28%	4			-17%	-2	-19%	3	-14%	6	5
02/03	02/03	-14%	8	-31%	4	-27%	3			-17%	0	-20%	4	-11%	4	4
02/04	02/04	-30%	5	-44%	4	-40%	2			-32%	-5	-39%	-5	-44%	-9	6
02/02	02/02	686	61	769	68	743	70			1361	61	1313	64	1045	58	
02/03	02/03	718	64	778	69	748	69			1370	62	1304	65	1076	57	
02/04	02/04	584	61	633	69	614	68			1128	57	993	56	672	43	
02/09	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
02/09	02/09	-20%	7	-33%	4	-29%	3			-19%	0	-17%	4	-13%	6	5
02/10	02/10	-24%	6	-40%	2	-37%	1			-28%	-4	-28%	1	-26%	1	6
02/11	02/11	-29%	8

		SB_GP_17.0		SB_GP_15.6		SB_GP_15.2		SB_GP_15.1		SB_GP_14.9		SB_GP_14.6		SB_GP_14.0		
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	
03/26	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
03/27	03/30	362	-4	273	4	215	6	269	5	280	3	321	4	272	-2	0
03/28	03/31	1509	29	351	3	201	5	266	4	261	3	237	-2	183	-10	2
03/29	04/01	-1285	-6	264	2	100	4	154	3	156	1	244	2	335	3	1
03/30	03/30	4225	19	5065	49	4339	55	4480	55	4434	55	3747	59	5285	52	
03/31	03/31	5372	52	5143	48	4325	54	4477	54	4415	54	3663	53	5196	44	
04/01	04/01	2578	17	5056	48	4224	53	4365	53	4310	53	3670	57	5348	57	
04/02	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
04/03	04/06	1482	21	377	4	235	7	249	6	256	5	206	3	-351	-9	2
04/04	04/07	4	-4	366	3	251	7	308	6	318	4	316	3	185	-2	0
04/05	04/08	-479	-3	-457	-11	-2061	-21	-790	-18	-953	-22	-1030	-30	-1053	-11	13
04/06	04/06	5345	44	5169	50	4359	56	4460	56	4410	56	3632	58	4662	44	
04/07	04/07	3867	19	5158	49	4375	56	4519	56	4472	55	3742	58	5198	52	
04/08	04/08	3384	20	4335	35	2063	28	3421	32	3201	30	2396	25	3960	43	
04/09	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
04/10	04/13	551	-2	275	3	199	6	249	5	242	4	253	4	414	4	2
04/11	04/14	963	-1	400	4	285	6	341	5	330	3	210	3	-9	-4	1
04/12	04/15	866	-1	435	4	328	6	349	5	361	3	283	4	353	2	2
04/13	04/13	4414	21	5067	49	4323	55	4460	56	4396	55	3679	58	5427	57	
04/14	04/14	4826	22	5192	49	4409	55	4552	55	4484	55	3636	58	5004	50	
04/15	04/15	4729	22	5227	49	4452	55	4560	55	4515	55	3709	59	5366	56	
04/16	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
04/17	04/20	93	-5	362	4	209	7	235	5	248	4	258	3	274	2	0
04/18	04/21	232	-4	162	2	114	5	125	4	162	2	111	2	-321	-17	1
04/19	04/22	-96	-6	319	4	177	7	236	6	256	4	249	4	148	5	0
04/20	04/20	3956	18	5154	49	4333	56	4446	55	4402	55	3684	58	5287	56	
04/21	04/21	4095	19	4954	48	4238	54	4336	54	4316	54	3537	57	4692	37	
04/22	04/22	3767	17	5111	50	4301	56	4447	56	4410	56	3675	59	5161	58	
04/23	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
04/24	04/27	-915	-8	-251	7	-286	10	-226	8	-197	6	-122	5	-143	6	1
04/25	04/28	-809	-4	149	5	76	8	93	6	92	4	114	4	-2744	5	2
04/26	04/29	316	-6	387	3	207	5	240	5	278	3	251	3	148	4	0
04/27	04/27	2948	15	4541	53	3838	59	3985	58	3957	58	3304	60	4870	59	
04/28	04/28	3054	19	4941	51	4200	57	4304	57	4246	56	3540	59	2269	58	
04/29	04/29	4179	17	5179	48	4331	54	4451	55	4432	55	3677	58	5161	57	
04/30	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
05/01	05/04	799	-1	325	4	280	6	339	5	330	4	252	4	78	-5	1
05/02	05/05	933	7	291	4	154	6	211	5	200	1	-3	-6	-316	-12	2
05/03	05/06	-465	-8	-117	-7	-2474	-17	-105	-9	-120	-9	-163	-9	-422	-13	5
05/04	05/04	4662	22	5117	50	4404	55	4550	55	4484	56	3678	59	5091	48	
05/05	05/05	4796	30	5083	49	4278	55	4422	55	4354	52	3423	48	4697	42	
05/06	05/06	3398	15	4675	39	1650	32	4106	41	4034	43	3263	46	4591	41	
05/07	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
05/08	05/11	592	-3	300	4	255	6	288	5	259	3	-577	-1	-72	4	2
05/09	05/12	-142	-2	346	3	236	5	299	4	307	3	322	3	141	-2	0
05/10	05/13	269	-4	438	4	337	6	369	5	377	3	214	-4	-276	-13	2
05/11	05/11	4455	20	5092	49	4379	55	4499	55	4413	55	2849	54	4941	57	
05/12	05/12	3721	21	5138	49	4360	54	4510	54	4461	55	3748	58	5154	52	
05/13	05/13	4132	19	5230	49	4461	55	4580	55	4531	55	3640	51	4737	41	
05/14	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
05/15	05/18	-802	-3	-395	9	-284	10	-249	8	-242	6	-144	5	-61	4	1
05/16	05/19	106	-6	194	3	115	6	164	6	177	4	167	3	152	4	0
05/17	05/20	-40	-4	314	4	252	6	305	5	331	3	317	3	208	5	0
05/18	05/18	3061	20	4397	54	3840	59	3962	58	3912	58	3282	60	4952	58	
05/19	05/19	3969	17	4986	49	4239	55	4375	56	4331	56	3593	58	5165	57	
05/20	05/20	3823	19	5106	49	4376	55	4516	55	4485	55	3743	58	5221	58	
05/21	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
05/22	05/25	-2115	-9	-2020	-30	-1881	-39	-2136	-40	-2252	-41	-2313	-49	-3178	-46	13
05/23	05/26	340	-3	-518	-7	-633	-12	-688	-15	-854	-20	-1008	-26	-1881	-33	11
05/24	05/27	43	-3	322	3	185	6	212	4	243	3	184	4	111	3	0
05/25	05/25	1748	14	2772	15	2243	10	2075	10	1902	11	1113	5	1835	8	
05/26	05/26	4203	20	4274	38	3491	37	3523	36	3300	32	2418	29	3132	20	
05/27	05/27	3906	20	5114	49	4309	55	4423	54	4397	55	3610	58	5124	57	
05/28	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
05/29	06/01	423	19	301	5	128	6	93	5	142	3	169	3	-420	-10	4
05/30	06/02	376	-5	376	3	283	6	348	4	349	2	236	2	-433	-23	2
05/31	06/03	50	2	305	3	176	5	245	4	265	2	155	2	91	3	0
06/01	06/01	4286	41	5093	51	4252	55	4304	56	4296	55	3595	58	4593	43	
06/02	06/02	4239	18	5168	48	4407	55	4559	54	4503	54	3662	57	4580	30	
06/03	06/03	3913	25	5097	48	4300	54	4456	54	4419	54	3581	57	5104	57	
06/04	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
06/05	06/08	-1990	-9	-1117	-20	-2283	-33	-1351	-26	-1242	-12	-1004	-10	-711	4	11
06/06	06/09	851	2	289	4	195	6	235	4	230	3	177	4	-170	-8	1
06/07	06/10	-48	-2	340	3	178	5	239	5	220	3	252	3	161	3	0
06/08	06/08	1873	14	3675	25	1841	16	2860	24	2912	40	2422	45	4302	58	
06/09	06/09	4714	24	5081	49	4319	55	4446	55	4384	55	3603	58	4843	45	
06/10	06/10	3815	21	5132	48	4302	54	4450	55	4374	55	3678	58	5174	57	
06/11	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
06/12	06/15	239	12	-114	-2	-142	-1	-96	-2	-64	-2	-36	-2	-348	-5	1
06/13	06/16	372	-4	43	1	-48	2	43	0	93	0	73	0	-6	0	0
06/14	06/17	-22	-1	371	4	316	6	373	5	346	3	367	3	345	3	0
06/15	06/15	4102	35	4678	44	3982	48	4115	48	4090	50	3390	53	4665	49	
06/16	06/16	4235	19	4835	46	4076	51	4254	51	4247	52	3499	55	5007	54	
06/17	06/17	3841	22	5163	49	4440	55	4584	55	4500	55	3793	58	5358	56	

		SB_EL_17.0		SB_EL_15.6		SB_EL_15.2		SB_EL_15.1		SB_EL_14.9		SB_EL_14.6		SB_EL_14.0		
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	
03/26	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
03/27	03/30	5%	5	7%	1	2%	5	4%	4	0%	3	3%	2	-5%	2	0
03/28	03/31	6%	-13	3%	1	5%	4	5%	2	1%	2	3%	-5	-21%	-10	3
03/29	04/01	-27%	-8	-2%	0	3%	2	4%	2	-1%	1	4%	0	1%	1	1
03/30	03/30	1343	47	1433	61	1972	67	1983	69	1985	69	1953	67	1185	63	
03/31	03/31	1360	29	1387	61	2018	67	2005	67	2009	68	1964	61	990	50	
04/01	04/01	938	35	1310	60	1993	65	1979	67	1959	67	1970	65	1264	61	
04/02	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
04/03	04/06	-23%	2	-20%	1	-9%	6	-8%	5	-12%	3	-9%	2	-19%	0	3
04/04	04/07	2%	-7	3%	2	5%	5	5%	4	1%	2	5%	1	-1%	1	0
04/05	04/08	-3%	-3	-4%	-2	17%	0	-7%	-3	-12%	-5	-9%	-7	9%	-9	1
04/06	04/06	985	44	1076	61	1752	68	1758	70	1734	69	1734	67	1016	60	
04/07	04/07	1304	35	1384	62	2021	67	1999	69	2002	68	2000	66	1239	61	
04/08	04/08	1248	39	1289	58	2247	63	1777	61	1750	61	1737	58	1360	52	
04/09	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
04/13	04/13	6%	3	7%	3	5%	6	6%	5	4%	3	8%	3	0%	3	0
04/14	04/14	5%	4	3%	2	2%	4	3%	4	-1%	3	2%	2	-6%	0	0
04/15	04/15	5%	1	5%	2	6%	5	5%	4	1%	3	5%	3	2%	2	0
04/13	04/13	1354	46	1436	63	2033	69	2024	70	2066	69	2061	68	1248	64	
04/14	04/14	1340	46	1383	62	1971	66	1965	69	1962	69	1941	68	1177	61	
04/15	04/15	1348	44	1407	62	2036	67	1996	69	2006	69	1998	68	1272	63	
04/16	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
04/20	04/20	-2%	7	-1%	2	5%	4	4%	2	1%	1	5%	1	3%	0	0
04/21	04/21	-10%	7	-10%	3	-6%	4	-7%	3	-10%	1	-5%	0	-16%	-5	1
04/22	04/22	-1%	4	2%	2	5%	5	6%	3	1%	3	6%	2	5%	2	0
04/20	04/20	1250	49	1327	62	2018	66	1980	67	2008	67	1989	66	1286	60	
04/21	04/21	1155	49	1207	63	1821	66	1779	68	1777	67	1805	65	1057	55	
04/22	04/22	1266	46	1366	62	2029	68	2020	68	2009	69	2023	67	1312	63	
04/23	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
04/27	04/27	-14%	-2	3%	3	-1%	5	0%	4	-3%	3	1%	3	-7%	3	0
04/28	04/28	-2%	5	7%	2	6%	5	7%	4	3%	2	6%	2	-54%	2	1
04/29	04/29	1%	-1	-1%	2	6%	6	5%	3	3%	3	6%	1	4%	1	0
04/27	04/27	1107	40	1377	62	1918	68	1898	69	1919	69	1923	68	1160	64	
04/28	04/28	1251	47	1437	62	2049	67	2046	68	2033	68	2017	68	580	63	
04/29	04/29	1291	41	1321	62	2040	68	2010	68	2044	69	2019	66	1299	61	
04/27	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
05/04	05/04	2%	7	1%	2	0%	5	-1%	4	-4%	3	0%	2	-9%	2	0
05/05	05/05	4%	4	4%	0	6%	4	7%	3	2%	1	1%	1	-11%	-2	0
05/06	05/06	-10%	-6	-2%	-10	-68%	-31	2%	-9	0%	-8	8%	-9	-6%	-5	3
05/04	05/04	1304	50	1356	62	1923	68	1880	69	1899	69	1900	67	1141	62	
05/05	05/05	1334	46	1396	60	2047	66	2038	68	2028	67	1927	66	1116	58	
05/06	05/06	1155	37	1318	50	622	32	1938	56	1982	58	2057	56	1181	56	
05/07	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
05/11	05/11	0%	3	0%	3	-1%	6	-1%	3	-3%	2	-27%	-5	-11%	3	1
05/12	05/12	4%	-8	3%	0	5%	3	4%	2	1%	1	7%	1	-1%	0	0
05/13	05/13	3%	-5	3%	1	6%	5	6%	4	2%	2	6%	1	-7%	-3	0
05/11	05/11	1276	45	1342	63	1916	68	1887	68	1918	68	1389	60	1109	64	
05/12	05/12	1328	34	1380	60	2020	66	1986	67	2001	67	2025	66	1235	60	
05/13	05/13	1320	38	1381	61	2039	67	2014	69	2029	68	2006	66	1170	57	
05/11	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
05/18	05/18	-12%	-8	2%	4	-7%	6	-5%	6	-9%	4	-4%	3	-9%	3	0
05/19	05/19	0%	-1	2%	1	3%	5	3%	3	0%	2	4%	2	0%	2	0
05/20	05/20	4%	-10	3%	1	2%	5	2%	4	-2%	3	4%	2	-1%	3	0
05/18	05/18	1129	34	1365	64	1799	69	1814	70	1794	70	1830	68	1140	64	
05/19	05/19	1283	41	1366	61	1988	67	1969	68	1983	68	1978	67	1248	63	
05/20	05/20	1336	33	1376	61	1962	68	1942	69	1946	69	1983	67	1246	64	
05/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
05/25	05/25	-22%	-2	-13%	-5	22%	-7	-27%	-20	-19%	-43	-12%	-46	-44%	-31	9
05/26	05/26	-2%	-2	-3%	0	7%	2	-8%	-1	-17%	-4	-15%	-6	-38%	-8	2
05/27	05/27	2%	-7	6%	0	7%	4	8%	3	4%	2	8%	2	9%	2	0
05/25	05/25	994	40	1170	55	2360	55	1393	45	1607	23	1667	20	699	29	
05/26	05/26	1253	40	1307	60	2070	65	1754	64	1639	62	1616	60	777	52	
05/27	05/27	1305	35	1426	60	2067	67	2061	68	2056	68	2056	67	1362	62	
05/28	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
06/01	06/01	-54%	-13	-44%	-14	-22%	6	-23%	4	-24%	3	-22%	0	-28%	1	9
06/02	06/02	5%	-4	4%	0	4%	4	4%	3	-1%	2	4%	1	-21%	-3	1
06/03	06/03	-1%	-9	2%	-1	4%	3	4%	2	1%	1	5%	1	2%	0	0
06/01	06/01	1328	62	1341	65	1500	69	1485	65	906	61					
06/02	06/02	1346	38	1400	60	2001	67	1974	68	1970	68	1984	66	991	57	
06/03	06/03	1271	33	1371	59	2011	65	1989	67	2005	67	1992	66	1280	61	
06/08	06/08	-16%	-7	-11%	-5	16%	-3	-2%	-7	0%	-5	6%	-3	-1%	1	2
06/09	06/09	0%	4	-1%	2	1%	5	1%	4	-1%	3	3%	2	-10%	0	0
06/10	06/10	5%	-3	6%	0	9%	4	9%	3	5%	1	9%	2	5%	-1	0
06/08	06/08	1074	35	1196	54	2242	59	1870	58	1978	61	2024	62	1246	61	
06/09	06/09	1288	47	1330	61	1945	67	1932	69	1952	69	1950	67	1133	61	
06/10	06/10	1341	39	1425	60	2095	66	2083	67	2078	67	2079	67	1316	60	
06/11	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
06/15	06/15	-8%	-6	-5%	-4	-6%	-2	-7%	-2	-11%	-2	-7%	-3	-14%	-4	0
06/16	06/16	-5%	-8	-5%	-2	-5%	1	-6%	1	-10%	-1	-4%	0	-8%	0	0
06/17	06/17	0%	-6	3%	1	4%	4	3%	3	1%	2	3%	3	0%	3	0
06/15	06/15	1175	36	1277	56	1803	61	1777	63	1769	64	1776	62	1077	57	
06/16	06/16	1222	35	1275	58	1827	64	1799	66	1786	65	1818	65	1158	60	
06/17	06/17	1279	37	1384	61	2012	67	1972	68	1992	68	1960	68	1252	63	

		NB_EL_17.0		NB_EL_15.6		NB_EL_15.2		NB_EL_15.1		NB_EL_14.9		NB_EL_14.6		NB_EL_14.0			
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed		
03/26	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52		
03/27	03/30	-24%	7	-35%	5	-31%	4			-22%	0	-21%	4	-23%	1	6	0
03/28	03/31	3%	9	-18%	3	-12%	2			-1%	1	0%	5	8%	4	1	1
03/29	04/01	-28%	-2	-25%	2	-19%	3			-13%	0	-13%	2	-7%	4	3	8
03/30	03/30	636	63	735	69	715	71			1282	62	1282	65	936	53		
03/31	03/31	859	65	928	68	906	68			1632	64	1620	65	1307	56		
04/01	04/01	606	53	854	66	839	69			1439	62	1413	63	1128	56		
04/02	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52		
04/06	04/06	-10%	7	-29%	3	-25%	4			-13%	0	-13%	3	-9%	5	2	1
04/07	04/07	-8%	7	-17%	5	-13%	6			-4%	1	-4%	3	0%	2	1	2
04/08	04/08	-11%	8	-25%	2	-21%	4			-12%	-1	-15%	1	-7%	3	2	0
04/06	04/06	752	62	805	68	776	70			1435	62	1414	63	1102	58		
04/07	04/07	771	63	939	70	893	72			1589	63	1562	64	1210	54		
04/08	04/08	747	64	854	66	812	70			1449	61	1380	62	1127	55		
04/09	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52		
04/13	04/13	-14%	5	-28%	2	-23%	3			-15%	0	-15%	4	-11%	6	4	0
04/14	04/14	-10%	7	-25%	3	-21%	4			-10%	0	-10%	4	-4%	5	2	1
04/15	04/15	-43%	6	-49%	3	-46%	5			-47%	-4	-46%	2	-61%	-3	6	0
04/13	04/13	721	61	812	67	789	69			1394	62	1375	65	1075	58		
04/14	04/14	754	63	853	68	813	71			1479	62	1456	65	1157	57		
04/15	04/15	480	62	575	68	552	71			872	59	873	63	469	50		
04/16	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52		
04/20	04/20	-22%	1	-30%	3	-28%	5			-15%	0	-15%	4	-11%	4	5	0
04/21	04/21	-29%	1	-33%	0	-28%	0			-19%	-3	-18%	1	-12%	2	5	0
04/22	04/22	-18%	5	-26%	3	-22%	3			-10%	0	-9%	3	-5%	4	3	0
04/20	04/20	655	57	790	67	738	72			1399	62	1377	65	1078	56		
04/21	04/21	593	56	762	65	744	66			1333	59	1327	62	1059	54		
04/22	04/22	685	61	835	67	800	69			1491	62	1481	64	1154	56		
04/23	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52		
04/27	04/27	-19%	5	-29%	2	-24%	2			-13%	-2	-10%	0	-6%	1	3	0
04/28	04/28	-26%	7	-34%	5	-29%	4			-21%	0	-20%	4	-18%	5	6	1
04/29	04/29	-12%	10	-21%	6	-17%	6			-12%	1	-12%	3	-18%	1	3	0
04/27	04/27	674	61	802	67	785	68			1437	60	1466	61	1135	53		
04/28	04/28	622	62	750	69	729	70			1305	62	1303	65	990	57		
04/29	04/29	734	66	891	70	854	73			1443	63	1428	64	993	54		
04/27	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52		
05/04	05/04	-24%	7	-35%	2	-32%	4			-25%	-1	-24%	2	-16%	4	6	6
05/05	05/05	6%	10	-12%	5	-10%	5			-1%	2	0%	6	0%	6	0	1
05/06	05/06	-24%

		SB_GP_17.0		SB_GP_15.6		SB_GP_15.2		SB_GP_15.1		SB_GP_14.9		SB_GP_14.6		SB_GP_14.0		
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	
06/18	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
06/19	06/22	462	0	27	1	-161	1	-42	-1	-69	-4	-181	-8	-1081	-30	3
06/20	06/23	-24	-4	127	0	-178	-1	-12	-3	-109	-7	-214	-12	-1038	-22	3
06/21	06/24	1225	7	335	4	228	7	298	5	335	4	276	4	238	4	1
06/22	06/22	4325	23	4819	46	3963	50	4169	49	4085	48	3245	46	3932	23	
06/23	06/23	3839	19	4919	45	3946	48	4199	47	4045	45	3212	42	3975	32	
06/24	06/24	5088	30	5127	50	4352	56	4509	55	4489	55	3702	58	5251	57	
06/25	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
06/26	06/29	1083	12	83	0	-52	-2	-10	-4	-35	-6	-48	-12	-894	-31	5
06/27	06/30	329	7	-386	1	-427	4	-393	3	-347	2	-297	1	-425	2	2
06/28	07/01	-3863	-23	11	0	-486	1	-549	0	-475	0	-476	0	-893	-11	8
06/29	06/29	4946	35	4875	45	4072	47	4201	46	4119	45	3378	42	4119	23	
06/30	06/30	4192	30	4406	47	3697	53	3818	53	3807	53	3129	56	4588	56	
07/01	07/01	0	0	4803	46	3638	50	3662	51	3679	51	2950	55	4120	43	
07/02	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
07/03	07/06	-3863	-23	-49	0	-141	2	-89	1	-77	0	-58	-2	-247	0	2
07/04	07/07	-3863	-23	110	6	73	7	95	6	124	4	118	3	-2	3	2
07/05	07/08	441	3	196	3	104	5	137	4	174	2	109	3	-158	-6	1
07/06	07/06	0	0	4743	45	3983	51	4122	51	4077	51	3368	53	4766	53	
07/07	07/07	0	0	4902	51	4197	56	4306	56	4278	56	3544	58	5011	57	
07/08	07/08	4304	26	4988	49	4228	54	4348	54	4328	54	3535	58	4855	48	
07/09	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
07/10	07/13	-1512	-7	-526	-7	-616	-7	-602	-8	-583	-9	-524	-10	-873	-9	7
07/11	07/14	563	18	-14	7	-135	9	-85	7	-85	5	-77	5	-203	4	2
07/12	07/15	-46	-2	204	2	105	4	187	4	201	3	183	3	156	3	0
07/13	07/13	2351	16	4266	39	3508	42	3609	42	3571	43	2902	45	4140	45	
07/14	07/14	4426	41	4778	53	3989	58	4126	57	4069	57	3349	59	4810	58	
07/15	07/15	3817	21	4996	48	4229	53	4398	54	4355	54	3609	58	5169	57	
07/16	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
07/17	07/20	133	8	-434	-3	-511	-5	-673	-6	-775	-8	-599	-9	-1014	-9	6
07/18	07/21	215	-1	221	3	142	3	217	4	215	3	239	3	60	0	0
07/19	07/22	-1302	-5	-4792	-45	-1183	-23	-796	-23	-780	-25	-653	-31	-423	-4	12
07/20	07/20	3996	31	4358	42	3613	44	3538	44	3379	43	2827	46	3999	45	
07/21	07/21	4078	22	5013	48	4266	52	4428	54	4369	55	3665	58	5073	53	
07/22	07/22	2561	17	0	0	2941	26	3415	27	3374	27	2773	23	4590	50	
07/23	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
07/24	07/27	154	0	53	3	41	3	112	3	137	2	121	3	116	3	0
07/25	07/28	1569	35	-99	1	-52	1	-39	1	-20	0	-66	-1	-821	-8	3
07/26	07/29	414	4	196	3	125	4	-4211	-50	207	3	223	3	132	-1	3
07/27	07/27	4017	23	4845	48	4165	52	4323	53	4291	54	3547	58	5129	57	
07/28	07/28	5432	58	4693	47	4072	50	4172	52	4134	52	3360	54	4192	46	
07/29	07/29	4277	27	4988	48	4249	53	0	0	4361	55	3649	58	5145	52	
07/30	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
07/31	08/03	-69	-6	115	0	-34	-2	85	-3	139	-5	-3426	-55	30	1	2
08/01	08/04	94	-1	344	3	246	4	271	4	294	3	247	0	132	-4	0
08/02	08/05	43	-3	113	3	58	4	118	4	138	3	110	3	59	3	0
08/03	08/03	3794	17	4907	46	4090	47	4296	47	4293	47	0	0	5043	54	
08/04	08/04	3957	22	5136	49	4370	53	4482	54	4448	55	3673	55	5145	50	
08/05	08/05	3906	20	4905	49	4182	53	4329	54	4292	54	3536	58	5072	57	
08/06	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
08/07	08/10	-798	17	-685	10	-564	10	-563	9	-563	7	-461	6	-662	6	8
08/08	08/11	-71	-2	-359	-10	-480	-21	-508	-22	-647	-27	-771	-38	-1703	-35	11
08/09	08/12	-1508	-7	-2279	-25	-2208	-30	-2382	-32	-2458	-35	-2390	-41	-3158	-17	13
08/10	08/10	3065	40	4107	55	3560	58	3648	59	3591	59	2965	61	4351	59	
08/11	08/11	3792	21	4433	35	3644	28	3703	28	3507	25	2655	17	3310	18	
08/12	08/12	2355	16	2513	20	1916	19	1829	18	1696	17	1036	14	1855	37	
08/13	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
08/14	08/17	507	4	60	2	112	3	141	4	103	3	80	3	33	4	1
08/15	08/18	2002	22	258	3	232	3	272	4	293	3	193	3	53	-2	2
08/16	08/19	1581	25	197	2	179	3	235	4	218	3	178	4	52	3	2
08/17	08/17	4370	27	4852	48	4236	52	4352	54	4257	55	3506	58	5046	58	
08/18	08/18	5865	45	5050	49	4356	52	4483	54	4447	55	3619	58	5066	51	
08/19	08/19	5444	48	4989	48	4303	52	4446	54	4372	55	3604	58	5065	56	
08/20	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
08/21	08/24	2003	31	253	4	259	4	284	4	285	1	156	-3	-79	-7	2
08/22	08/25	1823	21	310	4	278	4	314	4	293	3	247	3	-277	-14	3
08/23	08/26	68	-3	178	4	93	4	133	5	145	3	81	4	-89	5	0
08/24	08/24	5866	54	5045	49	4383	53	4495	54	4439	53	3582	52	4934	47	
08/25	08/25	5686	44	5102	49	4402	53	4525	54	4447	55	3673	57	4736	40	
08/26	08/26	3931	20	4970	49	4217	53	4344	55	4299	55	3507	58	4924	58	
08/27	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
08/28	08/31	1341	21	256	4	44	5	61	5	92	4	-66	4	-156	1	2
08/29	09/01	580	5	217	3	167	2	210	3	212	2	132	2	88	4	1
08/30	09/02	-2349	8	-239	7	-421	6	-410	5	-410	4	-359	2	-734	1	5
08/31	08/31	5204	44	5048	49	4168	54	4272	55	4246	56	3360	59	4857	54	
09/01	09/01	4443	28	5009	48	4291	51	4421	53	4366	54	3558	57	5101	57	
09/02	09/02	1514	31	4553	53	3703	55	3801	55	3744	56	3067	57	4279	54	
09/03	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
09/04	09/07	1197	41	-248	13	-94	9	-91	9	-48	6	-72	5	-380	6	3
09/05	09/08	2010	37	172	5	206	4	230	4	226	3	194	2	106	2	2
09/06	09/09	1037	11	-363	-3	-269	-3	-276	-2	-276	-4	-355	-4	-565	-4	3
09/07	09/07	5060	64	4544	58	4030	58	4120	59	4106	58	3354	59	4633	60	
09/08	09/08	5873	60	4964	50	4330	53	4441	54	4380	55	3620	57	5119	55	
09/09	09/09	4900	34	4429	43	3855	46	3935	48	3878	48	3071	51	4448	50	

		SB_EL_17.0		SB_EL_15.6		SB_EL_15.2		SB_EL_15.1		SB_EL_14.9		SB_EL_14.6		SB_EL_14.0		
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	
06/18	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
06/22	06/22	4%	-3	1%	1	1%	2	-1%	2	-6%	0	-3%	-2	-26%	-13	2
06/23	06/23	1%	-3	3%	0	5%	2	-1%	1	-7%	-1	-2%	-2	-20%	-6	1
06/24	06/24	6%	-4	5%	1	5%	4	5%	4	2%	3	7%	2	2%	2	0
06/22	06/22	1339	39	1360	61	1955	65	1894	67	1855	66	1842	64	933	48	
06/23	06/23	1292	39	1386	60	2032	64	1896	65	1846	65	1857	63	1002	55	
06/24	06/24	1361	38	1409	61	2027	67	2004	69	2011	69	2025	67	1274	63	
06/29	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
06/29	06/29	4%	-6	5%	-5	6%	0	3%	-1	-2%	-2	-2%	-4	-22%	-12	2
06/30	06/30	-6%	-5	-12%	-1	-7%	0	-8%	0	-10%	-1	-8%	-2	-12%	-1	0
07/01	07/01	-100%	-42	-2%	-2	-7%	1	-10%	0	-13%	-1	-9%	-2	-11%	-13	3
06/29	06/29	1339	37	1402	55	2044	62	1968	64	1950	64	1861	61	978	48	
06/30	06/30	1199	37	1186	59	1790	63	1757	65	1779	65	1749	63	1103	59	
07/01	07/01	0	0	1309	58	1790	63	1714	65	1723	65	1726	63	1117	47	
07/02	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
07/06	07/06	-100%	-42	-14%	-3	-10%	0	-10%	-1	-13%	-2	-9%	-3	-13%	-1	2
07/07	07/07	-100%	-42	2%	0	1%	3	1%	3	-3%	1	1%	1	-4%	1	2
07/08	07/08	3%	0	2%	1	5%	3	5%	2	2%	1	6%	1	2%	-2	0
07/06	07/06	0	0	1151	57	1730	63	1707	64	1713	64	1737	62	1091	60	
07/07	07/07	0	0	1367	60	1950	66	1932	68	1927	67	1926	66	1208	62	
07/08	07/08	1316	42	1365	61	2016	66	1999	67	2026	67	2006	66	1276	59	
07/09	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
07/13	07/13	-21%	-12	-16%	-10	-5%	-8	-9%	-10	-12%	-13	-8%	-13	-13%	-11	7
07/14	07/14	-12%	-6	-17%	-9	-9%	-3	-9%	2	-12%	0	-10%	0	-10%	2	1
07/15	07/15	3%	-7	1%	0	4%	4	4%	3	1%	2	4%	2	2%	2	0
07/13	07/13	1010	30	1133	50	1841	54	1727	55	1744	53	1758	52	1092	49	
07/14	07/14	1124	36	1113	51	1750	65	1731	67	1739	66	1703	65	1126	63	
07/15	07/15	1320	35	1349	60	1997	66	1976	68	1991	68	1974	67	1280	63	
07/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
07/20	07/20	-12%	-1	-16%	-6	-11%	-7	-15%	-9	-21%	-12	-17%	-12	-22%	-11	8
07/21	07/21	1%	-3	5%	0	5%	2	7%	2	3%	1	5%	2	1%	1	0
07/22	07/22	-28%	-5	-100%	-60	-23%	-29	-39%	-38	-41%	-44	-44%	-52	-66%	-29	13
07/20	07/20	1122	41	1131	54	1712	55	1620	56	1560	54	1586	53	979	50	
07/21	07/21	1289	39	1404	60	2030	64	2038	67	2042	67	1992	67	1271	61	
07/22	07/22	923	38	0	0	1493	34	1165	27	1173	22	1070	13	424	32	
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
07/27	07/27	1%	-2	8%	-2	2%	1	2%	0	-1%	0	3%	0	-5%	2	0
07/28	07/28	-14%	22	-13%	0	-9%	0	-10%	1	-12%	0	-10%	-2	-23%	-7	2
07/29	07/29	-5%	-9	-5%	0	-1%	2	-100%	-65	-6%	1	-1%	0	-6%	-1	2
07/27	07/27	1300	41	1443	58	1975	63	1952	65	1968	66	1959	65	1193	62	
07/28	07/28	1099	65	1166	60	1751	63	1713	66	1737	66	1707	63	966	53	
07/29	07/29	1218	34	1268	60	1909	64	0	0	1863	67	1878	66	1180	60	
08/03	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
08/03	08/03	-5%	-8	-4%	-4	-2%	-7	-3%	-13	-8%	-23	-100%	-65	-7%	-4	4
08/04	08/04	1%	-7	4%	1	5%	2	6%	2	7%	2	6%	1	5%	0	0
08/05	08/05	-2%	-6	-1%	-1	-1%	0	0%	1	0%	1	0%	2	-3%	1	0
08/03	08/03	1214	35	1286	56	1883	56	1840	52	1828	43	0	0	1171	57	
08/04	08/04	1299	36	1390	61	2021	64	2022	67	2110	68	2021	66	1313	60	
08/05	08/05	1260	37	1323	59	1916	63	1903	66	1973	67	1896	67	1213	62	
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
08/10	08/10	-55%	-14	-40%	-13	-33%	0	-31%	-2	-28%	-3	-32%	-3	-34%	3	9
08/11	08/11	-7%	2	-5%	0	8%	-1	-8%	-3	-18%	-6	-22%	-7	-38%	-15	4
08/12	08/12	-36%	-8	-28%	-25	-20%	-30	-51%	-37	-53%	-41	-47%	-42	-27%	-15	13
08/10	08/10	571	29	798	47	1283	62	1308	63	1420	63	1298	62	824	63	
08/11	08/11	1193	44	1271	60	2091	61	1750	62	1626	60	1489	58	780	45	
08/12	08/12	818	34	962	35	1540	32	926	28	936	25	1000	23	910	46	
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
08/17	08/17	-3%	1	-1%	1	-3%	2	-1%	2	-2%	2	-2%	2	-5%	2	0
08/18	08/18	-3%	13	-1%	3	-2%	3	1%	3	1%	3	-1%	2	-7%	2	1
08/19	08/19	-4%	12	-2%	1	-3%	2	0%	2	0%	1	-1%	2	-7%	2	1
08/17	08/17	1240	44	1332	61	1866	64	1888	67	1937	68	1861	67	1186	63	
08/18	08/18	1248	55	1331	63	1888	66	1916	68	1996	69	1889	67	1165	63	
08/19	08/19	1229	54	1313	61	1865	64	1901	67	1971	67	1886	67	1171	63	
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
08/24	08/24	-6%	20	-2%	3	-4%	2	-3%	3	-2%	2	-3%	2	-9%	0	1
08/25	08/25	-11%	15	-16%	4	-12%	4	-10%	4	-8%	3	-10%	2	-25%	0	3
08/26	08/26	-3%	9	-4%	1	0%	3	2%	2	1%	2	2%	1	-1%	2	0
08/24	08/24	1203	63	1318	63	1848	65	1857	68	1943	68	1844	67	1135	61	
08/25	08/25	1136	58	1128	64	1699	66	1723	69	1827	69	1702	67	942	61	
08/26	08/26	1246	51	1281	61	1931	65	1938	67	1999	68	1945	66	1242	63	
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
08/31	08/31	-40%	2	-38%	1	-15%	4	-15%	4	-14%	3	-16%	1	-14%	2	5
09/01	09/01	-2%	9	-1%	3	0%	3	1%	3	1%	2	0%	2	-2%	3	0
09/02	09/02	-68%	-8	-50%	-19	-26%	-1	-25%	-2	-23%	-3	-24%	-5	-18%	-3	8
08/31	08/31	770	44	836	61	1633	66	1616	69	1694	69	1602	66	1080	62	
09/01	09/01	1261	51	1328	63	1934	66	1926	68	1995	68	1907	67	1195	64	
09/02	09/02	410	35	666	41	1435	61	1421	63	1528	63	1451	60	1031	58	
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
09/07	09/07	-19%	23	-22%	3	-22%	3	-21%	2	-19%	1	-20%	0	-29%	2	8
09/08	09/08	-10%	23	-13%	2	-11%	3	-10%	2	-7%	1	-10%	0	-14%	2	1
09/09	09/09	-8%	0	-14%	-6	-11%	-4	-12%	-4	-11%	-4	-14%	-5	-22%	-1	1
09/07	09/07	1037	65	1052	63	1504	65	1506	67	1596	67	1522	65	889	63	
09/08	09/08	1154	65	1161	62	1710	65	1724	67	1835	67	1711	65	1078	62	
09/09	09/09	1174	42	1152	54	1718	59	1683	61	1753	62	1638	60	978	59	

		NB_EL_17.0		NB_EL_15.6		NB_EL_15.2		NB_EL_15.1		NB_EL_14.9		NB_EL_14.6		NB_EL_14.0		
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	
06/18	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
06/22	06/22	-7%	9	-18%	6	-12%	6			-5%	2	-4%	3	2%	4	1
06/23	06/23	-14%	10	-23%	5	-19%	5			-10%	1	-9%	5	-4%	3	2
06/24	06/24	-8%	8	-21%	4	-17%	4			-9%	-1	-9%	2	-4%	3	2
06/22	06/22	776	64	931	70	905	72			1573	64	1565	64	1240	57	
06/23	06/23	723	66	875	70	837	72			1490	63	1485	66	1159	55	
06/24	06/24	772	64	891	68	853	70			1493	61	1482	63	1161	55	
06/29	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
06/29	06/29	-18%	4	-32%	1	-28%	1			-23%	-4	-23%	1	-22%	1	6
06/30	06/30	-2%	-5	-15%	-1	-11%	1			-4%	-4	-1%	0	2%	1	0
07/01	07/01	0%	4	-14%	0	-8%	0			-7%	-2	-5%	2	-8%	-1	0
06/29	06/29	684	60	768	66	747	67			1276	59	1252	61	949	53	
06/30	06/30	820	51	965	64	922	67			1576	59	1605	61	1229	53	
07/01	07/01	833	60	977	65	946	66			1541	60	1538	63	1112	51	
07/06	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
07/06	07/06	-20%	1	-39%	-2	-37%	-4			-30%	-6	-30%	-1	-34%	1	6
07/07	07/07	-100%	-56	-30%	4	-28%	4			-21%	-1	-20%	2	-27%	1	7
07/08	07/08	-100%	-56	-29%	8	-24%	7			-25%	1	-24%	4	-39%	1	7
07/06	07/06	669	57	695	62	651	62			1160	56	1128	59	801	53	
07/07	07/07	0	0	790	69	744	71			1296	61	1299	62	881	54	
07/08	07/08	0	0	802	72	786	73			1233	63	1241	64	735	53	
07/13	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
07/13	07/13	-29%	-7	-21%	-10	-18%	-11			-8%	-12	-13%	-9	-10%	-8	6
07/14	07/14	-12%	6	-30%	3	-26%	5			-18%	-1	-18%	2	-13%	4	4
07/15	07/15	-6%	5	-20%	1	-15%	2			-9%	-1	-7%	3	-2%	2	1
07/13	07/13	592	49	892	54	845	56			1518	51	1420	51	1085	44	
07/14	07/14	739	61	790	67	766	71			1352	61	1338	63	1053	56	
07/15	07/15	783	61	910	66	881	69			1501	62	1503	63	1183	55	
07/21	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
07/20	07/20	-19%	-4	-31%	-11	-23%	-8			-18%	-12	-22%	-6	-22%	-8	8
07/21	07/21	-7%	7	-100%	-65	-12%	4			-6%	-1	-5%	1	0%	-2	2
07/22	07/22	5%	9	-100%	-65	-7%	4			1%	-1	-11%	1	4%	-3	2
07/20	07/20	674	52	777	54	792	58			1348	51	1271	55	943	45	
07/21	07/21	778	63	0	0	909	70			1551	61	1534	62	1207	51	
07/22	07/22	876	65	0	0	962	70			1669	61	1442	62	1264	49	
09/21	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
07/27	07/27	4%	7	-7%	5	-6%	5			4%	0	4%	3	6%	4	0
07/28	07/28	-32%	5	-46%	4	-46%	1			-46%	-7	-46%	-2	-59%	-9	6
07/29	07/29	-1%	7	-16%	6	-16

		SB_GP_17.0		SB_GP_15.6		SB_GP_15.2		SB_GP_15.1		SB_GP_14.9		SB_GP_14.6		SB_GP_14.0			
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed		
09/10	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54		
09/11	09/14	979	3	239	3	218	3	255	4	279	3	183	3	31	5	1	
09/12	09/15	-957	-6	-305	4	-244	6	-219	6	-196	4	-119	4	-275	4	1	
09/13	09/16	-1234	-5	-431	-4	-450	-3	-431	-3	-428	-3	-272	-2	-406	-3	6	
09/14	09/14	4842	26	5031	48	4342	52	4466	54	4433	54	3609	58	5044	58		
09/15	09/15	2906	17	4487	50	3880	55	3992	56	3958	56	3307	59	4738	58		
09/16	09/16	2629	18	4361	41	3674	46	3780	47	3726	49	3154	52	4607	50		
09/17	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54		
09/18	09/21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Base	Base
09/19	09/22	1117	19	-643	-7	-552	-8	-514	-8	-522	-8	-956	-13	-1006	-13	10	
09/20	09/23	473	4	86	3	58	3	115	3	128	2	-1	3	-7	1	1	
09/21	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54		
09/22	09/22	4980	42	4149	39	3572	41	3697	42	3632	44	2470	42	4007	41		
09/23	09/23	4336	27	4878	48	4182	52	4326	53	4282	54	3425	57	5006	55		
09/24	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54		
09/25	09/28	-108	2	-15	6	-13	6	31	6	23	5	12	5	2	5	0	
09/26	09/29	970	0	209	2	131	4	165	4	195	2	121	4	-74	0	1	
09/27	09/30	783	-3	228	3	190	4	210	5	230	4	96	4	71	5	1	
09/28	09/28	3755	25	4777	51	4111	55	4242	56	4177	56	3438	60	5015	59		
09/29	09/29	4833	23	5001	48	4255	53	4376	54	4349	54	3547	59	4939	54		
09/30	09/30	4646	19	5020	48	4314	53	4421	55	4384	55	3522	59	5084	58		
10/01	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54		
10/02	10/05	693	-3	187	2	130	3	202	3	201	2	34	3	-273	-8	1	
10/03	10/06	325	-6	200	3	181	3	201	3	205	2	101	3	-31	4	0	
10/04	10/07	-183	-4	206	2	129	3	164	4	163	3	37	3	38	4	0	
10/05	10/05	4556	20	4979	47	4254	52	4413	54	4355	54	3460	58	4740	46		
10/06	10/06	4188	17	4992	48	4305	52	4412	53	4359	54	3527	57	4982	58		
10/07	10/07	3680	19	4998	47	4253	52	4375	54	4317	54	3463	58	5051	57		
10/08	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54		
10/09	10/12	-229	-3	196	1	158	2	268	2	290	1	231	2	300	-2	0	
10/10	10/13	-192	-2	268	3	167	4	225	4	225	3	169	3	59	0	0	
10/11	10/14	-244	-4	244	3	189	4	213	4	210	3	65	4	99	5	0	
10/12	10/12	3634	20	4988	46	4282	51	4479	52	4444	53	3657	57	5313	51		
10/13	10/13	3671	21	5060	48	4291	53	4436	54	4379	55	3595	58	5072	54		
10/14	10/14	3619	19	5036	48	4313	53	4424	54	4364	55	3491	59	5112	58		
10/15	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54		
10/16	10/19	165	-7	188	2	117	4	156	4	135	3	81	4	43	4	0	
10/17	10/20	444	-1	181	4	126	4	186	5	157	3	129	4	-26	2	1	
10/18	10/21	-653	-7	205	2	71	4	89	4	93	3	58	3	20	4	1	
10/19	10/19	4028	16	4980	48	4241	53	4367	54	4289	55	3507	59	5056	57		
10/20	10/20	4307	22	4973	49	4250	53	4397	55	4311	55	3555	58	4987	55		
10/21	10/21	3210	16	4997	48	4195	53	4300	54	4247	55	3484	58	5033	58		
10/22	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54		
10/23	10/26	-505	-6	-419	-12	-542	-19	-457	-18	-573	-21	-610	-28	-1203	-33	13	
10/24	10/27	1291	21	118	3	-137	5	-166	6	-136	4	-132	4	-111	-1	2	
10/25	10/28	-522	-4	-185	-3	-87	-2	-127	-2	-207	-4	-266	-4	-402	-1	2	
10/26	10/26	3358	17	4373	33	3582	30	3754	32	3581	26	3816	26	3810	21		
10/27	10/27	5154	44	4910	48	3987	54	4045	56	4018	56	3294	59	4902	53		
10/28	10/28	3341	19	4607	43	4037	47	4084	48	3947	48	3160	51	4611	52		
10/29	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54		
10/30	11/02	2060	30	286	4	237	4	289	4	238	0	134	-3	-38	-3	2	
10/31	11/03	843	-1	317	4	268	4	325	4	339	2	167	2	78	1	1	
11/01	11/04	-636	-11	182	2	31	3	29	3	132	2	-21	2	-21	2	2	
11/02	11/02	5923	53	5078	50	4361	53	4500	54	4392	52	3560	52	4975	50		
11/03	11/03	4706	22	5109	49	4392	53	4536	54	4493	54	3593	57	5091	55		
11/04	11/04	3227	12	4974	47	4155	52	4240	53	4286	54	3405	57	4992	56		
11/05	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54		
11/06	11/09	-388	-1	219	2	177	2	238	2	195	1	198	3	106	1	0	
11/07	11/10	223	-3	266	2	185	3	239	3	249	2	163	2	101	4	0	
11/08	11/11	335	-7	272	2	262	1	295	1	302	0	135	-1	-478	-17	2	
11/09	11/09	3475	22	5011	47	4301	51	4449	52	4349	53	3624	57	5119	55		
11/10	11/10	4086	20	5058	48	4309	52	4450	53	4403	54	3589	57	5114	57		
11/11	11/11	4198	15	5064	47	4386	50	4506	51	4456	52	3561	54	4535	37		
11/12	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54		
11/13	11/16	407	-6	242	2	215	2	257	3	259	2	167	2	244	2	1	
11/14	11/17	196	-2	365	2	242	2	311	3	286	2	203	2	119	3	0	
11/15	11/18	-1991	-10	-610	-7	-660	-8	-588	-8	-688	-10	-743	-12	-1281	-14	10	
11/16	11/16	4270	17	5034	47	4339	51	4468	53	4413	53	3593	57	5257	56		
11/17	11/17	4059	21	5157	48	4366	51	4522	53	4440	53	3629	56	5132	57		
11/18	11/18	1872	13	4182	38	3464	41	3623	42	3466	41	2683	43	3732	39		
11/19	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54		
11/20	11/23	-538	-10	-149	1	-184	3	-157	3	-129	2	-196	3	-242	2	1	
11/21	11/24	47	-6	355	3	213	4	278	4	270	2	166	2	94	1	0	
11/22	11/25	1707	46	155	16	286	12	341	12	381	9	267	6	-401	9	6	
11/23	11/23	3325	13	4643	46	3940	52	4054	53	4025	53	3230	58	4771	55		
11/24	11/24	3910	17	5147	48	4337	53	4489	54	4424	54	3592	57	5107	55		
11/25	11/25	5570	69	4947	61	4410	61	4552	62	4535	60	3693	61	4612	62		
11/26	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54		
11/27	11/30	-822	-4	-66	1	-137	3	-155	3	-124	2	-97	3	-626	-12	3	
11/28	12/01	-1214	-5	-201	-1	-302	2	-295	3	-280	1	-203	2	-186	1	1	
11/29	12/02	-562	-3	-44	1	-188	2	-130	3	-111	2	-146	1	-166	0	1	
11/30	11/30	3041	19	4726	46	3987	52	4056	53	4030	54	3329	58	4387	41		
12/01	12/01	2649	18	4591	44	3822	51	3916	53	3874	53	3223	57	4827	55		
12/02	12/02	3301	20	4748	46	3936	51	4081	53	4043	53	3280	56	4847	54		

		SB_EL_17.0		SB_EL_15.6		SB_EL_15.2		SB_EL_15.1		SB_EL_14.9		SB_EL_14.6		SB_EL_14.0			
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed		
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61		
09/14	09/14	-12%	12	-12%	3	-8%	5	-7%	4	-8%	2	-8%	1	-14%	4	1	
09/15	09/15	-10%	-4	-5%	-6	-7%	1	-6%	1	-5%	1	-6%	2	-11%	2	0	
09/16	09/16	-15%	-9	-10%	-12	-4%	-6	-6%	-6	-6%	-5	-7%	-5	-10%	-8	1	
09/14	09/14	1122	54	1174	63	1766	67	1766	69	1827	68	1752	66	1083	65		
09/15	09/15	1154	39	1276	54	1801	64	1797	66	1878	67	1795	67	1115	63		
09/16	09/16	1090	34	1204	48	1844	56	1791	59	1860	61	1777	60	1131	53		
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61		
09/21	09/21	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	Base	Base
09/22	09/22	-10%	3	-15%	-8	-5%	-8	-8%	-10	-6%	-10	-24%	-14	-23%	-13	5	
09/23	09/23	-4%	0	-7%	1	-2%	2	-1%	1	0%	2	0%	1	-3%	-4	0	
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61		
09/22	09/22	1156	45	1144	52	1834	55	1756	55	1867	56	1452	51	967	47		
09/23	09/23	1226	42	1253	61	1880	64	1880	66	1978	68	1893	66	1220	57		
09/24	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61		
09/25	09/28	-3%	6	-4%	5	-2%	5	-2%	4	-1%	4	-2%	3	-6%	3	0	
09/26	09/29	-4%	6	-6%	3	-3%	4	-3%	2	-2%	3	-2%	2	-10%	1	0	
09/27	09/30	-3%	8	-1%	2	0%	3	1%	2	0%	2	0%	1	-1%	3	0	
09/28	09/28	1241	48	1291	65	1890	67	1868	69	1953	70	1866	68	1179	63		
09/29	09/29	1236	49	1264	63	1878	66	1856	67	1947	69	1862	67	1128	61		
09/30	09/30	1242	50	1329	62	1925	65	1927	67	1984	68	1897	66	1244	63		
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61		
10/05	10/05	-3%	8	-2%	-1	-1%	3	-2%	2	-1%	2	-2%	2	-13%	0	0	
10/06	10/06	-2%	3	3%	1	3%	1	4%	1	4%	2	3%	2	0%	2	0	
10/07	10/07	-4%	-8	-1%	0	2%	2	3%	2	2%	2	2%	2	0%	2	0	
10/05	10/05	1240	50	1311	59	1900	65	1860	66	1963	68	1861	67	1095	60		
10/06	10/06	1253	45	1381	61	1990	64	1977	66	2068	68	1964	67	1249	62		
10/07	10/07	1232	34	1323	60	1974	65	1955	67	2015	68	1941	67	1258	62		
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61		
10/12	10/12	-1%	-3	2%	-2	3%	3	2%	1	3%	2	5%	1	-13%	1	0	
10/13	10/13	-1%	0	-1%	1	3%	3	4%	2	5%	3	4%	2	1%	3	0	
10/14	10/14	-3%	0	1%	1	2%	3	3%	3	3%	3	2%	3	-3%	3	0	
10/12	10/12	1268	40	1370	58	1980	65	1945	66	2044	68	2000	66	1093	62		
10/13	10/13	1264	42	1329	61	1992	66	1984	67	2081	69	1981	67	1268	63		
10/14	10/14	1244	42	1352	61	1959	65	1963	68	2033	69	1931	68	1214	63		
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61		
10/19	10/19	-1%	0	1%	1	2%	3	3%	3	3%	3	3%	3	-4%	3	0	
10/20	10/20	0%	-4	-2%	2	0%	2	1%	3	1%	2	1%	2	-3%	2	0	
10/21	10/21	-7%	-3	0%	0	6%	3	7%	2	8%	2	7%	1	9%	1	0	
10/19	10/19	1270	42	1353	61	1963	65	1972	68	2045	69	1963	68	1202	64		
10/20	10/20	1276	38	1318	61	1930	65	1929	68	1999	68	1915	67	1215	63		
10/21	10/21	1189	39	1343	60	2044	65	2040	66	2137	68	2041	66	1367	62		
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61		
10/26	10/26	-1%	-4	-5%	-4	12%	-2	-7%	-4	-16%	-5	-14%	-6	-24%	-15	3	
10/27	10/27	-60%	-10	-52%	-9	-22%	3	-22%	2	-20%	3	-23%	-1	-50%	-20	9	
10/28	10/28	-11%	-7	-14%	-5	-2%	-2	-4%	-3	-7%	-6	-7%	-5	-3%	-4	0	
10/26	10/26	1268	38	1269	56	2152	60	1771	61	1672	61	1628	59	957	45		
10/27	10/27	510	32	650	51	1499	66	1479	67	1586	69	1472	64	621	40		
10/28	10/28	1135	36	1158	55	1890	60	1828	62	1846	60	1760	60	1215	57		
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61		
11/02	11/02	-9%	24	-13%	3	-9%	3	-8%	3	-7%	2	-9%	1	-12%	3	1	
11/03	11/03	-4%	-4	-6%	3	-2%	2	-3%	2	-1%	2	-1%	1	-6%	2	0	
11/04	11/04	-13%	-4	3%	-1	6%	1	6%	0	7%	0	6%	-1	10%	-1	0	
11/02	11/02	1168	66	1160	63	1763	65	1761	68	1836	68	1725	66	1104	63		
11/03	11/03	1235	39	1267	63	1883	65	1855	67	1969	68	1874	66	1172	63		
11/04	11/04	1118	39	1379	59	2042	64	2013	65	2112	66	2018	65	1377	60		
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61		
11/09	11/09	1%	-5	2%	-1	0%	3	1%	1	1%	1	2%	1	-2%	0	0	
11/10	11/10	0%	-5	4%	-1	4%	2	6%	1	6%	2	5%	1	6%	1	0	
11/11	11/11	-5%	-7	-3%	-2	-2%	0	-1%	-1	0%	0	-1%	-3	-15%	-5	0	
11/09	11/09	1290	38	1366	59	1919	65	1928	66	2007	67	1943	66	1224	60		
11/10	11/10	1283	37	1400	59	2002	64	2029	66	2104	68	1994	66	1332	61		
11/11	11/11	1223	35	1307	58	1886	62	1883	64	1978	66	1880	63	1069	56		
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61		
11/16	11/16	2%	-2	3%	0	2%	1	3%	1	4%	1	4%	1	-2%	1	0	
11/17	11/17	0%	-5	2%	1	3%	2	4%	1	6%	1	5%	1	7%	0	0	
11/18	11/18	-37%	-15	-15%	-10	-6%	-10	-7%	-12	-12%	-13	-14%	-14	-13%	-16	9	
11/16	11/16	1310	40	1382	60	1958	63	1968	66	2056	67	1970	66	1230	61		
11/17	11/17	1284	37	1364	61	1979	65	1989	66	2103	67	1999	66	1346	61		
11/18	11/18	809	27	1138	50	1820	52	1772	53	1752	53	1643	51	1089	45		
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61		
11/23	11/23	-8%	-7	-2%	-2	-2%	2	0%	1	2%	1	1%	1	-1%	1	0	
11/24	11/24	1%	-5	0%	2	4%	3	7%	2	7%	1	7%	1	11%	0	0	
11/25	11/25	-55%	28	-57%	5	-56%	1	-50%	3	-47%	1	-51%	-1	-45%	5	8	
11/23	11/23	1180	35	1310	58	1888	64	1913	66	2018	67	1923	66	1235	61		
11/24	11/24	1293	37	1338	62	2002	65	2032	67	2116	67	2039	66	1390	61		
11/25	11/25	572	70	579	65	850	63	955	68	1050	67	933	64	694	65		
09/21	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61		
11/30	11/30	-4%	-4	0%	-3	1%	1	3%	0	5%	0	5%	1	0%	-7	0	
12/01	12/01	-6%	-3	-1%	-3	1%	1	4%	0	4%	0	5%	0	9%	-2	0	
12/02	12/02	-5%	4	1%	-4	2%	0	6%	0	7%	0	6%	-1	9%	-12	1	
11/30	11/30	1227	38	1336	57	1953	63	1964	65	2080	66	1998	66	1259	54		
12/01	12/01	1201	40	1331	56	1938	63	1981	65	2060	66	1987	65	1366	58		
12/02	12/02	1214	47	1352	56	1964	63	2022	65	2121	66	2023	64	1369	49		

		NB_EL_17.0		NB_EL_15.6		NB_EL_15.2		NB_EL_15.1		NB_EL_14.9		NB_EL_14.6		NB_EL_14.0			
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed		
09/21	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52		
09/14	09/14	-2%	8	-20%	3	-20%	4			-12%	5	-12%	4	-6%	6	2	0
09/15	09/15	-9%	10	-24%	3	-26%	6			-23%	4	-22%	5	-30%	-1	5	2
09/16	09/16	-50%	-13	-31%	-2	-29%	-3			-28%	-5	-28%	-4	-25%	-4	7	7
09/14	09/14	818	64	910	68	825	71			1446	67	1423	65	1134	58		
09/15	09/15	760	65	859	67	759	72			1268	67	1263	65	843	51		
09/16	09/16	422	43	783	62	730	63			1192	57	1175	57	913	48		
09/21	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52		
09/21	09/21	0%	0	0%	0	0%	0			0%	0	0%	0	0%	0	Base	Base
09/22	09/22	-22%	-5	-25%	-7	-19%	-6			-10%	-7	-20%	-10	-16%	-8	5	7
09/23	09/23	-30%	-6	-39%	-11	-41%	-11			-15%	3	-13%	2	-11%	3	5	0
09/21	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52		
09/22	09/22	656	51	850	57	839	61			1485	55	1305	51	1022	44		
09/23	09/23	587	50	697	54	613	55			1403	66	1406	63	1071	55		
09/21	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52		
09/28	09/28	-10%	8	-23%	3	-22%	3			-16%	3	-16%	5	-14%	6	4	0
09/29	09/29	6%	8	-10%	3	-11%	2			-5%	3	-4%	2	0%	5	0	0
09/30	09/30	-35%	2	-22%	6	-22%	3			-16%	5	-15%	4	-13%	6	4	0
09/28	09/28	751	64	875	68	800	69			1384	65	1370	65	1042	58		
09/29	09/29	886	64	1017	68	919	69			1574	65	1554	63	1216	57		
09/30	09/30	540	58	885	70	807	69			1389	68	1382	65	1048	58		
09/21	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52		
10/05	10/05	-6%	8	-18%	3	-18%	3			-9%	4	-8%	3	-5%	4	2	0
10/06	10/06	-1%	7	-12%	6	-10%	5			-4%	7	-5%	5	-1%	8	0	0
10/07	10/07	4%	9	-11%	4	-11%	5			0%	5	0%	4	2%	4	0	0
10/05	10/05	784	63	930	67	847	70			1502	66	1497	64	1152	57		
10/06	10/06	831	63	1003	70	933	72			1589	69	1547	66	1202	61		
10/07	10/07	868	65	1007	69	914	71			1647	67	1629	65	1231	56		
09/21	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52		
10/12	10/12	-7%	7	-14%	5	-16%	4			-7%	4	-6%	4	-3%	6	1	0
10/13	10/13	-4%	7	-17%	3	-16%	2			-14%	2	-14%	4	-14%	4	2	0
10/14	10/14	-7%	8	-18%	5	-19%	3			-17%	4	-15%	5	-19%	4	4	0
10/12	10/12	781	63	970	69	868	70			1537	66	1523	65	1175	58		
10/13	10/13	803	63	946	67	868	68			1418	64	1403	65	1045	56		
10/14	10/14	781	64	929	70	839	70	

		SB_GP_17.0		SB_GP_15.6		SB_GP_15.2		SB_GP_15.1		SB_GP_14.9		SB_GP_14.6		SB_GP_14.0		
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	
12/03	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
12/04	12/07	-379	-6	-163	1	-143	2	-106	2	-102	1	-153	2	-288	0	0
12/05	12/08	-346	-6	-83	0	-121	2	-78	2	-69	1	-87	2	-135	2	0
12/06	12/09	230	3	-96	-1	-95	-1	-82	1	-53	0	-288	-1	-269	1	0
12/07	12/07	3484	17	4629	46	3981	51	4105	52	4052	53	3273	57	4725	53	
12/08	12/08	3517	17	4709	46	4003	51	4133	52	4085	53	3339	57	4878	55	
12/09	12/09	4093	26	4696	44	4029	47	4129	51	4101	52	3138	54	4744	55	
12/10	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
12/11	12/14	825	11	83	2	68	3	69	3	150	2	6	3	-82	1	2
12/12	12/15	-1368	-7	-1029	-21	-1168	-31	-1183	-32	-1249	-35	-1429	-43	-2264	-39	13
12/13	12/16	-1065	-1	-73	0	-195	2	-155	3	-93	1	-96	2	-56	2	1
12/14	12/14	4688	34	4875	48	4192	52	4280	53	4304	54	3432	58	4931	55	
12/15	12/15	2495	16	3763	24	2956	18	3028	18	2905	17	1997	12	2749	15	
12/16	12/16	2798	22	4719	46	3929	51	4056	53	4061	53	3330	57	4957	55	
12/17	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
12/18	12/21	-22	-1	232	2	-1805	2	195	2	181	2	99	0	-393	-12	2
12/19	12/22	687	8	220	3	123	4	137	3	160	2	109	3	99	4	1
12/20	12/23	-428	3	-74	2	-292	4	-304	5	-230	3	-238	4	-559	5	2
12/21	12/21	3841	22	5024	48	2319	51	4406	53	4335	53	3525	54	4620	41	
12/22	12/22	4550	31	5012	48	4247	53	4348	53	4314	54	3535	58	5112	57	
12/23	12/23	3435	26	4718	47	3832	53	3907	55	3924	55	3188	59	4454	58	
12/24	09/21	3863	23	4792	45	4124	49	4211	50	4154	52	3426	55	5013	54	
12/25	12/28	-177	-6	-52	1	-79	2	-32	3	-42	2	46	3	-75	3	0
12/26	12/29	-451	-5	-69	0	-95	2	-65	3	-31	2	16	3	-177	2	1
12/27	12/30	-68	-3	-107	1	-177	3	-90	4	-64	3	-40	4	-262	4	0
12/28	12/28	3686	17	4740	46	4045	51	4179	53	4112	54	3472	58	4938	56	
12/29	12/29	3412	18	4723	45	4029	51	4146	53	4123	53	3442	57	4836	56	
12/30	12/30	3795	20	4685	46	3947	52	4121	54	4090	54	3386	59	4751	57	
12/31																

		SB_EL_17.0		SB_EL_15.6		SB_EL_15.2		SB_EL_15.1		SB_EL_14.9		SB_EL_14.6		SB_EL_14.0		
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	
12/07	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
12/08	12/07	-4%	-2	-1%	-2	-2%	1	0%	1	0%	0	0%	1	-5%	0	0
12/09	12/08	-7%	-5	-1%	-4	-3%	-2	0%	-1	0%	0	1%	0	-1%	-1	0
12/07	12/09	-14%	-3	-8%	-4	-6%	0	-4%	0	-4%	0	-5%	-1	-10%	0	0
12/08	12/07	1226	40	1326	58	1897	63	1908	66	1979	66	1900	66	1196	61	
12/09	12/08	1198	38	1324	56	1872	61	1914	64	1972	66	1920	65	1239	60	
12/10	12/09	1101	40	1240	56	1804	62	1837	65	1905	66	1811	64	1129	61	
12/11	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
12/12	12/14	-2%	-12	-3%	-1	-1%	0	-1%	0	0%	1	-1%	0	-1%	0	1
12/13	12/15	-21%	-5	-11%	-10	16%	-7	-15%	-10	-33%	-11	-25%	-14	-29%	-27	9
12/14	12/16	-1%	-4	7%	-6	9%	-1	9%	-1	10%	-1	9%	0	9%	-2	0
12/15	12/14	1262	30	1300	59	1900	63	1878	65	1987	67	1884	65	1239	61	
12/16	12/15	1007	37	1200	50	2233	55	1613	55	1322	55	1430	51	885	33	
12/17	12/16	1264	38	1437	54	2100	61	2072	64	2182	65	2078	65	1361	59	
12/18	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
12/19	12/21	-6%	-8	-11%	1	-48%	1	-3%	0	-2%	1	-4%	0	-13%	-6	1
12/20	12/22	-2%	4	-8%	1	-2%	2	-1%	1	-1%	1	-3%	2	-4%	1	0
12/21	12/23	-63%	-4	-43%	1	-19%	4	-19%	4	-17%	1	-17%	1	-3%	2	6
12/22	12/21	1199	34	1199	60	1010	64	1845	65	1940	67	1825	65	1090	55	
12/23	12/22	1261	46	1236	61	1894	65	1886	66	1951	67	1848	67	1198	61	
12/24	12/23	470	39	767	61	1570	67	1549	69	1634	67	1578	67	1210	63	
12/25	09/21	1282	42	1341	60	1928	62	1906	65	1980	66	1901	65	1253	61	
12/26	12/28	-6%	-1	-7%	-1	-5%	1	-3%	0	-3%	0	-4%	0	0%	0	0
12/27	12/29	-4%	-2	-5%	-2	-2%	0	-2%	0	-2%	0	-1%	1	0%	0	0
12/28	12/30	-7%	-7	-8%	-2	-6%	1	-5%	1	-4%	1	-6%	1	1%	0	0
12/29	12/28	1210	41	1246	59	1838	63	1846	65	1917	66	1831	66	1251	61	
12/30	12/29	1232	41	1279	58	1882	62	1859	65	1940	66	1882	66	1257	60	
	12/30	1195	35	1236	58	1817	63	1817	66	1898	67	1792	66	1270	61	

		NB_EL_17.0		NB_EL_15.6		NB_EL_15.2		NB_EL_15.1		NB_EL_14.9		NB_EL_14.6		NB_EL_14.0		
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	
12/07	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
12/08	12/07	0%	6	-14%	5	-13%	4			-9%	4	-8%	2	-10%	3	0
12/09	12/08	-4%	8	-15%	4	-15%	3			-10%	5	-11%	4	-9%	6	1
12/07	12/09	-31%	-5	-21%	6	-21%	3			-23%	2	-22%	0	-36%	-13	7
12/08	12/07	839	62	979	70	893	70			1507	66	1500	63	1091	55	
12/09	12/08	801	64	960	69	881	70			1489	67	1452	64	1102	58	
12/10	12/09	577	51	898	71	818	70			1272	64	1264	60	771	39	
12/11	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
12/12	12/14	10%	9	-6%	5	-7%	3			-5%	6	-5%	5	-6%	5	0
12/13	12/15	8%	5	-2%	1	0%	1			0%	2	-4%	1	1%	1	0
12/14	12/16	1%	8	-7%	5	-6%	4			-3%	5	-2%	3	-6%	5	0
12/15	12/14	924	65	1068	69	962	70			1565	68	1544	66	1135	57	
12/16	12/15	908	60	1112	65	1031	67			1650	64	1555	62	1219	53	
12/17	12/16	848	64	1058	69	970	71			1593	67	1586	64	1142	57	
12/18	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
12/19	12/21	-9%	6	-34%	6	-21%	4			-13%	5	-13%	5	-9%	6	2
12/20	12/22	16%	7	-5%	4	-4%	4			-2%	4	0%	3	-1%	5	1
12/21	12/23	-33%	-2	-16%	5	-16%	4			-15%	3	-14%	4	-18%	0	4
12/22	12/21	760	62	746	71	817	71			1427	67	1413	65	1101	58	
12/23	12/22	972	63	1075	69	988	70			1623	66	1625	63	1203	57	
12/24	12/23	563	54	948	70	866	70			1408	66	1388	65	997	52	
12/25	09/21	837	56	1134	65	1031	67			1649	62	1623	61	1210	52	
12/26	12/28	-5%	9	-15%	5	-14%	5			-12%	6	-12%	4	-9%	7	0
12/27	12/29	-4%	8	-9%	6	-10%	5			-8%	6	-8%	3	-3%	6	0
12/28	12/30	-23%	7	-10%	4	-10%	4			-12%	5	-12%	3	-13%	4	1
12/29	12/28	791	65	967	70	882	72			1448	68	1429	65	1107	60	
12/30	12/29	801	64	1028	70	928	71			1510	68	1498	64	1171	58	
	12/30	647	62	1022	68	929	70			1456	67	1434	64	1047	57	

		NB_GP_17.0		NB_GP_15.6		NB_GP_15.2		NB_GP_15.1		NB_GP_14.9		NB_GP_14.6		NB_GP_14.0		
	PM	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	Vol	Speed	
12/07	09/21	6280	57	6027	59	5829	61			5264	56	4153	55	5051	47	
12/08	12/07	-131	3	-111	5	-87	3			-45	3	-183	3	-117	4	52
12/09	12/08	-146	4	-154	6	-75	5			-71	4	-79	5	-56	8	51
12/07	12/09	-471	-18	-382	5	-319	4			-169	4	-237	4	-58	8	43
12/08	12/07	6149	60	5916	64	5742	64			5219	58	3970	58	4934	51	
12/09	12/08	6134	61	5873	66	5754	66			5193	60	4074	60	4995	56	
12/10	12/09	5809	39	5645	64	5510	65			5095	60	3916	59	4993	55	
12/11	09/21	6280	57	6027	59	5829	61			5264	56	4153	55	5051	47	
12/12	12/14	481	2	221	4	272	2			275	2	63	3	126	7	48
12/13	12/15	-102	2	-119	3	-17	2			-17	2	-194	3	-217	6	30
12/14	12/16	-179	3	-9	5	146	3			113	3	-1	3	7	7	51
12/15	12/14	6761	59	6248	64	6101	63			5539	58	4216	58	5177	54	
12/16	12/15	6178	59	5908	63	5812	63			5247	57	3959	58	4834	53	
12/17	12/16	6101	60	6018	65	5975	65			5377	59	4152	58	5058	54	
12/18	09/21	6280	57	6027	59	5829	61			5264	56	4153	55	5051	47	
12/19	12/21	286	2	-1247	6	-3	3			17	3	47	3	71	6	46
12/20	12/22	484	1	16	5	64	4			19	3	16	3	68	7	49
12/21	12/23	-861	-31	-603	7	-522	5			-460	5	-357	6	-272	9	35
12/21	12/21	6566	59	4780	65	5826	64			5281	59	4200	58	5122	53	
12/22	12/22	6764	58	6043	64	5893	65			5283	59	4169	58	5119	54	
12/23	12/23	5419	26	5424	66	5307	66			4804	61	3796	61	4779	56	
12/24	09/21	6280	57	6027	59	5829	61			5264	56	4153	55	5051	47	
12/25	12/28	9	4	-282	7	-203	5			-142	5	-47	5	-128	9	52
12/26	12/29	-125	4	-211	7	-130	5			-147	4	-31	4	-74	8	51
12/27	12/30	-263	4	-35	6	58	4			73	4	108	4	146	4	51
12/28	12/28	6289	60	5745	66	5626	66			5122	61	4106	60	4923	56	
12/29	12/29	6155	61	5816	66	5699	66			5117	60	4122	59	4977	55	
12/30	12/30	6017	60	5992	66	5887	65			5337	59	4261	58	5197	51	

> 2700	> 2700	> 2700	> 2700	> 2700	> 2700	> 2700
±400 ±10mph	±400 ±10mph	±400 ±10mph	±400 ±10mph	±400 ±10mph	±400 ±10mph	±400

700/2700	700/2700	700/2700	700/2700	700/2700	700/2700	700/2700
±15% ±10mph	±15% ±10mph	±15% ±10mph	±15% ±10mph	±15% ±10mph	±15% ±10mph	±15% ±10mph

700/2700	700/2700	700/2700
±15% ±10mph	±15% ±10mph	±15% ±10mph

700/2700	700/2700	700/2700
±15% ±10mph	±15% ±10mph	±15% ±10mph

> 2700	> 2700	> 2700
±400 ±10mph	±400 ±10mph	±400 ±10mph

> 2700	> 2700	> 2700
±400 ±10mph	±400 ±10mph	±400 ±10mph

Does not meet criteria

Meets criteria

It is at criteria threshold

FDOT Traffic Analysis Criteria

±400 for volumes > 2,700 vehicles

±15% for volumes >700 and <2,700

±10mph

85% of values

Attachment B

Traffic Signal Timing Information
Miami-Dade County
Traffic Signals and Signs Division (TS&S)

ATTACHMENT B

TOD Schedule Report

for 3693: I- 95 SB&Ives Dairy Rd

Print Date: 9/24/2019

Print Time: 7:08 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3693	I- 95 SB&Ives Dairy Rd	DOW-3		[01] EARLY MORNING	200	67	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	-	WBL	EBT	-	SBL
0	127	0	0	61	61	0	60

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	7 - 7 - 7	5 - 5 - 5	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	18 - 18 - 18	50 - 50 - 50	4.4	2
6 EBT	7 - 7 - 7	5 - 5 - 5	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 0 - 0	4.4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	26 - 26 - 26	60 - 55 - 60	4	2.5

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2--56-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 3693: I- 95 SB&Ives Dairy Rd

Print Date: 9/24/2019

Print Time: 7:08 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 -	5 WBL	6 EBT	7 -	8 SBL	Ring Offset	Offset
	1	200	0	127	0	0	61	61	0	60	0	67
	2	180	0	124	0	0	34	85	0	43	0	44
	3	90	0	64	0	0	17	41	0	14	0	8
	4	110	0	80	0	0	19	55	0	18	0	8
	5	110	0	70	0	0	19	45	0	28	0	8
	6	110	0	74	0	0	21	47	0	24	0	8
	7	110	0	68	0	0	21	41	0	30	0	8
	8	200	0	127	0	0	61	61	0	60	0	67
	9	180	0	105	0	0	39	60	0	63	0	8
	10	130	0	75	0	0	29	40	0	43	0	8
	11	137	0	75	0	0	24	45	0	50	0	8
	12	110	0	65	0	0	25	34	0	33	0	8
	13	130	0	102	0	0	39	57	0	16	0	8
	14	130	0	72	0	0	19	47	0	46	0	8
	15	117	0	63	0	0	24	33	0	42	0	8
	16	130	0	87	0	0	36	45	0	31	0	8
	17	130	0	80	0	0	27	47	0	38	0	8
	18	90	0	48	0	0	19	23	0	30	0	8
	20	130	0	62	0	0	9	47	0	56	0	8
	21	140	0	85	0	0	34	45	0	43	0	8
	22	100	0	68	0	0	19	43	0	20	0	8

Local TOD Schedule

Time	Plan	DOW
0000	22	Su M T W Th F S
0600	2	Su M T W Th F S
0730	9	M T W Th F
0900	1	Su S
0915	9	M T W Th F
1330	8	M T W Th F
1615	1	M T W Th F
2200	21	M T W Th
2300	21	F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0730	TOD OUTPUTS	-------1	M T W ThF S
0915	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0730	TOD OUTPUTS	-------1	M T W ThF S
0915	TOD OUTPUTS	--------	M T W ThF

*** Settings**

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

TOD Schedule Report

for 3693: I- 95 SB&Ives Dairy Rd

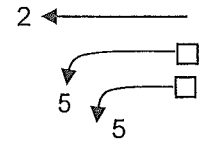
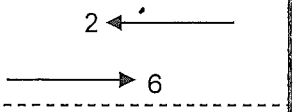
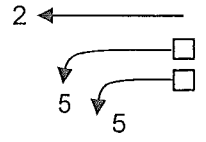
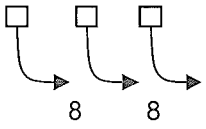
Print Date: 9/24/2019

Print Time: 7:08 PM

No Calendar Defined/Enabled

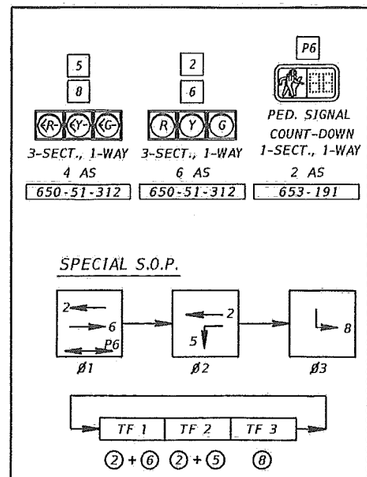
SIGNAL OPERATING PLAN

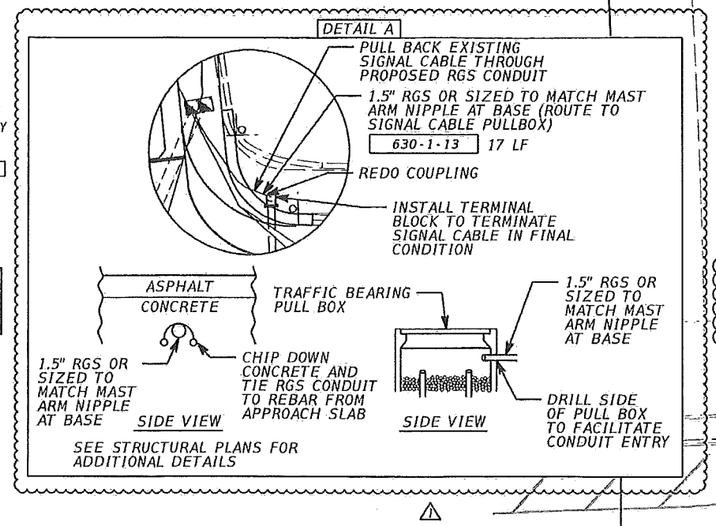
N

Timing Phases	Direction		EB	WB		SB		Ped Heads	Movements/Display/Actuation
	Head No.		6	5	2	8		P6	
(2+5)	Dwell		R	<G	G	<R		DW	
WBT + WBLT	Clear	(2+6)	R	<Y	G	<R		DW	
IVES DAIRY RD									
(Actuated)									
LEAD									
(2+6)	Dwell		G	<R	G	<R		W/F	
WBT + EBT	Clear	(2+5)	Y	<R	G	<R		DW	
IVES DAIRY RD		8	Y	<R	Y	<R		DW	
(Recall)									P6
(2+5)	Dwell		R	<G	G	<R		DW	
WBT + WBLT	Clear	(2+6)	R	<Y	G	<R		DW	
IVES DAIRY RD		(8)	R	<Y	Y	<R		DW	
(Actuated)									
LAG									
	Dwell		R	<R	R	<G		DW	
(8)	Clear	(2+5)	R	<R	R	<Y		DW	
SBLT		(2+6)	R	<R	R	<Y		DW	
I-95 (RAMP)									
(Actuated)									
	Dwell								
	Clear								
	Dwell								
	Clear								
	Dwell								
	Clear								
	Dwell								
	Clear								
Flashing Operation			FY	F<R	FY	F<R			Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	I-95 SB & IVES DAIRY RD		
Erick Zapata	10/15/2014			
Checked RO.	Date 10/15/14	Placed in Service	Phasing No.	Asset Number
		Date / By	11	3693





SIGNALIZATION NOTES

1. CONTRACTOR TO USE EXISTING CONDUITS AND PULL BOXES TO RUN NEW LOOP HOME-RUN CABLE AND SIGNAL CABLE TO EXISTING CONTROLLER CABINET
2. MAJOR STREET IS IVES DAIRY RD (EASTBOUND & WESTBOUND) MINOR STREET IS I-95 RAMP (SOUTHBOUND)
3. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING CONDUITS, PULL BOXES, NEW CONDUIT ENTRY INTO EXISTING CABINET FOR LOOP REPLACEMENT AND PEDESTRIAN SIGNALS INSTALLATION.
4. PROTECTED ONLY LEFT TURN FOR MOVEMENT 5
5. FLASHING OPERATION TO BE YELLOW FOR IVES DAIRY ROAD AND RED FOR I-95 RAMP AND WESTBOUND LEFT-TURN
6. INTERSECTION RE-WIRE SHALL BE PAID FOR UNDER PAY ITEM NUMBER:
   632-7-1 1 PI
7. PAY ITEM NO. 690-100 INCLUDES REMOVAL OF ABANDONED PULL BOXES AND EXISTING LOOP LEAD-INS.
8. NEW SIGNAL HEADS ON EXISTING MAST ARMS SHALL NOT INCLUDE SIGNAL BACKPLATES.
9. CONTROLLER TIMINGS TO BE PROVIDED BY MIAMI-DADE COUNTY.
10. STEEL LINE LOCATED UNDER PROPOSED MAST ARM 1 IS NO LONGER IN SERVICE.
11. INSTALL ADDITIONAL LOOP DETECTOR IN CABINET IF NECESSARY.
12. LOCATION OF AT&T SERVICE POINT AND POWER SERVICE POINT TO BE PROVIDED IN THE AS-BUILT PLANS.

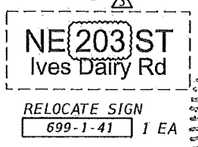
DETECTORS FOR LOOPS			
LOOP	NO. OF LOOPS	NO. OF EXIST. DETS.	NO. OF NEW DETS.
L-5	1	1	1
L-5	1		
L-8	1	1	
L-8	1		
L-8	1		1

(SEE NOTE 11)

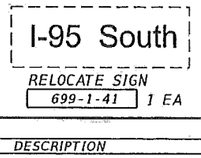
REMOVAL ITEMS

690-10	8 EA
690-32-2	1 EA
690-90	1 PI
690-100	1 PI
700-48-60	1 EA

700-48-18 1 EA



RELOCATE SIGN
699-1-41 1 EA



RELOCATE SIGN
699-1-41 1 EA

ID NO.: 3693
INTERSECTION:
IVES DAIRY ROAD (NE 203RD ST) & I-95 SOUTHBOUND

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
06/15/12	KDK 1 CONDUIT DETAIL AND PROPOSED ELEVATION ADDED		
08/22/12	KDK 2 ADDED PULL BOX AND REVISED CONDUIT RUN AND UPDATED IVES DAIRY ROAD NAME		

MICHAEL L. CORNEJO, P.E. # 47734
METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE CT
SUITE 524
LAKE MARY, FLORIDA 32746
TEL. (407) 644-1898
FAX. (407) 644-2376
CERTIFICATE OF AUTHORIZATION 2294
• ENGINEERS • PLANNERS • SURVEYORS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BROWARD MIAMI-DADE	422796-1-52-01 422796-2-52-01

PLAN SHEETS

SHEET NO. T-5

KKING 8/22/2012 12:14:31 PM F:\PROJECT\42279615201\signals\Ives_Dairy\PLANSG02_ID.dgn

TOD Schedule Report

for 3692: I- 95 NB&Ives Dairy Rd

Print Date: 9/24/2019

Print Time: 7:08 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3692	I- 95 NB&Ives Dairy Rd	DOW-3		[01] EARLY MORNING	200	0	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	NBL	-	EBT	-	-
56	101	0	25	0	163	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk 2	Walk 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	26	26	26	30	30	30	4.4	2
2 WBT	7	7	7	9	9	9	7	7	7	1	1	1	40	40	40	0	0	0	4.4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NBL	0	0	0	0	0	0	7	7	7	2	2	2	18	18	18	25	29	29	4	2.4
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 EBT	7	7	7	9	9	9	7	7	7	1	1	1	40	40	40	0	0	0	4.4	2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 3692: I- 95 NB&Ives Dairy Rd

Print Date: 9/24/2019

Print Time: 7:08 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 NBL	5 -	6 EBT	7 -	8 -	Ring Offset	Offset
	1	200	56	101	0	25	0	163	0	0	0	0
	2	180	29	104	0	29	0	139	0	0	0	6
	3	90	15	41	0	16	0	62	0	0	0	6
	4	110	19	55	0	18	0	80	0	0	0	6
	5	110	19	55	0	18	0	80	0	0	0	6
	6	110	21	51	0	20	0	78	0	0	0	6
	7	110	21	51	0	20	0	78	0	0	0	6
	8	200	31	132	0	19	0	169	0	0	0	0
	9	180	56	81	0	25	0	143	0	0	0	176
	10	130	26	61	0	25	0	93	0	0	0	6
	11	130	19	80	0	13	0	105	0	0	0	6
	12	110	25	47	0	20	0	78	0	0	0	6
	13	130	17	57	0	38	0	80	0	0	0	6
	14	130	47	47	0	18	0	100	0	0	0	6
	15	110	19	55	0	18	0	80	0	0	0	6
	16	130	24	77	0	11	0	107	0	0	0	6
	17	130	26	61	0	25	0	93	0	0	0	6
	18	90	25	31	0	16	0	62	0	0	0	6
	20	130	9	47	0	56	0	62	0	0	0	6
	21	140	24	84	0	14	0	114	0	0	0	6
	22	100	15	51	0	16	0	72	0	0	0	6

Local TOD Schedule

Time	Plan	DOW
0000	22	Su M T W Th F S
0600	2	Su M T W Th F S
0730	9	M T W Th F
0900	1	Su S
0915	9	M T W Th F
1330	8	M T W Th F
1615	1	M T W Th F
2200	21	M T W Th
2300	21	F

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

TOD Schedule Report

for 3692: I- 95 NB&Ives Dairy Rd

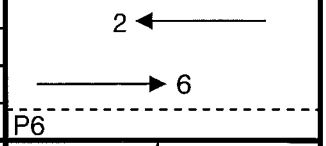
Print Date: 9/24/2019

Print Time: 7:08 PM

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

N

Timing Phases	Direction / Head No.	EB 1	EB 6	WB 2	NB 4	Ped Heads P6	Movements/Display/Actuation
(2+6) WBT + EBT IVES DAIRY RD (Recall)	Dwell	<R	G	G	R	W/F	
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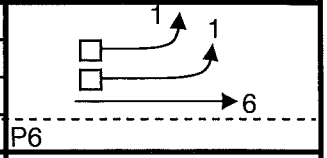
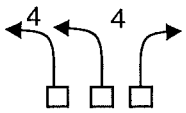
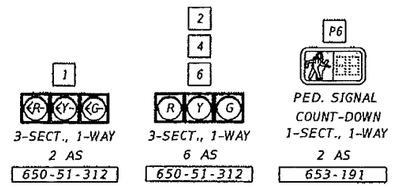
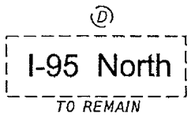
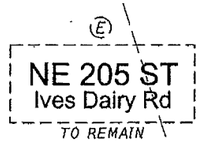
	Clear (4)	<R	Y	Y	R	DW	
	Clear						
(1+6) EBLT + EBT IVES DAIRY RD (Actuated)	Dwell	<G	G	R	R	W/F	
	Clear (4)	<Y	Y	R	R	DW	
	Clear (2+6)	<Y	G	R	R	DW	
	Clear						
(4) NB I-95 (RAMP) (Actuated)	Dwell	<R	R	R	G	DW	
	Clear (2+6)	<R	R	R	Y	DW	
	Clear						
	Dwell						
	Clear to						
	Dwell						
	Clear to						
	Dwell						
	Clear to						
	Dwell						
	Clear to						
	Dwell						
	Clear						
Flashing Operation		F<R	FY	FY	FR		Page 1 of 1

Miami-Dade County Public Works Department

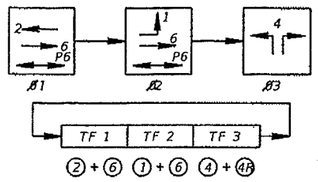
Drawn	Date			
Erick Zapata	10/30/2012	I-95 NB & IVES DAIRY RD		
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. HERNANDEZ	11/5/12	Date 3/19/13 By Contractor	9	3692







SPECIAL S.O.P.



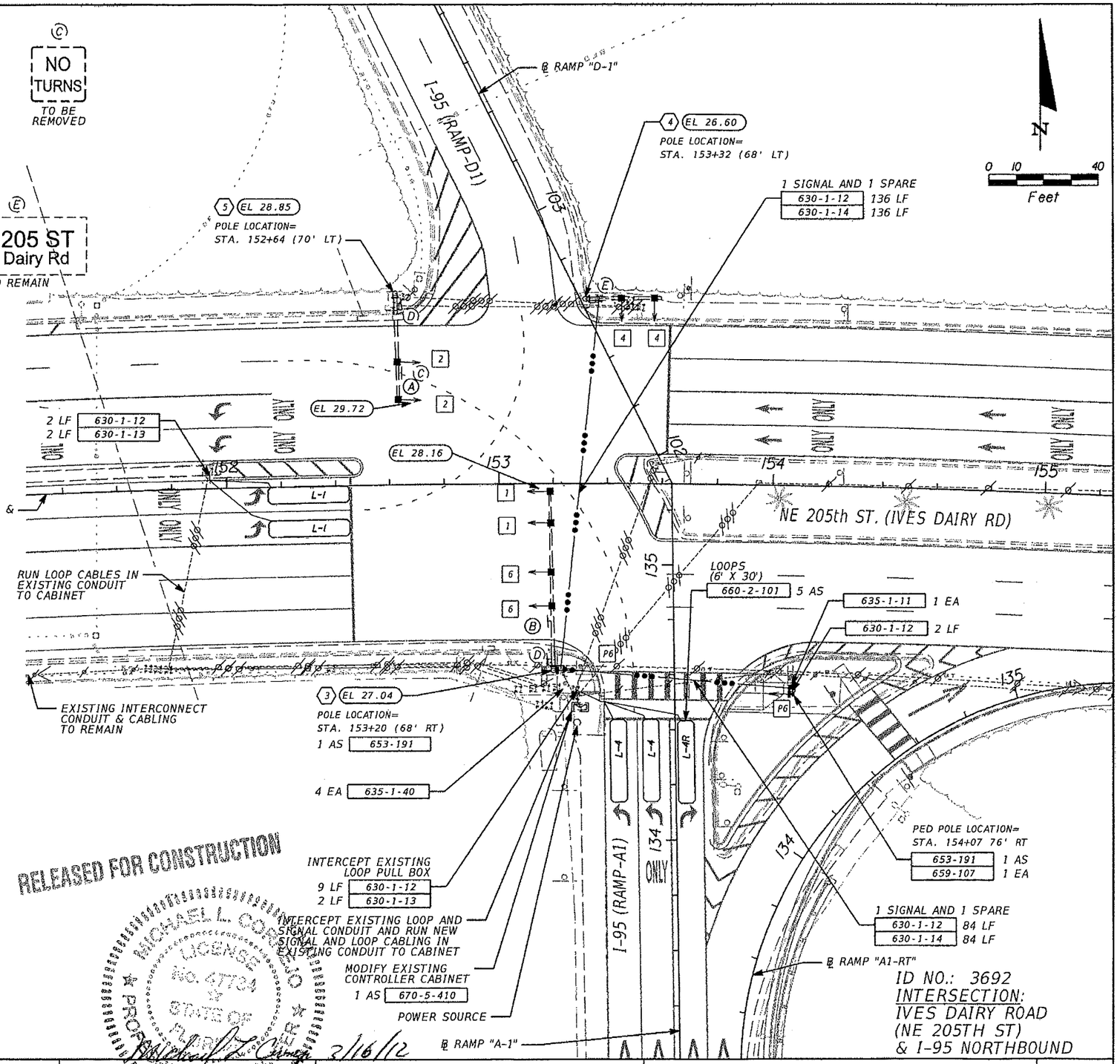
SIGNALIZATION NOTES

1. CONTRACTOR TO USE EXISTING CONDUITS AND PULL BOXES TO RUN NEW LOOP HOME-RUN CABLE AND SIGNAL CABLE TO EXISTING CONTROLLER CABINET.
2. MAJOR STREET IS IVES DAIRY RD (EASTBOUND & WESTBOUND) MINOR STREET IS I-95 RAMP (NORTHBOUND)
3. PROTECTED ONLY LEFT TURN FOR MOVEMENT 1
4. FLASHING OPERATION TO BE YELLOW FOR IVES DAIRY ROAD AND RED FOR I-95 RAMP AND EASTBOUND LEFT-TURN
5. INTERSECTION RE-WIRE SHALL BE PAID FOR UNDER PAY ITEM NUMBER:
   632-7-1 1 PI
6. CONTRACTOR SHALL USE EXISTING CONDUIT AS NEW CONDUIT IS FOR CONTINGENCY ONLY AND MUST BE APPROVED BY THE ENGINEER
7. PAY ITEM NO. 690-100 INCLUDES REMOVAL OF ABANDONED PULL BOXES AND EXISTING LOOP LEAD-INS.
8. NEW SIGNAL HEADS ON EXISTING MAST ARMS SHALL NOT INCLUDE BACKPLATES.
9. CONTROLLER TIMINGS TO BE PROVIDED BY MIAMI-DADE COUNTY.
10. LOCATION OF AT&T SERVICE POINT AND POWER SERVICE POINT TO BE PROVIDED IN THE AS-BUILT PLANS.

DETECTORS FOR LOOPS			
LOOP	NO. OF LOOPS	NO. OF EXIST. DETS.	NO. OF NEW DETS.
L-1	1	1	
L-1	1		
L-4	1	1	
L-4	1		
L-4R	1	1	

REMOVAL ITEMS

690-10	8 EA
690-90	1 PI
690-100	1 PI
700-48-60	1 EA



RELEASED FOR CONSTRUCTION

MICHAEL L. CORNEJO LICENSE NO. 47764 STATE OF FLORIDA PROFESSIONAL ENGINEER

3/16/12

ID NO.: 3692
INTERSECTION:
IVES DAIRY ROAD
(NE 205TH ST)
& I-95 NORTHBOUND

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING
• ENGINEERS
• PLANNERS
• SURVEYORS
MICHAEL L. CORNEJO, P.E. # 47764
METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE CT
SUITE 524
LAKE MARY, FLORIDA 32746
TEL. (407) 644-1898
FAX. (407) 644-2376
CERTIFICATE OF AUTHORIZATION 2204

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BROWARD MIAMI-DADE	422796-1-52-01 422796-2-52-01

PLAN SHEETS

SHEET NO. T-6

KKING 3/9/2012 12:21:42 PM F:\PROJECT\42279615201\signals\Ives_Dairy\PLANSG03_ID.dgn

TOD Schedule Report

for 3768: Highland Lakes Blvd&NE 203 St

Print Date: 2/20/2020

Print Time: 2:01 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3768	Highland Lakes Blvd&NE 203 St	DOW-5	TOD	Free	0	0	N/A	1	Max 1

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBT	NBT	WBL	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 10 - 10	25 - 30 - 25	4.4	2.6
2 WBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	60 - 60 - 60	0 - 0 - 0	4.4	2.6
3 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 10 - 10	30 - 30 - 30	4	2.1
4 NBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	40 - 40 - 40	4	2.1
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 5 - 10	25 - 5 - 25	4.4	2.6
6 EBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	60 - 60 - 60	0 - 0 - 0	4.4	2.6
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123456--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBT	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	1	200	21	103	24	26	21	103	0	0	0	32
	2	180	19	79	26	30	19	79	0	0	0	57
	8	200	20	95	24	35	20	95	0	0	0	39
	9	200	29	84	23	38	6	107	0	0	0	131
	17	130	12	51	20	21	12	51	0	0	0	0
	21	140	11	60	17	26	11	60	0	0	0	39
	22	100	11	22	20	21	11	22	0	0	0	71

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	2	Su M T W Th F S
0730	9	M T W Th F
0900	1	Su S
0915	2	M T W Th F
1330	8	M T W Th F
1615	1	M T W Th F
2200	21	M T W Th
2300	21	F

TOD Schedule Report

for 3768: Highland Lakes Blvd&NE 203 St

Print Date: 2/20/2020

Print Time: 2:01 AM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0730	TOD OUTPUTS	-------1	M T W ThF
0915	TOD OUTPUTS	--------	M T W ThF

Local Time of Day Function

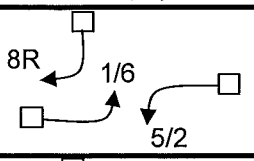
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0730	TOD OUTPUTS	-------1	M T W ThF
0915	TOD OUTPUTS	--------	M T W ThF

*** Settings**

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

No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

Timing Phases	Direction / Head No.	EB 1/6	EB 6	EB 6R	WB 5/2	WB 2		SB 3/8		SB 8R	NB 7	NB 7/4	NB 4	Ped Heads P6	Ped Heads P2		Ped Heads P4	Movements/Display/Actuation
(1+5) EBLT + WBLT IVES DAIRY RD (Actuated)	Dwell	R/<G	R	R	R/<G	R		R		R/G>	<R	R	R	DW	DW		DW	
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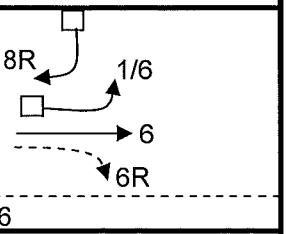
(1+6) EBLT + EBT IVES DAIRY RD (Actuated)	Dwell	<G/G	G	G	R	R		R		R/G>	<R	R	R	W/F	DW		DW	
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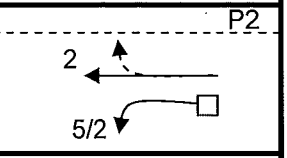
	Clear																	
	Clear																	
	Clear																	
(2+5) WBT + WBLT IVES DAIRY RD (Actuated)	Dwell	R	R	R	<G/G	G		R		R	<R	R	R	DW	W/F		DW	
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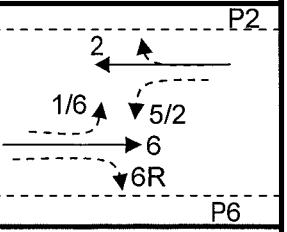
	Clear																	
	Clear																	
(2+6) WBT + EBT IVES DAIRY RD (Recall)	Dwell	G	G	G	G	G		R		R	<R	R	R	W/F	W/F		DW	
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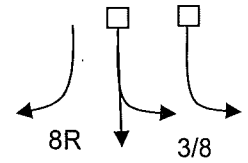
	Clear																	
	Clear																	
	Clear																	
(3) SB HIGHLAND LAKES BLVD (Actuated)	Dwell	R	R	R	R	R		<G/G		G	<R	R	R	DW	DW		DW	
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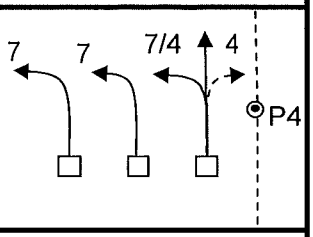
	Clear to (1+6)	R	R	R	R	R		Y		Y	<R	R	R	DW	DW		DW	
	Clear to (2+6)	R	R	R	R	R		Y		Y	<R	R	R	DW	DW		DW	
	Clear to																	
	Clear to																	
	Clear to																	
(4) NB HIGHLAND LAKES BLVD (Actuated)	Dwell	R	R	R	R	R		R		R	<G	<G/G	G	DW	DW		W/F	
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	Clear to (2+5)	R	R	R	R	R		R		R	<Y	Y	Y	DW	DW		DW	
	Clear to (2+6)	R	R	R	R	R		R		R	<Y	Y	Y	DW	DW		DW	
	Clear to																	
	Dwell																	
	Clear																	
	Clear																	
	Clear																	
	Clear																	
	Dwell																	
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	Clear																	
Flashing Operation		FY	FY	FY	FY	FY		FR		FR	F<R	FR	FR					Page 1 of 1

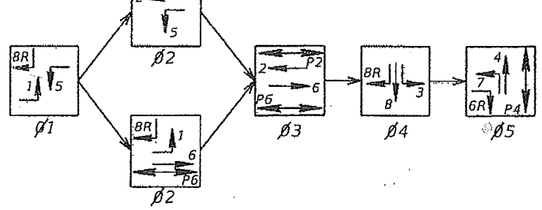
Miami-Dade County Public Works Department

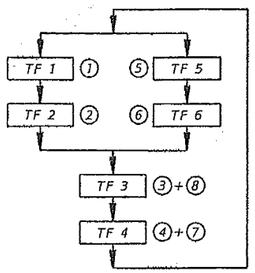
Drawn	Date	HIGHLAND LAKES BLVD & NE 203 ST			
Erick Zapata	10/9/2012				
Checked	Date	Placed in Service		Phasing No.	Asset Number
H. Hernandez	10/10/12	Date 3/19/13	By Contractor	8	3768

SIGNALIZATION NOTES

1. CONTRACTOR TO USE EXISTING CONDUITS AND PULL BOXES TO RUN NEW LOOP HOME-RUN CABLE AND SIGNAL CABLE TO EXISTING CONTROLLER CABINET.
2. MAJOR STREET IS IVES DAIRY RD (EASTBOUND & WESTBOUND) MINOR STREET IS HIGHLAND LAKES BLVD. (NORTHBOUND & SOUTHBOUND)
3. PROTECTED/PERMISSIVE LEFT TURN FOR MOVEMENTS 1 AND 5
4. INTERSECTION RE-WIRE SHALL BE PAID FOR UNDER PAY ITEM NUMBER:
   632-7-1 1 PI
5. CONTRACTOR SHALL USE EXISTING CONDUIT AS NEW CONDUIT IS FOR CONTINGENCY ONLY AND MUST BE APPROVED BY THE ENGINEER
6. PAY ITEM NO. 690-100 INCLUDES REMOVAL OF ABANDONED PULL BOXES AND EXISTING LOOP LEAD-INS.
7. NEW SIGNAL HEADS ON EXISTING MAST ARMS SHALL NOT INCLUDE BACKPLATES.
8. CONTROLLER TIMINGS TO BE PROVIDED BY MIAMI-DADE COUNTY.
9. LOCATION OF AT&T SERVICE POINT AND POWER SERVICE POINT TO BE PROVIDED IN THE AS-BUILT PLANS.

S.O.P. 9 MODIFIED



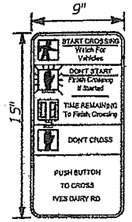


REMOVAL ITEMS

690-10	12 EA
690-20	6 EA
690-31	1 EA
690-32-2	1 EA
690-70	6 EA
690-90	1 PI
690-100	1 PI

DETECTORS FOR LOOPS

LOOP	NO. OF LOOPS	NO. OF EXIST. DETS.	NO. OF NEW DETS.
L-1	1	1	
L-4	1	1	
L-5	1	1	
L-7	1	1	
L-7	1		
L-3	1	1	
L-8	1		
L-8R	1	1	



FTP-68B-06
2 EA

3-SECT., 1-WAY
2 AS
650-51-312

3-SECT., 1-WAY
4 AS
650-51-312

5-SECT., 1-WAY
2 AS
650-51-512

5-SECT., 1-WAY
2 AS
60-51-512

PED. SIGNAL COUNT-DOWN 1-SECT., 1-WAY
6 AS
653-191

4-SECT., 1-WAY
2 AS
650-51-412

TO REMAIN

NE 20 AV
Highland Lakes Blvd
RELOCATE SIGN
699-1-41 1 EA

NE 205 ST
Ives Dairy Rd
TO REMAIN

NE 20 AV
Highland Lakes Blvd
TO REMAIN

LA R/W LINE

1 SIGNAL, 1 LOOPS, AND 1 SPARE
2 X 65 LF 630-1-12
65 LF 630-1-14

℄ SURVEY & CONST.

2 LF 630-1-12
2 LF 630-1-13

1 SIGNAL, 1 LOOPS, AND 1 SPARE
2 X 66 LF 630-1-12
66 LF 630-1-14

EXISTING FPL AND AT&T SERVICE POINTS TO REMAIN

1 SIGNAL AND 1 LOOPS
2 X 19 LF 630-1-12

INTERCEPT EXISTING LOOP AND SIGNAL CONDUIT AND RUN NEW SIGNAL AND LOOP CABLING IN EXISTING CONDUIT TO CABINET

MODIFY EXISTING CONTROLLER CABINET
1 AS 670-5-410

R/W LINE
4 LF 630-1-12
2 LF 630-1-13
31 LF 630-1-14
36 LF 630-1-12
PED POLE LOCATION= STA. 162+21 62' LT
1 AS 653-191
1 EA 659-107
30 LF 630-1-12
10 EA 635-1-11
20 LF 630-1-12
7 EL 6.96
POLE LOCATION= STA. 161+74 50.5' LT
1 EA 649-31-102

HIGHLAND LAKES BLVD.

L-8R L-8 L-3

EL 6.14

EL 6.32

L-1

2 LF 630-1-12
2 LF 630-1-13

6 EL 8.37
POLE LOCATION= STA. 162+01 70' RT

39 LF 630-1-14

2 LF 630-1-12

PED POLE LOCATION= STA. 162+40 52.5' RT
1 AS 653-191
1 EA 659-107

RUN LOOP AND SIGNAL CABLES IN EXISTING CONDUIT TO CABINET

℄ H.L. BLVD. (SOUTH) R/W LINE

R/W LINE
℄ H.L. BLVD. (NORTH)
660-2-101 8 AS

1 SIGNAL AND 1 SPARE
630-1-12 102 LF
630-1-14 102 LF

PED POLE LOCATION= STA. 162+97 55.5' LT
653-191 1 AS
659-107 1 EA

630-1-12 8 LF
8 EL 6.42
POLE LOCATION= STA. 163+01 (51' LT)

PED POLE LOCATION= STA. 163+25 45.5' LT
653-191 1 AS
659-107 1 EA
665-11 1 EA

R/W LINE

N
0 10 40
Feet

NE 205th ST (IVES DAIRY RD)

EL 6.61

163

164

L-5

630-1-12 2 LF
630-1-13 2 LF

EL 7.13

1 LOOPS AND 1 SPARE
630-1-12 57 LF
630-1-14 57 LF

R/W LINE

9 EL 6.50
POLE LOCATION= STA. 163+20 59' RT
653-191 2 AS
665-11 1 EA

630-1-14 46 LF
630-1-12 5 LF
630-1-13 2 LF

RELEASED FOR CONSTRUCTION

ID NO.: 3768
INTERSECTION:
IVES DAIRY ROAD & HIGHLAND LAKES BLVD

REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING
• ENGINEERS
• PLANNERS
• SURVEYORS

MICHAEL L. CORNEJO, P.E. # 57274
METRIC ENGINEERING, INC.
615 CRESCENT EXECUTIVE CT
SUITE 524
LAKE MARY, FLORIDA 32746
TEL. (407) 644-1898
FAX. (407) 644-2376
CERTIFICATE OF AUTHORIZATION 2294

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
9	BROWARD MIAMI-DADE	422796-1-52-01 422796-2-52-01

PLAN SHEETS

SHEET NO. T-7

KKING 3/9/2012 12:21:44 PM F:\PROJECT\42279615201\signals\Ives_Dairy\PLANSG04_ID.dgn

TOD Schedule Report

for 3238: I- 95 SB&Miami Gardens Dr&NE 6 Av

Print Date: 3/24/2020

Print Time: 2:04 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3238	I- 95 SB&Miami Gardens Dr&NE 6 Av	DOW-3	TOD	Free	0	0	N/A	1	Max 1

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	10 - 10 - 10	4	2
2 WBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	18 - 18 - 18	0 - 0 - 0	4	3.1
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 15 - 15	45 - 45 - 46	4.4	2
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	16 - 16 - 16	41 - 35 - 35	4.4	2.2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	15 - 10 - 10	4	2
6 EBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	1 - 1 - 1	18 - 18 - 18	0 - 0 - 0	4	3.1
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 15 - 15	45 - 45 - 46	4.4	2
8 SBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	16 - 16 - 16	41 - 35 - 35	4.4	2.2

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	160	10	67	25	32	10	67	25	32	0	55
	2	120	9	34	24	27	9	34	24	27	0	43
	3	110	9	28	24	23	9	28	24	23	0	87
	5	160	9	50	40	35	14	45	40	35	0	87
	6	175	9	55	45	40	14	50	45	40	0	87
	7	180	9	60	45	40	14	55	45	40	0	87
	8	120	9	38	24	23	9	38	24	23	0	87

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	7	M T W Th F
0800	5	Su S
1030	5	M T W Th F
1400	6	M T W Th F
1930	5	M T W Th F
2200	8	Su S

TOD Schedule Report

for 3238: I- 95 SB&Miami Gardens Dr&NE 6 Av

Print Date: 3/24/2020

Print Time: 2:04 AM

Current Time of Day Function

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

Local Time of Day Function

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

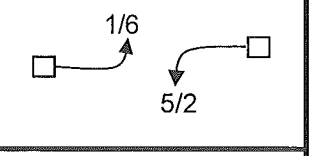
*** Settings**

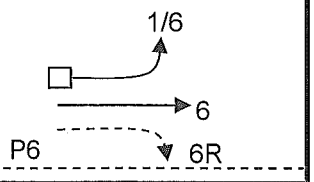
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

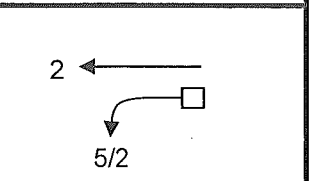
No Calendar Defined/Enabled

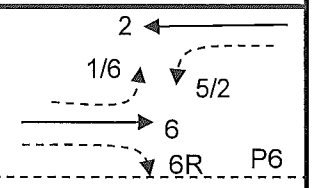
SIGNAL OPERATING PLAN

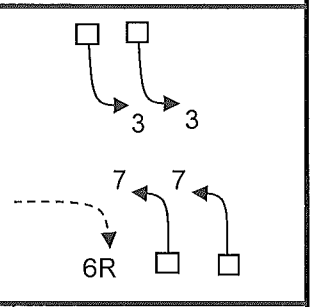
	Direction		EB			WB			SB			NB			Ped Heads				N
Timing Phases	Head No.		1/6	6	6R	5/2	2		3	8		7	4		P6		P8		Movements/Display/Actuation
(1+5)	Dwell		R/<G	R	R	R/<G	R		<R	R		<R	R						
EBLT + WBLT	Clear	(1+6)	R/<G	R	R	R/<Y	R		<R	R		<R	R						
MIAMI		(2+5)	R/<Y	R	R	R/<G	R		<R	R		<R	R						
GARDENS DR		(2+6)	R/<Y	R	R	R/<Y	R		<R	R		<R	R						
(Actuated)																			
(1+6)	Dwell		<G/G	G	G	R	R		<R	R		<R	R						
EBLT + EBT	Clear	(2+6)	<Y/G	G	G	R	R		<R	R		<R	R						
MIAMI																			
GARDENS DR																			
(Actuated)																			
(2+5)	Dwell		R	R	R	<G/G	G		<R	R		<R	R						
WBT + WBLT	Clear	(2+6)	R	R	R	<Y/G	G		<R	R		<R	R						
MIAMI																			
GARDENS DR																			
(Actuated)																			
(2+6)	Dwell		G	G	G	G	G		<R	R		<R	R						
WBT + EBT	Clear	(3+7)	Y	Y	Y	Y	Y		<R	R		<R	R						
MIAMI		(3+8)	Y	Y	Y	Y	Y		<R	R		<R	R						
GARDENS DR		(4+7)	Y	Y	Y	Y	Y		<R	R		<R	R						
(Recall)		(4+8)	Y	Y	Y	Y	Y		<R	R		<R	R						
	Dwell		R	R	R/G>	R	R		<G	R		<G	R						
(3+7)	Clear to	(3+8)	R	R	R/Y>	R	R		<G	R		<Y	R						
SBLT + NBLT		(4+7)	R	R	R/G>	R	R		<Y	R		<G	R						
NE 6 AV		(4+8)	R	R	R/Y>	R	R		<Y	R		<Y	R						
(Actuated)		(1+5)	R	R	R/Y>	R	R		<Y	R		<Y	R						
		(1+6)	R	R	R/Y>	R	R		<Y	R		<Y	R						
		(2+5)	R	R	R/Y>	R	R		<Y	R		<Y	R						
		(2+6)	R	R	R/Y>	R	R		<Y	R		<Y	R						
(3+8)	Dwell		R	R	R	R	R		<G	G		<R	R						
(SBLT + SBT)	Clear to	(4+8)	R	R	R	R	R		<Y	G		<R	R						
NE 6 AV		(1+5)	R	R	R	R	R		<Y	Y		<R	R						
(Actuated)		(1+6)	R	R	R	R	R		<Y	Y		<R	R						
		(2+5)	R	R	R	R	R		<Y	Y		<R	R						
		(2+6)	R	R	R	R	R		<Y	Y		<R	R						
(4+7)	Dwell		R	R	R/G>	R	R		R	R		<G	G						
(NBT + NBLT)	Clear to	(4+8)	R	R	R/Y>	R	R		R	R		<Y	Y						
NE 6 AV		(1+5)	R	R	R/Y>	R	R		R	R		<Y	Y						
(Actuated)		(1+6)	R	R	R/Y>	R	R		R	R		<Y	Y						
		(2+5)	R	R	R/Y>	R	R		R	R		<Y	Y						
		(2+6)	R	R	R/Y>	R	R		R	R		<Y	Y						
(4+8)	Dwell		R	R	R	R	R		<R	G		<R	G						
(NBT + SBT)	Clear	(1+5)	R	R	R	R	R		<R	Y		<R	Y						
NE 6 AV		(1+6)	R	R	R	R	R		<R	Y		<R	Y						
(Actuated)		(2+5)	R	R	R	R	R		<R	Y		<R	Y						
		(2+6)	R	R	R	R	R		<R	Y		<R	Y						
Flashing Operation			FY	FY	FY	FY	FY		F<R	FR		F<R	FR						Page 1 of 1

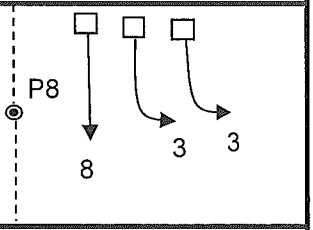


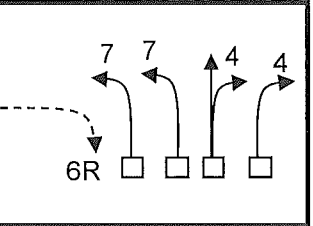


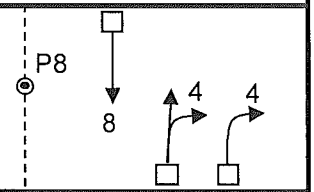












Miami-Dade County Public Works Department

Drawn	Date	I-95 SB & MIAMI GARDENS DR & NE 6 AV		
Erick Zapata	10/8/2014			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. Hernandez	10/9/14	Date 4/7/15 By Contractor	10	3238

SIGNAL HEAD DETAILS

3-SECT., 1-WAY
7 EXIST. TO REMAIN

5-SECT., 1-WAY
1 EXIST. TO REMAIN

3-SECT., 1-WAY
4 EXIST. TO REMAIN

5-SECT., 1-WAY
2 EXIST. TO REMAIN

INTERNALLY ILLUMINATED SIGNS

NE 183 ST
Miami Gardens Dr. (X) 2 EXIST. TO REMAIN

NE 6 AV
I 95 South ⇨ (Y) 1 EXIST. TO REMAIN

NE 6 AV
⇦ I 95 South (Z) 1 EXIST. TO REMAIN

PED. SIGNAL
COUNT-DOWN
1-SECT., 1-WAY
4 AS
653-191

(1 EA) (1 EA)
R10-3E (MODIFIED)
9" x 15"
TO BE INCLUDED IN THE
COST OF ITEM No. 665-1-11

DETECTORS FOR LOOPS		
LOOP	NO. OF LOOPS	NO. OF EXIST. DETS.
L-1	1	1
L-3	1	1
L-4	1	1
L-5	1	1
L-7	2	1
L-8	3	1

LOOP ASSEMBLIES:
660-2-101 9 AS

CONTROLLER ITEMS:
632-7-1 1 PI
670-5-420 1 AS

PULL BOXES:
635-2-11 11 EA

CONDUITS:
630-2-12 267 FT

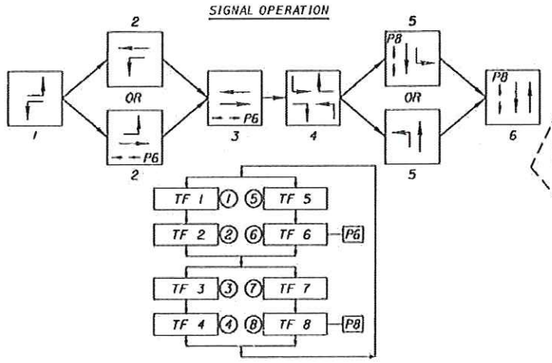
REMOVAL ITEMS:
690-90 1 PI
690-100 1 PI

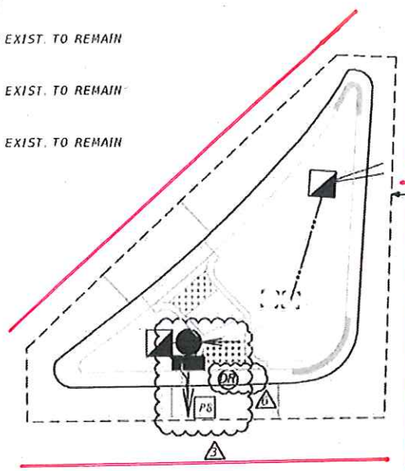
TURN ON RED FROM RIGHT LANE ONLY
1 EXIST. TO REMAIN

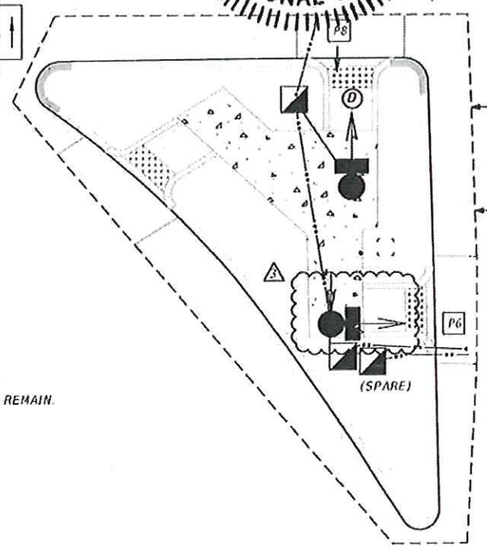
CONTROLLER OPERATIONS

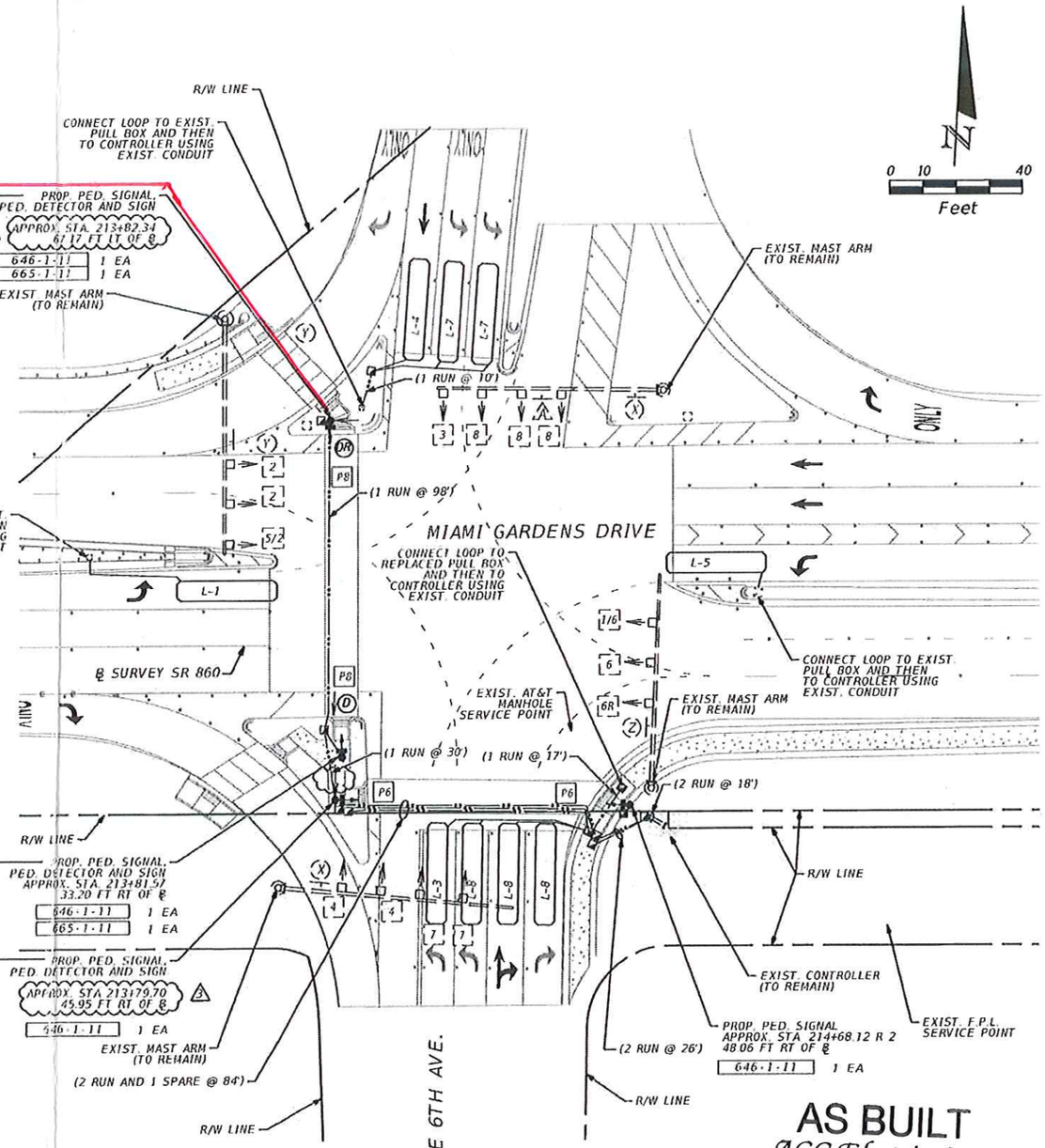
1. MAJOR STREET: SR 860 (NE 181 ST/MIAMI GARDENS DR)
   MINOR STREET: NE 6 AVE.
2. SOP: 10 MODIFIED, AS SHOWN.
3. FLASHING OPERATIONS:
   - 1, 2, 5 AND 6 TO FLASH YELLOW
   - 3, 4, 7 AND 8 TO FLASH RED
4. ONLY PHASE 2+6 RECALL, THE REST ACTUATED.

SIGNAL OPERATION









NOTES:

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNAL DIVISION.
2. EXISTING MAST ARM ASSEMBLIES INCLUDING SIGNAL HEADS AND SIGNS TO REMAIN.
3. ALL PEDESTRIAN SIGNAL HEADS SHALL ALIGN WITH CENTER FAR SIDE END OF CORRESPONDING CROSS WALK THEY SERVE.
4. EXISTING CONDUITS BEFORE BEING UTILIZED SHALL HAVE A BRUSH OR A SWAB PULL THROUGH TO MAKE CERTAIN THAT CONDUITS ARE FREE FROM OBSTRUCTION. COST OF THIS WORK SHALL BE INCLUDED IN THE RELATED PAY ITEM.
5. ANY EXISTING PULL BOX DAMAGE DUE TO CONDUIT INSTALLATION SHOULD BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

ERKI SUAREZ LICENSE No. 49152 STATE OF FLORIDA PROFESSIONAL ENGINEER

AS BUILT
AGC Electric, Inc.
Date: 7-23-2015

MIAMI GARDENS DRIVE (SR 860) & NE 6 AVE
ID NO. 3238

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
1/29/15	5 REVISED PEDESTAL LOCATIONS AT ISLANDS		
6/29/15	6 REVISED PEDESTRIAN SIGN AT NW CORNER		

ERKI SUAREZ, P.E.
P.E. LICENSE NUMBER 49152
HDR Engineering, Inc.
15450 New Barn Road, Suite 304
Miami Lakes, FL 33014-2169
CERTIFICATE OF AUTHORIZATION #213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
860	MIAMI-DADE	430805-1-52-01

SIGNALIZATION PLAN

SHEET NO. T-4

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-28.003, F.A.C.

USER: 68147 6/29/2015 10:29:23 AM W:\010917\000000000(8)\42 FDOT ES D6 GEC Cad Only\07 43 TWO_43 SPH Signal\430805152\SIGNALS\PLANSCO1 R16.DGN

TOD Schedule Report

for 3387: I- 95 NB&Miami Gardens Dr

Print Date: 9/24/2019

Print Time: 6:23 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3387	I- 95 NB&Miami Gardens Dr	DOW-3		[06] MID-MORNING	175	87	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	-	-	-	-	SBT
50	71	0	0	0	0	0	36

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	10 - 18 - 15	50 - 39 - 0	4.4	2
2 WBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	28 - 28 - 28	0 - 0 - 0	4.4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 20	40 - 29 - 0	4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-----8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 -	5 -	6 -	7 -	8 SBT	Ring Offset	Offset
	1	160	40	66	0	0	0	0	0	36	0	43
	2	120	24	54	0	0	0	0	0	24	0	43
	3	110	24	44	0	0	0	0	0	24	0	87
	5	160	50	56	0	0	0	0	0	36	0	87
	6	175	50	71	0	0	0	0	0	36	0	87
	7	180	50	76	0	0	0	0	0	36	0	87
	8	120	39	34	0	0	0	0	0	29	0	87

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	7	M T W Th F
0800	5	Su S
1030	5	M T W Th F
1400	6	M T W Th F
1930	5	M T W Th F
2200	8	Su S

TOD Schedule Report

for 3387: I- 95 NB&Miami Gardens Dr

Print Date: 9/24/2019

Print Time: 6:23 PM

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0630	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0630	TOD OUTPUTS	--------	M T W ThF
0800	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	-------1	M T W ThF

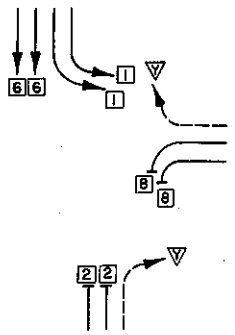
*** Settings**

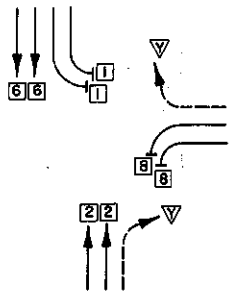
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

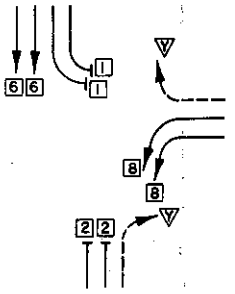
No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

PHASE	INT	SIGNAL HEAD NUMBER 1	2	3	4	5	6	7	8	9	10	11	12	PEDESTRIAN HEAD NUMBER					
Ø1 (Actuated) (1+6) MIAMI GARDENS DR	R/W	←	R				↑		←R										
	TO CLEAR Ø2	←Y	R				↑		←R										
Ø2 (Recall) (2+6) MIAMI GARDENS DR	R/W	←R	G				↑		←R										
	TO Ø3	←R	Y				↑		←R										
	TO CLEAR Ø1	←R	Y				↑		←R										
Ø4 (Actuated) (6+8) I-95 (OFF RAMP)	R/W	←R	R				↑		←S										
	TO Ø1	←R	R				↑		←Y										
	TO CLEAR Ø2	←R	R				↑		←Y										
FLASHING Ø		FR	FR				↑		FR										







Drawn: F. PRATS	Date: 7/30/97	METROPOLITAN DADE COUNTY DEPARTMENT OF PUBLIC WORKS
Check: H. HERNANDEL	Date: 7/31/97	ASSET NO: 33387 MIAMI GARDENS DR & I-95 (NB)
Division Engineer	Date	Placed in Service Date: 9/11/97 By: CONTRACTOR Phasing Number: 3

SIGNAL HEAD DETAILS

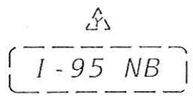
EXIST. SIGNAL HEAD TO REMAIN

EXIST. SIGNAL HEAD TO REMAIN

EXIST. SIGNAL HEAD TO REMAIN

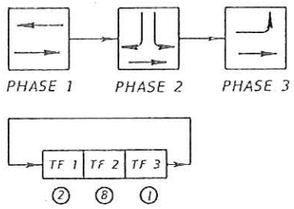
EXISTING INTERNALLY ILLUMINATED SIGNS

EXIST. INTERNALLY ILLUMINATED SIGNS TO REMAIN



EXIST. INTERNALLY ILLUMINATED SIGNS TO REMAIN

EXISTING S.O.P. TO REMAIN



CONTROLLER OPERATIONS:

1. -MAJOR STREET IS: SR 860 (NE 183 ST) / MIAMI GARDENS DRIVE.
   -MINOR STREET IS: I-95 NORTHBOUND (OFF RAMP).

2. FLASHING OPERATION: SR 860 (NE 183 ST.) MIAMI GARDENS DR. YELLOW
   I-95 NORTHBOUND (OFF RAMP), RED.

NOTES:

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY.

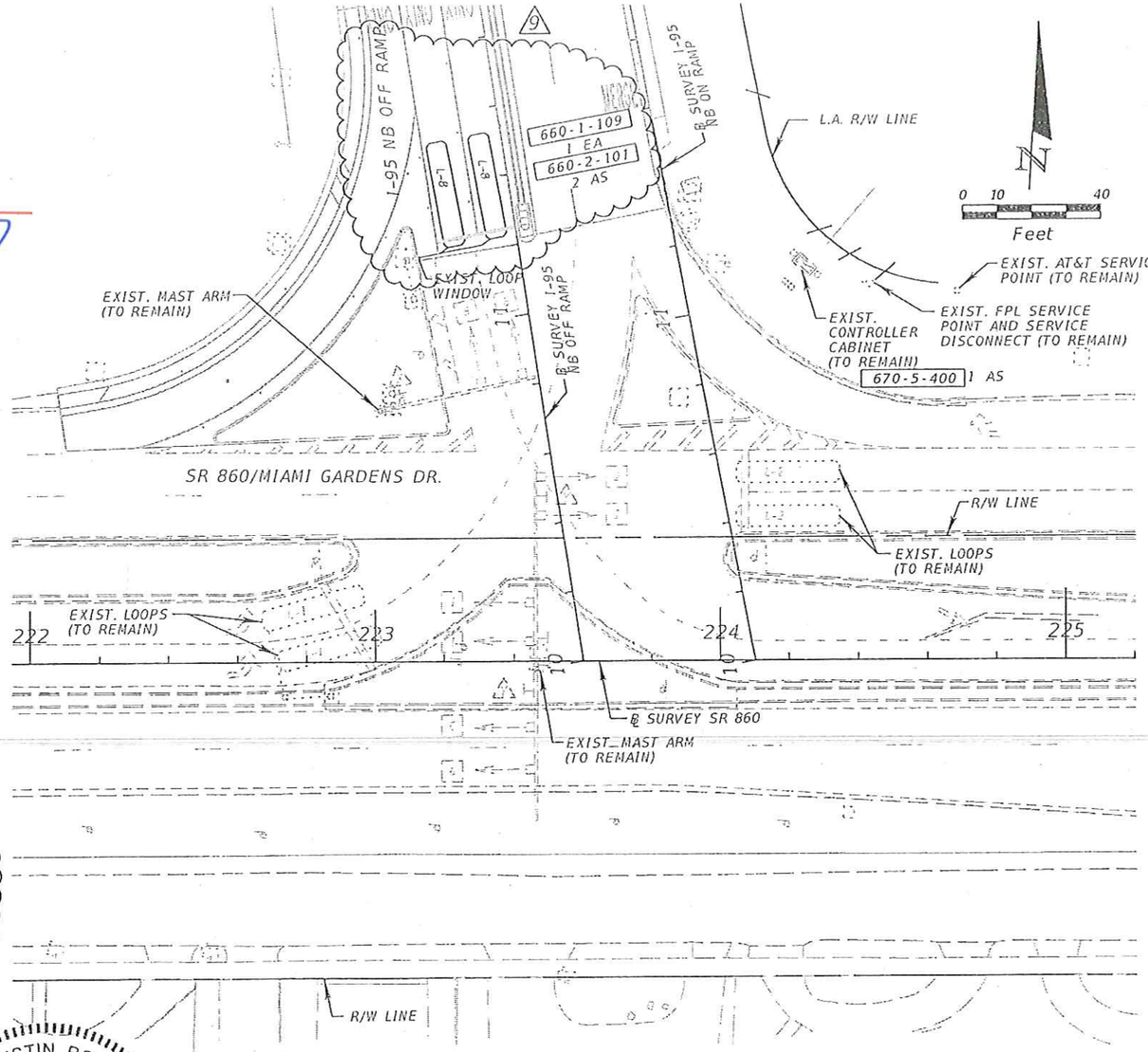
2. PAY ITEM 670-5-400, SHALL INCLUDE ALL WIRING AND CONNECTIONS ACCORDING TO THE SIGNAL OPERATION PLAN (SOP) ON THE SIGNALIZATION PLAN AND THE MING SHEET PROVIDED BY THE COUNTY, FROM THE TERMINAL BOARD TO AND INCLUDING ALL CONTROLLER UNITS,PREEMPTOR, FLASHERS, RELAYS,COORDINATING UNITS, RADIOS, SWITCHES,SERVICE LEAD-INS INTERCONNECT AND ANY OTHER EQUIPMENT NECESSARY TO PROVIDE SATISFACTORY OPERATIONS TO THE EXISTING CONTROLLER CABINET. CONTRACTOR SHALL PROVIDE NEW CONFLICT MONITOR PROGRAM SHEET AND NEW HOOP-UP CHART, BASED ON SOP AND TIMING SHEET PROVIDE BY THE COUNTY AND ALL MODIFICATIONS INDICATED ABOVE AT EXISTING CABINET INSTALLATION, PAYMENT OF SUCH WORK TO BE INCLUDED IN THE RELATED PAY ITEM.

9

DETECTOR ASSIGNMENT

UNIT NO.	LOOPS	NO. OF EXIST. LOOPS	NO. OF NEW LOOPS
1	L-1	2	
2	L-2	2	
3	L-8		2

AS-Build Drawing
S.S.L Corp
By:
11-18-17



MICHEL AGUSTIN RODRIGUEZ
LICENSE
No. 63342
11/15/17
STATE OF FLORIDA
PROFESSIONAL ENGINEER

SR 860/MIAMI GARDENS DRIVE & I-95 NB RAMP | ID: 3387

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
8/07/2017	6 ADDED SIGNAL LOOP, MICHEL A. RODRIGUEZ EOR FOR REVISION 6 ONLY.	11/15/2017	9 UPDATED QUANTITIES & CHANGED LINE STYLE, MICHEL A. RODRIGUEZ EOR FOR REVISION 9 ONLY.

ALLAN B. SEQUEIRA, P.E.
P.E. License No. 60737
AES ENGINEERING, INC
13500 S.W. 88th STREET, SUITE 265
MIAMI, FLORIDA 33186
TEL. (305) 303-8477
Certificate of Authorization No. 29359

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

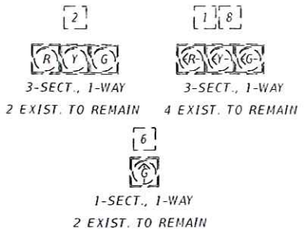
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	MIAMI-DADE	425216-2-52-01

SIGNALIZATION PLAN

SHEET NO. T-4

Employee_3 11/15/2017 2:45:45 PM L:\e\425216252011\signals\PLANS601.DGN

SIGNAL HEAD DETAILS



INTERNALLY ILLUMINATED SIGNS

NE 183 ST / Miami Gardens Dr	(X)	2 EXIST. TO REMAIN
I-95 NB	(Y)	2 EXIST. TO REMAIN

AS BUILT
AGC Electric, Inc.
Date: 04/16/2014

DETECTORS FOR LOOPS		
LOOP	NO. OF LOOPS	NO. OF EXIST. DETS.
L-1	2	2
L-8	2	1

LOOP ASSEMBLIES:
660-2-101 4 AS

CONTROLLER ITEMS:
670-5-420 1 AS

PULL BOXES:
635-2-11 2 EA

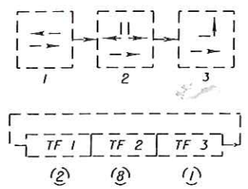
CONDUITS:
630-2-12 26 FT

REMOVAL ITEMS:
690-90 1 PI
690-100 1 PI

CONTROLLER OPERATIONS

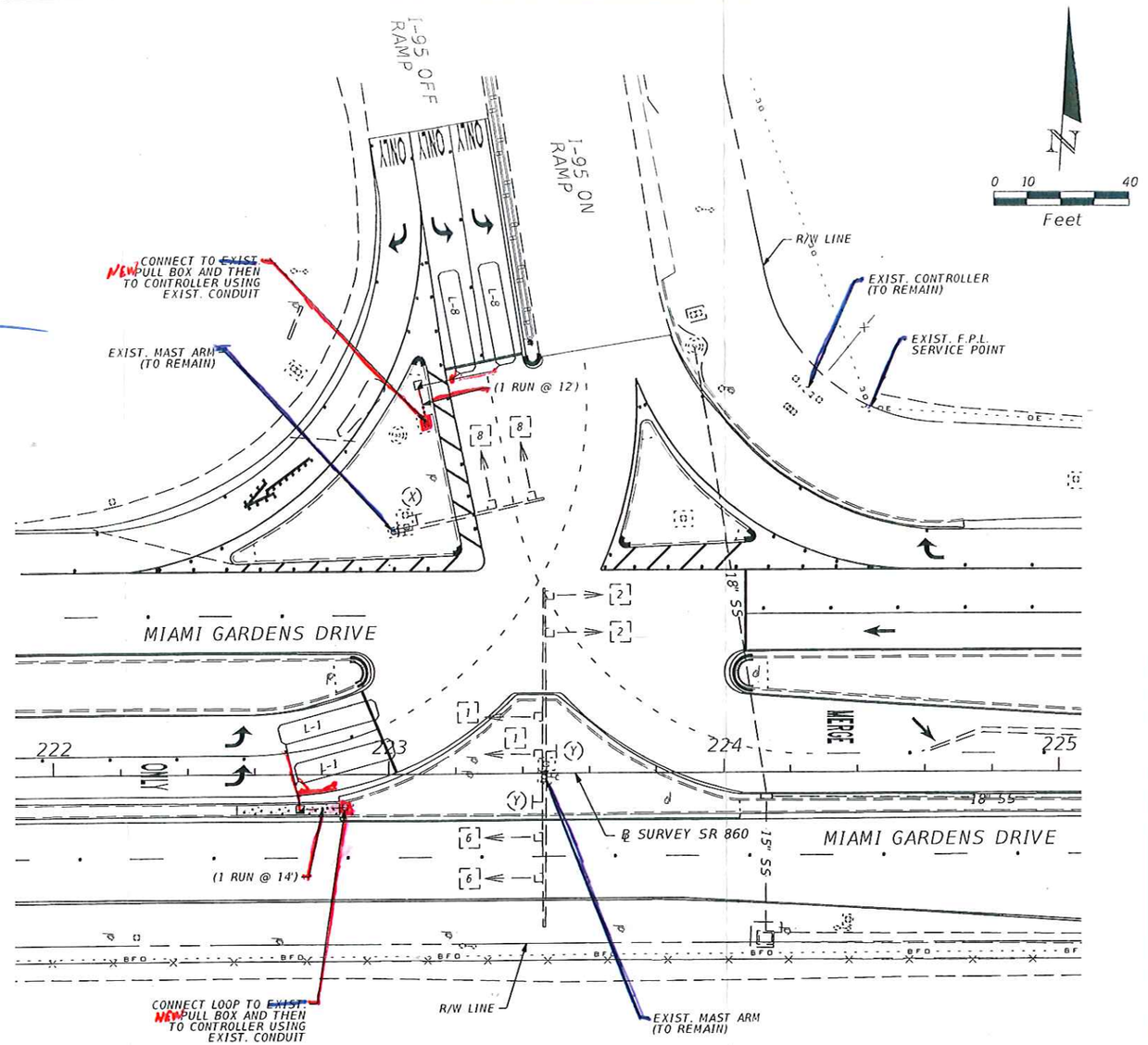
1. MAJOR STREET: SR 860 (NE 181 ST/MIAMI GARDENS DR)
   MINOR STREET: I-95 NORTH BOUND (OFF RAMP)
2. SOP: AS SHOWN.
3. FLASHING OPERATIONS:
   - 1, 2 AND 6 TO FLASH YELLOW
   - 8 TO FLASH RED
4. ONLY PHASE 2 RECALL, THE REST ACTUATED.

EXISTING SIGNAL OPERATION



NOTES:

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNAL DIVISION.
2. EXISTING MAST ARM ASSEMBLIES INCLUDING SIGNAL HEADS AND SIGNS TO REMAIN.
3. EXISTING CONDUITS BEFORE BEING UTILIZED SHALL HAVE A BRUSH OR A SWAB PULL THROUGH TO MAKE CERTAIN THAT CONDUITS ARE FREE FROM OBSTRUCTION. COST OF THIS WORK SHALL BE INCLUDED IN THE RELATED PAY ITEM.



MIAMI GARDENS DRIVE (SR 860) & I-95 NB RAMP
ID NO. 3387

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-28.006, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ERKI SUAREZ, P.E.
P.E. LICENSE NUMBER 49152
HDR Engineering, Inc.
15450 New Barn Road, Suite 304
Miami Lakes, FL 33014-2169
CERTIFICATE OF AUTHORIZATION 4213

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
860	MIAMI-DADE	430805-1-52-01

SIGNALIZATION PLAN

SHEET NO. T-5

rd652ab 1/23/2014 2:13:45 PM C:\e\Projects\430805152O1\SIGNALS\plansg02.dgn

Attachment C

FDOT Site 87-2485 Volume Data

ATTACHMENT C

Location Info	
Location ID	872485_NB
Type	I-SECTION
Functional Class	1
Located On	SR 9A/I-95, 200' S IVES DAIRY RD/SR 852
Direction	NB
Community	-
MPO_ID	
HPMS ID	
Agency	Florida Department of Transportation

Count Data Info	
Start Date	6/29/2021
End Date	6/30/2021
Start Time	12:00 AM
End Time	12:00 AM
Direction	
Notes	fdot
Count Source	8724851000
File Name	872485_NB_LN1.PRN
Weather	
Study	
Owner	michael.hernandez
QC Status	Accepted

Interval: 15 mins

Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
00:00 - 01:00	507	550	575	477	2109
01:00 - 02:00	419	390	362	346	1517
02:00 - 03:00	304	297	263	234	1098
03:00 - 04:00	253	236	255	223	967
04:00 - 05:00	207	265	253	352	1077
05:00 - 06:00	346	419	502	731	1998
06:00 - 07:00	786	970	1305	1361	4422
07:00 - 08:00	1344	1455	1612	1431	5842
08:00 - 09:00	1743	1647	1698	1361	6449
09:00 - 10:00	1531	1568	1663	1575	6337
10:00 - 11:00	1525	1653	1606	1690	6474
11:00 - 12:00	1661	1459	1650	1755	6525
12:00 - 13:00	1679	1535	1525	1662	6401
13:00 - 14:00	1367	1338	1486	1281	5472
14:00 - 15:00	1606	1751	1726	1739	6822
15:00 - 16:00	1776	1725	1739	1794	7034
16:00 - 17:00	1770	1711	1488	1728	6697
17:00 - 18:00	1792	1713	1778	1649	6932
18:00 - 19:00	1734	1777	1786	1772	7069
19:00 - 20:00	1561	1439	1249	1241	5490
20:00 - 21:00	1158	618	985	816	3577
21:00 - 22:00	844	824	878	776	3322
22:00 - 23:00	753	745	727	698	2923
23:00 - 24:00	629	570	588	593	2380
TOTAL					108934

Location Info	
Location ID	872485_NB
Type	I-SECTION
Functional Class	1
Located On	SR 9A/I-95, 200' S IVES DAIRY RD/SR 852
Direction	NB
Community	-
MPO_ID	
HPMS ID	
Agency	Florida Department of Transportation

Count Data Info	
Start Date	6/30/2021
End Date	7/1/2021
Start Time	12:00 AM
End Time	12:00 AM
Direction	
Notes	fdot
Count Source	8724851000
File Name	872485_NB_LN1.PRN
Weather	
Study	
Owner	michael.hernandez
QC Status	Accepted

Interval: 15 mins

Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
00:00 - 01:00	460	414	407	333	1614
01:00 - 02:00	313	270	285	233	1101
02:00 - 03:00	214	224	204	179	821
03:00 - 04:00	194	177	188	209	768
04:00 - 05:00	199	194	225	280	898
05:00 - 06:00	317	362	505	674	1858
06:00 - 07:00	815	1003	1318	1480	4616
07:00 - 08:00	1284	1511	1449	1402	5646
08:00 - 09:00	1566	1509	1565	1669	6309
09:00 - 10:00	1553	1301	1568	1359	5781
10:00 - 11:00	1459	1330	1408	1281	5478
11:00 - 12:00	1165	1495	1530	1479	5669
12:00 - 13:00	1365	1460	1342	1405	5572
13:00 - 14:00	1493	1421	1491	1521	5926
14:00 - 15:00	1588	1398	1604	1537	6127
15:00 - 16:00	1579	1481	1710	1676	6446
16:00 - 17:00	1677	1768	1106	1504	6055
17:00 - 18:00	1483	1718	1841	1701	6743
18:00 - 19:00	1711	1742	1682	1595	6730
19:00 - 20:00	1555	1433	1380	1212	5580
20:00 - 21:00	1068	1103	1091	935	4197
21:00 - 22:00	986	915	1027	869	3797
22:00 - 23:00	912	865	851	746	3374
23:00 - 24:00	752	717	700	784	2953
TOTAL					104059

Location Info	
Location ID	872485_NB
Type	I-SECTION
Functional Class	1
Located On	SR 9A/I-95, 200' S IVES DAIRY RD/SR 852
Direction	NB
Community	-
MPO_ID	
HPMS ID	
Agency	Florida Department of Transportation

Count Data Info	
Start Date	7/1/2021
End Date	7/2/2021
Start Time	12:00 AM
End Time	12:00 AM
Direction	
Notes	fdot
Count Source	8724851000
File Name	872485_NB_LN1.PRN
Weather	
Study	
Owner	michael.hernandez
QC Status	Accepted

Interval: 15 mins

Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
00:00 - 01:00	632	418	391	293	1734
01:00 - 02:00	297	411	290	247	1245
02:00 - 03:00	258	200	219	218	895
03:00 - 04:00	215	173	192	223	803
04:00 - 05:00	207	216	250	292	965
05:00 - 06:00	352	411	510	692	1965
06:00 - 07:00	772	1028	1241	1347	4388
07:00 - 08:00	1378	1281	1215	1695	5569
08:00 - 09:00	1666	1834	1550	1647	6697
09:00 - 10:00	1476	1445	1431	1451	5803
10:00 - 11:00	1363	1345	1364	1358	5430
11:00 - 12:00	1298	1378	1375	1267	5318
12:00 - 13:00	1212	1257	1418	1534	5421
13:00 - 14:00	1411	1663	1450	1416	5940
14:00 - 15:00	1490	1734	1697	1698	6619
15:00 - 16:00	1619	1431	1564	1758	6372
16:00 - 17:00	1658	1554	1581	1523	6316
17:00 - 18:00	1565	1735	1796	1839	6935
18:00 - 19:00	1675	1359	1619	1247	5900
19:00 - 20:00	1376	1452	1373	1285	5486
20:00 - 21:00	1378	1218	1157	1111	4864
21:00 - 22:00	1096	1074	1001	992	4163
22:00 - 23:00	918	863	902	825	3508
23:00 - 24:00	748	785	716	623	2872
TOTAL					105208

Location Info	
Location ID	872485_SB
Type	I-SECTION
Functional Class	1
Located On	SR 9A/I-95, 200' S IVES DAIRY RD/SR 852
Direction	SB
Community	-
MPO_ID	
HPMS ID	
Agency	Florida Department of Transportation

Count Data Info	
Start Date	6/29/2021
End Date	6/30/2021
Start Time	12:00 AM
End Time	12:00 AM
Direction	
Notes	fdot
Count Source	8724855000
File Name	872485_SB_LN1.PRN
Weather	
Study	
Owner	michael.hernandez
QC Status	Accepted

Interval: 15 mins

Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
00:00 - 01:00	571	544	475	461	2051
01:00 - 02:00	415	398	312	330	1455
02:00 - 03:00	242	268	245	226	981
03:00 - 04:00	226	219	241	286	972
04:00 - 05:00	270	271	294	361	1196
05:00 - 06:00	366	430	557	715	2068
06:00 - 07:00	783	876	1187	1316	4162
07:00 - 08:00	1207	1174	1364	1149	4894
08:00 - 09:00	1161	1137	1170	1085	4553
09:00 - 10:00	1111	980	1081	1151	4323
10:00 - 11:00	1000	1072	1031	1114	4217
11:00 - 12:00	1092	1059	1065	1120	4336
12:00 - 13:00	1112	1142	1092	1125	4471
13:00 - 14:00	1061	1080	1229	1158	4528
14:00 - 15:00	1037	911	940	1062	3950
15:00 - 16:00	1238	1190	1170	1290	4888
16:00 - 17:00	1323	1170	1098	1052	4643
17:00 - 18:00	1070	1055	1220	1177	4522
18:00 - 19:00	1162	1206	1325	1257	4950
19:00 - 20:00	1262	1351	1275	1215	5103
20:00 - 21:00	1063	643	741	898	3345
21:00 - 22:00	826	816	821	791	3254
22:00 - 23:00	733	734	704	676	2847
23:00 - 24:00	608	570	579	530	2287
TOTAL					83996

Location Info	
Location ID	872485_SB
Type	I-SECTION
Functional Class	1
Located On	SR 9A/I-95, 200' S IVES DAIRY RD/SR 852
Direction	SB
Community	-
MPO_ID	
HPMS ID	
Agency	Florida Department of Transportation

Count Data Info	
Start Date	6/30/2021
End Date	7/1/2021
Start Time	12:00 AM
End Time	12:00 AM
Direction	
Notes	fdot
Count Source	8724855000
File Name	872485_SB_LN1.PRN
Weather	
Study	
Owner	michael.hernandez
QC Status	Accepted

Interval: 15 mins

Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
00:00 - 01:00	409	443	382	376	1610
01:00 - 02:00	317	253	240	225	1035
02:00 - 03:00	228	190	194	182	794
03:00 - 04:00	189	179	194	193	755
04:00 - 05:00	207	221	263	314	1005
05:00 - 06:00	360	337	525	656	1878
06:00 - 07:00	779	884	1195	1367	4225
07:00 - 08:00	1298	1236	1258	1437	5229
08:00 - 09:00	1178	1110	1131	1201	4620
09:00 - 10:00	1168	1143	1117	998	4426
10:00 - 11:00	1025	1099	1044	688	3856
11:00 - 12:00	617	831	1006	952	3406
12:00 - 13:00	1001	976	1136	1128	4241
13:00 - 14:00	1070	960	1147	1064	4241
14:00 - 15:00	888	1017	1164	1044	4113
15:00 - 16:00	960	967	1163	1193	4283
16:00 - 17:00	1318	1318	1401	1165	5202
17:00 - 18:00	1109	1187	1346	1310	4952
18:00 - 19:00	1360	1262	1420	1312	5354
19:00 - 20:00	1273	1160	1190	1255	4878
20:00 - 21:00	1014	953	892	955	3814
21:00 - 22:00	925	878	765	862	3430
22:00 - 23:00	823	707	757	698	2985
23:00 - 24:00	618	559	597	457	2231
TOTAL					82563

Location Info	
Location ID	872485_SB
Type	I-SECTION
Functional Class	1
Located On	SR 9A/I-95, 200' S IVES DAIRY RD/SR 852
Direction	SB
Community	-
MPO_ID	
HPMS ID	
Agency	Florida Department of Transportation

Count Data Info	
Start Date	7/1/2021
End Date	7/2/2021
Start Time	12:00 AM
End Time	12:00 AM
Direction	
Notes	fdot
Count Source	8724855000
File Name	872485_SB_LN1.PRN
Weather	
Study	
Owner	michael.hernandez
QC Status	Accepted

Interval: 15 mins

Time	15 Min				Hourly Count
	1st	2nd	3rd	4th	
00:00 - 01:00	461	445	344	313	1563
01:00 - 02:00	323	292	267	280	1162
02:00 - 03:00	233	208	193	204	838
03:00 - 04:00	192	184	225	231	832
04:00 - 05:00	205	242	263	304	1014
05:00 - 06:00	347	367	516	687	1917
06:00 - 07:00	823	928	1135	1321	4207
07:00 - 08:00	1015	802	819	938	3574
08:00 - 09:00	1080	1131	895	680	3786
09:00 - 10:00	554	1144	1307	979	3984
10:00 - 11:00	617	1031	1143	1109	3900
11:00 - 12:00	1235	1391	1288	1209	5123
12:00 - 13:00	1059	1012	1039	893	4003
13:00 - 14:00	817	828	1210	1312	4167
14:00 - 15:00	987	1088	1000	1020	4095
15:00 - 16:00	998	1114	1213	1363	4688
16:00 - 17:00	1239	1129	1267	1239	4874
17:00 - 18:00	1349	1252	1223	1293	5117
18:00 - 19:00	1265	940	1212	1094	4511
19:00 - 20:00	1197	1481	1491	1407	5576
20:00 - 21:00	1432	1204	1100	1038	4774
21:00 - 22:00	976	969	971	845	3761
22:00 - 23:00	886	828	845	765	3324
23:00 - 24:00	739	599	637	621	2596
TOTAL					83386

Attachment D

I-95 Traffic Volume Calibration
4-Hour Simulation Output

ATTACHMENT D

2021 AM Calibration Results for Entire Simulation Period (4 Hours)
I-95 Roadway Segments

		Segment	Lanes	Pre-Peak Hour						Peak Hour						Post-Peak (1st Hour)						Post-Peak (2nd Hour)					
				Demand (vph)	Model Processed (vph)	Served (%)	GEH (<5)	Acceptance Target	Simulated Speed (mph)	Demand (vph)	Model Processed (vph)	Served (%)	GEH (<5)	Acceptance Target	Simulated Speed (mph)	Demand (vph)	Model Processed (vph)	Served (%)	GEH (<5)	Acceptance Target	Simulated Speed (mph)	Demand (vph)	Model Processed (vph)	Served (%)	GEH (<5)	Acceptance Target	Simulated Speed (mph)
I-95 General-Use Lanes	#	**I-95 NB**																									
	1	South of Miami Gardens Drive to EL Ingress Point	3	4,823	4,826	100%	0/Yes	Yes<400	54	5,190	5,188	100%	0/Yes	Yes<400	54	4,826	4,836	100%	0.1/Yes	Yes<400	54	4,468	4,474	100%	0.1/Yes	Yes<400	55
	2	From EL Ingress Point to Miami Gardens Drive Off-ran	3	4,432	4,422	100%	0.2/Yes	Yes<400	51	4,770	4,777	100%	0.1/Yes	Yes<400	50	4,436	4,449	100%	0.2/Yes	Yes<400	51	4,106	4,091	100%	0.2/Yes	Yes<400	51
	3	Between Miami Gardens Drive Interchange	3	3,847	3,843	100%	0.1/Yes	Yes<400	55	4,140	4,153	100%	0.2/Yes	Yes<400	55	3,850	3,863	100%	0.2/Yes	Yes<400	55	3,564	3,562	100%	0/Yes	Yes<400	55
	4	From Miami Gardens Drive On-Ramp to EL Egress Poi	4	4,776	4,705	99%	1/Yes	Yes<400	56	5,140	5,067	99%	1/Yes	Yes<400	56	4,780	4,764	100%	0.2/Yes	Yes<400	56	4,425	4,380	99%	0.7/Yes	Yes<400	56
	5	From EL Egress Point to Ives Dairy Road Off-Ramp	5	5,296	5,222	99%	1/Yes	Yes<400	56	5,700	5,641	99%	0.8/Yes	Yes<400	56	5,300	5,282	100%	0.3/Yes	Yes<400	56	4,907	4,864	99%	0.6/Yes	Yes<400	56
	6	From Ives Dairy Road Off-Ramp to On-Ramp	4	4,219	4,134	98%	1.3/Yes	Yes<400	56	4,540	4,494	99%	0.7/Yes	Yes<400	56	4,222	4,204	100%	0.3/Yes	Yes<400	56	3,908	3,871	99%	0.6/Yes	Yes<400	56
	7	North of Ives Dairy Road	5	6,244	6,066	97%	2.3/Yes	Yes<400	60	6,720	6,425	96%	3.6/Yes	Yes<400	59	6,249	6,137	98%	1.4/Yes	Yes<400	60	5,785	5,829	101%	0.6/Yes	Yes<400	60
	#	**I-95 SB**																									
	8	North of Ives Dairy Road	5	5,631	5,611	100%	0.3/Yes	Yes<400	59	6,060	6,071	100%	0.1/Yes	Yes<400	58	5,635	5,632	100%	0/Yes	Yes<400	59	5,217	5,224	100%	0.1/Yes	Yes<400	60
	9	Between Ives Diary Road Ramps	3	4,144	4,120	99%	0.4/Yes	Yes<400	55	4,460	4,477	100%	0.2/Yes	Yes<400	54	4,147	4,127	100%	0.3/Yes	Yes<400	55	3,840	3,848	100%	0.1/Yes	Yes<400	55
	10	From Ives Diary Road On-Ramp to EL Ingress Point	3	5,036	4,968	99%	1/Yes	Yes<400	54	5,420	5,376	99%	0.6/Yes	Yes<400	52	5,040	4,995	99%	0.6/Yes	Yes<400	54	4,666	4,708	101%	0.6/Yes	Yes<400	54
	11	From EL Ingress Point to Miami Gardens Drive Off-Ran	3	4,367	4,292	98%	1.1/Yes	Yes<400	54	4,700	4,677	100%	0.3/Yes	Yes<400	53	4,371	4,340	99%	0.5/Yes	Yes<400	51	4,046	4,086	101%	0.6/Yes	Yes<400	53
	12	Between Miami Gardens Drive Ramps	3	3,670	3,594	98%	1.3/Yes	Yes<400	55	3,950	3,924	99%	0.4/Yes	Yes<400	54	3,673	3,632	99%	0.7/Yes	Yes<400	55	3,401	3,409	100%	0.1/Yes	Yes<400	55
	13	South of Miami Gardens Drive to EL Egress Point	3	4,311	4,202	97%	1.7/Yes	Yes<400	55	4,640	4,597	99%	0.6/Yes	Yes<400	55	4,315	4,256	99%	0.9/Yes	Yes<400	55	3,995	3,984	100%	0.2/Yes	Yes<400	55
	14	From Egress Point to South	4	4,748	4,603	97%	2.1/Yes	Yes<400	50	5,110	5,077	99%	0.5/Yes	Yes<400	39	4,752	4,720	99%	0.5/Yes	Yes<400	55	4,399	4,401	100%	0/Yes	Yes<400	55
			SUM	***65,546***	***64,608***	***99%***	***3.7/Yes***			***70,540***	***69,944***	***99%***	***2.2/Yes***			***65,595***	***65,238***	***99%***	***1.4/Yes***			***60,728***	***60,731***	***100%***	***0/Yes***		
I-95 Express Lanes	#	**I-95 NB**																									
	1	South of Miami Gardens Drive to Ingress Point	1	1,087	1,088	100%	0/Yes	Yes<15%	60	1,170	1,171	100%	0/Yes	Yes<15%	60	1,088	1,086	100%	0.1/Yes	Yes<15%	60	1,007	1,006	100%	0.1/Yes	Yes<15%	60
	2	From Ingress Point to Ives Dairy Road Egress Point	2	1,477	1,471	100%	0.2/Yes	Yes<15%	59	1,590	1,581	99%	0.2/Yes	Yes<15%	59	1,479	1,474	100%	0.1/Yes	Yes<15%	59	1,369	1,378	101%	0.3/Yes	Yes<15%	60
	3	From Ives Dairy Road Egress Point to Ives Dairy Road I	1	957	942	98%	0.5/Yes	Yes<15%	60	1,030	1,013	98%	0.5/Yes	Yes<15%	60	958	959	100%	0/Yes	Yes<15%	60	887	900	101%	0.4/Yes	Yes<15%	60
	4	From Ives Dairy Road Ingress Point to North	2	957	937	98%	0.6/Yes	Yes<15%	67	1,030	1,016	99%	0.4/Yes	Yes<15%	67	958	960	100%	0.1/Yes	Yes<15%	67	887	899	101%	0.4/Yes	Yes<15%	67
	#	**I-95 SB**																									
	5	North to Ives Dairy Road Egress Point	2	1,561	1,558	100%	0.1/Yes	Yes<15%	65	1,680	1,677	100%	0.1/Yes	Yes<15%	65	1,562	1,562	100%	0/Yes	Yes<15%	65	1,446	1,445	100%	0/Yes	Yes<15%	66
	6	From Ives Dairy Road Egress Point to Ives Dairy Road I	1	1,217	1,209	99%	0.2/Yes	Yes<15%	60	1,310	1,305	100%	0.1/Yes	Yes<15%	60	1,218	1,219	100%	0/Yes	Yes<15%	60	1,128	1,127	100%	0/Yes	Yes<15%	60
	7	From Ives Diary Road Ingress Point to Egress Point	2	1,886	1,859	99%	0.6/Yes	Yes<15%	37	2,030	1,987	98%	1/Yes	Yes<15%	18	1,888	1,909	101%	0.5/Yes	Yes<15%	27	1,748	1,755	100%	0.2/Yes	Yes<15%	49
	8	From Egress Point to South	1	1,450	1,410	97%	1.1/Yes	Yes<15%	33	1,560	1,513	97%	1.2/Yes	Yes<15%	43	1,451	1,495	103%	1.1/Yes	Yes<15%	58	1,343	1,351	101%	0.2/Yes	Yes<15%	58
			SUM	***10,593***	***10,474***	***99%***	***1.2/Yes***			***11,400***	***11,264***	***99%***	***1.3/Yes***			***10,601***	***10,664***	***101%***	***0.6/Yes***			***9,814***	***9,860***	***100%***	***0.5/Yes***		

2021 PM Calibration Results for Entire Simulation Period (4 Hours)
I-95 Roadway Segments

	#	Segment	Lanes	Pre-Peak Hour						Peak Hour						Post-Peak (1st Hour)						Post-Peak (2nd Hour)					
				Demand (vph)	Model Processed (vph)	Served (%)	GEH (<5)	Acceptance Target	Simulated Speed (mph)	Demand (vph)	Model Processed (vph)	Served (%)	GEH (<5)	Acceptance Target	Simulated Speed (mph)	Demand (vph)	Model Processed (vph)	Served (%)	GEH (<5)	Acceptance Target	Simulated Speed (mph)	Demand (vph)	Model Processed (vph)	Served (%)	GEH (<5)	Acceptance Target	Simulated Speed (mph)
I-95 General-Use Lanes	#	**I-95 NB**																									
	1	South of Miami Gardens Drive to EL Ingress Point	3	4,772	4,769	100%	0/Yes	Yes<400	55	5,070	5,062	100%	0.1/Yes	Yes<400	54	4,882	4,892	100%	0.1/Yes	Yes<400	54	5,008	5,002	100%	0.1/Yes	Yes<400	54
	2	From EL Ingress Point to Miami Gardens Drive Off-ran	3	4,518	4,504	100%	0.2/Yes	Yes<400	51	4,800	4,789	100%	0.2/Yes	Yes<400	50	4,622	4,635	100%	0.2/Yes	Yes<400	51	4,741	4,732	100%	0.1/Yes	Yes<400	50
	3	Between Miami Gardens Drive Interchange	3	4,001	3,998	100%	0/Yes	Yes<400	55	4,250	4,249	100%	0/Yes	Yes<400	55	4,093	4,111	100%	0.3/Yes	Yes<400	55	4,198	4,185	100%	0.2/Yes	Yes<400	55
	4	From Miami Gardens Drive On-Ramp to EL Egress Poi	4	5,149	5,001	97%	2.1/Yes	Yes<400	56	5,470	5,324	97%	2/Yes	Yes<400	56	5,268	5,140	98%	1.8/Yes	Yes<400	56	5,403	5,239	97%	2.2/Yes	Yes<400	56
	5	From EL Egress Point to Ives Dairy Road Off-Ramp	5	5,874	5,721	97%	2/Yes	Yes<400	56	6,240	6,069	97%	2.2/Yes	Yes<400	56	6,009	5,915	98%	1.2/Yes	Yes<400	56	6,163	6,003	97%	2.1/Yes	Yes<400	56
	6	From Ives Dairy Road Off-Ramp to On-Ramp	4	4,819	4,671	97%	2.2/Yes	Yes<400	55	5,120	4,964	97%	2.2/Yes	Yes<400	55	4,931	4,850	98%	1.1/Yes	Yes<400	55	5,057	4,917	97%	2/Yes	Yes<400	55
	7	North of Ives Dairy Road	5	6,523	6,338	97%	2.3/Yes	Yes<400	59	6,930	6,768	98%	2/Yes	Yes<400	59	6,674	6,604	99%	0.9/Yes	Yes<400	59	6,845	6,707	98%	1.7/Yes	Yes<400	59
	#	**I-95 SB**																									
	8	North of Ives Dairy Road	5	5,761	5,749	100%	0.2/Yes	Yes<400	60	6,120	6,082	99%	0.5/Yes	Yes<400	43	5,894	6,138	104%	3.1/Yes	Yes<400	19	6,045	6,058	100%	0.2/Yes	Yes<400	11
	9	Between Ives Diary Road Ramps	3	3,841	3,807	99%	0.5/Yes	Yes<400	56	4,080	4,068	100%	0.2/Yes	Yes<400	55	3,929	3,735	95%	3.1/Yes	Yes<400	56	4,030	3,944	98%	1.4/Yes	Yes<400	54
	10	From Ives Diary Road On-Ramp to EL Ingress Point	3	4,819	4,766	99%	0.8/Yes	Yes<400	54	5,120	5,114	100%	0.1/Yes	Yes<400	53	4,931	4,738	96%	2.8/Yes	Yes<400	54	5,057	4,994	99%	0.9/Yes	Yes<400	53
	11	From EL Ingress Point to Miami Gardens Drive Off-Ran	3	4,274	4,218	99%	0.8/Yes	Yes<400	54	4,540	4,548	100%	0.1/Yes	Yes<400	54	4,372	4,354	100%	0.3/Yes	Yes<400	54	4,484	4,472	100%	0.2/Yes	Yes<400	54
	12	Between Miami Gardens Drive Ramps	3	3,568	3,511	98%	0.9/Yes	Yes<400	55	3,790	3,774	100%	0.3/Yes	Yes<400	55	3,650	3,482	95%	2.8/Yes	Yes<400	55	3,743	3,566	95%	2.9/Yes	Yes<400	55
	13	South of Miami Gardens Drive to EL Egress Point	3	4,415	4,335	98%	1.2/Yes	Yes<400	54	4,690	4,614	98%	1.1/Yes	Yes<400	54	4,516	4,479	99%	0.6/Yes	Yes<400	54	4,632	4,535	98%	1.4/Yes	Yes<400	54
	14	From Egress Point to South	4	4,979	4,875	98%	1.5/Yes	Yes<400	55	5,290	5,238	99%	0.7/Yes	Yes<400	54	5,094	4,922	97%	2.4/Yes	Yes<400	55	5,225	5,040	96%	2.6/Yes	Yes<400	55
			SUM	***67,312***	***66,264***	***98%***	***4.1/Yes***			***71,510***	***70,663***	***99%***	***3.2/Yes***			***68,864***	***67,996***	***99%***	***3.3/Yes***			***70,630***	***69,396***	***98%***	***4.7/Yes***		
I-95 Express Lanes	#	**I-95 NB**																									
	1	South of Miami Gardens Drive to Ingress Point	1	1,365	1,363	100%	0/Yes	Yes<15%	59	1,450	1,449	100%	0/Yes	Yes<15%	59	1,396	1,397	100%	0/Yes	Yes<15%	59	1,432	1,429	100%	0.1/Yes	Yes<15%	59
	2	From Ingress Point to Ives Dairy Road Egress Point	2	1,619	1,611	100%	0.2/Yes	Yes<15%	58	1,720	1,716	100%	0.1/Yes	Yes<15%	57	1,656	1,656	100%	0/Yes	Yes<15%	58	1,699	1,692	100%	0.2/Yes	Yes<15%	57
	3	From Ives Dairy Road Egress Point to Ives Dairy Road I	1	894	894	100%	0/Yes	Yes<15%	60	950	952	100%	0/Yes	Yes<15%	60	915	918	100%	0.1/Yes	Yes<15%	60	938	922	98%	0.6/Yes	Yes<15%	60
	4	From Ives Dairy Road Ingress Point to North	2	894	890	100%	0.1/Yes	Yes<15%	67	950	952	100%	0.1/Yes	Yes<15%	67	915	920	101%	0.2/Yes	Yes<15%	67	938	919	98%	0.6/Yes	Yes<15%	67
	#	**I-95 SB**																									
	5	North to Ives Dairy Road Egress Point	2	1,694	1,693	100%	0/Yes	Yes<15%	65	1,800	1,797	100%	0.1/Yes	Yes<15%	65	1,733	1,734	100%	0/Yes	Yes<15%	65	1,778	1,775	100%	0.1/Yes	Yes<15%	64
	6	From Ives Dairy Road Egress Point to Ives Dairy Road I	1	1,195	1,188	99%	0.2/Yes	Yes<15%	60	1,270	1,271	100%	0/Yes	Yes<15%	60	1,223	1,221	100%	0.1/Yes	Yes<15%	60	1,254	1,254	100%	0/Yes	Yes<15%	60
	7	From Ives Diary Road Ingress Point to Egress Point	2	1,741	1,731	99%	0.2/Yes	Yes<15%	57	1,850	1,838	99%	0.3/Yes	Yes<15%	57	1,782	1,764	99%	0.4/Yes	Yes<15%	57	1,827	1,774	97%	1.2/Yes	Yes<15%	57
	8	From Egress Point to South	1	1,177	1,169	99%	0.2/Yes	Yes<15%	59	1,250	1,225	98%	0.7/Yes	Yes<15%	56	1,204	1,184	98%	0.6/Yes	Yes<15%	59	1,235	1,190	96%	1.3/Yes	Yes<15%	59
			SUM	***10,580***	***10,540***	***100%***	***0.4/Yes***			***11,240***	***11,201***	***100%***	***0.4/Yes***			***10,824***	***10,794***	***100%***	***0.3/Yes***			***11,102***	***10,954***	***99%***	***1.4/Yes***		

Attachment E

Intersection Traffic Volume Calibration
4-Hour Simulation Output

ATTACHMENT E

2021 AM Calibration Results of Entire Simulation Period (4 Hours)
Signalized Intersections

		Pre-Peak Hour									Peak Hour									Post-Peak (1st Hour)									Post-Peak (2nd Hour)								
Intersection	**Movement**	**Demand (vph)**	**Simulated Demand (vph)**	**Difference in Volume**	**Difference (%)**	**Delay (sec.)**	**Level of Service**	**Max Queue Length (Feet)**	**GEH (<5)**	**Acceptance Target**	**Demand (vph)**	**Simulated Demand (vph)**	**Difference in Volume**	**Difference (%)**	**Delay (sec.)**	**Level of Service**	**Max Queue Length (Feet)**	**GEH (<5)**	**Acceptance Target**	**Demand (vph)**	**Simulated Demand (vph)**	**Difference in Volume**	**Difference (%)**	**Delay (sec.)**	**Level of Service**	**Max Queue Length (Feet)**	**GEH (<5)**	**Acceptance Target**	**Demand (vph)**	**Simulated Demand (vph)**	**Difference in Volume**	**Difference (%)**	**Delay (sec.)**	**Level of Service**	**Max Queue Length (Feet)**	**GEH (<5)**	**Acceptance Target**
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**4190**	**4454**	**264**	**6%**	**41**	**D**				**4890**	**4724**	**-166**	**-3%**	**51**	**D**				**4550**	**4552**	**2**	**0%**	**45**	**D**				**4200**	**4285**	**85**	**2%**	**39**	**D**			
	SBLT	1040	1118	78	8%	69	E	1053	2.4	Yes<15%	1210	1215	5	0%	99	F	1464	0.1	Yes<15%	1130	1150	20	2%	80	E	1254	0.6	Yes<15%	1040	1043	3	0%	65	E	989	0.1	Yes<15%
	SBRT	330	371	41	12%	2	A	0	2.2	Yes<100	390	389	-1	0%	7	A	0	0.1	Yes<100	360	369	9	3%	3	A	0	0.5	Yes<100	340	340	0	0%	2	A	0	0.0	Yes<100
	EBTH	1100	1176	76	7%	50	D	1135	2.3	Yes<15%	1280	1284	4	0%	57	E	1353	0.1	Yes<15%	1190	1222	32	3%	54	D	1208	0.9	Yes<15%	1100	1095	-5	0%	47	D	828	0.2	Yes<15%
	EBRT	480	505	25	5%	6	A	0	1.1	Yes<100	560	545	-15	-3%	10	B	0	0.6	Yes<100	520	513	-7	-1%	9	A	0	0.3	Yes<100	480	488	8	2%	4	A	0	0.4	Yes<100
	WBLT	340	347	7	2%	39	D	290	0.4	Yes<100	400	346	-54	-14%	41	D	287	2.8	Yes<100	370	346	-24	-6%	41	D	282	1.3	Yes<100	340	369	29	9%	40	D	306	1.5	Yes<100
	WBTH	900	937	37	4%	33	C	506	1.2	Yes<15%	1050	945	-105	-10%	33	C	514	3.3	Yes<15%	980	952	-28	-3%	32	C	505	0.9	Yes<15%	900	950	50	6%	31	C	506	1.6	Yes<15%
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**4160**	**4455**	**295**	**7%**	**26**	**C**			**Yes<400**	**4865**	**4763**	**-102**	**-2%**	**48**	**D**				**4530**	**4572**	**42**	**1%**	**39**	**D**				**4180**	**4235**	**55**	**1%**	**22**	**C**			
	NBLT	280	308	28	10%	80	F	329	1.6	Yes<100	330	324	-6	-2%	102	F	947	0.3	Yes<100	310	322	12	4%	100	F	723	0.7	Yes<100	280	281	1	0%	77	E	295	0.1	Yes<100
	NBRT(Sig)	200	214	14	7%	45	D	351	1.0	Yes<100	237	238	1	0%	107	F	970	0.1	Yes<100	220	229	9	4%	73	E	746	0.6	Yes<100	200	206	6	3%	36	D	314	0.4	Yes<100
	NBRT(Free)	510	553	43	8%	4	A	249	1.9	Yes<100	593	574	-19	-3%	16	B	880	0.8	Yes<100	550	550	0	0%	12	B	655	0.0	Yes<100	510	509	-1	0%	3	A	219	0.0	Yes<100
	EBLT	420	457	37	9%	10	A	278	1.8	Yes<100	495	509	14	3%	9	A	281	0.6	Yes<100	460	469	9	2%	10	A	270	0.4	Yes<100	430	432	2	0%	10	B	267	0.1	Yes<100
	EBTH	2130	2294	164	8%	3	A	361	3.5	Yes<15%	2490	2498	8	0%	7	A	431	0.2	Yes<15%	2320	2372	52	2%	6	A	438	1.1	Yes<15%	2140	2138	-2	0%	2	A	243	0.0	Yes<15%
	WBTH	620	629	9	1%	102	F	892	0.4	Yes<100	720	620	-100	-14%	196	F	962	3.9	Yes<15%	670	630	-40	-6%	155	F	962	1.6	Yes<100	620	669	49	8%	83	F	808	1.9	Yes<100
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**5420**	**5720**	**300**	**6%**	**48**	**D**			**Yes<400**	**6320**	**5833**	**-487**	**-8%**	**207**	**F**				**5870**	**5731**	**-139**	**-2%**	**280**	**F**				**5450**	**5555**	**105**	**2%**	**252**	**F**			
	NBLT	620	660	40	6%	98	F	810	1.6	Yes<100	730	602	-128	-18%	427	F	2718	5.0	No	680	615	-65	-10%	483	F	2717	2.6	Yes<100	630	658	28	4%	421	F	2715	1.1	Yes<100
	NBTH	50	56	6	12%	96	F	810	0.8	Yes<100	60	48	-12	-20%	392	F	2718	1.6	Yes<100	60	49	-11	-18%	452	F	2717	1.5	Yes<100	50	58	8	16%	418	F	2715	1.1	Yes<100
	NBRT	10	14	4	40%	81	F	841	1.2	Yes<100	15	12	-3	-20%	367	F	2749	0.8	Yes<100	10	11	1	10%	471	F	2748	0.3	Yes<100	10	13	3	30%	391	F	2747	0.9	Yes<100
	SBLT	10	10	0	0%	109	F	143	0.0	Yes<100	10	9	-1	-10%	473	F	272	0.3	Yes<100	10	8	-2	-20%	992	F	688	0.7	Yes<100	10	7	-3	-30%	1268	F	912	1.0	Yes<100
	SBTH	50	51	1	2%	151	F	527	0.1	Yes<100	60	39	-21	-35%	613	F	1810	3.0	Yes<100	60	31	-29	-48%	1219	F	2124	4.3	Yes<100	50	34	-16	-32%	1436	F	2214	2.5	Yes<100
	SBRT	190	196	6	3%	93	F	527	0.4	Yes<100	220	172	-48	-22%	533	F	1810	3.4	Yes<100	200	171	-29	-15%	1092	F	2124	2.1	Yes<100	190	157	-33	-17%	1333	F	2214	2.5	Yes<100
	EBLT	200	201	1	1%	65	E	954	0.1	Yes<100	230	223	-7	-3%	127	F	970	0.5	Yes<100	210	226	16	8%	138	F	963	1.1	Yes<100	200	202	2	1%	97	F	864	0.1	Yes<100
	EBTH	1810	1951	141	8%	29	C	954	3.3	Yes<15%	2110	2115	5	0%	37	D	970	0.1	Yes<15%	1960	2004	44	2%	35	D	963	1.0	Yes<15%	1820	1816	-4	0%	29	C	864	0.1	Yes<15%
	EBRT	840	891	51	6%	16	B	814	1.7	Yes<15%	980	971	-9	-1%	22	C	830	0.3	Yes<15%	910	935	25	3%	20	B	824	0.8	Yes<15%	840	838	-2	0%	14	B	724	0.1	Yes<15%
	WBLT	30	29	-1	-3%	46	D	63	0.2	Yes<100	30	24	-6	-20%	299	F	66	1.2	Yes<100	30	25	-5	-17%	412	F	75	1.0	Yes<100	30	26	-4	-13%	331	F	70	0.8	Yes<100
	WBTH	1590	1644	54	3%	54	D	1247	1.3	Yes<15%	1855	1602	-253	-14%	359	F	4690	6.1	Yes<15%	1720	1637	-83	-5%	491	F	5874	2.0	Yes<15%	1600	1727	127	8%	403	F	5536	3.1	Yes<15%
	WBRT	20	17	-3	-15%	46	D	1292	0.7	Yes<100	20	16	-4	-20%	317	F	4735	0.9	Yes<100	20	19	-1	-5%	471	F	5919	0.2	Yes<100	20	19	-1	-5%	403	F	5582	0.2	Yes<100
Miami Gardens Drive @ I-95 SB Off-ramp	**Overall**	**4600**	**4810**	**210**	**5%**	**39**	**D**			**Yes<400**	**5375**	**5195**	**-180**	**-3%**	**88**	**F**				**5010**	**4999**	**-11**	**0%**	**74**	**E**				**4640**	**4563**	**-77**	**-2%**	**37**	**D**			
	NBLT	390	413	23	6%	81	F	670	1.1	Yes<100	455	458	3	1%	83	F	770	0.1	Yes<100	420	419	-1	0%	83	F	707	0.0	Yes<100	390	388	-2	-1%	81	F	596	0.1	Yes<100
	NBTH	30	31	1	3%	62	E	393	0.2	Yes<100	30	30	0	0%	58	E	427	0.0	Yes<100	30	27	-3	-10%	63	E	337	0.6	Yes<100	30	27	-3	-10%	64	E	276	0.6	Yes<100
	NBRT	270	297	27	10%	26	C	393	1.6	Yes<100	320	323	3	1%	24	C	427	0.2	Yes<100	300	303	3	1%	24	C	337	0.2	Yes<100	280	279	-1	0%	25	C	276	0.1	Yes<100
	SBLT	180	183	3	2%	97	F	1036	0.2	Yes<100	205	196	-9	-4%	127	F	1608	0.6	Yes<100	190	188	-2	-1%	159	F	1487	0.1	Yes<100	180	186	6	3%	110	F	1247	0.4	Yes<100
	SBTH	280	294	14	5%	126	F	1036	0.8	Yes<100	330	314	-16	-5%	184	F	1608	0.9	Yes<100	310	305	-5	-2%	223	F	1487	0.3	Yes<100	280	302	22	8%	131	F	1247	1.3	Yes<100
	SBRT	180	196	16	9%	29	C	0	1.2	Yes<100	215	205	-10	-5%	74	E	0	0.7	Yes<100	200	193	-7	-4%	106	F	0	0.5	Yes<100	190	192	2	1%	42	D	0	0.1	Yes<100
	EBLT	30	27	-3	-10%	35	C	66	0.6	Yes<100	30	30	0	0%	145	F	77	0.0	Yes<100	30	30	0	0%	106	F	80	0.0	Yes<100	30	28	-2	-7%	31	C	62	0.4	Yes<100
	EBTH	1150	1226	76	7%	52	D	1276	2.2	Yes<15%	1345	1297	-48	-4%	197	F	2664	1.3	Yes<15%	1250	1320	70	6%	133	F	2492	2.0	Yes<15%	1160	1151	-9	-1%	43	D	994	0.3	Yes<15%
	EBRT	860	920	60	7%	4	A	161	2.0	Yes<15%	1000	985	-15	-2%	29	C	848	0.5	Yes<15%	930	954	24	3%	17	B	857	0.8	Yes<15%	860	866	6	1%	4	A	42	0.2	Yes<15%
	WBLT	100	98	-2	-2%	61	E	164	0.2	Yes<100	120	112	-8	-7%	94	F	211	0.7	Yes<100	110	104	-6	-5%	79	E	209	0.6	Yes<100	100	99	-1	-1%	49	D	149	0.1	Yes<100
	WBTH	590	593	3	1%	13	B	285	0.1	Yes<100	695	660	-35	-5%	15	B	292	1.3	Yes<100	650	608	-42	-6%	13	B	321	1.7	Yes<100	600	549	-51	-9%	12	B	266	2.1	Yes<100
	WBRT	540	532	-8	-1%	4	A	0	0.3	Yes<100	630	585	-45	-7%	4	A	0	1.8	Yes<100	590	548	-42	-7%	4	A	0	1.8	Yes<100	540	496	-44	-8%	4	A	0	1.9	Yes<100
Miami Gardens Drive @ I-95 NB Ramps	**Overall**	**3540**	**3771**	**231**	**7%**	**34**	**C**			**Yes<400**	**4125**	**4080**	**-45**	**-1%**	**36**	**D**				**3830**	**3930**	**100**	**3%**	**35**	**D**				**3560**	**3538**	**-22**	**-1%**	**33**	**C**			
	SBLT	450	487	37	8%	79	E	487	1.7	Yes<100	530	527	-3	-1%	83	F	519	0.1	Yes<100	490	497	7	1%	81	F	501	0.3	Yes<100	460	446	-14	-3%	79	E	427	0.7	Yes<100
	SBRT	90	91	1	1%	3	A	0	0.1	Yes<100	100	100	0	0%	4	A	0	0.0	Yes<100	90	94	4	4%	3	A	0	0.4	Yes<100	90	84	-6	-7%	2	A	0	0.6	Yes<100
	EBLT	530	513	-17	-3%	89	F	465	0.7	Yes<100	620	529	-91	-15%	82	F	474	3.8	Yes<100	580	534	-46	-8%	86	F	515	1.9	Yes<100	530	481	-49	-9%	91	F	412	2.2	Yes<100
	EBTH	1070	1190	120	11%	0	A	0	3.6	Yes<15%	1250	1288	38	3%	0	A	0	1.1	Yes<15%	1160	1277	117	10%	0	A	0	3.4	Yes<15%	1080	1134	54	5%	0	A	0	1.6	Yes<15%
	WBTH	1070	1135	65	6%	33	C	1100	2.0	Yes<15%	1245	1253	8	1%	40	D	1499	0.2	Yes<15%	1160	1173	13	1%	35	D	1125	0.4	Yes<15%	1070	1059	-11	-1%	29	C	848	0.3	Yes<15%
	WBRT	330	355	25	8%	8	A	0	1.4	Yes<100	380	383	3	1%	12	B	0	0.2	Yes<100	350	355	5	1%	8	A	0	0.3	Yes<100	330	334	4	1%	7	A	0	0.2	Yes<100

2021 PM Calibration Results of Entire Simulation Period (4 Hours)
Signalized Intersections

		Pre-Peak Hour									Peak Hour									Post-Peak (1st Hour)									Post-Peak (2nd Hour)								
Intersection	**Movement**	**Demand (vph)**	**Simulated Demand (vph)**	**Difference in Volume**	**Difference (%)**	**Delay (sec.)**	**Level of Service**	**Max Queue Length (Feet)**	**GEH (<5)**	**Acceptance Target**	**Demand (vph)**	**Simulated Demand (vph)**	**Difference in Volume**	**Difference (%)**	**Delay (sec.)**	**Level of Service**	**Max Queue Length (Feet)**	**GEH (<5)**	**Acceptance Target**	**Demand (vph)**	**Simulated Demand (vph)**	**Difference in Volume**	**Difference (%)**	**Delay (sec.)**	**Level of Service**	**Max Queue Length (Feet)**	**GEH (<5)**	**Acceptance Target**	**Demand (vph)**	**Simulated Demand (vph)**	**Difference in Volume**	**Difference (%)**	**Delay (sec.)**	**Level of Service**	**Max Queue Length (Feet)**	**GEH (<5)**	**Acceptance Target**
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**4890**	**4804**	**-86**	**-2%**	**54**	**D**				**5195**	**5002**	**-193**	**-4%**	**98**	**F**				**5010**	**4897**	**-113**	**-2%**	**99**	**F**				**5130**	**4863**	**-267**	**-5%**	**96**	**F**			
	SBLT	1380	1332	-48	-3%	132	F	1440	1.3	Yes<15%	1380	1332	-48	-3%	132	F	1440	1.3	Yes<15%	1380	1332	-48	-3%	132	F	1440	1.3	Yes<15%	1380	1332	-48	-3%	132	F	1440	1.3	Yes<15%
	SBRT	540	536	-4	-1%	7	A	0	0.2	Yes<100	570	521	-49	-9%	45	D	0	2.1	Yes<100	550	523	-27	-5%	49	D	0	1.2	Yes<100	560	504	-56	-10%	44	D	0	2.4	Yes<100
	EBTH	750	758	8	1%	46	D	362	0.3	Yes<15%	800	803	3	0%	47	D	373	0.1	Yes<15%	770	778	8	1%	45	D	370	0.3	Yes<15%	790	797	7	1%	45	D	392	0.2	Yes<15%
	EBRT	390	388	-2	-1%	2	A	0	0.1	Yes<100	415	413	-2	0%	2	A	0	0.1	Yes<100	400	393	-7	-2%	2	A	0	0.4	Yes<100	410	391	-19	-5%	2	A	0	0.9	Yes<100
	WBLT	590	577	-13	-2%	44	D	453	0.5	Yes<100	625	628	3	0%	47	D	481	0.1	Yes<100	600	609	9	2%	46	D	469	0.4	Yes<100	620	600	-20	-3%	45	D	477	0.8	Yes<100
	WBTH	1240	1213	-27	-2%	13	B	396	0.8	Yes<15%	1315	1302	-13	-1%	15	B	428	0.4	Yes<15%	1270	1262	-8	-1%	13	B	413	0.2	Yes<15%	1300	1264	-36	-3%	14	B	394	1.0	Yes<15%
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**4380**	**4294**	**-86**	**-2%**	**24**	**C**				**4650**	**4485**	**-165**	**-4%**	**29**	**C**				**4480**	**4391**	**-89**	**-2%**	**27**	**C**				**4590**	**4404**	**-186**	**-4%**	**25**	**C**			
	NBLT	400	382	-18	-5%	105	F	410	0.9	Yes<100	420	413	-7	-2%	141	F	763	0.3	Yes<100	400	413	13	3%	129	F	617	0.6	Yes<100	410	396	-14	-3%	112	F	448	0.7	Yes<100
	NBRT(Sig)	40	34	-6	-15%	20	C	169	1.0	Yes<100	38	39	1	3%	25	C	453	0.2	Yes<100	40	35	-5	-13%	23	C	396	0.8	Yes<100	40	33	-7	-18%	21	C	205	1.2	Yes<100
	NBRT(Free)	620	614	-6	-1%	6	A	20	0.2	Yes<100	662	638	-24	-4%	8	A	2	0.9	Yes<100	640	633	-7	-1%	7	A	53	0.3	Yes<100	650	630	-20	-3%	6	A	0	0.8	Yes<100
	EBLT	340	347	7	2%	41	D	163	0.4	Yes<100	365	364	-1	0%	43	D	175	0.1	Yes<100	350	352	2	1%	43	D	198	0.1	Yes<100	360	371	11	3%	40	D	177	0.6	Yes<100
	EBTH	2140	2086	-54	-3%	4	A	250	1.2	Yes<15%	2270	2142	-128	-6%	5	A	273	2.7	Yes<15%	2190	2109	-81	-4%	4	A	244	1.7	Yes<15%	2240	2106	-134	-6%	4	A	269	2.9	Yes<15%
	WBTH	840	831	-9	-1%	45	D	597	0.3	Yes<15%	895	889	-6	-1%	48	D	728	0.2	Yes<15%	860	849	-11	-1%	47	D	641	0.4	Yes<15%	880	868	-12	-1%	47	D	678	0.4	Yes<15%
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**5770**	**5683**	**-87**	**-2%**	**38**	**D**				**6135**	**5937**	**-198**	**-3%**	**65**	**E**				**5910**	**5800**	**-110**	**-2%**	**74**	**E**				**6060**	**5818**	**-242**	**-4%**	**78**	**E**			
	NBLT	690	670	-20	-3%	136	F	1192	0.8	Yes<100	730	673	-57	-8%	327	F	2696	2.2	Yes<15%	700	674	-26	-4%	410	F	2712	1.0	Yes<100	720	654	-66	-9%	435	F	2718	2.5	Yes<15%
	NBTH	70	67	-3	-4%	136	F	1192	0.4	Yes<100	70	60	-10	-14%	320	F	2696	1.2	Yes<100	70	63	-7	-10%	411	F	2712	0.9	Yes<100	70	64	-6	-9%	438	F	2718	0.7	Yes<100
	NBRT	10	13	3	30%	123	F	1223	0.9	Yes<100	15	14	-1	-7%	315	F	2728	0.3	Yes<100	10	13	3	30%	405	F	2744	0.9	Yes<100	10	14	4	40%	432	F	2750	1.2	Yes<100
	SBLT	20	20	0	0%	83	F	77	0.0	Yes<100	20	22	2	10%	86	F	103	0.4	Yes<100	20	20	0	0%	80	E	101	0.0	Yes<100	20	21	1	5%	78	E	91	0.2	Yes<100
	SBTH	50	51	1	2%	102	F	240	0.1	Yes<100	55	54	-1	-2%	106	F	248	0.1	Yes<100	50	52	2	4%	101	F	244	0.3	Yes<100	50	56	6	12%	108	F	247	0.8	Yes<100
	SBRT	190	186	-4	-2%	50	D	240	0.3	Yes<100	200	196	-4	-2%	53	D	248	0.3	Yes<100	190	195	5	3%	49	D	244	0.4	Yes<100	200	192	-8	-4%	51	D	247	0.6	Yes<100
	EBLT	150	143	-7	-5%	59	E	691	0.6	Yes<100	160	152	-8	-5%	67	E	722	0.6	Yes<100	150	151	1	1%	59	E	761	0.1	Yes<100	160	149	-11	-7%	62	E	683	0.9	Yes<100
	EBTH	1750	1707	-43	-2%	14	B	691	1.0	Yes<15%	1855	1745	-110	-6%	16	B	722	2.6	Yes<15%	1790	1717	-73	-4%	15	B	761	1.7	Yes<15%	1830	1733	-97	-5%	14	B	683	2.3	Yes<15%
	EBRT	900	882	-18	-2%	9	A	551	0.6	Yes<15%	955	922	-33	-3%	10	A	582	1.1	Yes<15%	920	911	-9	-1%	10	A	621	0.3	Yes<15%	940	885	-55	-6%	9	A	543	1.8	Yes<15%
	WBLT	20	26	6	30%	30	C	51	1.3	Yes<100	25	25	0	0%	32	C	55	0.0	Yes<100	20	22	2	10%	31	C	47	0.4	Yes<100	20	23	3	15%	32	C	51	0.6	Yes<100
	WBTH	1920	1904	-16	-1%	28	C	738	0.4	Yes<15%	2035	2061	26	1%	31	C	876	0.6	Yes<15%	1960	1968	8	0%	29	C	788	0.2	Yes<15%	2010	2013	3	0%	29	C	841	0.1	Yes<15%
	WBRT	10	14	4	40%	23	C	784	1.2	Yes<100	15	13	-2	-13%	23	C	922	0.5	Yes<100	10	14	4	40%	23	C	833	1.2	Yes<100	10	14	4	40%	23	C	886	1.2	Yes<100
Miami Gardens Drive @ I-95 SB Off-ramp	**Overall**	**5030**	**4774**	**-256**	**-5%**	**114**	**F**				**5340**	**5060**	**-280**	**-5%**	**134**	**F**				**5140**	**4899**	**-241**	**-5%**	**134**	**F**				**5270**	**4935**	**-335**	**-6%**	**135**	**F**			
	NBLT	650	552	-98	-15%	479	F	5655	4.0	Yes<100	690	527	-163	-24%	541	F	5787	6.6	No	660	547	-113	-17%	548	F	5793	4.6	No	680	534	-146	-21%	544	F	5792	5.9	No
	NBTH	130	115	-15	-12%	214	F	5655	1.4	Yes<100	140	108	-32	-23%	283	F	5787	2.9	Yes<100	130	116	-14	-11%	290	F	5792	1.3	Yes<100	140	109	-31	-22%	287	F	5791	2.8	Yes<100
	NBRT	520	433	-87	-17%	239	F	5655	4.0	Yes<100	550	456	-101	-18%	315	F	5787	4.5	Yes<100	530	444	-86	-16%	318	F	5792	3.9	Yes<100	540	418	-122	-23%	317	F	5791	5.6	No
	SBLT	220	220	0	0%	77	E	577	0.0	Yes<100	235	229	-6	-3%	79	E	654	0.4	Yes<100	230	228	-2	-1%	78	E	568	0.1	Yes<100	230	211	-19	-8%	84	F	674	1.3	Yes<100
	SBTH	320	302	-18	-6%	69	E	577	1.0	Yes<100	340	344	4	1%	75	E	654	0.2	Yes<100	330	323	-7	-2%	71	E	568	0.4	Yes<100	340	309	-31	-9%	79	E	674	1.7	Yes<100
	SBRT	160	162	2	1%	2	A	0	0.2	Yes<100	175	173	-2	-1%	5	A	0	0.2	Yes<100	170	162	-8	-5%	2	A	0	0.6	Yes<100	170	157	-13	-8%	9	A	0	1.0	Yes<100
	EBLT	70	66	-4	-6%	45	D	139	0.5	Yes<100	70	78	8	11%	50	D	145	0.9	Yes<100	70	67	-3	-4%	48	D	139	0.4	Yes<100	70	71	1	1%	49	D	138	0.1	Yes<100
	EBTH	990	990	0	0%	50	D	798	0.0	Yes<15%	1050	1055	5	0%	55	E	876	0.2	Yes<15%	1010	1002	-8	-1%	55	D	933	0.3	Yes<15%	1040	1052	12	1%	54	D	836	0.4	Yes<15%
	EBRT	660	647	-13	-2%	2	A	0	0.5	Yes<100	700	701	1	0%	4	A	0	0.0	Yes<100	670	677	7	1%	3	A	0	0.3	Yes<100	690	689	-1	0%	3	A	0	0.0	Yes<100
	WBLT	70	60	-10	-14%	45	D	106	1.2	Yes<100	70	63	-7	-10%	54	D	125	0.9	Yes<100	70	67	-3	-4%	53	D	127	0.4	Yes<100	70	68	-2	-3%	55	D	120	0.2	Yes<100
	WBTH	590	615	25	4%	18	B	361	1.0	Yes<100	630	682	52	8%	20	C	399	2.0	Yes<100	610	636	26	4%	19	B	367	1.0	Yes<100	620	671	51	8%	19	B	386	2.0	Yes<100
	WBRT	650	612	-38	-6%	5	A	0	1.5	Yes<100	690	651	-39	-6%	5	A	0	1.5	Yes<100	660	630	-30	-5%	5	A	0	1.2	Yes<100	680	646	-34	-5%	6	A	0	1.3	Yes<100
Miami Gardens Drive @ I-95 NB Ramps	**Overall**	**3820**	**3697**	**-123**	**-3%**	**42**	**D**				**4055**	**3928**	**-127**	**-3%**	**47**	**D**				**3900**	**3846**	**-54**	**-1%**	**45**	**D**				**4010**	**3858**	**-152**	**-4%**	**48**	**D**			
	SBLT	450	447	-3	-1%	76	E	374	0.1	Yes<100	475	448	-27	-6%	75	E	397	1.3	Yes<100	460	469	9	2%	74	E	440	0.4	Yes<100	470	460	-10	-2%	77	E	463	0.5	Yes<100
	SBRT	70	66	-4	-6%	1	A	0	0.5	Yes<100	75	75	0	0%	2	A	0	0.0	Yes<100	70	73	3	4%	2	A	0	0.4	Yes<100	70	74	4	6%	3	A	0	0.5	Yes<100
	EBLT	810	677	-133	-16%	83	F	623	4.9	No	865	706	-159	-18%	82	F	686	5.7	No	830	699	-131	-16%	82	F	607	4.7	No	850	681	-169	-20%	82	F	646	6.1	No
	EBTH	910	964	54	6%	0	A	0	1.8	Yes<15%	970	1019	49	5%	0	A	0	1.6	Yes<15%	930	998	68	7%	0	A	0	2.2	Yes<15%	960	978	18	2%	0	A	0	0.6	Yes<15%
	WBTH	1240	1209	-31	-3%	44	D	1576	0.9	Yes<15%	1315	1328	13	1%	57	E	1930	0.4	Yes<15%	1270	1255	-15	-1%	52	D	1885	0.4	Yes<15%	1300	1311	11	1%	57	E	1957	0.3	Yes<15%
	WBRT	330	334	4	1%	13	B	0	0.2	Yes<100	355	352	-3	-1%	26	C	0	0.2	Yes<100	340	352	12	4%	22	C	0	0.6	Yes<100	350	354	4	1%	28	C	0	0.2	Yes<100

Attachment F

I-95 Spot Speed Calibration
4-Hour Simulation Output

ATTACHMENT F

Speed Comparative Results of Entire Simulation Period (VISSIM vs RITIS Database)

AM Period																PM Period													
Northbound								Southbound								Northbound								Southbound					
Location	Time	Express Lanes			General Use Lanes			Location	Time	Express Lanes			General Use Lanes			Location	Time	Express Lanes			General Use Lanes			Location	Time	Express Lanes			General Use Lanes		
		RITIS Database	Vissim	Calibration	RITIS Database	Vissim	Calibration			RITIS Database	Vissim	Calibration	RITIS Database	Vissim	Calibration			RITIS Database	Vissim	Calibration	RITIS Database	Vissim	Calibration			RITIS Database	Vissim	Calibration	RITIS Database	Vissim	Calibration
1	Pre-Peak	64	59	Yes	56	56	Yes	1	Pre-Peak	66	59	Yes	61	51	Yes	1	Pre-Peak	63	59	Yes	55	56	Yes	1	Pre-Peak	50	59	Yes	37	56	No
	Peak (8 - 9 AM)	66	59	Yes	58	56	Yes		Peak (8 - 9 AM)	44	59	No	41	49	Yes		Peak (4 - 5 PM)	61	59	Yes	56	56	Yes		Peak (4 - 5 PM)	42	59	No	24	45	No
	Post Peak	69	59	No	60	56	Yes		Post Peak	53	59	Yes	58	52	Yes		Post-Peak	60	59	Yes	55	56	Yes		Post-Peak	39	59	No	20	36	No
	Post Peak	65	59	Yes	59	56	Yes		Post Peak	68	59	Yes	62	53	Yes		Post-Peak	61	59	Yes	55	56	Yes		Post-Peak	32	59	No	30	33	Yes
2	Pre-Peak	70	60	No	62	56	Yes	2	Pre-Peak	64	58	Yes	51	54	Yes	2	Pre-Peak	66	60	Yes	58	56	Yes	2	Pre-Peak	58	58	Yes	43	55	No
	Peak (8 - 9 AM)	72	60	No	64	56	Yes		Peak (8 - 9 AM)	60	58	Yes	48	54	Yes		Peak (4 - 5 PM)	65	60	Yes	59	56	Yes		Peak (4 - 5 PM)	60	58	Yes	46	54	Yes
	Post Peak	73	60	No	64	56	Yes		Post Peak	59	58	Yes	47	54	Yes		Post-Peak	68	60	Yes	62	56	Yes		Post-Peak	61	58	Yes	49	54	Yes
	Post Peak	53	60	Yes	63	56	Yes		Post Peak	62	58	Yes	45	55	Yes		Post-Peak	66	60	Yes	59	56	Yes		Post-Peak	61	58	Yes	48	55	Yes
3	Pre-Peak	70	61	Yes	61	56	Yes	3	Pre-Peak	65	59	Yes	50	55	Yes	3	Pre-Peak	67	60	Yes	59	56	Yes	3	Pre-Peak	61	60	Yes	46	55	Yes
	Peak (8 - 9 AM)	72	60	No	64	56	Yes		Peak (8 - 9 AM)	58	58	Yes	50	55	Yes		Peak (4 - 5 PM)	66	59	Yes	61	56	Yes		Peak (4 - 5 PM)	63	60	Yes	49	55	Yes
	Post Peak	74	61	No	65	56	Yes		Post Peak	63	59	Yes	52	55	Yes		Post-Peak	68	60	Yes	63	56	Yes		Post-Peak	65	60	Yes	51	55	Yes
	Post Peak	69	61	Yes	63	56	Yes		Post Peak	61	59	Yes	47	55	Yes		Post-Peak	67	60	Yes	61	56	Yes		Post-Peak	65	60	Yes	50	55	Yes
4	Pre-Peak	69	70	Yes	56	56	Yes	4	Pre-Peak	65	60	Yes	53	56	Yes	4	Pre-Peak	63	61	Yes	52	56	Yes	4	Pre-Peak	63	61	Yes	47	55	Yes
	Peak (8 - 9 AM)	71	60	No	59	56	Yes		Peak (8 - 9 AM)	42	46	Yes	49	55	Yes		Peak (4 - 5 PM)	65	61	Yes	56	56	Yes		Peak (4 - 5 PM)	65	61	Yes	50	55	Yes
	Post Peak	69	70	Yes	59	56	Yes		Post Peak	57	51	Yes	52	53	Yes		Post-Peak	67	61	Yes	58	56	Yes		Post-Peak	66	61	Yes	52	55	Yes
	Post Peak	69	70	Yes	57	56	Yes		Post Peak	47	60	No	47	55	Yes		Post-Peak	66	61	Yes	56	56	Yes		Post-Peak	67	60.82	Yes	51	55	Yes
5	Pre-Peak	67	61	Yes	56	56	Yes	7	Pre-Peak	66	60	Yes	52	55	Yes	5	Pre-Peak	59	61	Yes	51	56	Yes	7	Pre-Peak	63	61	Yes	49	56	Yes
	Peak (8 - 9 AM)	69	61	Yes	58	56	Yes		Peak (8 - 9 AM)	48	56	Yes	50	55	Yes		Peak (4 - 5 PM)	64	61	Yes	55	56	Yes		Peak (4 - 5 PM)	67	60	Yes	52	55	Yes
	Post Peak	62	61	Yes	58	56	Yes		Post Peak	57	51	Yes	52	53	Yes		Post-Peak	65	61	Yes	57	56	Yes		Post-Peak	68	61	Yes	53	56	Yes
	Post Peak	56	61	Yes	53	56	Yes		Post Peak	53	60	Yes	47	55	Yes		Post-Peak	64	61	Yes	55	56	Yes		Post-Peak	68	61	Yes	53	55	Yes
6	Pre-Peak	58	60	Yes	50	55	Yes	5	Pre-Peak	45	57	No	53	55	Yes	6	Pre-Peak	54	59	Yes	44	55	No	5	Pre-Peak	59	58	Yes	50	55	Yes
	Peak (8 - 9 AM)	61	60	Yes	53	55	Yes		Peak (8 - 9 AM)	38	21	No	53	55	Yes		Peak (4 - 5 PM)	55	59	Yes	47	55	Yes		Peak (4 - 5 PM)	65	58	Yes	55	55	Yes
	Post Peak	60	60	Yes	52	55	Yes		Post Peak	43	35	Yes	53	55	Yes		Post-Peak	55	59	Yes	51	55	Yes		Post-Peak	66	58	Yes	57	55	Yes
	Post Peak	54	60	Yes	48	55	Yes		Post Peak	35	60	No	47	55	Yes		Post-Peak	52	59	Yes	45	55	Yes		Post-Peak	66	58	Yes	57	55	Yes
								6	Pre-Peak	30	33	Yes	52	56	Yes									6	Pre-Peak	54	60	Yes	46	56	Yes
									Peak (8 - 9 AM)	32	46	No	53	53	Yes										Peak (4 - 5 PM)	60	60	Yes	53	55	Yes
									Post Peak	33	60	No	50	56	Yes										Post-Peak	58	60	Yes	41	55	No
									Post Peak	41	60	No	46	56	Yes										Post-Peak	62	60	Yes	55	55	Yes

Peak Hours (8 - 9 AM) and (4 - 5 PM):

Location 1 – Between Hallandale Beach Boulevard and Ives Dairy Road and Express Lanes Ingress/Egress (FLD6DOT095SB017.0 / FLD6DOT095NB017.0)

Location 2 – Between Ives Dairy Road and Express Lanes Ingress/Egress (FLD6DOT095SB015.6 / FLD6DOT095NB015.6)

Location 3 – Between Ives Dairy Road and Miami Gardens Drive & Between Express Lanes Ingress/Egress (FLD6DOT095SB015.2 / FLD6DOT095NB015.2)

Location 4 – Between Express Lanes Ingress/Egress and Miami Gardens Drive (FLD6DOT095SB014.9 / FLD6DOT095NB014.9)

Location 5 – Between Miami Gardens Drive Ramps (FLD6DOT095SB014.6 / FLD6DOT095NB014.6)

Location 6 – Between Miami Gardens Drive and Golden Glades Interchange (FLD6DOT095SB014.0 / FLD6DOT095NB014.0)

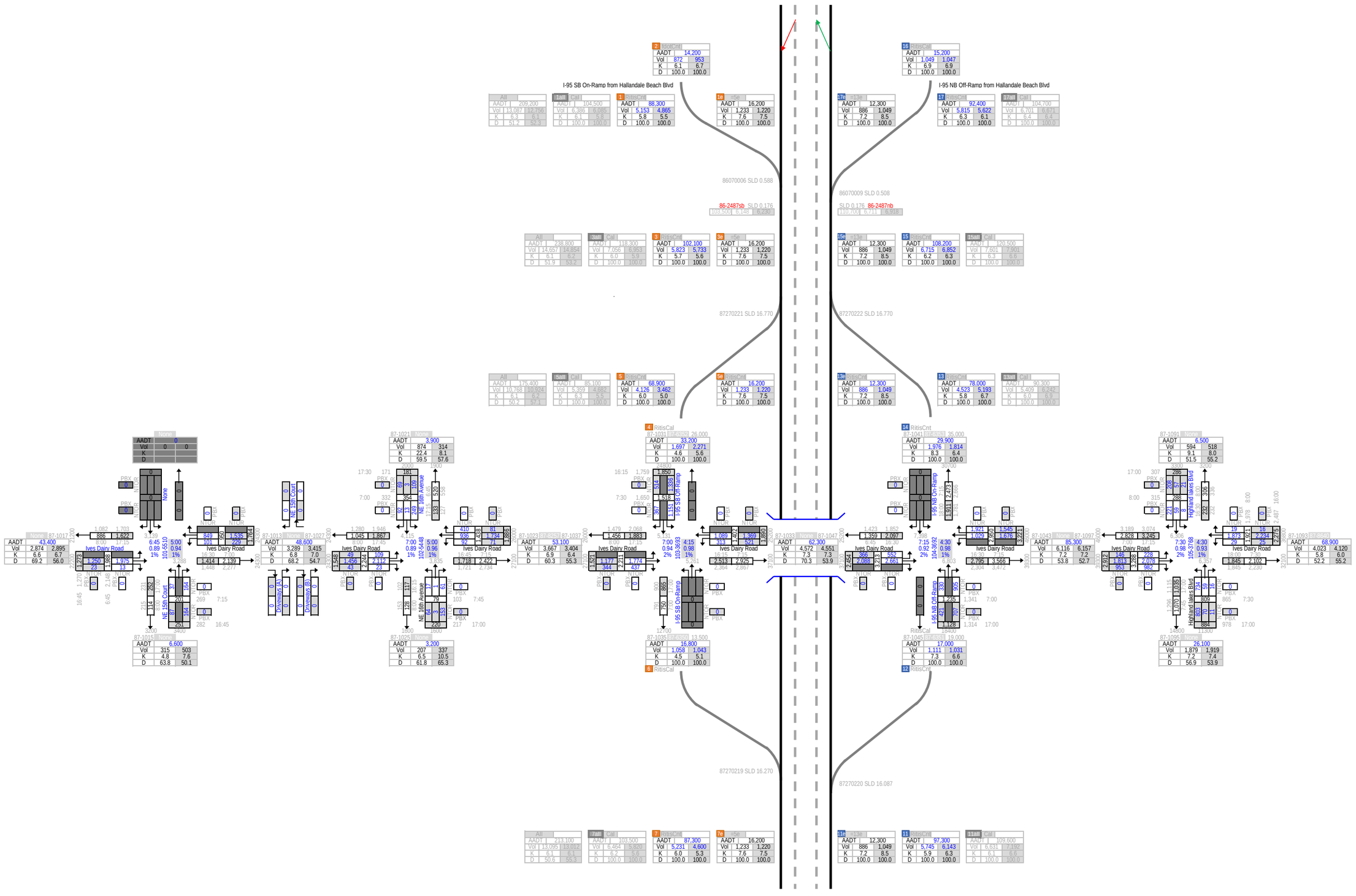
Location 7 – Between Express Lanes Ingress/Egress and Miami Gardens Drive (FLD6DOT095SB015.1)

APPENDIX F

Existing Year 2021
Volume Calculations

APPENDIX

F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I-95 NB Off-Ramp from Hallandale Beach Blvd
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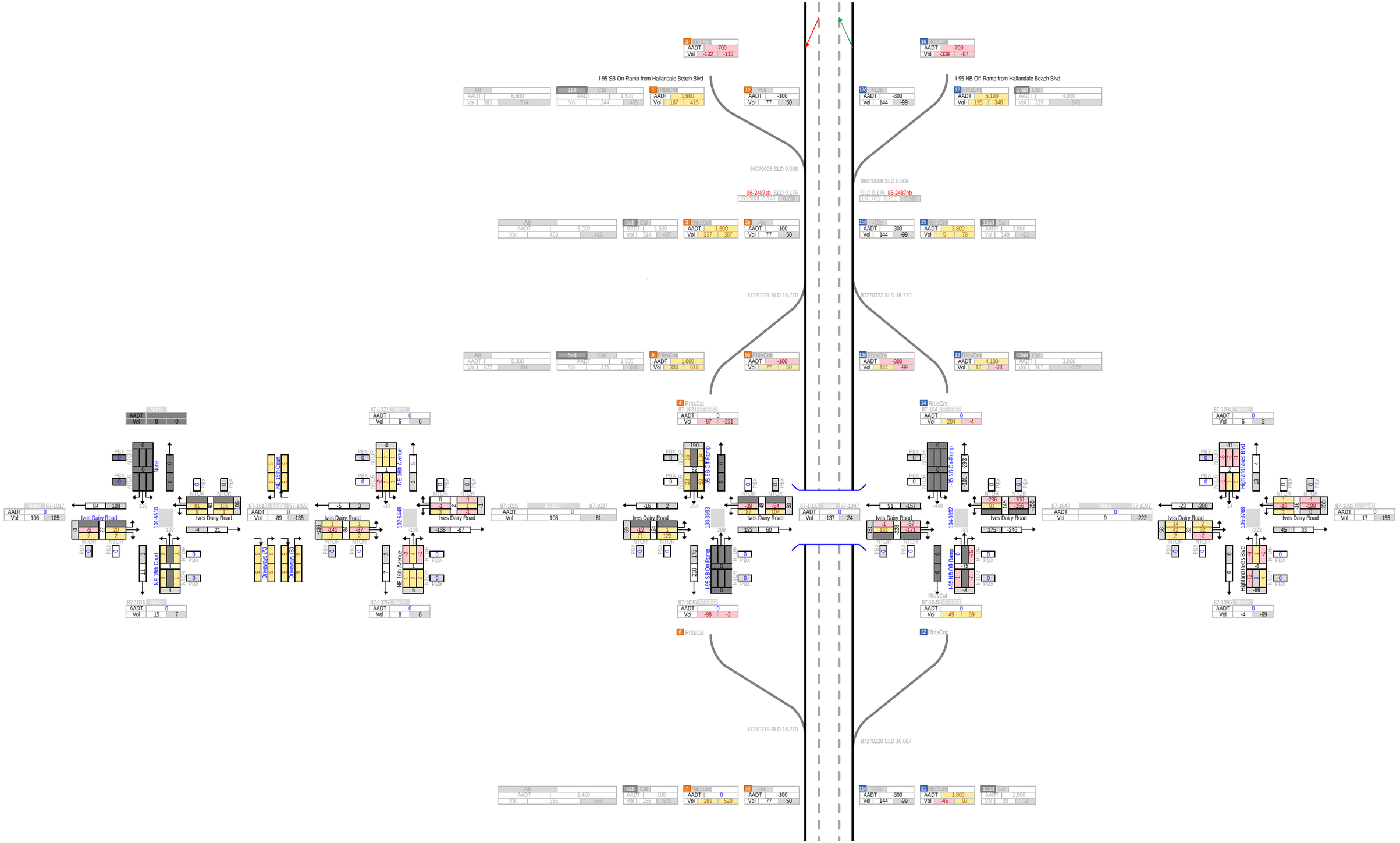
86070009 SLD 0.508
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
87270221 SLD 16.770
87270222 SLD 16.087
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Highland lakes Blvd
I-95 SB On-Ramp
I-95 SB Off-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
Driveways (A)
Driveways (B)
None

EXP 87270902 SLD 15.438
5 RitisCal AADT 9,450 Vol 715 577 K 7.6 6.1 D 100.0 100.0
EXP 87270901 SLD 15.139
10 RitisCal AADT 8,100 Vol 557 775 K 6.9 9.6 D 100.0 100.0
All AADT 212,600 Vol 12,772 12,882 K 6.0 6.1 D 51.7 53.9
9all Cal AADT 103,400 Vol 6,165 6,934 K 6.0 5.7 D 100.0 100.0
9 RitisCnt AADT 77,800 Vol 4,367 4,080 K 5.6 5.2 D 100.0 100.0
9a RitisCnt AADT 25,600 Vol 1,798 1,854 K 7.0 7.2 D 100.0 100.0
9e RitisCnt AADT 20,200 Vol 1,431 1,702 K 7.1 8.4 D 100.0 100.0
9 RitisCnt AADT 89,000 Vol 5,176 5,246 K 5.8 5.9 D 100.0 100.0
9all Cal AADT 109,200 Vol 6,507 6,948 K 6.1 6.4 D 100.0 100.0
87270216 SLD 14.633
87270218 SLD 14.633
All AADT 183,300 Vol 11,077 11,012 K 6.0 6.0 D 50.2 52.9
11all Cal AADT 90,200 Vol 5,516 5,188 K 6.1 5.8 D 100.0 100.0
11 RitisCnt AADT 64,600 Vol 3,718 3,334 K 5.8 5.2 D 100.0 100.0
11e =9e AADT 25,600 Vol 1,798 1,854 K 7.0 7.2 D 100.0 100.0
7e =9e AADT 20,200 Vol 1,431 1,702 K 7.1 8.4 D 100.0 100.0
7 RitisCnt AADT 72,900 Vol 4,130 4,122 K 5.7 5.7 D 100.0 100.0
7all Cal AADT 93,100 Vol 5,561 5,824 K 6.0 6.3 D 100.0 100.0
87270215 SLD 14.539
10 RitisCal 87-1071 87-6339 14.000 AADT 13,200 Vol 649 746 K 4.9 5.7 D 100.0 100.0
12 RitisCal 87-1071 87-6339 12.500 AADT 12,900 Vol 655 855 K 5.4 6.6 D 100.0 100.0
6 RitisCnt 87-1081 87-6339 9.500 AADT 8,800 Vol 634 502 K 7.2 5.7 D 100.0 100.0
8 RitisCal 87-1081 87-6339 17,000 AADT 16,100 Vol 1,046 1,124 K 6.5 7.0 D 100.0 100.0
87270217 SLD 14.494
87-1051 None AADT 9,700 Vol 660 730 K 6.8 7.5 D 57.7 52.3
87-1061 None AADT 4,000 Vol 257 245 K 6.4 6.1 D 58.4 72.7
87-1071 None 26.100 AADT 24,600 Vol 1,539 1,624 K 6.3 6.6 D 56.4 55.4
87-1081 None 24,900 AADT 25,400 Vol 1,550 1,801 K 6.1 7.1 D 59.1 68.0
None AADT 0 Vol 0 0 K D
NE 2nd Avenue
Driveway (E)
Driveway (D)
NE 2nd Court
NE 5th Avenue
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
NE 6th Court
NE 6th Ave
NE 181st St
NE 10th Avenue
Miami Gardens Drive
87-1057 AADT 38,400 Vol 2,919 2,688 K 7.6 7.0 D 70.1 53.6
87-1053 None 87-1067 AADT 43,200 Vol 3,335 3,268 K 7.7 7.6 D 67.4 50.4
87-1063 None 87-1077 AADT 44,500 Vol 3,595 3,349 K 8.1 7.5 D 63.9 55.5
87-1073 None 87-1087 AADT 48,100 Vol 3,162 3,341 K 6.6 6.9 D 57.5 56.3
87-1083 87-6122 87-1107 AADT 47,400 Vol 3,485 2,920 K 7.4 6.2 D 52.0 55.8
87-1103 None AADT 46,000 Vol 3,491 2,920 K 7.6 6.3 D 54.4 52.9
87-1065 None AADT 1,500 Vol 88 114 K 5.9 7.6 D 55.7 78.1
87-1075 87-6339 AADT 30,900 Vol 2,336 2,490 K 7.6 8.1 D 64.3 55.4
87-1105 None AADT 6,000 Vol 502 434 K 8.4 7.2 D 66.5 69.8
All AADT 209,400 Vol 12,534 12,691 K 6.0 6.1 D 50.5 52.4
13all Cal AADT 103,100 Vol 6,209 6,043 K 6.0 5.9 D 100.0 100.0
13 RitisCnt AADT 77,500 Vol 4,411 4,189 K 5.7 5.4 D 100.0 100.0
13e =9e AADT 25,600 Vol 1,798 1,854 K 7.0 7.2 D 100.0 100.0
5e =9e AADT 20,200 Vol 1,431 1,702 K 7.1 8.4 D 100.0 100.0
5 RitisCnt AADT 86,100 Vol 4,894 4,946 K 5.7 5.7 D 100.0 100.0
5all Cal AADT 106,300 Vol 6,325 6,648 K 6.0 6.3 D 100.0 100.0
SLD 14.441
SLD 14.441
EXP 87270902 SLD 14.221
14 RitisCal AADT 7,150 Vol 404 599 K 5.7 8.4 D 100.0 100.0
4 RitisCal AADT 4,000 Vol 418 247 K 10.5 6.2 D 100.0 100.0
SLD 14.221
All AADT 205,700 Vol 12,327 12,221 K 6.0 5.9 D 50.7 52.2
15all Cal AADT 102,400 Vol 6,076 5,844 K 5.9 5.7 D 100.0 100.0
15 RitisCnt AADT 84,300 Vol 4,748 4,688 K 5.6 5.6 D 100.0 100.0
15e =9e AADT 18,100 Vol 1,328 1,156 K 7.3 6.4 D 100.0 100.0
3e =9e AADT 14,700 Vol 976 1,320 K 6.6 9.0 D 100.0 100.0
3 RitisCnt AADT 88,600 Vol 5,275 5,057 K 6.0 5.7 D 100.0 100.0
3all Cal AADT 103,300 Vol 6,251 6,377 K 6.1 6.2 D 100.0 100.0
87170353 SLD 13.187
87140065 SLD 13.110
87-6103+87-6099
16 RitisCal AADT 35,400 Vol 2,187 1,982 K 6.2 5.6 D 100.0 100.0
87-6105+87-6097
2 RitisCal AADT 32,100 Vol 2,136 2,047 K 6.7 6.4 D 100.0 100.0
2a RitisCal 87-6097 AADT 21,900 Vol 1,426 1,355 K 6.5 6.2 D 100.0 100.0
2b RitisCal 87-6105 AADT 13,700 Vol 723 904 K 5.3 5.6 D 100.0 100.0
All Cal AADT 138,200 Vol 8,004 8,192 K 5.8 5.9 D 51.4 52.9
17all Cal AADT 67,000 Vol 3,889 3,882 K 5.8 5.8 D 100.0 100.0
17 RitisCnt AADT 48,900 Vol 2,561 2,706 K 5.2 5.5 D 100.0 100.0
17e =15e AADT 18,100 Vol 1,328 1,156 K 7.3 6.4 D 100.0 100.0
1e =3e AADT 14,700 Vol 976 1,320 K 6.6 9.0 D 100.0 100.0
1 RitisCnt AADT 56,500 Vol 3,139 3,010 K 5.6 5.3 D 100.0 100.0
1all Cal AADT 71,200 Vol 4,115 4,330 K 5.8 6.1 D 100.0 100.0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I-95 NB Off-Ramp from Hallandale Beach Blvd
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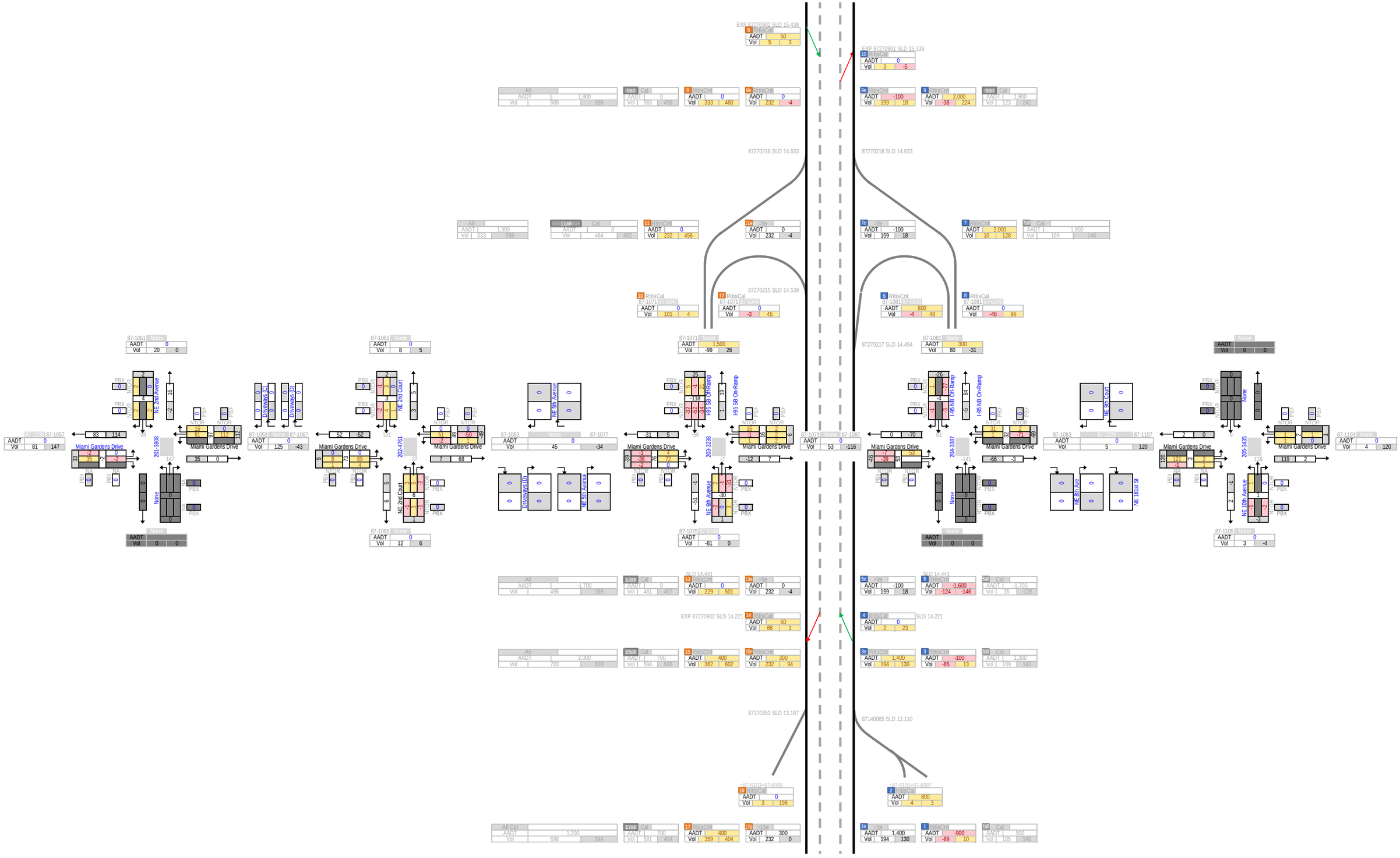
86070009 SLD 0.508
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveway (A)
Driveway (B)
I-95 SB On-Ramp
I-95 NB Off-Ramp
Highland lakes Blvd
101-5510
102-5448
103-3693
104-3692
105-3768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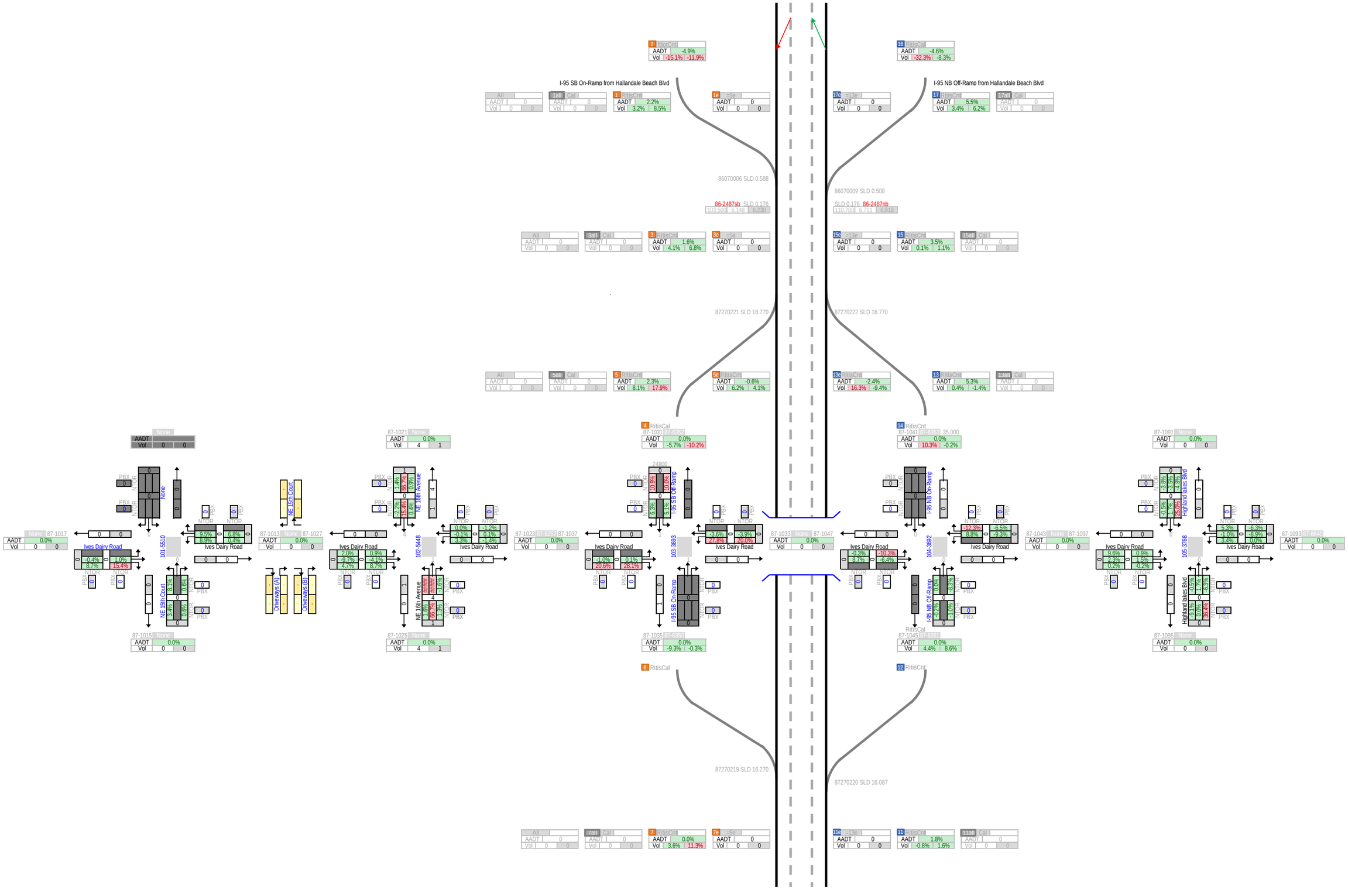
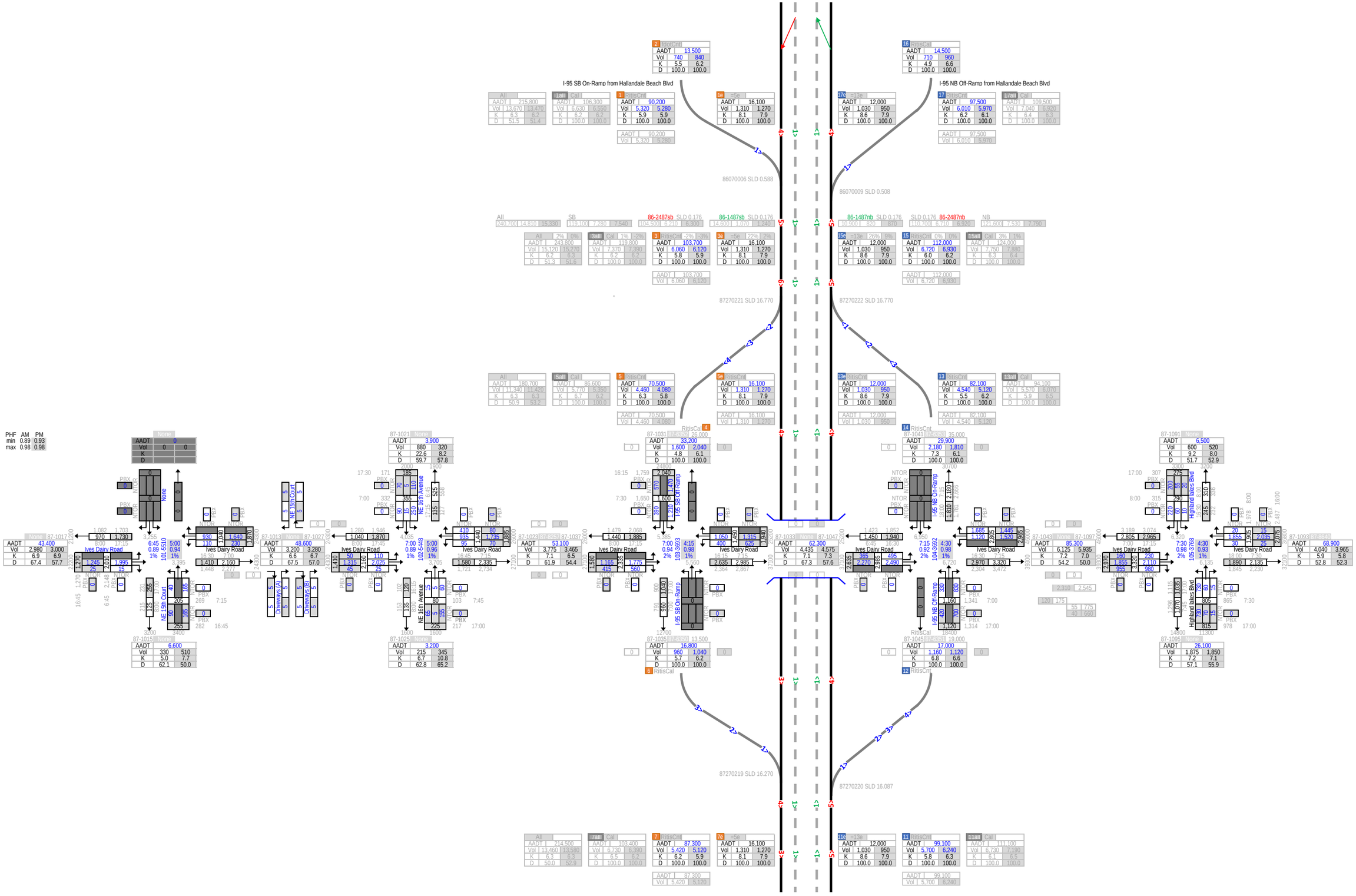
EXP 87270901 SLD 15.139
10 RitisCal AADT 0 Vol 3 -5
All AADT 1,900 Vol 688 698
Ball Cal AADT 0 Vol 565 456
9 RitisCnt AADT 0 Vol 333 460
9a RitisCnt AADT 0 Vol 232 -4
9e RitisCnt AADT -100 Vol 159 18
9 RitisCnt AADT 2,000 Vol -36 224
Ball Cal AADT 1,900 Vol 123 242
87270216 SLD 14.633
87270218 SLD 14.633
All AADT 1,900 Vol 533 598
11all Cal AADT 0 Vol 464 452
11 RitisCnt AADT 0 Vol 232 456
11e =9e AADT 0 Vol 232 -4
7e =9e AADT -100 Vol 159 18
7 RitisCnt AADT 2,000 Vol 10 128
7all Cal AADT 1,900 Vol 169 146
87270215 SLD 14.539
10 RitisCal 87-1071 87-6347 AADT 0 Vol 101 4
12 RitisCal 87-1071 87-6348 AADT 0 Vol -3 45
6 RitisCnt 87-1081 87-6348 AADT 800 Vol -4 48
8 RitisCal 87-1081 87-6349 AADT 0 Vol -46 96
87270217 SLD 14.494
87-1051 None AADT 0 Vol 20 0
87-1061 None AADT 0 Vol 8 5
87-1071 None AADT 1,500 Vol -99 26
87-1081 None AADT 300 Vol 80 -31
None AADT Vol 0 0
NE 2nd Avenue
NE 2nd Court
NE 5th Avenue
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
NE 4th Court
87-1057 AADT 0 Vol 81 147
87-1053 None 87-1067 AADT 0 Vol 125 -43
87-1063 None 87-1077 AADT 0 Vol 45 -34
87-1073 None 87-1087 AADT 0 Vol 53 -116
87-1083 87-1223 87-1107 AADT 0 Vol 5 120
87-1103 None AADT 0 Vol 4 120
Miami Gardens Drive
201-3808
202-4761
203-3238
204-3387
205-3435
NE 6th Avenue
NE 5th Avenue
NE 2nd Court
NE 6th Ave
NE 181st St
NE 10th Avenue
Driveways (E)
Driveways (D)
87-1065 None AADT 0 Vol 12 6
87-1075 87-6168 AADT 0 Vol -81 0
SLD 14.441
13all Cal AADT -1,700 Vol 496 369
13 RitisCnt AADT 0 Vol 229 501
13e =3e AADT 0 Vol 232 -4
5e =3e AADT -100 Vol 159 18
5 RitisCnt AADT -1,600 Vol -124 -146
5all Cal AADT -1,700 Vol 35 -128
EXP 87270902 SLD 14.221
14 RitisCal AADT 50 Vol 66 1
4 RitisCnt AADT 0 Vol 2 23
SLD 14.221
15all Cal AADT 2,000 Vol 703 839
15 RitisCnt AADT 400 Vol 362 602
15e RitisCnt AADT 300 Vol 232 94
3e RitisCnt AADT 1,400 Vol 194 130
3 RitisCnt AADT -100 Vol -85 13
3all Cal AADT 1,300 Vol 109 143
87170353 SLD 13.187
87140065 SLD 13.110
87-6103+87-6099 16 RitisCal AADT 0 Vol 3 198
87-6105+87-6097 2 RitisCal AADT 800 Vol 4 3
All Cal AADT 1,200 Vol 696 544
17all Cal AADT 700 Vol 591 404
17 RitisCnt AADT 400 Vol 359 404
17e =15e AADT 300 Vol 232 0
1e =3e AADT 1,400 Vol 194 130
1 RitisCnt AADT -900 Vol -89 10
1all Cal AADT 500 Vol 105 140


2 fdotCnt
AADT -4.9%
Vol -15.1% -11.9%
16 RitisCal
AADT -4.6%
Vol -32.3% -8.3%
I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
1all Cal
1 RitisCnt
AADT 2.2%
Vol 3.2% 8.5%
1e -5e
17e -13e
17 RitisCnt
AADT 5.5%
Vol 3.4% 6.2%
17all Cal
86070006 SLD 0.588
86070009 SLD 0.508
86-2487sb SLD 0.176
86-2487nb SLD 0.176
3all Cal
3 RitisCnt
AADT 1.6%
Vol 4.1% 6.8%
3e -5e
15e -13e
15 RitisCnt
AADT 3.5%
Vol 0.1% 1.1%
15all Cal
87270221 SLD 16.770
87270222 SLD 16.770
5all Cal
5 RitisCnt
AADT 2.3%
Vol 8.1% 17.9%
5e RitisCnt
AADT -0.6%
Vol 6.2% 4.1%
13e RitisCnt
AADT -2.4%
Vol 16.3% -9.4%
13 RitisCnt
AADT 5.3%
Vol 0.4% -1.4%
13all Cal
4 RitisCnt
87-1031 87-8350
AADT 0.0%
Vol -5.7% -10.2%
14 RitisCnt
87-1041 87-8350 35.000
AADT 0.0%
Vol 10.3% -0.2%
87-1021 None
87-1091 None
NE 15th Court
NE 16th Avenue
Ives Dairy Road
Driveways (A)
Driveways (B)
Highland Lakes Blvd
I-95 SB Off-Ramp
I-95 NB On-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
101-5510
102-5448
103-3693
104-3692
105-3768
87-1017
87-1013
87-1027
87-1023 87-8350 87-1037
87-1033 None 87-1047
87-1043 None 87-1097
87-1093 87-8350
87-1015 None
87-1025 None
87-1035 87-8350
87-1045 87-8351
87-1095 None
6 RitisCal
12 RitisCnt
87270219 SLD 16.270
87270220 SLD 16.087
7all Cal
7 RitisCnt
AADT 0.0%
Vol 3.6% 11.3%
7e -5e
11e -13e
11 RitisCnt
AADT 1.8%
Vol -0.8% 1.6%
11all Cal

EXP 87270902 SLD 15.438
8 RitisCal
AADT 0.5%
Vol 0.7% 0.5%
EXP 87270901 SLD 15.139
10 RitisCal
AADT 0.0%
Vol 0.5% -0.6%
All
AADT 0
Vol 0 0
9all Cal
AADT 0
Vol 0 0
9 RitisCnt
AADT 0.0%
Vol 7.6% 11.3%
9e RitisCnt
AADT 0.0%
Vol 12.9% -0.2%
9e RitisCnt
AADT -0.5%
Vol 11.1% 1.1%
9 RitisCnt
AADT 2.2%
Vol -0.7% 4.3%
9all Cal
AADT 0
Vol 0 0
87270216 SLD 14.633
87270218 SLD 14.633
All
AADT 0
Vol 0 0
11all Cal
AADT 0
Vol 0 0
11 RitisCnt
AADT 0.0%
Vol 6.2% 13.7%
11e =9e
AADT 0
Vol 0 0
7c =9e
AADT 0
Vol 0 0
7 RitisCnt
AADT 2.7%
Vol 0.2% 3.1%
7all Cal
AADT 0
Vol 0 0
87270215 SLD 14.539
10 RitisCal 87-1071 87-6574
AADT 0.0%
Vol 15.6% 0.5%
12 RitisCal 87-1071 87-6574
AADT 0.0%
Vol -0.4% 5.3%
6 RitisCnt 87-1081 87-6574
AADT 9.1%
Vol -0.6% 9.6%
8 RitisCal 87-1081 87-6574
AADT 0.0%
Vol -4.4% 8.5%
87-1051 None
AADT 0.0%
Vol 0 0
87-1061 None
AADT 0.0%
Vol 4 3
87-1071 None
AADT 6.1%
Vol 0 0
87270217 SLD 14.494
87-1081 None
AADT 1.2%
Vol 0 0
None
AADT
Vol 0 0
NE 2nd Avenue
Driveways (C)
Driveways (D)
NE 2nd Court
NE 5th Avenue
I-95 SB On-Ramp
I-95 SB Off-Ramp
I-95 NB On-Ramp
NE 9th Court
NE 6th Ave
NE 18 St
NE 6th Avenue
NE 10th Avenue
Miami Gardens Drive
87-6574 87-1057
87-1053 None 87-1067
87-1063 None 87-1077
87-1073 None 87-1087
87-1083 87-6221 87-1107
87-1103 None
201-3808
202-4761
203-3238
204-3387
205-3435
87-1065 None
87-1075 87-6016
87-1105 None
SLD 14.441
13all Cal
13 RitisCnt
13e =9e
5e =9e
5 RitisCnt
5all Cal
EXP 87270902 SLD 14.221
14 RitisCal
4 RitisCal
SLD 14.221
15all Cal
15 RitisCnt
15e RitisCnt
3e RitisCnt
3 RitisCnt
3all Cal
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCal
=87-6105+87-6097
2 RitisCal
All Cal
17all Cal
17 RitisCnt
17e =15e
1e =3e
1 RitisCnt
1all Cal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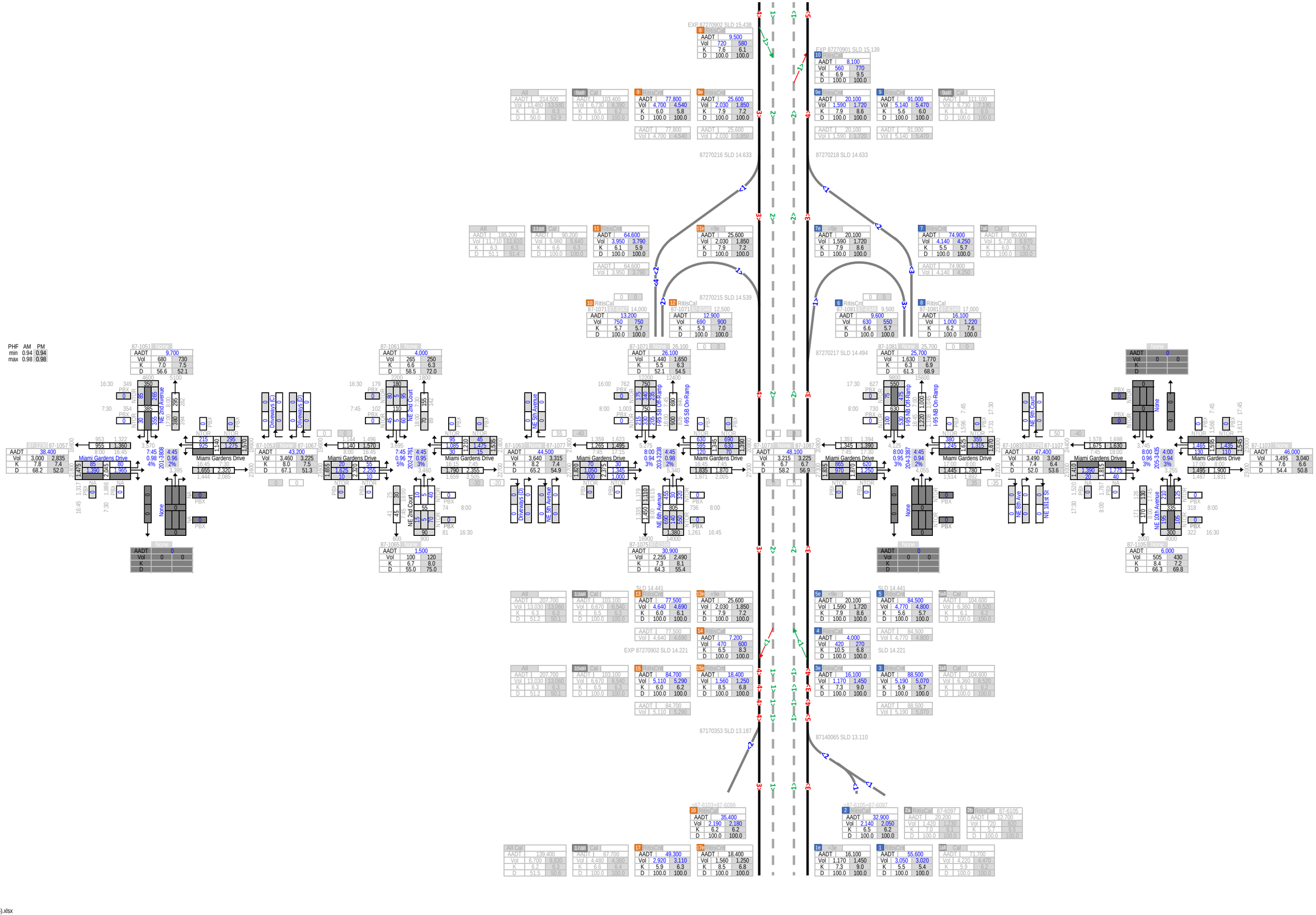
min 0.89 0.93
max 0.98 0.98
2 IdotCnt
AADT 13,500
Vol 740 840
K 5.5 6.2
D 100.0 100.0
16 RitisCal
AADT 14,500
Vol 710 960
K 4.9 6.6
D 100.0 100.0
I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
1all Cal
AADT 215,800
Vol 13,670 13,470
K 6.3 6.2
D 51.5 51.4
1all Cal
AADT 106,300
Vol 6,630 6,550
K 6.2 6.2
D 100.0 100.0
1 RitisCnt
AADT 90,200
Vol 5,320 5,280
K 5.9 5.9
D 100.0 100.0
1e =5e
AADT 16,100
Vol 1,310 1,270
K 8.1 7.9
D 100.0 100.0
17e =13e
AADT 12,000
Vol 1,030 950
K 8.6 7.9
D 100.0 100.0
17 RitisCnt
AADT 97,500
Vol 6,010 5,970
K 6.2 6.1
D 100.0 100.0
17all Cal
AADT 109,500
Vol 7,040 6,920
K 6.4 6.3
D 100.0 100.0
86070006 SLD 0.588
86070009 SLD 0.508
All SB 86-2487sb SLD 0.176 86-1487sb SLD 0.176 86-1487nb SLD 0.176 SLD 0.176 86-2487nb NB
3all Cal
AADT 243,800
Vol 15,120 15,270
K 6.2 6.3
D 51.3 51.6
3all Cal
AADT 119,800
Vol 7,370 7,390
K 6.2 6.2
D 100.0 100.0
3 RitisCnt
AADT 103,700
Vol 6,060 6,120
K 5.8 5.9
D 100.0 100.0
3e =5e
AADT 16,100
Vol 1,310 1,270
K 8.1 7.9
D 100.0 100.0
15e =13e
AADT 12,000
Vol 1,030 950
K 8.6 7.9
D 100.0 100.0
15 RitisCnt
AADT 112,000
Vol 6,720 6,930
K 6.0 6.2
D 100.0 100.0
15all Cal
AADT 124,000
Vol 7,750 7,880
K 6.3 6.4
D 100.0 100.0
87270221 SLD 16.770
87270222 SLD 16.770
All
AADT 180,700
Vol 11,340 11,420
K 6.3 6.3
D 50.9 53.2
5all Cal
AADT 86,600
Vol 5,770 5,350
K 6.7 6.2
D 100.0 100.0
5 RitisCnt
AADT 70,500
Vol 4,460 4,080
K 6.3 5.8
D 100.0 100.0
5e RitisCnt
AADT 16,100
Vol 1,310 1,270
K 8.1 7.9
D 100.0 100.0
13e RitisCnt
AADT 12,000
Vol 1,030 950
K 8.6 7.9
D 100.0 100.0
13 RitisCnt
AADT 82,100
Vol 4,540 5,120
K 5.5 6.2
D 100.0 100.0
13all Cal
AADT 94,100
Vol 5,570 6,070
K 5.9 6.5
D 100.0 100.0
RitisCal 4
87-1031 07/2024 26,000
AADT 33,200
Vol 1,600 2,040
K 4.8 6.1
D 100.0 100.0
14 RitisCnt
87-1041 07/2024 35,000
AADT 29,900
Vol 2,180 1,810
K 7.3 6.1
D 100.0 100.0
87-1021 None
AADT 3,900
Vol 880 320
K 22.6 8.2
D 59.7 57.8
87-1091 None
AADT 6,500
Vol 600 520
K 9.2 8.0
D 51.7 52.9
None
PBX 0
NTOR 0
0 0 0 0
87-1017 None
AADT 43,400
Vol 2.980 3.000
K 6.9 6.9
D 67.4 57.7
Ives Dairy Road
6:45 0.89 0.94 1% 1%
101-5510
87-1013 None
AADT 3,200 3,280
D 67.5 57.0
87-1027 07/2024
AADT 48,600
K 6.6 6.7
D 57.0
NE 15th Court
Driveways (A)
Driveways (B)
87-1023 07/2024
AADT 53,100
Vol 3,775 3,465
D 61.9 54.4
87-1037
87-1033 None
AADT 62,300
Vol 4,435 4,575
K 7.1 7.3
D 67.3 57.6
87-1047
I-95 SB On-Ramp
I-95 NB Off-Ramp
7:00 0.94 2% 4:15 0.98 1%
103-4693
87-1043 None
AADT 85,300
Vol 6,125 5,935
K 7.2 7.0
D 54.2 50.0
87-1097
87-1053 07/2024
AADT 68,900
Vol 4,040 3,965
K 5.9 5.8
D 52.8 52.3
7:15 0.92 2% 4:30 0.98 1%
104-3692
105-3768
NE 16th Avenue
Highland Lakes Blvd
87-1015 None
AADT 6,600
Vol 330 510
K 5.0 7.7
D 62.1 50.0
87-1025 None
AADT 3,200
Vol 215 345
K 6.7 10.8
D 62.8 65.2
87-1035 07/2024 13,500
AADT 16,800
Vol 960 1,040
K 5.7 6.2
D 100.0 100.0
87-1045 07/2024 19,000
AADT 17,000
Vol 1,160 1,120
K 6.8 6.6
D 100.0 100.0
87-1095 None
AADT 26,100
Vol 1,875 1,850
K 7.2 7.1
D 57.1 55.9
6 RitisCal
12 RitisCnt
87270219 SLD 16.270
87270220 SLD 16.087
All
AADT 214,500
Vol 13,460 13,580
K 6.3 6.3
D 50.0 52.9
7all Cal
AADT 103,400
Vol 6,730 6,390
K 6.5 6.2
D 100.0 100.0
7 RitisCnt
AADT 87,300
Vol 5,420 5,120
K 6.2 5.9
D 100.0 100.0
7e =5e
AADT 16,100
Vol 1,310 1,270
K 8.1 7.9
D 100.0 100.0
11e =13e
AADT 12,000
Vol 1,030 950
K 8.6 7.9
D 100.0 100.0
11 RitisCnt
AADT 99,100
Vol 5,700 6,240
K 5.8 6.3
D 100.0 100.0
11all Cal
AADT 111,100
Vol 6,730 7,190
K 6.1 6.5
D 100.0 100.0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max 0.98 0.98
EXP 87270902 SLD 15.438
8 RitisCal AADT 9,500 Vol 720 580 K 7.6 6.1 D 100.0 100.0
EXP 87270901 SLD 15.139
10 RitisCal AADT 8,100 Vol 560 770 K 6.9 9.5 D 100.0 100.0
All AADT 214,500 Vol 13,450 13,580 K 6.3 6.3 D 50.0 52.9
9all Cal AADT 103,400 Vol 6,730 6,590 K 6.5 6.2 D 100.0 100.0
9 RitisCnt AADT 77,800 Vol 4,700 4,540 K 6.0 5.8 D 100.0 100.0
9e RitisCnt AADT 25,600 Vol 2,030 1,850 K 7.9 7.2 D 100.0 100.0
9e RitisCnt AADT 20,100 Vol 1,590 1,720 K 7.9 8.6 D 100.0 100.0
9 RitisCnt AADT 91,000 Vol 5,140 5,470 K 5.6 6.0 D 100.0 100.0
9all Cal AADT 111,100 Vol 5,730 7,150 K 6.1 6.5 D 100.0 100.0
87270216 SLD 14.633
87270218 SLD 14.633
All AADT 185,200 Vol 11,710 11,610 K 6.3 6.3 D 51.1 51.4
11all Cal AADT 90,200 Vol 5,980 5,640 K 6.6 6.3 D 100.0 100.0
11 RitisCnt AADT 64,600 Vol 3,950 3,790 K 6.1 5.9 D 100.0 100.0
11e =3e AADT 25,600 Vol 2,030 1,850 K 7.9 7.2 D 100.0 100.0
7e =3e AADT 20,100 Vol 1,590 1,720 K 7.9 8.6 D 100.0 100.0
7 RitisCnt AADT 74,900 Vol 4,140 4,250 K 5.5 5.7 D 100.0 100.0
7all Cal AADT 95,000 Vol 5,730 5,970 K 6.0 6.3 D 100.0 100.0
10 RitisCal 87-1071 87-1057 AADT 13,200 Vol 750 750 K 5.7 5.7 D 100.0 100.0
12 RitisCal 87-1071 87-1053 AADT 12,900 Vol 690 900 K 5.3 7.0 D 100.0 100.0
87270215 SLD 14.539
6 RitisCnt 87-1081 87-1057 AADT 9,600 Vol 630 550 K 6.6 5.7 D 100.0 100.0
8 RitisCal 87-1081 87-1053 AADT 16,100 Vol 1,000 1,220 K 6.2 7.6 D 100.0 100.0
87270217 SLD 14.494
87-1061 None AADT 9,700 Vol 680 730 K 7.0 7.5 D 56.6 52.1
87-1061 None AADT 4,000 Vol 265 250 K 6.6 6.3 D 58.5 72.0
87-1071 None AADT 26,100 Vol 1,440 1,650 K 5.5 6.3 D 52.1 54.5
87-1081 None AADT 25,700 Vol 1,630 1,770 K 6.3 6.9 D 61.3 68.9
87-1065 None AADT 1,500 Vol 100 120 K 6.7 8.0 D 55.0 75.0
87-1075 87-4016 AADT 30,900 Vol 2,255 2,490 K 7.3 8.1 D 64.3 55.4
87-1105 None AADT 6,000 Vol 505 430 K 8.4 7.2 D 66.3 69.8
87-1057 AADT 38,400 Vol 3,000 2,835 K 7.8 7.4 D 68.2 52.0
87-1053 None 87-1067 AADT 43,200 Vol 3,460 3,225 K 8.0 7.5 D 67.1 51.3
87-1063 None 87-1077 AADT 44,500 Vol 3,640 3,315 K 8.2 7.4 D 65.2 54.9
87-1073 None 87-1083 AADT 48,100 Vol 3,215 3,225 K 6.7 6.7 D 58.2 56.9
87-1081 87-1057 AADT 47,400 Vol 3,490 3,040 K 7.4 6.4 D 52.0 53.6
87-1107 87-1053 AADT 46,000 Vol 3,495 3,040 K 7.6 6.6 D 54.4 50.8
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
NE 6th Avenue
NE 8th Avenue
NE 10th Avenue
NE 183 St
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
Driveways (C)
Driveways (D)
87270353 SLD 13.187
87140065 SLD 13.110
SLD 14.441
SLD 14.221
EXP 87270902 SLD 14.221
13all Cal AADT 207,700 Vol 13,030 13,060 K 6.3 6.3 D 51.2 50.1
13 RitisCnt AADT 77,500 Vol 4,640 4,690 K 6.0 6.1 D 100.0 100.0
13e =3e AADT 25,600 Vol 2,030 1,850 K 7.9 7.2 D 100.0 100.0
5e =3e AADT 20,100 Vol 1,590 1,720 K 7.9 8.6 D 100.0 100.0
5 RitisCnt AADT 84,500 Vol 4,770 4,800 K 5.6 5.7 D 100.0 100.0
5all Cal AADT 104,600 Vol 6,350 6,520 K 6.1 6.2 D 100.0 100.0
14 RitisCal AADT 7,200 Vol 470 600 K 6.5 8.3 D 100.0 100.0
4 RitisCal AADT 4,000 Vol 420 270 K 10.5 6.8 D 100.0 100.0
15all Cal AADT 103,100 Vol 6,670 6,540 K 6.5 6.3 D 100.0 100.0
15 RitisCnt AADT 84,700 Vol 5,110 5,290 K 6.0 6.2 D 100.0 100.0
15e RitisCnt AADT 18,400 Vol 1,560 1,250 K 8.5 6.8 D 100.0 100.0
3e RitisCnt AADT 16,100 Vol 1,170 1,450 K 7.3 9.0 D 100.0 100.0
3 RitisCnt AADT 88,500 Vol 5,190 5,070 K 5.9 5.7 D 100.0 100.0
3all Cal AADT 104,600 Vol 6,350 6,520 K 6.1 6.2 D 100.0 100.0
=87-6103+87-6099
16 RitisCal AADT 35,400 Vol 2,190 2,180 K 6.2 6.2 D 100.0 100.0
=87-6105+87-6097
2 RitisCal AADT 32,900 Vol 2,140 2,050 K 6.5 6.2 D 100.0 100.0
2a RitisCal 87-6097 AADT 20,200 Vol 1,420 1,280 K 7.0 6.1 D 100.0 100.0
2b RitisCal 87-6105 AADT 12,700 Vol 720 800 K 5.7 6.5 D 100.0 100.0
All Cal AADT 139,400 Vol 8,700 8,830 K 6.2 6.3 D 51.5 50.6
17all Cal AADT 67,700 Vol 4,480 4,360 K 6.6 6.4 D 100.0 100.0
17 RitisCnt AADT 49,300 Vol 2,920 3,110 K 5.9 6.3 D 100.0 100.0
17e RitisCnt AADT 18,400 Vol 1,560 1,250 K 8.5 6.8 D 100.0 100.0
1e =3e AADT 16,100 Vol 1,170 1,450 K 7.3 9.0 D 100.0 100.0
1 RitisCnt AADT 55,600 Vol 3,050 3,020 K 5.5 5.4 D 100.0 100.0
1all Cal AADT 71,700 Vol 4,220 4,470 K 5.9 6.2 D 100.0 100.0

APPENDIX G

Vissim Existing Year 2021
Traffic Operational Analysis
SR 9/I-95

APPENDIX

G

APPENDIX G1

Vissim Existing Year 2021
Traffic Operational Analysis
SR 9/I-95

Freeway Analysis

APPENDIX

G1

1st Peak Hour

2.29 PCE
0.03 P_T

Exisitng Conditions - Base Year 2021 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	5/4/ **3** /4	3	**5,190**	4,826	-364	93%	5.1/No	Yes<400	54	30	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**4,770**	4,422	-348	93%	5.1/No	Yes<400	52	28	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,140**	3,843	-297	93%	4.7/Yes	Yes<400	55	23	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,140**	4,706	-434	92%	6.2/No	No	56	21	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**5,700**	5,225	-475	92%	6.4/No	No	56	19	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**4,540**	4,135	-405	91%	6.2/No	No	56	19	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**6,720**	6,060	-660	90%	8.3/No	No	60	20	C
				36,200	**33,217**	**-2,983**	**92%**	**16/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**5** /6	5	**6,060**	5,612	-448	93%	5.9/No	No	60	19	C
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ **3**	3	**4,460**	4,121	-339	92%	5.2/No	Yes<400	55	25	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ **3** /4	3	**5,420**	4,967	-453	92%	6.3/No	No	54	31	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,700**	4,293	-407	91%	6.1/No	No	54	26	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**3,950**	3,595	-355	91%	5.8/No	Yes<400	55	22	C
6	MGD SB On-Ramp to EL SB Egress Point	**4** /3	3	**4,640**	4,207	-433	91%	6.5/No	No	55	25	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,110**	4,605	-505	90%	7.2/No	No	49	23	C
				34,340	**31,399**	**-2,941**	**91%**	**16.2/No**	**No**			
				70.540	***64.616***	***-5.924***	***92%***	***22.8/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,170**	1,088	-82	93%	2.4/Yes	Yes<15%	60	18	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,590**	1,471	-119	93%	3/Yes	Yes<15%	59	12	B
3	EL NB Egress Point to North of IDR	1	1	**1,030**	942	-88	91%	2.8/Yes	Yes<15%	60	16	B
				3,790	**3,501**	**-289**	**92%**	**4.8/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,310**	1,209	-101	92%	2.8/Yes	Yes<15%	60	20	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,030**	1,858	-172	92%	3.9/Yes	Yes<15%	37	25	C
3	EL SB Ingress Point to North of GGI	1	1	**1,560**	1,406	-154	90%	4/Yes	Yes<15%	33	43	E
				4,900	**4,473**	**-427**	**91%**	**6.2/No**	**No**			
				8,690	***7,974***	***-716***	***92%***	***7.8/No***	***No***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45

1st Peak Hour

2.29 PCE
0.03 P_T

Exisitng Conditions - Base Year 2021 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	5/4/ **3** /4	3	**5,070**	4,769	-301	94%	4.3/Yes	Yes<400	55	29	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**4,800**	4,504	-296	94%	4.3/Yes	Yes<400	52	29	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,250**	3,998	-252	94%	3.9/Yes	Yes<400	55	24	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,470**	5,006	-464	92%	6.4/No	No	56	22	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**6,240**	5,723	-517	92%	6.7/No	No	56	21	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,120**	4,670	-450	91%	6.4/No	No	55	21	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**6,930**	6,337	-593	91%	7.3/No	No	60	21	C
				37,880	**35,007**	**-2,873**	**92%**	**15/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**5** /6	5	**6,120**	5,749	-371	94%	4.8/Yes	Yes<400	60	19	C
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ **3**	3	**4,080**	3,807	-273	93%	4.3/Yes	Yes<400	56	23	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ **3** /4	3	**5,120**	4,771	-349	93%	5/Yes	Yes<400	54	29	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,540**	4,220	-320	93%	4.8/Yes	Yes<400	54	26	C
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**3,790**	3,511	-279	93%	4.6/Yes	Yes<400	55	21	C
6	MGD SB On-Ramp to EL SB Egress Point	**4** /3	3	**4,690**	4,338	-352	92%	5.2/No	Yes<400	55	26	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,290**	4,879	-411	92%	5.8/No	No	55	22	C
				33,630	**31,276**	**-2,354**	**93%**	**13.1/No**	**No**			
				71,510	***66,283***	***-5,227***	***93%***	***19.9/No***	***No***			

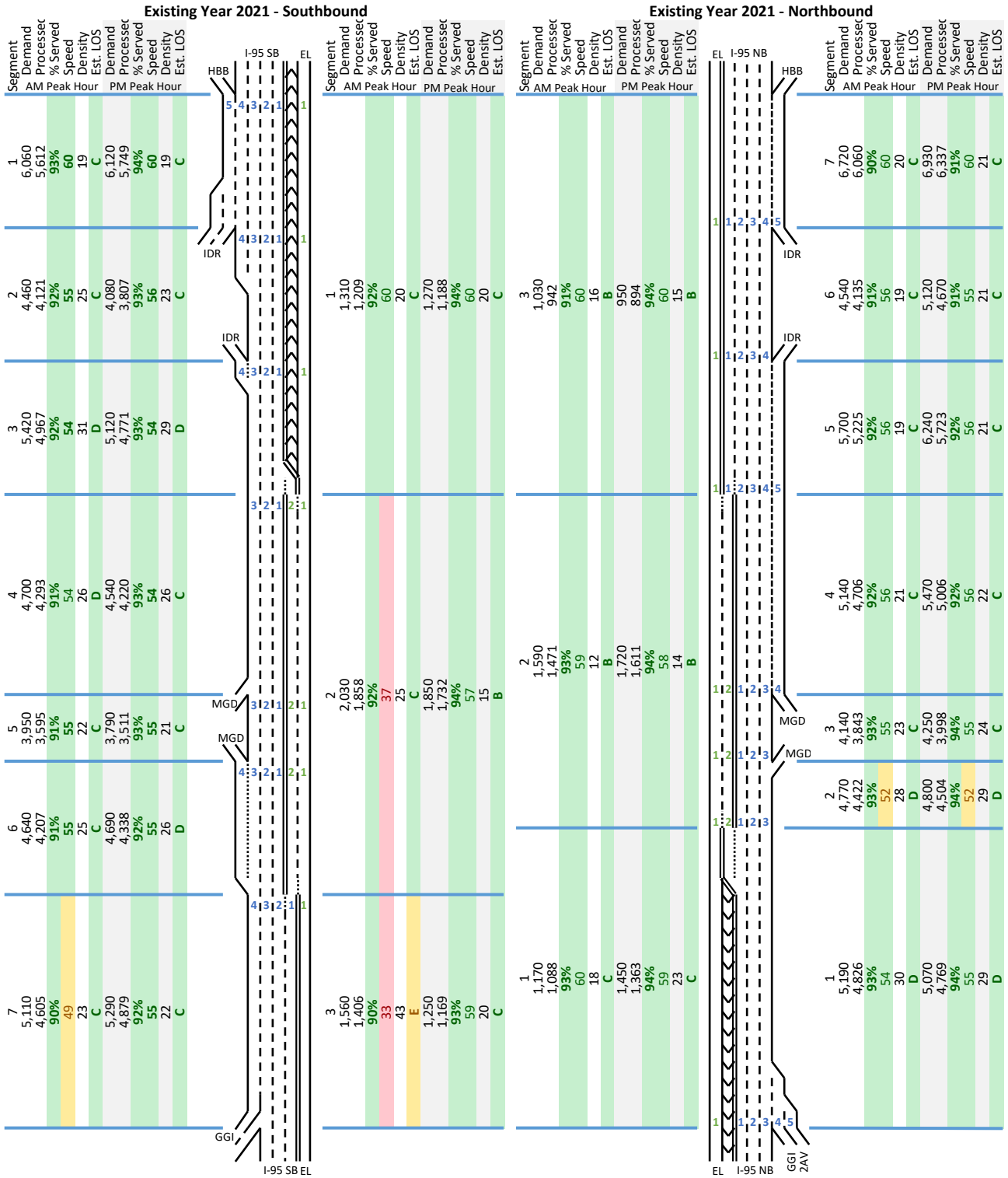
I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,450**	1,363	-87	94%	2.3/Yes	Yes<15%	59	23	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,720**	1,611	-109	94%	2.7/Yes	Yes<15%	58	14	B
3	EL NB Egress Point to North of IDR	1	1	**950**	894	-56	94%	1.8/Yes	Yes<15%	60	15	B
				4,120	**3,869**	**-251**	**94%**	**4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,270**	1,188	-82	94%	2.3/Yes	Yes<15%	60	20	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**1,850**	1,732	-118	94%	2.8/Yes	Yes<15%	57	15	B
3	EL SB Ingress Point to North of GGI	1	1	**1,250**	1,169	-81	93%	2.3/Yes	Yes<15%	59	20	C
				4,370	**4,088**	**-282**	**94%**	**4.3/Yes**	**Yes<400**			
				8,490	***7,957***	***-533***	***94%***	***5.9/No***	***No***			

Legend

Volume % Served	Simulated Speed						Estimated LOS
> 90%	Congestion Level	Freeways					LOS A
= 90%		Posted Speed (mph)					LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

Existing Year 2021



2nd Peak Hour

2.29 PCE
0.03 P_T

Exisitng Conditions - Base Year 2021 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	5/4/ **3** /4	3	**5,190**	5,188	-2	100%	0/Yes	Yes<400	54	32	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**4,770**	4,777	7	100%	0.1/Yes	Yes<400	51	31	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,140**	4,153	13	100%	0.2/Yes	Yes<400	55	25	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,140**	5,068	-72	99%	1/Yes	Yes<400	56	23	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**5,700**	5,638	-62	99%	0.8/Yes	Yes<400	56	20	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**4,540**	4,494	-46	99%	0.7/Yes	Yes<400	56	20	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**6,720**	6,434	-286	96%	3.5/Yes	Yes<400	59	22	C
				36,200	**35,752**	**-448**	**99%**	**2.4/Yes**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**5** /6	5	**6,060**	6,071	11	100%	0.1/Yes	Yes<400	59	21	C
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ **3**	3	**4,460**	4,477	17	100%	0.3/Yes	Yes<400	54	27	D
3	IDR SB On-Ramp to EL SB Ingress Point	4/ **3** /4	3	**5,420**	5,382	-38	99%	0.5/Yes	Yes<400	53	34	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,700**	4,681	-19	100%	0.3/Yes	Yes<400	53	29	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**3,950**	3,925	-25	99%	0.4/Yes	Yes<400	54	24	C
6	MGD SB On-Ramp to EL SB Egress Point	**4** /3	3	**4,640**	4,593	-47	99%	0.7/Yes	Yes<400	55	28	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,110**	5,067	-43	99%	0.6/Yes	Yes<400	39	33	D
				34,340	**34,195**	**-145**	**100%**	**0.8/Yes**	**Yes<400**			
				70.540	***69.947***	***-593***	***99%***	***2.2/Yes***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,170**	1,171	1	100%	0/Yes	Yes<15%	60	20	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,590**	1,581	-9	99%	0.2/Yes	Yes<15%	59	13	B
3	EL NB Egress Point to North of IDR	1	1	**1,030**	1,013	-17	98%	0.5/Yes	Yes<15%	60	17	B
				3,790	**3,765**	**-25**	**99%**	**0.4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,310**	1,305	-5	100%	0.1/Yes	Yes<15%	59	22	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,030**	1,972	-58	97%	1.3/Yes	Yes<15%	15	65	F
3	EL SB Ingress Point to North of GGI	1	1	**1,560**	1,500	-60	96%	1.5/Yes	Yes<15%	43	35	D
				4,900	**4,777**	**-123**	**97%**	**1.8/Yes**	**Yes<400**			
				8,690	***8,542***	***-148***	***98%***	***1.6/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

2nd Peak Hour

2.29 PCE
0.03 P_T

Exisitng Conditions - Base Year 2021 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	5/4/ **3** /4	3	**5,070**	5,062	-8	100%	0.1/Yes	Yes<400	54	31	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**4,800**	4,789	-11	100%	0.2/Yes	Yes<400	51	31	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,250**	4,249	-1	100%	0/Yes	Yes<400	55	26	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,470**	5,316	-154	97%	2.1/Yes	Yes<400	56	24	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**6,240**	6,064	-176	97%	2.2/Yes	Yes<400	56	22	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,120**	4,963	-157	97%	2.2/Yes	Yes<400	55	22	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**6,930**	6,766	-164	98%	2/Yes	Yes<400	59	23	C
				37,880	**37,210**	**-670**	**98%**	**3.5/Yes**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**5** /6	5	**6,120**	6,086	-34	99%	0.4/Yes	Yes<400	44	28	D
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ **3**	3	**4,080**	4,072	-8	100%	0.1/Yes	Yes<400	55	24	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ **3** /4	3	**5,120**	5,116	-4	100%	0.1/Yes	Yes<400	53	32	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,540**	4,546	6	100%	0.1/Yes	Yes<400	54	28	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**3,790**	3,768	-22	99%	0.4/Yes	Yes<400	55	23	C
6	MGD SB On-Ramp to EL SB Egress Point	**4** /3	3	**4,690**	4,608	-82	98%	1.2/Yes	Yes<400	54	28	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,290**	5,232	-58	99%	0.8/Yes	Yes<400	54	24	C
				33,630	**33,429**	**-201**	**99%**	**1.1/Yes**	**Yes<400**			
				71.510	***70.638***	***-872***	***99%***	***3.3/Yes***	***No***			

I-95 Express Lanes

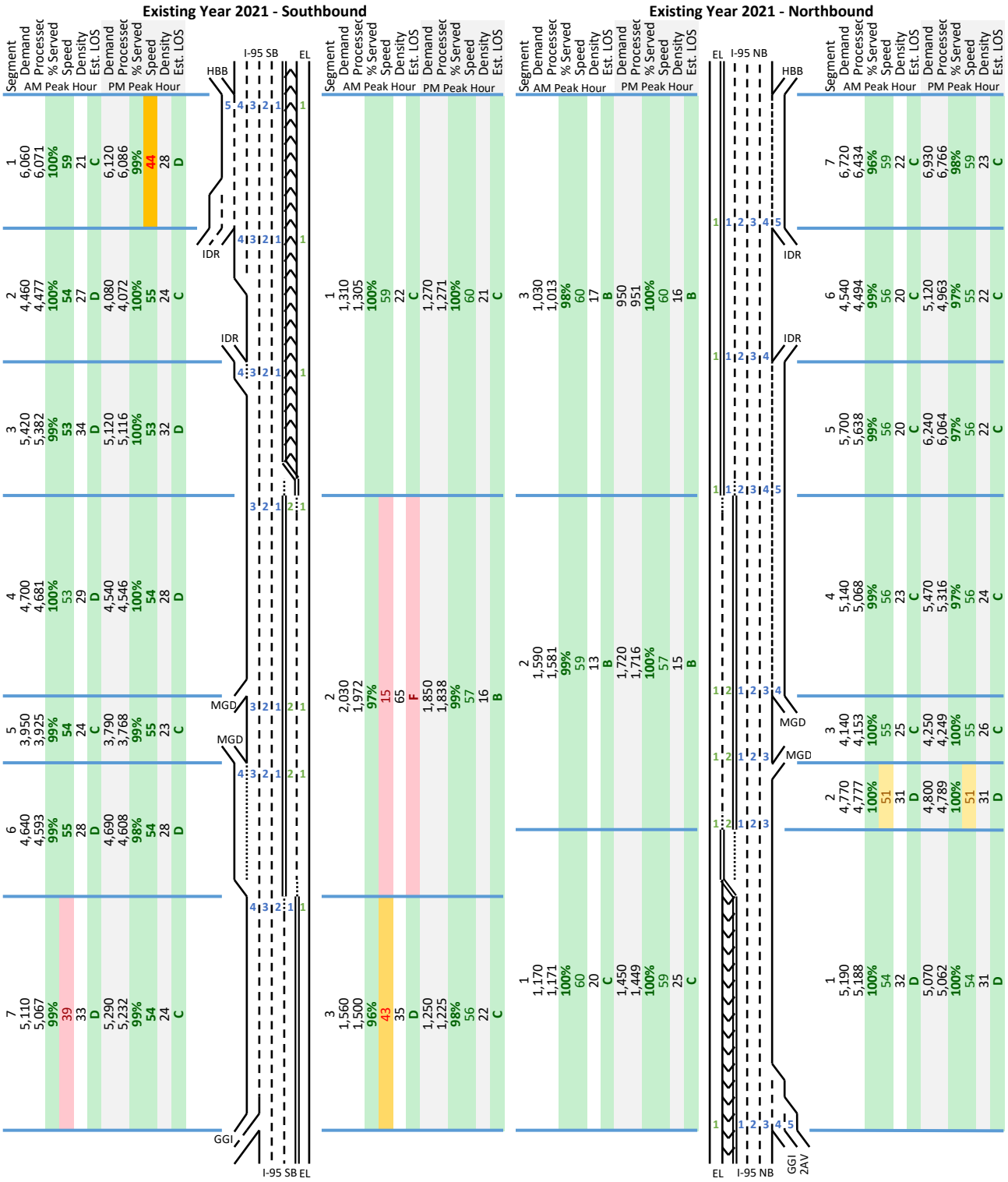
Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,450**	1,449	-1	100%	0/Yes	Yes<15%	59	25	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,720**	1,716	-4	100%	0.1/Yes	Yes<15%	57	15	B
3	EL NB Egress Point to North of IDR	1	1	**950**	951	1	100%	0/Yes	Yes<15%	60	16	B
				4,120	**4,117**	**-3**	**100%**	**0.1/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,270**	1,271	1	100%	0/Yes	Yes<15%	60	21	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**1,850**	1,838	-12	99%	0.3/Yes	Yes<15%	57	16	B
3	EL SB Ingress Point to North of GGI	1	1	**1,250**	1,225	-25	98%	0.7/Yes	Yes<15%	56	22	C
				4,370	**4,334**	**-36**	**99%**	**0.5/Yes**	**Yes<400**			
				8,490	***8,450***	***-40***	***100%***	***0.4/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

Existing Year 2021



Legend

Volume % Served	Posted Speed 55 mph	Estimated LOS
> 90%	>= 53	LOS A - D
= 90%	< 53 - 48	LOS E
< 90%	< 48 - 43	LOS F
	< 43	

3rd Peak Hour

2.29 PCE
0.03 P_T

Exisitng Conditions - Base Year 2021 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	5/4/ **3** /4	3	**5,190**	4,836	-354	93%	5/No	Yes<400	54	30	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**4,770**	4,449	-321	93%	4.7/Yes	Yes<400	52	29	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,140**	3,863	-277	93%	4.4/Yes	Yes<400	55	23	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,140**	4,759	-381	93%	5.4/No	Yes<400	56	21	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**5,700**	5,280	-420	93%	5.7/No	No	56	19	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**4,540**	4,200	-340	93%	5.1/No	Yes<400	56	19	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**6,720**	6,166	-554	92%	6.9/No	No	60	21	C
				36,200	**33,554**	**-2,646**	**93%**	**14.2/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**5** /6	5	**6,060**	5,632	-428	93%	5.6/No	No	60	19	C
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ **3**	3	**4,460**	4,129	-331	93%	5.1/No	Yes<400	55	25	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ **3** /4	3	**5,420**	4,997	-423	92%	5.9/No	No	54	31	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,700**	4,340	-360	92%	5.4/No	Yes<400	51	28	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**3,950**	3,631	-319	92%	5.2/No	Yes<400	55	22	C
6	MGD SB On-Ramp to EL SB Egress Point	**4** /3	3	**4,640**	4,258	-382	92%	5.7/No	Yes<400	55	26	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,110**	4,730	-380	93%	5.4/No	Yes<400	55	22	C
				34,340	**31,717**	**-2,623**	**92%**	**14.4/No**	**No**			
				70,540	***65,271***	***-5,269***	***93%***	***20.2/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,170**	1,086	-84	93%	2.5/Yes	Yes<15%	60	18	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,590**	1,474	-116	93%	3/Yes	Yes<15%	59	12	B
3	EL NB Egress Point to North of IDR	1	1	**1,030**	959	-71	93%	2.2/Yes	Yes<15%	60	16	B
				3,790	**3,519**	**-271**	**93%**	**4.5/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,310**	1,219	-91	93%	2.5/Yes	Yes<15%	60	20	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,030**	1,924	-106	95%	2.4/Yes	Yes<15%	26	37	E
3	EL SB Ingress Point to North of GGI	1	1	**1,560**	1,505	-55	96%	1.4/Yes	Yes<15%	58	26	C
				4,900	**4,648**	**-252**	**95%**	**3.6/Yes**	**Yes<400**			
				8,690	***8,168***	***-522***	***94%***	***5.7/No***	***No***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

3rd Peak Hour

2.29 PCE
0.03 P_T

Exisitng Conditions - Base Year 2021 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	5/4/ **3** /4	3	**5,070**	4,892	-178	96%	2.5/Yes	Yes<400	54	30	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**4,800**	4,635	-165	97%	2.4/Yes	Yes<400	52	30	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,250**	4,111	-139	97%	2.2/Yes	Yes<400	55	25	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,470**	5,142	-328	94%	4.5/Yes	Yes<400	56	23	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**6,240**	5,916	-324	95%	4.2/Yes	Yes<400	56	21	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,120**	4,847	-273	95%	3.9/Yes	Yes<400	55	22	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**6,930**	6,600	-330	95%	4/Yes	Yes<400	59	22	C
				37,880	**36,144**	**-1,736**	**95%**	**9/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**5** /6	5	**6,120**	5,718	-402	93%	5.2/No	No	18	63	F
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ **3**	3	**4,080**	3,757	-323	92%	5.2/No	Yes<400	56	23	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ **3** /4	3	**5,120**	4,765	-355	93%	5/No	Yes<400	54	29	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,540**	4,238	-302	93%	4.6/Yes	Yes<400	54	26	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**3,790**	3,519	-271	93%	4.5/Yes	Yes<400	55	21	C
6	MGD SB On-Ramp to EL SB Egress Point	**4** /3	3	**4,690**	4,371	-319	93%	4.7/Yes	Yes<400	54	27	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,290**	4,961	-329	94%	4.6/Yes	Yes<400	55	23	C
				33,630	**31,329**	**-2,301**	**93%**	**12.8/No**	**No**			
				71,510	***67,473***	***-4,037***	***94%***	***15.3/No***	***No***			

I-95 Express Lanes

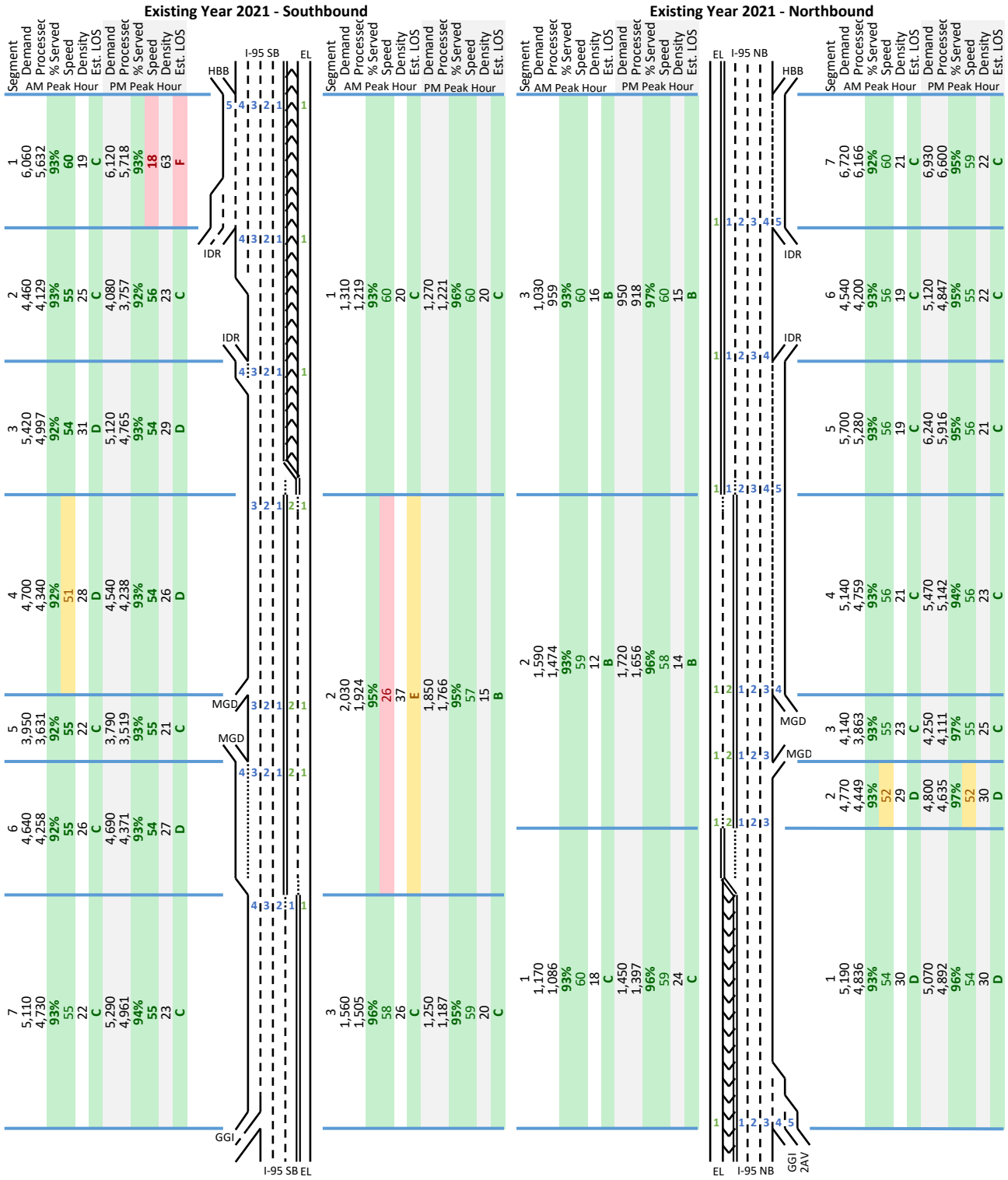
Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,450**	1,397	-53	96%	1.4/Yes	Yes<15%	59	24	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,720**	1,656	-64	96%	1.5/Yes	Yes<15%	58	14	B
3	EL NB Egress Point to North of IDR	1	1	**950**	918	-32	97%	1/Yes	Yes<15%	60	15	B
				4,120	**3,971**	**-149**	**96%**	**2.3/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,270**	1,221	-49	96%	1.4/Yes	Yes<15%	60	20	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**1,850**	1,766	-84	95%	2/Yes	Yes<15%	57	15	B
3	EL SB Ingress Point to North of GGI	1	1	**1,250**	1,187	-63	95%	1.8/Yes	Yes<15%	59	20	C
				4,370	**4,174**	**-196**	**96%**	**3/Yes**	**Yes<400**			
				8,490	***8,145***	***-345***	***96%***	***3.8/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

Existing Year 2021



Legend

Volume % Served	Posted Speed 55 mph	Estimated LOS
> 90%	>= 53	LOS A - D
= 90%	< 53 - 48	LOS E
< 90%	< 48 - 43	LOS F
	< 43	

4th Peak Hour

2.29 PCE
0.03 P_T

Exisitng Conditions - Base Year 2021 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	5/4/ **3** /4	3	**5,190**	4,474	-716	86%	10.3/No	No	55	27	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**4,770**	4,091	-679	86%	10.2/No	No	52	26	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,140**	3,562	-578	86%	9.3/No	No	55	21	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,140**	4,380	-760	85%	11/No	No	56	20	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**5,700**	4,867	-833	85%	11.5/No	No	56	17	B
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**4,540**	3,874	-666	85%	10.3/No	No	56	17	B
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**6,720**	5,863	-857	87%	10.8/No	No	60	20	C
				36,200	**31,111**	**-5,089**	**86%**	**27.7/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**5** /6	5	**6,060**	5,224	-836	86%	11.1/No	No	60	17	B
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ **3**	3	**4,460**	3,848	-612	86%	9.5/No	No	55	23	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ **3** /4	3	**5,420**	4,718	-702	87%	9.9/No	No	54	29	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,700**	4,098	-602	87%	9.1/No	No	53	26	C
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**3,950**	3,417	-533	87%	8.8/No	No	55	21	C
6	MGD SB On-Ramp to EL SB Egress Point	**4** /3	3	**4,640**	3,985	-655	86%	10/No	No	56	24	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,110**	4,403	-707	86%	10.3/No	No	55	20	C
				34,340	**29,692**	**-4,648**	**86%**	**26/No**	**No**			
				70.540	***60.803***	***-9.737***	***86%***	***38/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,170**	1,006	-164	86%	5/Yes	Yes<15%	60	17	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,590**	1,378	-212	87%	5.5/No	Yes<15%	60	12	B
3	EL NB Egress Point to North of IDR	1	1	**1,030**	900	-130	87%	4.2/Yes	Yes<15%	60	15	B
				3,790	**3,283**	**-507**	**87%**	**8.5/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,310**	1,127	-183	86%	5.3/No	Yes<15%	60	19	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,030**	1,758	-272	87%	6.2/No	Yes<15%	48	18	C
3	EL SB Ingress Point to North of GGI	1	1	**1,560**	1,362	-198	87%	5.2/No	Yes<15%	58	23	C
				4,900	**4,247**	**-653**	**87%**	**9.7/No**	**No**			
				8,690	***7,530***	***-1,160***	***87%***	***12.9/No***	***No***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

4th Peak Hour

2.29 PCE
0.03 P_T

Exisitng Conditions - Base Year 2021 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	5/4/ **3** /4	3	**5,070**	5,002	-68	99%	1/Yes	Yes<400	54	31	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**4,800**	4,732	-68	99%	1/Yes	Yes<400	51	31	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,250**	4,185	-65	98%	1/Yes	Yes<400	55	26	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,470**	5,245	-225	96%	3.1/Yes	Yes<400	56	23	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**6,240**	6,003	-237	96%	3/Yes	Yes<400	56	22	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,120**	4,918	-202	96%	2.9/Yes	Yes<400	55	22	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**6,930**	6,708	-222	97%	2.7/Yes	Yes<400	59	23	C
				37,880	**36,793**	**-1,087**	**97%**	**5.6/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**5** /6	5	**6,120**	5,342	-778	87%	10.3/No	No	10	103	F
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ **3**	3	**4,080**	3,509	-571	86%	9.3/No	No	54	22	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ **3** /4	3	**5,120**	4,506	-614	88%	8.9/No	No	53	28	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,540**	3,983	-557	88%	8.5/No	No	54	24	C
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**3,790**	3,287	-503	87%	8.4/No	No	55	20	C
6	MGD SB On-Ramp to EL SB Egress Point	**4** /3	3	**4,690**	4,119	-571	88%	8.6/No	No	54	25	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,290**	4,701	-589	89%	8.3/No	No	55	21	C
				33,630	**29,447**	**-4,183**	**88%**	**23.6/No**	**No**			
				71,510	***66,240***	***-5,270***	***93%***	***20.1/No***	***No***			

I-95 Express Lanes

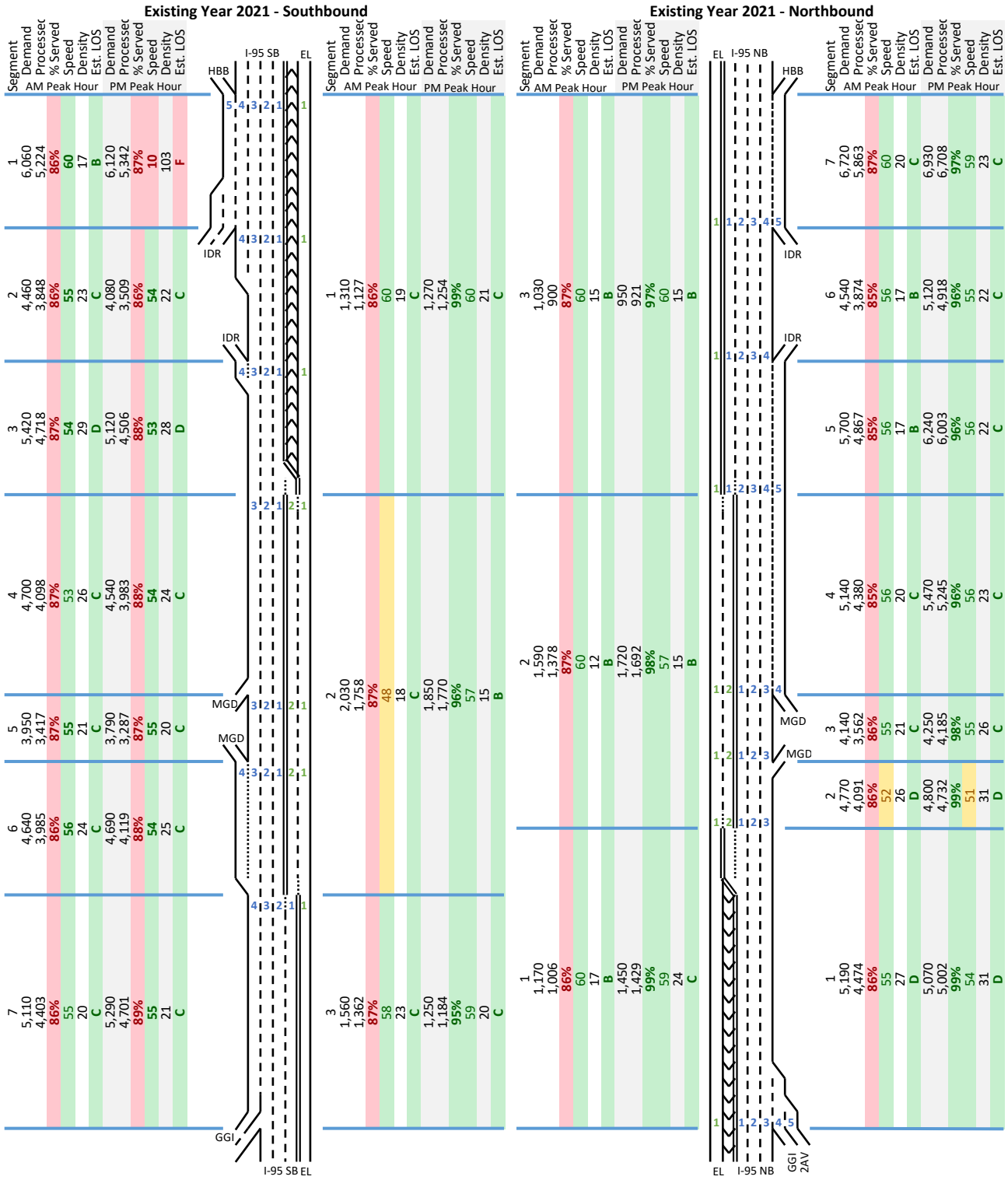
Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,450**	1,429	-21	99%	0.6/Yes	Yes<15%	59	24	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,720**	1,692	-28	98%	0.7/Yes	Yes<15%	57	15	B
3	EL NB Egress Point to North of IDR	1	1	**950**	921	-29	97%	0.9/Yes	Yes<15%	60	15	B
				4,120	**4,042**	**-78**	**98%**	**1.2/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,270**	1,254	-16	99%	0.5/Yes	Yes<15%	60	21	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**1,850**	1,770	-80	96%	1.9/Yes	Yes<15%	57	15	B
3	EL SB Ingress Point to North of GGI	1	1	**1,250**	1,184	-66	95%	1.9/Yes	Yes<15%	59	20	C
				4,370	**4,208**	**-162**	**96%**	**2.5/Yes**	**Yes<400**			
				8,490	***8,250***	***-240***	***97%***	***2.6/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

Existing Year 2021



APPENDIX G2

Vissim Existing Year 2021
Traffic Operational Analysis
SR 9/I-95

Intersection Analysis

APPENDIX

G2

2021 Existing Conditions AM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)	GEH	0
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**4600**	**4802**	**104%**	**37**	**D**			**0.0**	**0.00**
	NBL	390	413	106%	81	F	670	115	1.1	0
	NBT	30	31	103%	58	E	386	1225	0.2	0
	NBR	270	297	110%	25	C	386	1225	1.6	0
	SBL	180	185	103%	90	F	1003	400	0.4	0
	SBT	280	293	105%	121	F	1003	1710	0.8	0
	SBR (FF)	180	193	107%	23	C	0	350	1.0	0
	EBL	30	27	90%	33	C	66	480	0.6	0
	EBT	1150	1221	106%	50	D	1310	2395	2.1	0
	EBR (FF)	860	920	107%	4	A	207	2395	2.0	0
	WBL	100	98	98%	61	E	170	275	0.2	0
	WBT	590	592	100%	13	B	314	830	0.1	0
	WBR (FF)	540	532	99%	4	A	0	670	0.3	0
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**3540**	**3769**	**106%**	**34**	**C**			**0.0**	**0.00**
	SBL	450	487	108%	80	E	511	215	1.7	0
	SBR (FF)	90	91	101%	3	A	0	215	0.1	0
	EBL	530	511	96%	90	F	458	440	0.8	0
	EBT (FF)	1070	1190	111%	0	A	0	810	3.6	0
	WBT	1070	1135	106%	33	C	1099	1775	2.0	0
	WBR (FF)	330	355	108%	8	A	0	175	1.4	0
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**4190**	**4445**	**106%**	**41**	**D**			**0.0**	**0.00**
	SBL	1040	1118	108%	70	E	1105	1750	2.4	0
	SBR (FF)	330	371	112%	2	A	0	995	2.2	0
	EBT	1100	1176	107%	49	D	1152	1180	2.3	0
	EBR (FF)	480	505	105%	6	A	0	250	1.1	0
	WBL	340	343	101%	39	D	291	350	0.2	0
	WBT	900	932	104%	33	C	507	350	1.1	0
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4160**	**4448**	**107%**	**26**	**C**			**0.0**	**0**
	NBL	280	308	110%	78	E	322	2635	1.6	0
	NBR(Sig)	200	213	107%	43	D	346	330	0.9	0
	NBR(FF)	510	552	108%	5	A	245	260	1.8	0
	EBL	420	457	109%	10	B	266	350	1.8	0
	EBT	2130	2294	108%	3	A	354	350	3.5	0
	WBT	620	624	101%	103	F	907	815	0.2	0
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**5420**	**5722**	**106%**	**48**	**D**			**0.0**	**0.00**
	NBL	620	664	107%	96	F	753	1300	1.7	0
	NBT	50	56	112%	91	F	753	390	0.8	0
	NBR	10	14	140%	79	E	785	390	1.2	0
	SBL	10	10	100%	110	F	146	225	0.0	0
	SBT	50	50	100%	146	F	558	225	0.0	0
	SBR	190	193	102%	94	F	558	310	0.2	0
	EBL	200	203	102%	59	E	925	520	0.2	0
	EBT	1810	1951	108%	29	C	925	790	3.3	0
	EBR	840	893	106%	17	B	785	670	1.8	0
	WBL	30	29	97%	46	D	63	330	0.2	0
	WBT	1590	1642	103%	54	D	1308	2680	1.3	0
	WBR	20	17	85%	46	D	1354	2680	0.7	0

2021 Existing Conditions AM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)	GEH	0
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5375**	**5205**	**97%**	**93**	**F**			**0.0**	**0.00**
	NBL	455	458	101%	85	F	766	115	0.1	0
	NBT	30	30	100%	57	E	397	1225	0.0	0
	NBR	320	323	101%	24	C	397	1225	0.2	0
	SBL	205	197	96%	128	F	1504	400	0.6	0
	SBT	330	318	96%	184	F	1504	1710	0.7	0
	SBR (FF)	215	209	97%	71	E	0	350	0.4	0
	EBL	30	30	100%	164	F	83	480	0.0	0
	EBT	1345	1290	96%	214	F	2830	2395	1.5	0
	EBR (FF)	1000	994	99%	30	C	578	2395	0.2	0
	WBL	120	111	93%	97	F	211	275	0.8	0
	WBT	695	660	95%	15	B	329	830	1.3	0
	WBR (FF)	630	585	93%	5	A	0	670	1.8	0
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4125**	**4075**	**99%**	**36**	**D**			**0.0**	**0.00**
	SBL	530	527	99%	83	F	542	215	0.1	0
	SBR (FF)	100	100	100%	4	A	0	215	0.0	0
	EBL	620	526	85%	81	F	448	440	3.9	0
	EBT (FF)	1250	1283	103%	0	A	0	810	0.9	0
	WBT	1245	1256	101%	40	D	1497	1775	0.3	0
	WBR (FF)	380	383	101%	12	B	0	175	0.2	0
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**4890**	**4722**	**97%**	**51**	**D**			**0.0**	**0.00**
	SBL	1210	1210	100%	96	F	1410	1750	0.0	0
	SBR (FF)	390	389	100%	5	A	0	995	0.1	0
	EBT	1280	1283	100%	57	E	1288	1180	0.1	0
	EBR (FF)	560	544	97%	10	B	0	250	0.7	0
	WBL	400	349	87%	42	D	286	350	2.6	0
	WBT	1050	947	90%	33	C	509	350	3.3	0
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4865**	**4755**	**98%**	**51**	**D**			**0.0**	**0**
	NBL	330	320	97%	118	F	1367	2635	0.6	0
	NBR(Sig)	237	236	100%	123	F	1391	330	0.1	0
	NBR(FF)	593	570	96%	24	C	1300	260	1.0	0
	EBL	495	508	103%	9	A	269	350	0.6	0
	EBT	2490	2494	100%	8	A	475	350	0.1	0
	WBT	720	627	87%	195	F	978	815	3.6	0
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6320**	**5842**	**92%**	**212**	**F**			**0.0**	**0.00**
	NBL	730	600	82%	432	F	2715	1300	5.0	0
	NBT	60	47	78%	393	F	2715	390	1.8	0
	NBR	15	12	80%	385	F	2747	390	0.8	0
	SBL	10	9	90%	664	F	270	225	0.3	0
	SBT	60	36	60%	808	F	2023	225	3.5	0
	SBR	220	167	76%	678	F	2023	310	3.8	0
	EBL	230	221	96%	139	F	978	520	0.6	0
	EBT	2110	2107	100%	37	D	978	790	0.1	0
	EBR	980	971	99%	23	C	838	670	0.3	0
	WBL	30	25	83%	294	F	74	330	1.0	0
	WBT	1855	1630	88%	347	F	4540	2680	5.4	0
	WBR	20	17	85%	303	F	4586	2680	0.7	0

2021 Existing Conditions AM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)	GEH	0
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5010**	**5006**	**100%**	**77**	**E**			**0.0**	**0.00**
	NBL	420	418	100%	83	F	699	115	0.1	0
	NBT	30	27	90%	65	E	299	1225	0.6	0
	NBR	300	303	101%	24	C	299	1225	0.2	0
	SBL	190	190	100%	120	F	1351	400	0.0	0
	SBT	310	305	98%	170	F	1351	1710	0.3	0
	SBR (FF)	200	196	98%	59	E	0	350	0.3	0
	EBL	30	30	100%	132	F	80	480	0.0	0
	EBT	1250	1327	106%	167	F	2823	2395	2.1	0
	EBR (FF)	930	945	102%	22	C	686	2395	0.5	0
	WBL	110	106	96%	85	F	208	275	0.4	0
	WBT	650	610	94%	13	B	273	830	1.6	0
	WBR (FF)	590	549	93%	4	A	0	670	1.7	0
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**3830**	**3935**	**103%**	**35**	**C**			**0.0**	**0.00**
	SBL	490	497	101%	81	F	530	215	0.3	0
	SBR (FF)	90	94	104%	3	A	0	215	0.4	0
	EBL	580	535	92%	85	F	498	440	1.9	0
	EBT (FF)	1160	1284	111%	0	A	0	810	3.5	0
	WBT	1160	1170	101%	35	D	1155	1775	0.3	0
	WBR (FF)	350	355	101%	8	A	0	175	0.3	0
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**4550**	**4571**	**100%**	**45**	**D**			**0.0**	**0.00**
	SBL	1130	1156	102%	82	F	1208	1750	0.8	0
	SBR (FF)	360	370	103%	3	A	0	995	0.5	0
	EBT	1190	1221	103%	52	D	1151	1180	0.9	0
	EBR (FF)	520	513	99%	6	A	0	250	0.3	0
	WBL	370	350	95%	40	D	319	350	1.1	0
	WBT	980	961	98%	32	C	505	350	0.6	0
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4530**	**4593**	**101%**	**41**	**D**			**0.0**	**0**
	NBL	310	324	105%	113	F	1092	2635	0.8	0
	NBR(Sig)	220	231	105%	84	F	1115	330	0.7	0
	NBR(FF)	550	554	101%	15	B	1024	260	0.2	0
	EBL	460	469	102%	10	A	270	350	0.4	0
	EBT	2320	2378	103%	5	A	408	350	1.2	0
	WBT	670	637	95%	160	F	974	815	1.3	0
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**5870**	**5781**	**98%**	**277**	**F**			**0.0**	**0.00**
	NBL	680	627	92%	471	F	2710	1300	2.1	0
	NBT	60	52	87%	450	F	2710	390	1.1	0
	NBR	10	11	110%	429	F	2742	390	0.3	0
	SBL	10	8	80%	1081	F	703	225	0.7	0
	SBT	60	34	57%	1272	F	2213	225	3.8	0
	SBR	200	176	88%	1152	F	2213	310	1.8	0
	EBL	210	226	108%	124	F	957	520	1.1	0
	EBT	1960	2012	103%	34	C	957	790	1.2	0
	EBR	910	938	103%	21	C	817	670	0.9	0
	WBL	30	26	87%	418	F	78	330	0.8	0
	WBT	1720	1652	96%	479	F	5661	2680	1.7	0
	WBR	20	19	95%	457	F	5707	2680	0.2	0

2021 Existing Conditions AM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)	GEH	0
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**4640**	**4554**	**98%**	**36**	**D**			**0.0**	**0.00**
	NBL	390	388	99%	81	F	598	115	0.1	0
	NBT	30	27	90%	67	E	280	1225	0.6	0
	NBR	280	279	100%	25	C	280	1225	0.1	0
	SBL	180	182	101%	101	F	1176	400	0.1	0
	SBT	280	297	106%	130	F	1176	1710	1.0	0
	SBR (FF)	190	188	99%	32	C	0	350	0.1	0
	EBL	30	28	93%	30	C	61	480	0.4	0
	EBT	1160	1155	100%	43	D	1009	2395	0.1	0
	EBR (FF)	860	866	101%	4	A	222	2395	0.2	0
	WBL	100	99	99%	48	D	172	275	0.1	0
	WBT	600	549	92%	11	B	257	830	2.1	0
	WBR (FF)	540	496	92%	4	A	0	670	1.9	0
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**3560**	**3538**	**99%**	**34**	**C**			**0.0**	**0.00**
	SBL	460	446	97%	79	E	427	215	0.7	0
	SBR (FF)	90	84	93%	2	A	0	215	0.6	0
	EBL	530	483	91%	92	F	441	440	2.1	0
	EBT (FF)	1080	1132	105%	0	A	0	810	1.6	0
	WBT	1070	1059	99%	30	C	858	1775	0.3	0
	WBR (FF)	330	334	101%	7	A	0	175	0.2	0
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**4200**	**4322**	**103%**	**39**	**D**			**0.0**	**0.00**
	SBL	1040	1044	100%	64	E	935	1750	0.1	0
	SBR (FF)	340	341	100%	1	A	0	995	0.1	0
	EBT	1100	1096	100%	48	D	907	1180	0.1	0
	EBR (FF)	480	488	102%	4	A	0	250	0.4	0
	WBL	340	382	112%	40	D	338	350	2.2	0
	WBT	900	971	108%	30	C	497	350	2.3	0
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4180**	**4257**	**102%**	**23**	**C**			**0.0**	**0**
	NBL	280	281	100%	76	E	273	2635	0.1	0
	NBR(Sig)	200	205	103%	35	D	289	330	0.4	0
	NBR(FF)	510	510	100%	4	A	186	260	0.0	0
	EBL	430	432	100%	10	B	270	350	0.1	0
	EBT	2140	2139	100%	2	A	250	350	0.0	0
	WBT	620	690	111%	90	F	814	815	2.7	0
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**5450**	**5634**	**103%**	**250**	**F**			**0.0**	**0.00**
	NBL	630	684	109%	376	F	2711	1300	2.1	0
	NBT	50	59	118%	368	F	2711	390	1.2	0
	NBR	10	14	140%	359	F	2743	390	1.2	0
	SBL	10	7	70%	1200	F	699	225	1.0	0
	SBT	50	34	68%	1397	F	2218	225	2.5	0
	SBR	190	162	85%	1292	F	2218	310	2.1	0
	EBL	200	201	101%	113	F	912	520	0.1	0
	EBT	1820	1816	100%	32	C	912	790	0.1	0
	EBR	840	836	100%	15	B	772	670	0.1	0
	WBL	30	27	90%	348	F	64	330	0.6	0
	WBT	1600	1773	111%	416	F	5314	2680	4.2	0
	WBR	20	21	105%	411	F	5360	2680	0.2	0

2021 Existing Conditions PM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)	GEH	0
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5030**	**4763**	**95%**	**114**	**F**			**0.0**	**0.00**
	NBL	650	546	84%	484	F	5538	115	4.3	0
	NBT	130	115	88%	218	F	5537	1225	1.4	0
	NBR	520	428	82%	234	F	5537	1225	4.2	0
	SBL	220	218	99%	75	E	599	400	0.1	0
	SBT	320	301	94%	71	E	599	1710	1.1	0
	SBR (FF)	160	162	101%	3	A	0	350	0.2	0
	EBL	70	66	94%	44	D	135	480	0.5	0
	EBT	990	990	100%	49	D	782	2395	0.0	0
	EBR (FF)	660	647	98%	3	A	0	2395	0.5	0
	WBL	70	60	86%	42	D	92	275	1.2	0
	WBT	590	616	104%	18	B	335	830	1.1	0
	WBR (FF)	650	614	94%	5	A	0	670	1.4	0
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**3820**	**3697**	**97%**	**42**	**D**			**0.0**	**0.00**
	SBL	450	447	99%	75	E	374	215	0.1	0
	SBR (FF)	70	66	94%	2	A	0	215	0.5	0
	EBL	810	676	83%	83	F	658	440	4.9	0
	EBT (FF)	910	962	106%	0	A	0	810	1.7	0
	WBT	1240	1212	98%	44	D	1547	1775	0.8	0
	WBR (FF)	330	334	101%	13	B	0	175	0.2	0
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**4890**	**4806**	**98%**	**54**	**D**			**0.0**	**0.00**
	SBL	1380	1332	97%	132	F	1445	1750	1.3	0
	SBR (FF)	540	536	99%	7	A	0	995	0.2	0
	EBT	750	758	101%	45	D	362	1180	0.3	0
	EBR (FF)	390	388	99%	2	A	0	250	0.1	0
	WBL	590	579	98%	44	D	455	350	0.5	0
	WBT	1240	1213	98%	13	B	400	350	0.8	0
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4380**	**4295**	**98%**	**24**	**C**			**0.0**	**0**
	NBL	400	383	96%	107	F	418	2635	0.9	0
	NBR(Sig)	40	35	88%	20	B	148	330	0.8	0
	NBR(FF)	620	614	99%	6	A	20	260	0.2	0
	EBL	340	348	102%	40	D	163	350	0.4	0
	EBT	2140	2085	97%	4	A	216	350	1.2	0
	WBT	840	830	99%	45	D	578	815	0.3	0
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**5770**	**5681**	**98%**	**38**	**D**			**0.0**	**0.00**
	NBL	690	669	97%	139	F	1233	1300	0.8	0
	NBT	70	67	96%	141	F	1233	390	0.4	0
	NBR	10	13	130%	124	F	1265	390	0.9	0
	SBL	20	20	100%	83	F	77	225	0.0	0
	SBT	50	51	102%	101	F	240	225	0.1	0
	SBR	190	186	98%	50	D	240	310	0.3	0
	EBL	150	143	95%	58	E	703	520	0.6	0
	EBT	1750	1705	97%	14	B	703	790	1.1	0
	EBR	900	882	98%	9	A	563	670	0.6	0
	WBL	20	26	130%	31	C	51	330	1.3	0
	WBT	1920	1905	99%	28	C	740	2680	0.3	0
	WBR	10	14	140%	22	C	786	2680	1.2	0

2021 Existing Conditions PM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)	GEH	0
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5340**	**5044**	**94%**	**137**	**F**			**0.0**	**0.00**
	NBL	690	518	75%	557	F	5794	115	7.0	0
	NBT	140	108	77%	294	F	5794	1225	2.9	0
	NBR	550	443	81%	321	F	5794	1225	4.8	0
	SBL	235	229	97%	79	E	619	400	0.4	0
	SBT	340	346	102%	74	E	619	1710	0.3	0
	SBR (FF)	175	174	99%	3	A	0	350	0.1	0
	EBL	70	78	111%	49	D	147	480	0.9	0
	EBT	1050	1054	100%	55	D	896	2395	0.1	0
	EBR (FF)	700	701	100%	4	A	0	2395	0.0	0
	WBL	70	62	89%	55	E	110	275	1.0	0
	WBT	630	682	108%	20	C	416	830	2.0	0
	WBR (FF)	690	649	94%	5	A	0	670	1.6	0
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4055**	**3917**	**97%**	**46**	**D**			**0.0**	**0.00**
	SBL	475	448	94%	75	E	397	215	1.3	0
	SBR (FF)	75	75	100%	2	A	0	215	0.0	0
	EBL	865	703	81%	82	F	681	440	5.8	0
	EBT (FF)	970	1014	105%	0	A	0	810	1.4	0
	WBT	1315	1326	101%	55	E	1860	1775	0.3	0
	WBR (FF)	355	351	99%	24	C	0	175	0.2	0
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5195**	**5005**	**96%**	**99**	**F**			**0.0**	**0.00**
	SBL	1470	1333	91%	274	F	1868	1750	3.7	0
	SBR (FF)	570	523	92%	46	D	0	995	2.0	0
	EBT	800	805	101%	46	D	371	1180	0.2	0
	EBR (FF)	415	413	100%	2	A	0	250	0.1	0
	WBL	625	628	100%	46	D	483	350	0.1	0
	WBT	1315	1303	99%	15	B	446	350	0.3	0
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4650**	**4490**	**97%**	**28**	**C**			**0.0**	**0**
	NBL	420	414	99%	138	F	703	2635	0.3	0
	NBR(Sig)	38	38	100%	23	C	361	330	0.0	0
	NBR(FF)	662	639	97%	7	A	20	260	0.9	0
	EBL	365	366	100%	43	D	173	350	0.1	0
	EBT	2270	2144	94%	5	A	274	350	2.7	0
	WBT	895	889	99%	48	D	737	815	0.2	0
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6135**	**5938**	**97%**	**65**	**E**			**0.0**	**0.00**
	NBL	730	675	92%	329	F	2714	1300	2.1	0
	NBT	70	61	87%	328	F	2714	390	1.1	0
	NBR	15	14	93%	316	F	2745	390	0.3	0
	SBL	20	22	110%	86	F	103	225	0.4	0
	SBT	55	54	98%	107	F	253	225	0.1	0
	SBR	200	196	98%	54	D	253	310	0.3	0
	EBL	160	152	95%	69	E	738	520	0.6	0
	EBT	1855	1744	94%	16	B	738	790	2.6	0
	EBR	955	921	96%	10	A	598	670	1.1	0
	WBL	25	25	100%	30	C	51	330	0.0	0
	WBT	2035	2061	101%	31	C	885	2680	0.6	0
	WBR	15	13	87%	24	C	930	2680	0.5	0

2021 Existing Conditions PM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)	GEH	0
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5140**	**4891**	**95%**	**135**	**F**			**0.0**	**0.00**
	NBL	660	542	82%	549	F	5789	115	4.8	0
	NBT	130	112	86%	293	F	5789	1225	1.6	0
	NBR	530	440	83%	327	F	5789	1225	4.1	0
	SBL	230	230	100%	77	E	561	400	0.0	0
	SBT	330	326	99%	70	E	561	1710	0.2	0
	SBR (FF)	170	161	95%	2	A	0	350	0.7	0
	EBL	70	66	94%	45	D	129	480	0.5	0
	EBT	1010	1004	99%	54	D	919	2395	0.2	0
	EBR (FF)	670	678	101%	5	A	0	2395	0.3	0
	WBL	70	67	96%	55	E	130	275	0.4	0
	WBT	610	635	104%	19	B	342	830	1.0	0
	WBR (FF)	660	630	95%	6	A	0	670	1.2	0
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**3900**	**3844**	**99%**	**45**	**D**			**0.0**	**0.00**
	SBL	460	469	102%	74	E	426	215	0.4	0
	SBR (FF)	70	73	104%	2	A	0	215	0.4	0
	EBL	830	697	84%	82	F	599	440	4.8	0
	EBT (FF)	930	999	107%	0	A	0	810	2.2	0
	WBT	1270	1254	99%	51	D	1822	1775	0.5	0
	WBR (FF)	340	352	104%	21	C	0	175	0.6	0
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5010**	**4902**	**98%**	**103**	**F**			**0.0**	**0.00**
	SBL	1420	1334	94%	286	F	1859	1750	2.3	0
	SBR (FF)	550	526	96%	52	D	0	995	1.0	0
	EBT	770	778	101%	45	D	373	1180	0.3	0
	EBR (FF)	400	393	98%	2	A	0	250	0.4	0
	WBL	600	609	102%	45	D	459	350	0.4	0
	WBT	1270	1262	99%	13	B	415	350	0.2	0
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4480**	**4388**	**98%**	**26**	**C**			**0.0**	**0**
	NBL	400	411	103%	121	F	477	2635	0.5	0
	NBR(Sig)	40	35	88%	22	C	210	330	0.8	0
	NBR(FF)	640	632	99%	6	A	111	260	0.3	0
	EBL	350	351	100%	43	D	206	350	0.1	0
	EBT	2190	2108	96%	4	A	247	350	1.8	0
	WBT	860	851	99%	46	D	632	815	0.3	0
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**5910**	**5804**	**98%**	**74**	**E**			**0.0**	**0.00**
	NBL	700	675	96%	409	F	2710	1300	1.0	0
	NBT	70	63	90%	408	F	2710	390	0.9	0
	NBR	10	13	130%	398	F	2742	390	0.9	0
	SBL	20	20	100%	80	F	101	225	0.0	0
	SBT	50	52	104%	101	F	231	225	0.3	0
	SBR	190	195	103%	48	D	231	310	0.4	0
	EBL	150	151	101%	61	E	750	520	0.1	0
	EBT	1790	1720	96%	15	B	750	790	1.7	0
	EBR	920	911	99%	10	A	610	670	0.3	0
	WBL	20	22	110%	33	C	49	330	0.4	0
	WBT	1960	1968	100%	28	C	770	2680	0.2	0
	WBR	10	14	140%	23	C	815	2680	1.2	0

2021 Existing Conditions PM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)	GEH	0
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5270**	**4915**	**93%**	**136**	**F**			**0.0**	**0.00**
	NBL	680	523	77%	558	F	5786	115	6.4	0
	NBT	140	110	79%	288	F	5785	1225	2.7	0
	NBR	540	419	78%	321	F	5785	1225	5.5	0
	SBL	230	207	90%	80	E	559	400	1.6	0
	SBT	340	302	89%	67	E	559	1710	2.1	0
	SBR (FF)	170	156	92%	2	A	0	350	1.1	0
	EBL	70	71	101%	49	D	141	480	0.1	0
	EBT	1040	1051	101%	53	D	876	2395	0.3	0
	EBR (FF)	690	689	100%	4	A	0	2395	0.0	0
	WBL	70	69	99%	54	D	133	275	0.1	0
	WBT	620	672	108%	19	B	400	830	2.0	0
	WBR (FF)	680	646	95%	6	A	0	670	1.3	0
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4010**	**3857**	**96%**	**48**	**D**			**0.0**	**0.00**
	SBL	470	460	98%	77	E	463	215	0.5	0
	SBR (FF)	70	74	106%	3	A	0	215	0.5	0
	EBL	850	684	80%	82	F	656	440	6.0	0
	EBT (FF)	960	974	101%	0	A	0	810	0.5	0
	WBT	1300	1312	101%	58	E	2055	1775	0.3	0
	WBR (FF)	350	353	101%	29	C	0	175	0.2	0
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5130**	**4860**	**95%**	**92**	**F**			**0.0**	**0.00**
	SBL	1450	1304	90%	251	F	1852	1750	3.9	0
	SBR (FF)	560	505	90%	43	D	0	995	2.4	0
	EBT	790	798	101%	45	D	387	1180	0.3	0
	EBR (FF)	410	391	95%	2	A	0	250	0.9	0
	WBL	620	599	97%	45	D	469	350	0.9	0
	WBT	1300	1263	97%	14	B	402	350	1.0	0
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4590**	**4401**	**96%**	**25**	**C**			**0.0**	**0**
	NBL	410	396	97%	110	F	436	2635	0.7	0
	NBR(Sig)	40	33	83%	21	C	234	330	1.2	0
	NBR(FF)	650	631	97%	6	A	28	260	0.8	0
	EBL	360	371	103%	39	D	173	350	0.6	0
	EBT	2240	2103	94%	4	A	252	350	2.9	0
	WBT	880	867	99%	48	D	664	815	0.4	0
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6060**	**5818**	**96%**	**78**	**E**			**0.0**	**0.00**
	NBL	720	657	91%	433	F	2711	1300	2.4	0
	NBT	70	65	93%	435	F	2711	390	0.6	0
	NBR	10	14	140%	420	F	2743	390	1.2	0
	SBL	20	21	105%	78	E	91	225	0.2	0
	SBT	50	56	112%	109	F	250	225	0.8	0
	SBR	200	192	96%	52	D	250	310	0.6	0
	EBL	160	148	93%	63	E	696	520	1.0	0
	EBT	1830	1728	94%	14	B	696	790	2.4	0
	EBR	940	887	94%	9	A	556	670	1.8	0
	WBL	20	23	115%	31	C	48	330	0.6	0
	WBT	2010	2013	100%	29	C	836	2680	0.1	0
	WBR	10	14	140%	22	C	882	2680	1.2	0

Ex2021_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	58.36	0.94	**41.93**	30.91	95462.23	**8197286.07**	**1423112.06**	**22981.00**	753761.67	2935.00	**21448.00**	**3443.89**	**1.00**
AVG	5400-9000	139.64	3.74	33.48	82.73	102778.49	11065148.08	3725824.74	99829.00	2207149.90	3119.00	23560.00	168539.40	108.70
AVG	9000-12600	150.01	3.32	33.61	102.92	97040.01	10406515.79	3785437.97	83878.00	2597177.67	2726.00	22499.00	538263.71	179.80
AVG	12600-16200	123.08	2.35	36.11	84.62	90429.31	9036139.20	2872880.02	54933.00	1975631.90	2468.00	20861.00	442073.98	106.90

Ex2021_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	74.05	1.10	**40.63**	45.15	96079.43	**8513644.70**	**1799255.54**	**26725.00**	1097149.80	2640.00	**21659.00**	**8890.45**	**19.90**
AVG	5400-9000	119.09	3.58	36.54	73.17	101886.42	10042618.58	3077704.33	92567.00	1890860.67	2880.00	22962.00	612394.78	323.90
AVG	9000-12600	152.67	8.56	33.70	82.82	98094.20	10511407.33	3853498.30	216281.00	2089800.15	2902.00	22329.00	1687663.41	605.50
AVG	12600-16200	199.41	17.62	30.13	87.69	97437.93	11702882.04	5084714.48	448261.00	2237500.33	3432.00	22081.00	3208855.01	1212.40

Ex2021_AM				1			5	2	6			7	3	4
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$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	58.36	0.94	41.93	30.91	95462.23	8197286.07	1423112.06	22981.00	753761.67	2935.00	21448.00	3443.89	1.00
AVG	5400-9000	139.64	3.74	**33.48**	82.73	102778.49	**11065148.08**	**3725824.74**	**99829.00**	2207149.90	3119.00	**23560.00**	**168539.40**	**108.70**
AVG	9000-12600	150.01	3.32	33.61	102.92	97040.01	10406515.79	3785437.97	83878.00	2597177.67	2726.00	22499.00	538263.71	179.80
AVG	12600-16200	123.08	2.35	36.11	84.62	90429.31	9036139.20	2872880.02	54933.00	1975631.90	2468.00	20861.00	442073.98	106.90

Ex2021_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	74.05	1.10	40.63	45.15	96079.43	8513644.70	1799255.54	26725.00	1097149.80	2640.00	21659.00	8890.45	19.90
AVG	5400-9000	119.09	3.58	**36.54**	73.17	101886.42	**10042618.58**	**3077704.33**	**92567.00**	1890860.67	2880.00	**22962.00**	**612394.78**	**323.90**
AVG	9000-12600	152.67	8.56	33.70	82.82	98094.20	10511407.33	3853498.30	216281.00	2089800.15	2902.00	22329.00	1687663.41	605.50
AVG	12600-16200	199.41	17.62	30.13	87.69	97437.93	11702882.04	5084714.48	448261.00	2237500.33	3432.00	22081.00	3208855.01	1212.40

Ex2021_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	58.36	0.94	41.93	30.91	95462.23	8197286.07	1423112.06	22981.00	753761.67	2935.00	21448.00	3443.89	1.00
AVG	5400-9000	139.64	3.74	33.48	82.73	102778.49	11065148.08	3725824.74	99829.00	2207149.90	3119.00	23560.00	168539.40	108.70
AVG	9000-12600	150.01	3.32	**33.61**	102.92	97040.01	**10406515.79**	**3785437.97**	**83878.00**	2597177.67	2726.00	**22499.00**	**538263.71**	**179.80**
AVG	12600-16200	123.08	2.35	36.11	84.62	90429.31	9036139.20	2872880.02	54933.00	1975631.90	2468.00	20861.00	442073.98	106.90

Ex2021_PM				1			5	2	6			7	3	4
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$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	74.05	1.10	40.63	45.15	96079.43	8513644.70	1799255.54	26725.00	1097149.80	2640.00	21659.00	8890.45	19.90
AVG	5400-9000	119.09	3.58	36.54	73.17	101886.42	10042618.58	3077704.33	92567.00	1890860.67	2880.00	22962.00	612394.78	323.90
AVG	9000-12600	152.67	8.56	**33.70**	82.82	98094.20	**10511407.33**	**3853498.30**	**216281.00**	2089800.15	2902.00	**22329.00**	**1687663.41**	**605.50**
AVG	12600-16200	199.41	17.62	30.13	87.69	97437.93	11702882.04	5084714.48	448261.00	2237500.33	3432.00	22081.00	3208855.01	1212.40

Ex2021_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	58.36	0.94	41.93	30.91	95462.23	8197286.07	1423112.06	22981.00	753761.67	2935.00	21448.00	3443.89	1.00
AVG	5400-9000	139.64	3.74	33.48	82.73	102778.49	11065148.08	3725824.74	99829.00	2207149.90	3119.00	23560.00	168539.40	108.70
AVG	9000-12600	150.01	3.32	33.61	102.92	97040.01	10406515.79	3785437.97	83878.00	2597177.67	2726.00	22499.00	538263.71	179.80
AVG	12600-16200	123.08	2.35	**36.11**	84.62	90429.31	**9036139.20**	**2872880.02**	**54933.00**	1975631.90	2468.00	**20861.00**	**442073.98**	**106.90**

Ex2021_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	74.05	1.10	40.63	45.15	96079.43	8513644.70	1799255.54	26725.00	1097149.80	2640.00	21659.00	8890.45	19.90
AVG	5400-9000	119.09	3.58	36.54	73.17	101886.42	10042618.58	3077704.33	92567.00	1890860.67	2880.00	22962.00	612394.78	323.90
AVG	9000-12600	152.67	8.56	33.70	82.82	98094.20	10511407.33	3853498.30	216281.00	2089800.15	2902.00	22329.00	1687663.41	605.50
AVG	12600-16200	199.41	17.62	**30.13**	87.69	97437.93	**11702882.04**	**5084714.48**	**448261.00**	2237500.33	3432.00	**22081.00**	**3208855.01**	**1212.40**

APPENDIX G3

Vissim Existing Year 2021
Traffic Operational Analysis
SR 9/I-95

Complex Weave Analysis

APPENDIX

G3

Existing Year 2021

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	59.96		130
O1-D2	56.90	5.43	556
O2-D1	60.33	2.00	1134
O2-D2	61.42		3451
O3-D1	59.49	2.84	233
O3-D2	62.33		111
O1-D1	O3-D1	0.47	
O1-D1	O2-D1	1.46	
O1-D1	O1-D2	3.06	
O2-D2	O1-D2	4.52	
O2-D2	O2-D1	1.09	
O2-D2	O3-D1	1.93	
O3-D2	O1-D2	5.43	
O3-D2	O2-D1	2.00	
O3-D2	O3-D1	2.84	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	56.05		186
O1-D2	60.44	4.39	600
O2-D1	58.26	4.52	1366
O2-D2	62.78		3075
O3-D1	57.44	5.34	361
O3-D2	61.55		133
O1-D1	O3-D1	1.39	
O1-D1	O2-D1	2.21	
O1-D1	O1-D2	4.39	
O2-D2	O1-D2	2.34	
O2-D2	O2-D1	4.52	
O2-D2	O3-D1	5.34	
O3-D2	O1-D2	1.11	
O3-D2	O2-D1	3.29	
O3-D2	O3-D1	4.11	

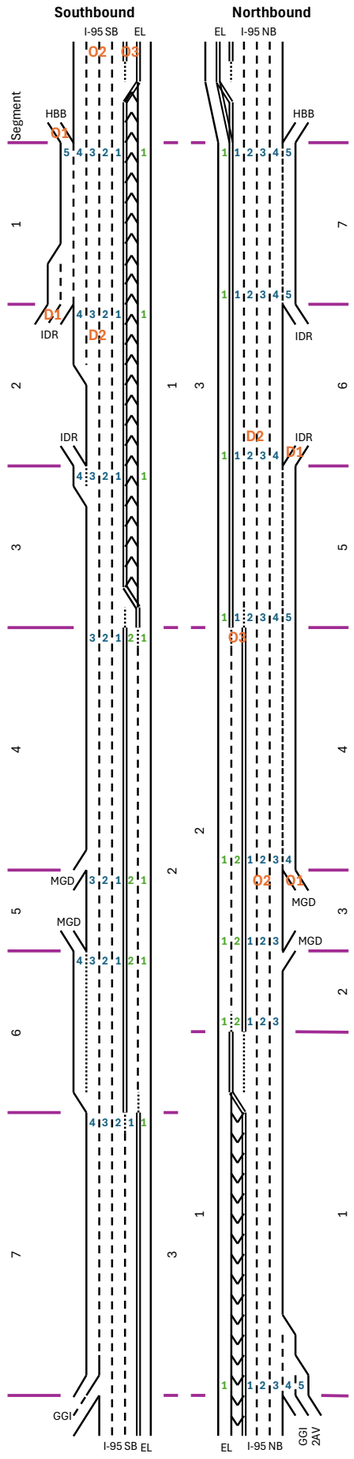
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	6,060	5612	0.62	60	19
Segment 2	4460	4121		55	25
Segment 3	5420	4967	0.69	54	31
Segment 4	4700	4293		54	26

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	6120	5749	0.64	60	19
Segment 2	4080	3807		56	23
Segment 3	5120	4771	0.66	54	29
Segment 4	4540	4220		54	26

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	686	5624	-11
O2	201	4595		
O3	251	344		
D1	253	1497	5613	
D2	206	4116		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	789	5755	-35
O2	201	4467		
O3	251	499		
D1	253	1913	5720	
D2	206	3807		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.87		181
O1-D2	55.28	1.14	686
O2-D1	55.03	1.39	792
O2-D2	56.16		3038
O3-D1	54.80	1.62	106
O3-D2	56.42		415
O1-D1	O3-D1	0.07	
O1-D1	O2-D1	0.16	
O1-D1	O1-D2	0.41	
O2-D2	O1-D2	0.88	
O2-D2	O2-D1	1.13	
O2-D2	O3-D1	1.36	
O3-D2	O1-D2	1.14	
O3-D2	O2-D1	1.39	
O3-D2	O3-D1	1.62	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.77		184
O1-D2	55.03	1.20	842
O2-D1	55.00	1.23	723
O2-D2	55.97		3256
O3-D1	54.83	1.40	129
O3-D2	56.22		580
O1-D1	O3-D1	0.05	
O1-D1	O2-D1	0.22	
O1-D1	O1-D2	0.25	
O2-D2	O1-D2	0.94	
O2-D2	O2-D1	0.97	
O2-D2	O3-D1	1.14	
O3-D2	O1-D2	1.20	
O3-D2	O2-D1	1.23	
O3-D2	O3-D1	1.40	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5140	4706		56	21
Segment 5	5700	5225	0.58	56	19
Segment 6	4540	4135		56	19

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5140	4706		56	21
Segment 5	5700	5225	0.58	56	19
Segment 6	4540	4135		56	19

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	852	5219	-5
O2	107	3843		
O3	156	524		
D1	157	1078	5213	
D2	110	4135		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	989	5700	5
O2	107	3998		
O3	156	713		
D1	157	1035	5705	
D2	110	4670		

Existing Year 2021

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	59.51		138
O1-D2	56.25	5.78	602
O2-D1	59.52	2.51	1207
O2-D2	60.99		3750
O3-D1	59.10	2.93	260
O3-D2	62.03		119
O1-D1	O3-D1	0.41	
O1-D1	O2-D1	1.48	
O1-D1	O1-D2	3.27	
O2-D2	O1-D2	4.74	
O2-D2	O2-D1	1.47	
O2-D2	O3-D1	1.89	
O3-D2	O1-D2	5.78	
O3-D2	O2-D1	2.51	
O3-D2	O3-D1	2.93	

Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	6,060	5612	0.62	60	19
Segment 2	4460	4121		55	25
Segment 3	5420	4967		54	31
Segment 4	4700	4293		54	26

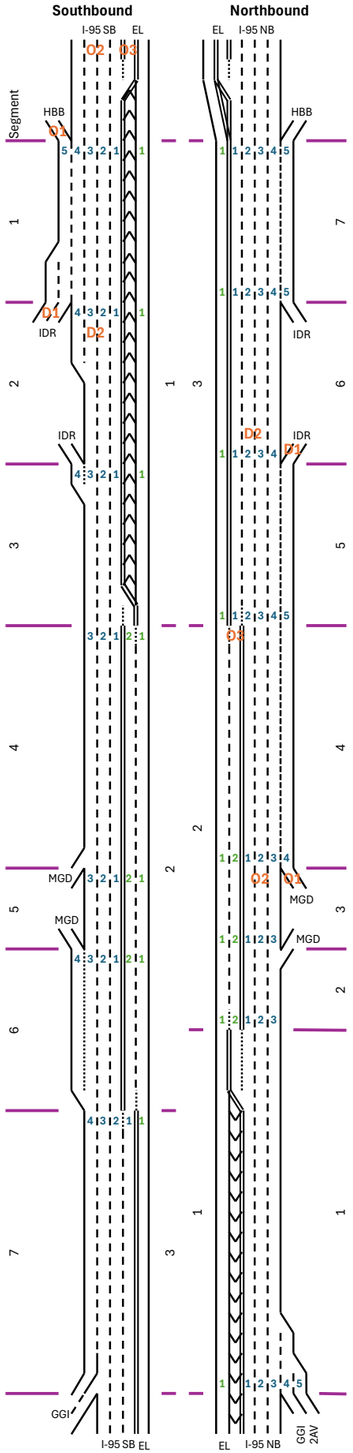
Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	740		
O2	201	4951	6069	9
O3	251	378		
D1	253	1604	6078	
D2	206	4474		

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	15.58		178
O1-D2	42.65	27.07	632
O2-D1	20.96	39.32	1333
O2-D2	59.94		3300
O3-D1	20.74	39.54	363
O3-D2	60.28		140
O1-D1	O3-D1	5.16	
O1-D1	O2-D1	5.38	
O1-D1	O1-D2	27.07	
O2-D2	O1-D2	17.28	
O2-D2	O2-D1	38.98	
O2-D2	O3-D1	39.20	
O3-D2	O1-D2	17.62	
O3-D2	O2-D1	39.32	
O3-D2	O3-D1	39.54	

Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Seg1	6120	5749	0.64	60	19
Seg2	4080	3807		56	23
Seg3	5120	4771		54	29
Seg4	4540	4220		54	26

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	838		
O2	201	4747	5964	-19
O3	251	378		
D1	253	1872	5944	
D2	206	4072		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.53		186
O1-D2	55.07	1.24	721
O2-D1	54.61	1.70	840
O2-D2	55.95		3313
O3-D1	54.45	1.86	117
O3-D2	56.31		457
O1-D1	O3-D1	0.08	
O1-D1	O2-D1	0.08	
O1-D1	O1-D2	0.54	
O2-D2	O1-D2	0.88	
O2-D2	O2-D1	1.34	
O2-D2	O3-D1	1.50	
O3-D2	O1-D2	1.24	
O3-D2	O2-D1	1.70	
O3-D2	O3-D1	1.86	

Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5140	4706		56	21
Segment 5	5700	5225	0.58	56	19
Segment 6	4540	4135		56	19

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	155	896		
O2	107	4153	5620	16
O3	156	571		
D1	157	1142	5636	
D2	110	4494		

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.72		190
O1-D2	54.99	1.16	846
O2-D1	54.80	1.34	768
O2-D2	55.85		3484
O3-D1	54.53	1.62	135
O3-D2	56.15		627
O1-D1	O3-D1	-0.19	
O1-D1	O2-D1	0.08	
O1-D1	O1-D2	0.27	
O2-D2	O1-D2	0.87	
O2-D2	O2-D1	1.05	
O2-D2	O3-D1	1.33	
O3-D2	O1-D2	1.16	
O3-D2	O2-D1	1.34	
O3-D2	O3-D1	1.62	

Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5140	4706		56	21
Segment 5	5700	5225	0.58	56	19
Segment 6	4540	4135		56	19

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	155	1044		
O2	107	4249	6054	3
O3	156	760		
D1	157	1093	6057	
D2	110	4963		

Existing Year 2021

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	60.14		130
O1-D2	57.42	4.99	557
O2-D1	60.37	2.03	1146
O2-D2	61.64		3466
O3-D1	59.80	2.60	236
O3-D2	62.41		105
O1-D1	O3-D1	0.34	
O1-D1	O2-D1	1.50	
O1-D1	O1-D2	2.72	
O2-D2	O1-D2	4.23	
O2-D2	O2-D1	1.27	
O2-D2	O3-D1	1.84	
O3-D2	O1-D2	4.99	
O3-D2	O2-D1	2.03	
O3-D2	O3-D1	2.60	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	7.59		182
O1-D2	13.30	32.34	571
O2-D1	9.89	35.75	1313
O2-D2	39.13		3047
O3-D1	10.18	35.46	357
O3-D2	45.64		134
O1-D1	O3-D1	2.59	
O1-D1	O2-D1	2.30	
O1-D1	O1-D2	5.71	
O2-D2	O1-D2	25.83	
O2-D2	O2-D1	29.24	
O2-D2	O3-D1	28.94	
O3-D2	O1-D2	32.34	
O3-D2	O2-D1	35.75	
O3-D2	O3-D1	35.46	

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O4-D3	53.33		750
O4-D4	54.12	0.79	116
O5-D3	54.15		3591
O5-D4	53.97		543
O4-D3	O4-D4	0.79	
O5-D3	O4-D4	0.03	
O5-D4	O4-D4	0.15	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O4-D3	53.70		892
O4-D4	54.08	0.38	106
O5-D3	54.27		3341
O5-D4	54.40		434
O4-D3	O4-D4	0.38	
O5-D3	O4-D4	0.18	
O5-D4	O4-D4	0.32	

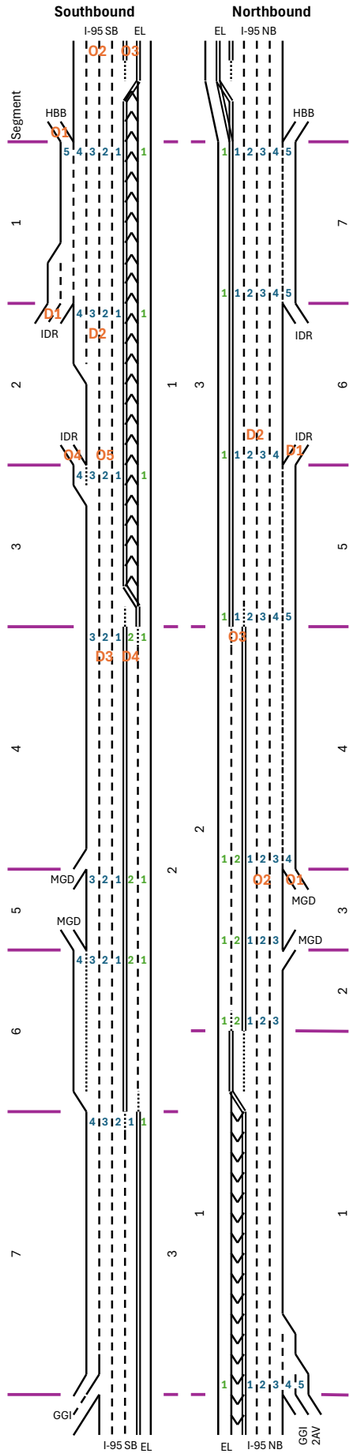
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	6,060	5612	0.62	60	19
Segment 2	4460	4121		55	25
Segment 3	5420	4967	0.69	54	31
Segment 4	4700	4293		54	26

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	6120	5749	0.64	60	19
Segment 2	4080	3807		56	23
Segment 3	5120	4771	0.66	54	29
Segment 4	4540	4220		54	26

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	687	5630	11
O2	201	4602		
O3	251	341		
D1	253	1513	5641	
D2	206	4129		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	800	5859	-253
O2	201	4542		
O3	251	517		
D1	253	1852	5606	
D2	206	3754		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.13		188
O1-D2	55.25	1.13	704
O2-D1	54.53	1.85	792
O2-D2	56.13		3081
O3-D1	54.21	2.17	106
O3-D2	56.38		413
O1-D1	O3-D1	0.08	
O1-D1	O2-D1	0.40	
O1-D1	O1-D2	1.11	
O2-D2	O1-D2	0.88	
O2-D2	O2-D1	1.60	
O2-D2	O3-D1	1.92	
O3-D2	O1-D2	1.13	
O3-D2	O2-D1	1.85	
O3-D2	O3-D1	2.17	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.70		190
O1-D2	54.99	1.11	862
O2-D1	54.88	1.22	744
O2-D2	55.89		3376
O3-D1	54.59	1.51	136
O3-D2	56.11		612
O1-D1	O3-D1	0.11	
O1-D1	O2-D1	0.18	
O1-D1	O1-D2	0.29	
O2-D2	O1-D2	0.90	
O2-D2	O2-D1	1.01	
O2-D2	O3-D1	1.30	
O3-D2	O1-D2	1.11	
O3-D2	O2-D1	1.22	
O3-D2	O3-D1	1.51	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5140	4706		56	21
Segment 5	5700	5225	0.58	56	19
Segment 6	4540	4135		56	19

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5140	4706		56	21
Segment 5	5700	5225	0.58	56	19
Segment 6	4540	4135		56	19

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	877	5258	30
O2	107	3863		
O3	156	518		
D1	157	1087	5288	
D2	110	4200		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1013	5872	45
O2	107	4111		
O3	156	747		
D1	157	1069	5916	
D2	110	4847		

Existing Year 2021

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	60.96		116
O1-D2	58.95	3.73	521
O2-D1	61.19	1.49	1043
O2-D2	62.19		3227
O3-D1	60.74	1.94	223
O3-D2	62.68		99
O1-D1	O3-D1	0.22	
O1-D1	O2-D1	1.23	
O1-D1	O1-D2	2.01	
O2-D2	O1-D2	3.24	
O2-D2	O2-D1	1.01	
O2-D2	O3-D1	1.45	
O3-D2	O1-D2	3.73	
O3-D2	O2-D1	1.49	
O3-D2	O3-D1	1.94	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	7.64		189
O1-D2	7.94	14.38	586
O2-D1	6.96	15.36	1248
O2-D2	18.36		2800
O3-D1	7.09	15.22	344
O3-D2	22.32		125
O1-D1	O3-D1	0.55	
O1-D1	O2-D1	0.68	
O1-D1	O1-D2	0.30	
O2-D2	O1-D2	10.43	
O2-D2	O2-D1	11.41	
O2-D2	O3-D1	11.27	
O3-D2	O1-D2	14.38	
O3-D2	O2-D1	15.36	
O3-D2	O3-D1	15.22	

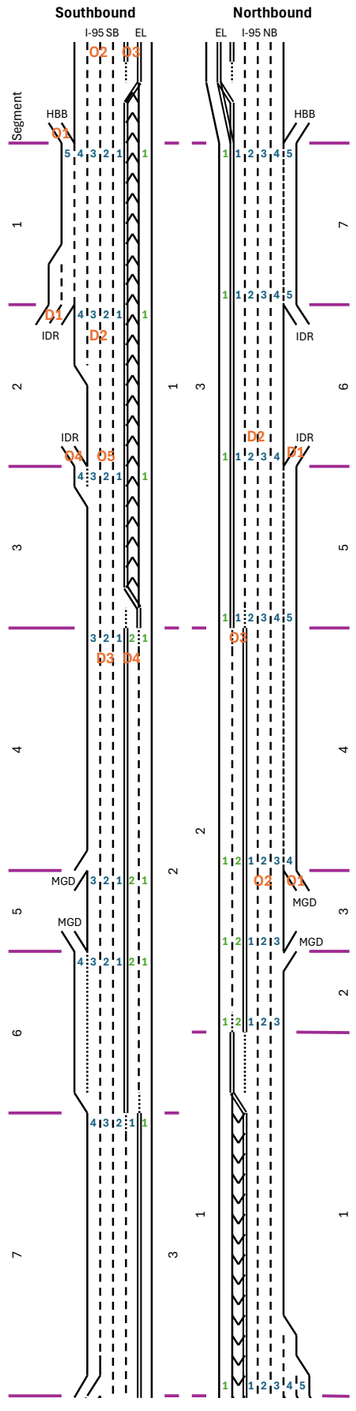
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	6,060	5612	0.62	60	19
Segment 2	4460	4121		55	25
Segment 3	5420	4967	0.69	54	31
Segment 4	4700	4293		54	26

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	6120	5749	0.64	60	19
Segment 2	4080	3807		56	23
Segment 3	5120	4771	0.66	54	29
Segment 4	4540	4220		54	26

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	636	5221	7
O2	201	4263		
O3	251	322		
D1	253	1381	5228	
D2	206	3847		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	793	5681	-389
O2	201	4373		
O3	251	515		
D1	253	1782	5291	
D2	206	3509		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.99		159
O1-D2	55.46	1.14	662
O2-D1	55.24	1.36	743
O2-D2	56.25		2824
O3-D1	55.03	1.57	94
O3-D2	56.60		388
O1-D1	O3-D1	0.04	
O1-D1	O2-D1	0.25	
O1-D1	O1-D2	0.47	
O2-D2	O1-D2	0.79	
O2-D2	O2-D1	1.01	
O2-D2	O3-D1	1.22	
O3-D2	O1-D2	1.14	
O3-D2	O2-D1	1.36	
O3-D2	O3-D1	1.57	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.72		176
O1-D2	55.03	1.08	866
O2-D1	54.82	1.30	753
O2-D2	55.86		3430
O3-D1	54.55	1.56	134
O3-D2	56.11		628
O1-D1	O3-D1	0.16	
O1-D1	O2-D1	0.10	
O1-D1	O1-D2	0.31	
O2-D2	O1-D2	0.83	
O2-D2	O2-D1	1.04	
O2-D2	O3-D1	1.31	
O3-D2	O1-D2	1.08	
O3-D2	O2-D1	1.30	
O3-D2	O3-D1	1.56	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5140	4706		56	21
Segment 5	5700	5225	0.58	56	19
Segment 6	4540	4135		56	19

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5140	4706		56	21
Segment 5	5700	5225	0.58	56	19
Segment 6	4540	4135		56	19

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	803	4845	24
O2	107	3562		
O3	156	480		
D1	157	995	4869	
D2	110	3874		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1038	5987	-6
O2	107	4185		
O3	156	765		
D1	157	1063	5981	
D2	110	4918		

SimRun	TimeInt	VehicleTravelTimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	130	52.92	4653.37	87.94	59.96
Average	1800-5400	2: SB_O1-D2	556	55.67	4645.45	83.45	56.90
Average	1800-5400	3: SB_O1-D3	462	158.59	12843.90	80.99	55.22
Average	1800-5400	4: SB_O1-D4	94	158.59	12837.53	80.95	55.19
Average	1800-5400	5: SB_O2-D1	1134	80.21	7096.86	88.48	60.33
Average	1800-5400	6: SB_O2-D2	3451	78.69	7088.94	90.08	61.42
Average	1800-5400	7: SB_O2-D3	2982	181.28	15287.39	84.33	57.50
Average	1800-5400	8: SB_O2-D4	457	181.16	15281.02	84.35	57.51
Average	1800-5400	9: SB_O3-D1	233	81.42	7103.48	87.25	59.49
Average	1800-5400	10: SB_O3-D2	111	77.62	7095.56	91.42	62.33
Average	1800-5400	11: SB_O3-D3	110	181.07	15294.01	84.46	57.59
Average	1800-5400	12: SB_O3-D4	1204	173.67	15313.13	88.17	60.12
Average	1800-5400	13: SB_O4-D3	739	62.87	4914.02	78.16	53.29
Average	1800-5400	14: SB_O4-D4	113	61.35	4907.65	80.00	54.54
Average	1800-5400	15: SB_O5-D3	3554	62.01	4921.87	79.38	54.12
Average	1800-5400	16: SB_O5-D4	550	61.62	4915.50	79.77	54.39
Average	1800-5400	17: NB_O1-D1	181	92.02	7405.89	80.48	54.87
Average	1800-5400	18: NB_O1-D2	686	91.47	7415.95	81.08	55.28
Average	1800-5400	19: NB_O2-D1	792	91.89	7416.90	80.71	55.03
Average	1800-5400	20: NB_O2-D2	3038	90.17	7426.96	82.37	56.16
Average	1800-5400	21: NB_O3-D1	106	62.66	5036.44	80.37	54.80
Average	1800-5400	22: NB_O3-D2	415	60.98	5046.49	82.75	56.42
Average	5400-9000	1: SB_O1-D1	138	53.31	4653.37	87.29	59.51
Average	5400-9000	2: SB_O1-D2	602	56.31	4645.45	82.50	56.25
Average	5400-9000	3: SB_O1-D3	505	160.16	12843.90	80.20	54.68
Average	5400-9000	4: SB_O1-D4	101	161.80	12837.53	79.34	54.10
Average	5400-9000	5: SB_O2-D1	1207	81.30	7096.86	87.30	59.52
Average	5400-9000	6: SB_O2-D2	3750	79.25	7088.94	89.45	60.99
Average	5400-9000	7: SB_O2-D3	3280	182.89	15287.39	83.59	56.99
Average	5400-9000	8: SB_O2-D4	484	184.33	15281.02	82.90	56.52
Average	5400-9000	9: SB_O3-D1	260	81.95	7103.48	86.68	59.10
Average	5400-9000	10: SB_O3-D2	119	78.00	7095.56	90.97	62.03
Average	5400-9000	11: SB_O3-D3	118	182.49	15294.01	83.81	57.14
Average	5400-9000	12: SB_O3-D4	1307	177.17	15313.13	86.43	58.93
Average	5400-9000	13: SB_O4-D3	778	63.72	4914.02	77.11	52.58
Average	5400-9000	14: SB_O4-D4	115	63.45	4907.65	77.35	52.74
Average	5400-9000	15: SB_O5-D3	3903	62.68	4921.87	78.52	53.54
Average	5400-9000	16: SB_O5-D4	584	63.63	4915.50	77.25	52.67
Average	5400-9000	17: NB_O1-D1	186	92.60	7405.89	79.98	54.53
Average	5400-9000	18: NB_O1-D2	721	91.81	7415.95	80.78	55.07
Average	5400-9000	19: NB_O2-D1	840	92.60	7416.90	80.10	54.61
Average	5400-9000	20: NB_O2-D2	3313	90.50	7426.96	82.07	55.95
Average	5400-9000	21: NB_O3-D1	117	63.06	5036.44	79.86	54.45
Average	5400-9000	22: NB_O3-D2	457	61.10	5046.49	82.59	56.31
Average	9000-12600	1: SB_O1-D1	130	52.76	4653.37	88.21	60.14
Average	9000-12600	2: SB_O1-D2	557	55.16	4645.45	84.21	57.42
Average	9000-12600	3: SB_O1-D3	462	157.95	12843.90	81.32	55.44
Average	9000-12600	4: SB_O1-D4	95	158.81	12837.53	80.83	55.11
Average	9000-12600	5: SB_O2-D1	1146	80.15	7096.86	88.55	60.37
Average	9000-12600	6: SB_O2-D2	3466	78.41	7088.94	90.41	61.64
Average	9000-12600	7: SB_O2-D3	3022	180.97	15287.39	84.47	57.60
Average	9000-12600	8: SB_O2-D4	448	181.37	15281.02	84.25	57.45
Average	9000-12600	9: SB_O3-D1	236	80.99	7103.48	87.71	59.80
Average	9000-12600	10: SB_O3-D2	105	77.52	7095.56	91.53	62.41
Average	9000-12600	11: SB_O3-D3	106	181.02	15294.01	84.49	57.61
Average	9000-12600	12: SB_O3-D4	1223	175.00	15313.13	87.50	59.66
Average	9000-12600	13: SB_O4-D3	750	62.83	4914.02	78.22	53.33
Average	9000-12600	14: SB_O4-D4	116	61.83	4907.65	79.37	54.12
Average	9000-12600	15: SB_O5-D3	3591	61.97	4921.87	79.42	54.15
Average	9000-12600	16: SB_O5-D4	543	62.10	4915.50	79.16	53.97
Average	9000-12600	17: NB_O1-D1	188	93.28	7405.89	79.39	54.13
Average	9000-12600	18: NB_O1-D2	704	91.52	7415.95	81.03	55.25
Average	9000-12600	19: NB_O2-D1	792	92.74	7416.90	79.98	54.53
Average	9000-12600	20: NB_O2-D2	3081	90.22	7426.96	82.32	56.13
Average	9000-12600	21: NB_O3-D1	106	63.35	5036.44	79.51	54.21
Average	9000-12600	22: NB_O3-D2	413	61.03	5046.49	82.69	56.38
Average	12600-16200	1: SB_O1-D1	116	52.05	4653.37	89.41	60.96
Average	12600-16200	2: SB_O1-D2	521	53.73	4645.45	86.46	58.95
Average	12600-16200	3: SB_O1-D3	430	155.82	12843.90	82.43	56.20
Average	12600-16200	4: SB_O1-D4	90	155.43	12837.53	82.60	56.31
Average	12600-16200	5: SB_O2-D1	1043	79.08	7096.86	89.74	61.19
Average	12600-16200	6: SB_O2-D2	3227	77.72	7088.94	91.21	62.19
Average	12600-16200	7: SB_O2-D3	2811	179.57	15287.39	85.13	58.04
Average	12600-16200	8: SB_O2-D4	422	179.47	15281.02	85.14	58.05
Average	12600-16200	9: SB_O3-D1	223	79.74	7103.48	89.09	60.74
Average	12600-16200	10: SB_O3-D2	99	77.19	7095.56	91.93	62.68
Average	12600-16200	11: SB_O3-D3	100	179.71	15294.01	85.11	58.03
Average	12600-16200	12: SB_O3-D4	1127	173.16	15313.13	88.43	60.30
Average	12600-16200	13: SB_O4-D3	749	62.28	4914.02	78.90	53.79
Average	12600-16200	14: SB_O4-D4	116	61.03	4907.65	80.42	54.83
Average	12600-16200	15: SB_O5-D3	3341	61.45	4921.87	80.10	54.61
Average	12600-16200	16: SB_O5-D4	511	61.05	4915.50	80.52	54.90
Average	12600-16200	17: NB_O1-D1	159	91.82	7405.89	80.66	54.99
Average	12600-16200	18: NB_O1-D2	662	91.16	7415.95	81.35	55.46
Average	12600-16200	19: NB_O2-D1	743	91.54	7416.90	81.02	55.24
Average	12600-16200	20: NB_O2-D2	2824	90.02	7426.96	82.50	56.25
Average	12600-16200	21: NB_O3-D1	94	62.40	5036.44	80.72	55.03
Average	12600-16200	22: NB_O3-D2	388	60.79	5046.49	83.01	56.60

SimRun	TimeInt	VehicleTravelTimeMeasurement	Density(All)	Speed(All)	Volume(All)	Hour 1
Average	1800-3600	107: 107 (3)_I-95 N	66.161546	55.25527	3655.7382	3843
Average	1800-3600	110: 110 (4)_I-95 N	70.941601	55.89548	3965.2511	4135
Average	1800-3600	155: 155 (1)_I-95 N	18.655139	43.34302	808.72572	852
Average	1800-3600	156: 156 (1)_I-95 N	8.701157	56.58154	492.12431	524
Average	1800-3600	157: 157 (1)_I-95 N	22.530549	45.42037	1023.1931	1078
Average	1800-3600	201: 201 (4)_I-95 S	66.115276	65.59321	4336.7034	4595
Average	1800-3600	206: 206 (4)_I-95 S	70.966657	55.155	3913.9448	4116
Average	1800-3600	251: 251 (1)_I-95 S	4.918603	66.3855	326.38878	344
Average	1800-3600	252: 252 (1)_I-95 S	10.788434	60.04055	647.7426	686
Average	1800-3600	253: 253 (2) I-95 SI	28.573282	50.12258	1431.9991	1497
Average	3600-5400	107: 107 (3)_I-95 N	73.642814	54.71998	4029.7028	
Average	3600-5400	110: 110 (4)_I-95 N	77.296246	55.68639	4304.2253	
Average	3600-5400	155: 155 (1)_I-95 N	20.615312	43.44976	895.88937	
Average	3600-5400	156: 156 (1)_I-95 N	9.974009	55.68339	555.09857	
Average	3600-5400	157: 157 (1)_I-95 N	25.188421	45.01272	1133.7016	
Average	3600-5400	201: 201 (4)_I-95 S	74.21684	65.39138	4853.139	
Average	3600-5400	206: 206 (4)_I-95 S	79.335732	54.43122	4318.1438	
Average	3600-5400	251: 251 (1)_I-95 S	5.596606	64.52837	360.65663	
Average	3600-5400	252: 252 (1)_I-95 S	12.083498	59.88072	723.55965	
Average	3600-5400	253: 253 (2) I-95 SI	31.584936	49.48045	1562.4291	Hour 2
Average	5400-7200	107: 107 (3)_I-95 N	76.954799	54.59479	4201.2951	4152.926
Average	5400-7200	110: 110 (4)_I-95 N	81.735228	55.49453	4535.8016	4493.822
Average	5400-7200	155: 155 (1)_I-95 N	20.657006	43.28421	894.23333	895.6921
Average	5400-7200	156: 156 (1)_I-95 N	10.275125	54.95585	564.37451	571.4051
Average	5400-7200	157: 157 (1)_I-95 N	28.237343	41.87289	1149.8351	1142.328
Average	5400-7200	201: 201 (4)_I-95 S	76.51765	65.31094	4997.4259	4951.451
Average	5400-7200	206: 206 (4)_I-95 S	82.955638	54.27796	4502.5329	4474.374
Average	5400-7200	251: 251 (1)_I-95 S	5.948562	64.25039	381.50156	377.811
Average	5400-7200	252: 252 (1)_I-95 S	12.482152	59.85685	747.12874	739.6701
Average	5400-7200	253: 253 (2) I-95 SI	36.758168	45.15052	1620.6899	1603.856
Average	7200-9000	107: 107 (3)_I-95 N	75.024985	54.71063	4104.5566	
Average	7200-9000	110: 110 (4)_I-95 N	80.088283	55.58812	4451.8422	
Average	7200-9000	155: 155 (1)_I-95 N	20.622622	43.50968	897.15095	
Average	7200-9000	156: 156 (1)_I-95 N	10.450305	55.37129	578.43568	
Average	7200-9000	157: 157 (1)_I-95 N	31.891252	38.81874	1134.8203	
Average	7200-9000	201: 201 (4)_I-95 S	75.092455	65.32592	4905.4766	
Average	7200-9000	206: 206 (4)_I-95 S	81.77145	54.37523	4446.2157	
Average	7200-9000	251: 251 (1)_I-95 S	5.735142	65.27626	374.12041	
Average	7200-9000	252: 252 (1)_I-95 S	12.22807	59.88014	732.21148	
Average	7200-9000	253: 253 (2) I-95 SI	36.768731	45.49734	1587.022	Hour 3
Average	9000-10800	107: 107 (3)_I-95 N	71.969833	54.89515	3950.7504	3863.465
Average	9000-10800	110: 110 (4)_I-95 N	77.215613	55.70723	4301.3759	4200.447
Average	9000-10800	155: 155 (1)_I-95 N	20.440961	43.46957	888.58228	876.6168
Average	9000-10800	156: 156 (1)_I-95 N	9.72637	54.63972	531.04305	517.7301
Average	9000-10800	157: 157 (1)_I-95 N	29.72673	39.62179	1113.4502	1087.087
Average	9000-10800	201: 201 (4)_I-95 S	72.008835	65.45328	4713.197	4602.477
Average	9000-10800	206: 206 (4)_I-95 S	77.267487	54.66982	4224.1695	4128.804
Average	9000-10800	251: 251 (1)_I-95 S	5.273718	65.56385	345.62621	340.7896
Average	9000-10800	252: 252 (1)_I-95 S	11.694325	59.97994	701.40895	686.7135
Average	9000-10800	253: 253 (2) I-95 SI	34.32143	46.82861	1545.1805	1512.569
Average	10800-12600	107: 107 (3)_I-95 N	68.586264	55.05962	3776.1796	
Average	10800-12600	110: 110 (4)_I-95 N	73.433799	55.82714	4099.5175	
Average	10800-12600	155: 155 (1)_I-95 N	20.019937	43.18351	864.65139	
Average	10800-12600	156: 156 (1)_I-95 N	8.925663	56.55294	504.41712	
Average	10800-12600	157: 157 (1)_I-95 N	23.710486	44.73877	1060.7232	
Average	10800-12600	201: 201 (4)_I-95 S	68.521942	65.55236	4491.7577	
Average	10800-12600	206: 206 (4)_I-95 S	73.271894	55.05095	4033.4378	
Average	10800-12600	251: 251 (1)_I-95 S	5.144641	65.36539	335.95294	
Average	10800-12600	252: 252 (1)_I-95 S	11.191263	60.0487	672.01812	Hour 4
Average	10800-12600	253: 253 (2) I-95 SI	29.665765	49.90572	1479.9578	1413.767
Average	12600-14400	107: 107 (3)_I-95 N	62.533075	55.37607	3462.7789	3561.665
Average	12600-14400	110: 110 (4)_I-95 N	67.982181	55.93255	3802.2773	3873.564
Average	12600-14400	155: 155 (1)_I-95 N	18.277645	43.50106	795.07952	802.9501
Average	12600-14400	156: 156 (1)_I-95 N	8.488363	56.42568	478.82245	480.2092
Average	12600-14400	157: 157 (1)_I-95 N	21.525373	45.61292	981.53111	995.3336
Average	12600-14400	201: 201 (4)_I-95 S	62.829116	65.68904	4127.1817	4263.409
Average	12600-14400	206: 206 (4)_I-95 S	67.334562	55.35942	3727.5467	3847.048
Average	12600-14400	251: 251 (1)_I-95 S	4.716507	65.57026	308.84507	321.5466
Average	12600-14400	252: 252 (1)_I-95 S	10.222348	60.18066	615.17617	636.4945
Average	12600-14400	253: 253 (2) I-95 SI	26.86988	50.1514	1347.5769	
Average	14400-16200	107: 107 (3)_I-95 N	66.398791	55.12998	3660.5519	
Average	14400-16200	110: 110 (4)_I-95 N	70.484652	55.96875	3944.85	
Average	14400-16200	155: 155 (1)_I-95 N	18.63305	43.51256	810.82075	
Average	14400-16200	156: 156 (1)_I-95 N	8.552655	56.31419	481.59593	
Average	14400-16200	157: 157 (1)_I-95 N	22.287328	45.28701	1009.1361	
Average	14400-16200	201: 201 (4)_I-95 S	67.139564	65.52978	4399.6372	
Average	14400-16200	206: 206 (4)_I-95 S	72.027056	55.0708	3966.5487	
Average	14400-16200	251: 251 (1)_I-95 S	5.039758	66.32772	334.2481	
Average	14400-16200	252: 252 (1)_I-95 S	10.93114	60.17842	657.81277	
Average	14400-16200	253: 253 (2) I-95 SI	28.197552	50.18998	1414.9769	

SimRun	TimeInt	VehicleTravelTimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	186	56.60	4653.37	82.21	56.05
Average	1800-5400	2: SB_O1-D2	600	52.41	4645.45	88.64	60.44
Average	1800-5400	3: SB_O1-D3	513	154.73	12843.90	83.01	56.60
Average	1800-5400	4: SB_O1-D4	87	154.07	12837.53	83.32	56.81
Average	1800-5400	5: SB_O2-D1	1366	83.06	7096.86	85.45	58.26
Average	1800-5400	6: SB_O2-D2	3075	76.98	7088.94	92.08	62.78
Average	1800-5400	7: SB_O2-D3	2715	178.70	15287.39	85.55	58.33
Average	1800-5400	8: SB_O2-D4	357	178.31	15281.02	85.70	58.43
Average	1800-5400	9: SB_O3-D1	361	84.32	7103.48	84.25	57.44
Average	1800-5400	10: SB_O3-D2	133	78.60	7095.56	90.27	61.55
Average	1800-5400	11: SB_O3-D3	134	181.15	15294.01	84.43	57.56
Average	1800-5400	12: SB_O3-D4	1186	173.38	15313.13	88.32	60.22
Average	1800-5400	13: SB_O4-D3	860	62.71	4914.02	78.37	53.43
Average	1800-5400	14: SB_O4-D4	104	61.59	4907.65	79.68	54.33
Average	1800-5400	15: SB_O5-D3	3362	61.66	4921.87	79.82	54.42
Average	1800-5400	16: SB_O5-D4	443	61.22	4915.50	80.29	54.74
Average	1800-5400	17: NB_O1-D1	184	92.19	7405.89	80.34	54.77
Average	1800-5400	18: NB_O1-D2	842	91.89	7415.95	80.71	55.03
Average	1800-5400	19: NB_O2-D1	723	91.95	7416.90	80.66	55.00
Average	1800-5400	20: NB_O2-D2	3256	90.47	7426.96	82.09	55.97
Average	1800-5400	21: NB_O3-D1	129	62.63	5036.44	80.41	54.83
Average	1800-5400	22: NB_O3-D2	580	61.20	5046.49	82.46	56.22
Average	5400-9000	1: SB_O1-D1	178	203.58	4653.37	22.86	15.58
Average	5400-9000	2: SB_O1-D2	632	74.26	4645.45	62.56	42.65
Average	5400-9000	3: SB_O1-D3	551	175.61	12843.90	73.14	49.87
Average	5400-9000	4: SB_O1-D4	85	177.34	12837.53	72.39	49.36
Average	5400-9000	5: SB_O2-D1	1333	230.86	7096.86	30.74	20.96
Average	5400-9000	6: SB_O2-D2	3300	80.64	7088.94	87.91	59.94
Average	5400-9000	7: SB_O2-D3	2917	182.87	15287.39	83.60	57.00
Average	5400-9000	8: SB_O2-D4	372	182.97	15281.02	83.52	56.94
Average	5400-9000	9: SB_O3-D1	363	233.51	7103.48	30.42	20.74
Average	5400-9000	10: SB_O3-D2	140	80.26	7095.56	88.41	60.28
Average	5400-9000	11: SB_O3-D3	141	183.42	15294.01	83.38	56.85
Average	5400-9000	12: SB_O3-D4	1273	174.34	15313.13	87.84	59.89
Average	5400-9000	13: SB_O4-D3	938	63.15	4914.02	77.81	53.05
Average	5400-9000	14: SB_O4-D4	108	62.65	4907.65	78.33	53.41
Average	5400-9000	15: SB_O5-D3	3608	62.28	4921.87	79.03	53.88
Average	5400-9000	16: SB_O5-D4	457	61.94	4915.50	79.36	54.11
Average	5400-9000	17: NB_O1-D1	190	92.27	7405.89	80.26	54.72
Average	5400-9000	18: NB_O1-D2	846	91.95	7415.95	80.65	54.99
Average	5400-9000	19: NB_O2-D1	768	92.27	7416.90	80.38	54.80
Average	5400-9000	20: NB_O2-D2	3484	90.66	7426.96	81.92	55.85
Average	5400-9000	21: NB_O3-D1	135	62.97	5036.44	79.98	54.53
Average	5400-9000	22: NB_O3-D2	627	61.28	5046.49	82.35	56.15
Average	9000-1260(	1: SB_O1-D1	182	418.14	4653.37	11.13	7.59
Average	9000-1260(	2: SB_O1-D2	571	238.15	4645.45	19.51	13.30
Average	9000-1260(	3: SB_O1-D3	494	338.11	12843.90	37.99	25.90
Average	9000-1260(	4: SB_O1-D4	80	329.61	12837.53	38.95	26.56
Average	9000-1260(	5: SB_O2-D1	1313	489.41	7096.86	14.50	9.89
Average	9000-1260(	6: SB_O2-D2	3047	123.53	7088.94	57.39	39.13
Average	9000-1260(	7: SB_O2-D3	2713	222.61	15287.39	68.67	46.82
Average	9000-1260(	8: SB_O2-D4	354	220.79	15281.02	69.21	47.19
Average	9000-1260(	9: SB_O3-D1	357	475.71	7103.48	14.93	10.18
Average	9000-1260(	10: SB_O3-D2	134	106.01	7095.56	66.94	45.64
Average	9000-1260(	11: SB_O3-D3	134	207.20	15294.01	73.81	50.33
Average	9000-1260(	12: SB_O3-D4	1223	173.83	15313.13	88.09	60.06
Average	9000-1260(	13: SB_O4-D3	892	62.40	4914.02	78.75	53.70
Average	9000-1260(	14: SB_O4-D4	106	61.87	4907.65	79.32	54.08
Average	9000-1260(	15: SB_O5-D3	3341	61.84	4921.87	79.59	54.27
Average	9000-1260(	16: SB_O5-D4	434	61.61	4915.50	79.79	54.40
Average	9000-1260(	17: NB_O1-D1	190	92.31	7405.89	80.23	54.70
Average	9000-1260(	18: NB_O1-D2	862	91.94	7415.95	80.66	54.99
Average	9000-1260(	19: NB_O2-D1	744	92.14	7416.90	80.50	54.88
Average	9000-1260(	20: NB_O2-D2	3376	90.60	7426.96	81.98	55.89
Average	9000-1260(	21: NB_O3-D1	136	62.90	5036.44	80.07	54.59
Average	9000-1260(	22: NB_O3-D2	612	61.33	5046.49	82.29	56.11
Average	2600-1620	1: SB_O1-D1	189	415.18	4653.37	11.21	7.64
Average	2600-1620	2: SB_O1-D2	586	399.05	4645.45	11.64	7.94
Average	2600-1620	3: SB_O1-D3	503	499.25	12843.90	25.73	17.54
Average	2600-1620	4: SB_O1-D4	78	505.64	12837.53	25.39	17.31
Average	2600-1620	5: SB_O2-D1	1248	695.34	7096.86	10.21	6.96
Average	2600-1620	6: SB_O2-D2	2800	263.20	7088.94	26.93	18.36
Average	2600-1620	7: SB_O2-D3	2466	360.53	15287.39	42.40	28.91
Average	2600-1620	8: SB_O2-D4	335	365.13	15281.02	41.85	28.53
Average	2600-1620	9: SB_O3-D1	344	682.99	7103.48	10.40	7.09
Average	2600-1620	10: SB_O3-D2	125	216.79	7095.56	32.73	22.32
Average	2600-1620	11: SB_O3-D3	125	315.16	15294.01	48.53	33.09
Average	2600-1620	12: SB_O3-D4	1253	174.17	15313.13	87.92	59.95
Average	2600-1620	13: SB_O4-D3	886	64.00	4914.02	76.78	52.35
Average	2600-1620	14: SB_O4-D4	105	62.80	4907.65	78.15	53.29
Average	2600-1620	15: SB_O5-D3	3093	62.94	4921.87	78.20	53.32
Average	2600-1620	16: SB_O5-D4	412	62.56	4915.50	78.57	53.57
Average	2600-1620	17: NB_O1-D1	176	92.28	7405.89	80.25	54.72
Average	2600-1620	18: NB_O1-D2	866	91.88	7415.95	80.71	55.03
Average	2600-1620	19: NB_O2-D1	753	92.25	7416.90	80.40	54.82
Average	2600-1620	20: NB_O2-D2	3430	90.65	7426.96	81.93	55.86
Average	2600-1620	21: NB_O3-D1	134	62.95	5036.44	80.01	54.55
Average	2600-1620	22: NB_O3-D2	628	61.32	5046.49	82.30	56.11

SimRun	TimeInt	VehicleTravelTimeMeasurement	Density(All)	Speed(All)	Volume(All)	Hour 1
Average	1800-3600	107: 107 (3)_I-95 N	70.738951	55.02667	3892.5219	3998
Average	1800-3600	110: 110 (4)_I-95 N	82.03266	55.4719	4550.342	4670
Average	1800-3600	155: 155 (1)_I-95 N	22.696951	43.29203	982.20212	989
Average	1800-3600	156: 156 (1)_I-95 N	13.702614	50.96995	698.01317	713
Average	1800-3600	157: 157 (1)_I-95 N	22.230691	45.41403	1009.3046	1035
Average	1800-3600	201: 201 (4)_I-95 S	66.227378	65.3998	4331.2411	4467
Average	1800-3600	206: 206 (4)_I-95 S	66.318262	55.88995	3706.5493	3807
Average	1800-3600	251: 251 (1)_I-95 S	7.661751	63.94338	489.6466	499
Average	1800-3600	252: 252 (1)_I-95 S	12.820408	59.80939	766.77634	789
Average	1800-3600	253: 253 (2) I-95 SI	39.747328	50.51257	1877.6249	1913
Average	3600-5400	107: 107 (3)_I-95 N	74.881858	54.79615	4103.2421	
Average	3600-5400	110: 110 (4)_I-95 N	86.497959	55.37128	4789.463	
Average	3600-5400	155: 155 (1)_I-95 N	22.965779	43.40473	996.75152	
Average	3600-5400	156: 156 (1)_I-95 N	14.288665	50.94396	727.26727	
Average	3600-5400	157: 157 (1)_I-95 N	23.39317	45.34408	1060.73	
Average	3600-5400	201: 201 (4)_I-95 S	70.55796	65.23819	4603.068	
Average	3600-5400	206: 206 (4)_I-95 S	70.112712	55.73502	3907.7222	
Average	3600-5400	251: 251 (1)_I-95 S	8.0642	62.96148	507.54974	
Average	3600-5400	252: 252 (1)_I-95 S	13.583161	59.74635	811.53987	
Average	3600-5400	253: 253 (2) I-95 SI	86.202944	35.37571	1948.3464	Hour 2
Average	5400-7200	107: 107 (3)_I-95 N	79.714568	54.53381	4347.0118	4249.134
Average	5400-7200	110: 110 (4)_I-95 N	92.166805	55.2038	5087.8889	4963.354
Average	5400-7200	155: 155 (1)_I-95 N	24.685435	43.44899	1072.5744	1044.158
Average	5400-7200	156: 156 (1)_I-95 N	15.812986	49.08405	776.33871	760.425
Average	5400-7200	157: 157 (1)_I-95 N	24.61217	45.10713	1110.0965	1093.176
Average	5400-7200	201: 201 (4)_I-95 S	74.50377	65.0949	4849.8035	4747.471
Average	5400-7200	206: 206 (4)_I-95 S	74.693011	55.55148	4149.235	4072.026
Average	5400-7200	251: 251 (1)_I-95 S	8.668974	62.80634	543.23948	530.906
Average	5400-7200	252: 252 (1)_I-95 S	14.312242	59.75868	855.27577	838.4194
Average	5400-7200	253: 253 (2) I-95 SI	215.34741	10.45012	1893.4677	1872.201
Average	7200-9000	107: 107 (3)_I-95 N	75.900875	54.6942	4151.2559	
Average	7200-9000	110: 110 (4)_I-95 N	87.336714	55.40516	4838.8193	
Average	7200-9000	155: 155 (1)_I-95 N	23.30546	43.59	1015.7421	
Average	7200-9000	156: 156 (1)_I-95 N	14.601863	51.01189	744.51131	
Average	7200-9000	157: 157 (1)_I-95 N	24.600148	43.98821	1076.2555	
Average	7200-9000	201: 201 (4)_I-95 S	71.231521	65.21221	4645.1387	
Average	7200-9000	206: 206 (4)_I-95 S	71.781121	55.65515	3994.8172	
Average	7200-9000	251: 251 (1)_I-95 S	8.316108	62.38988	518.57257	
Average	7200-9000	252: 252 (1)_I-95 S	15.236942	56.71661	821.56297	
Average	7200-9000	253: 253 (2) I-95 SI	280.16906	6.607552	1850.9333	Hour 3
Average	9000-1080(	107: 107 (3)_I-95 N	75.329893	54.72734	4122.544	4110.927
Average	9000-1080(	110: 110 (4)_I-95 N	87.545871	55.33173	4844.014	4846.967
Average	9000-1080(	155: 155 (1)_I-95 N	22.962367	43.48735	998.37076	1013.382
Average	9000-1080(	156: 156 (1)_I-95 N	14.895703	49.91425	743.03687	747.4324
Average	9000-1080(	157: 157 (1)_I-95 N	23.478804	45.26811	1062.865	1069.341
Average	9000-1080(	201: 201 (4)_I-95 S	70.329141	65.23906	4588.1741	4542.233
Average	9000-1080(	206: 206 (4)_I-95 S	68.152083	55.71706	3797.1436	3754.449
Average	9000-1080(	251: 251 (1)_I-95 S	8.132356	63.09583	512.61023	516.8129
Average	9000-1080(	252: 252 (1)_I-95 S	29.807142	46.93757	795.65529	800.4273
Average	9000-1080(	253: 253 (2) I-95 SI	279.61949	6.65209	1859.2263	1851.773
Average	0800-1260	107: 107 (3)_I-95 N	74.750388	54.84244	4099.311	
Average	0800-1260	110: 110 (4)_I-95 N	87.66659	55.32374	4849.9196	
Average	0800-1260	155: 155 (1)_I-95 N	23.727674	43.34367	1028.3937	
Average	0800-1260	156: 156 (1)_I-95 N	14.489218	51.92406	751.828	
Average	0800-1260	157: 157 (1)_I-95 N	23.870919	45.07532	1075.8161	
Average	0800-1260	201: 201 (4)_I-95 S	112.20843	55.29214	4496.2909	
Average	0800-1260	206: 206 (4)_I-95 S	66.700663	55.64232	3711.7537	
Average	0800-1260	251: 251 (1)_I-95 S	8.431077	62.09353	521.0156	
Average	0800-1260	252: 252 (1)_I-95 S	44.481941	35.62824	805.19926	Hour 4
Average	0800-1260	253: 253 (2) I-95 SI	256.69163	7.553131	1844.3203	1832.108
Average	2600-1440	107: 107 (3)_I-95 N	75.388198	54.79434	4130.7894	4184.596
Average	2600-1440	110: 110 (4)_I-95 N	87.304512	55.41289	4837.7175	4918.019
Average	2600-1440	155: 155 (1)_I-95 N	23.685562	43.43023	1028.6591	1037.503
Average	2600-1440	156: 156 (1)_I-95 N	15.186036	49.64242	753.33166	764.9892
Average	2600-1440	157: 157 (1)_I-95 N	22.898428	45.33837	1038.1227	1062.951
Average	2600-1440	201: 201 (4)_I-95 S	191.26864	45.95774	4398.7591	4372.974
Average	2600-1440	206: 206 (4)_I-95 S	66.092737	55.53239	3669.9607	3509.278
Average	2600-1440	251: 251 (1)_I-95 S	10.333135	57.1364	505.3283	515.3268
Average	2600-1440	252: 252 (1)_I-95 S	51.706707	29.52503	795.66228	792.5023
Average	2600-1440	253: 253 (2) I-95 SI	223.66255	11.52118	1819.8966	
Average	4400-1620	107: 107 (3)_I-95 N	77.749784	54.51651	4238.4017	
Average	4400-1620	110: 110 (4)_I-95 N	90.460339	55.25468	4998.3203	
Average	4400-1620	155: 155 (1)_I-95 N	23.978176	43.64469	1046.3464	
Average	4400-1620	156: 156 (1)_I-95 N	15.667517	49.64831	776.64683	
Average	4400-1620	157: 157 (1)_I-95 N	24.137885	45.07477	1087.7795	
Average	4400-1620	201: 201 (4)_I-95 S	305.87389	27.90784	4347.1896	
Average	4400-1620	206: 206 (4)_I-95 S	65.721847	53.32685	3348.5948	
Average	4400-1620	251: 251 (1)_I-95 S	15.938913	48.95794	525.3253	
Average	4400-1620	252: 252 (1)_I-95 S	90.232839	14.27987	789.34229	
Average	4400-1620	253: 253 (2) I-95 SI	207.36089	15.92048	1744.2276	

APPENDIX H

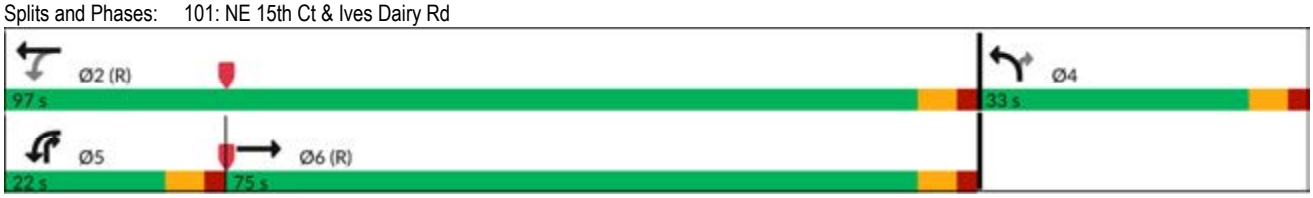
Synchro Existing Year 2021 Traffic Operational Analysis SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road

APPENDIX

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1995	15	110	930	40	165
Future Volume (vph)	1995	15	110	930	40	165
Satd. Flow (prot)	4911	0	1711	4916	1711	1531
Flt Permitted			0.048		0.950	
Satd. Flow (perm)	4911	0	86	4916	1711	1531
Satd. Flow (RTOR)	1					3
Lane Group Flow (vph)	2259	0	124	1045	45	185
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	75.0		22.0	97.0	33.0	22.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	93.2		111.9	113.1	8.7	24.8
Actuated g/C Ratio	0.72		0.86	0.87	0.07	0.19
v/c Ratio	0.64		0.53	0.24	0.39	0.63
Control Delay (s/veh)	11.7		49.2	0.7	67.5	55.8
Queue Delay	0.0		0.0	0.1	0.0	0.0
Total Delay (s/veh)	11.8		49.2	0.8	67.5	55.8
LOS	B		D	A	E	E
Approach Delay (s/veh)	11.8			5.9	58.1	
Approach LOS	B			A	E	
Queue Length 50th (ft)	342		47	15	37	141
Queue Length 95th (ft)	466		127	20	76	203
Internal Link Dist (ft)	922			255	215	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3519		274	4275	355	334
Starvation Cap Reductn	0		0	1563	0	0
Spillback Cap Reductn	89		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.66		0.45	0.39	0.13	0.55

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 129 (99%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 12.8	Intersection LOS: B
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: NE 15th Ct & Ives Dairy Rd

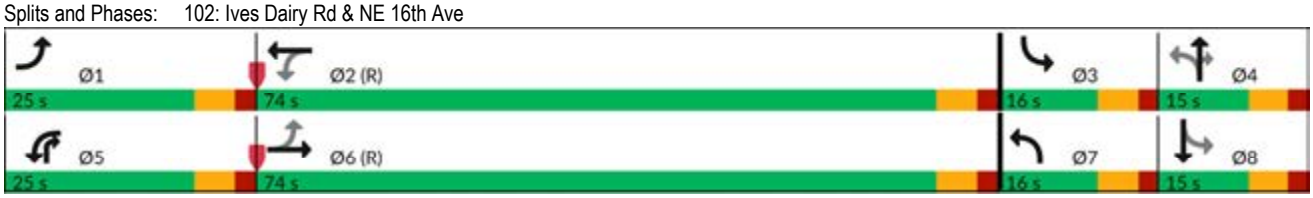


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	2025	25	95	935	410	15	5	60	250	15	90
Future Volume (vph)	110	2025	25	95	935	410	15	5	60	250	15	90
Satd. Flow (prot)	1711	4906	0	1711	4690	0	1711	1801	1531	1711	1570	0
Flt Permitted	0.134			0.047						0.513		
Satd. Flow (perm)	241	4906	0	85	4690	0	1801	1801	1531	924	1570	0
Satd. Flow (RTOR)		2			127				76		101	
Lane Group Flow (vph)	124	2303	0	107	1512	0	17	6	67	281	118	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	25.0	74.0		25.0	74.0		16.0	15.0	25.0	16.0	15.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	96.2	88.8		97.2	89.3		7.7	7.4	10.9	14.7	10.1	
Actuated g/C Ratio	0.74	0.68		0.75	0.69		0.06	0.06	0.08	0.11	0.08	
v/c Ratio	0.48	0.69		0.66	0.46		0.17	0.06	0.34	1.58	0.55	
Control Delay (s/veh)	13.5	8.2		42.1	10.0		55.8	58.8	12.6	321.1	24.7	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	13.5	8.3		42.1	10.0		55.8	58.8	12.6	321.1	24.7	
LOS	B	A		D	B		E	E	B	F	C	
Approach Delay (s/veh)		8.6			12.1			23.9			233.5	
Approach LOS		A			B			C			F	
Queue Length 50th (ft)	13	138		33	144		14	5	0	~377	14	
Queue Length 95th (ft)	m54	207		101	286		33	19	32	#401	73	
Internal Link Dist (ft)		255			1207			420			487	
Turn Bay Length (ft)	110			350			60		50			
Base Capacity (vph)	405	3350		304	3260		156	124	322	178	215	
Starvation Cap Reductn	0	142		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.31	0.72		0.35	0.46		0.11	0.05	0.21	1.58	0.55	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 120 (92%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.58	
Intersection Signal Delay (s/veh): 29.9	Intersection LOS: C
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

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

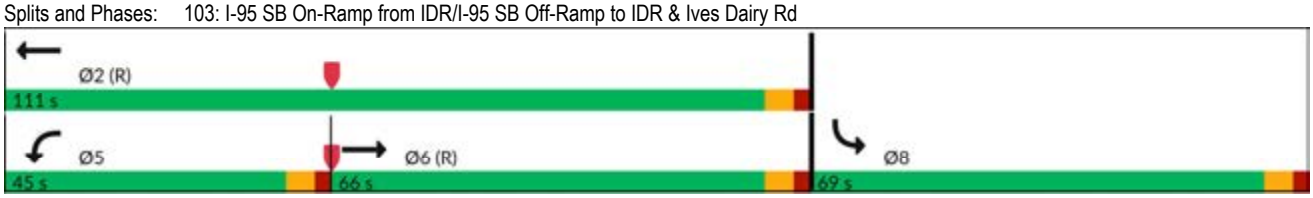
Splits and Phases: 102: Ives Dairy Rd & NE 16th Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1775	560	400	1050	0	0	0	0	1210	0	390
Future Volume (vph)	0	1775	560	400	1050	0	0	0	0	1210	0	390
Satd. Flow (prot)	0	7293	1531	3319	3421	0	0	0	0	4824	0	1531
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7293	1531	3319	3421	0	0	0	0	4824	0	1531
Satd. Flow (RTOR)												
Lane Group Flow (vph)	0	1888	596	426	1117	0	0	0	0	1287	0	415
Turn Type		NA	Free	Prot	NA					Prot		Free
Protected Phases		6		5	2					8		
Permitted Phases			Free									Free
Total Split (s)		66.0		45.0	111.0					69.0		
Total Lost Time (s)		6.0		6.0	6.0					6.0		
Act Effct Green (s)		80.6	180.0	27.5	114.1					53.9		180.0
Actuated g/C Ratio		0.45	1.00	0.15	0.63					0.30		1.00
v/c Ratio		0.58	0.39	0.84	0.52					0.89		0.27
Control Delay (s/veh)		39.1	0.7	132.5	5.8					68.7		0.4
Queue Delay		0.0	0.0	0.0	0.1					0.0		0.0
Total Delay (s/veh)		39.1	0.7	132.5	5.9					68.7		0.4
LOS		D	A	F	A					E		A
Approach Delay (s/veh)		29.9			40.8						52.0	
Approach LOS		C			D						D	
Queue Length 50th (ft)		409	0	274	50					518		0
Queue Length 95th (ft)		499	0	335	55					547		0
Internal Link Dist (ft)		1207			446			423			1761	
Turn Bay Length (ft)			300							925		1000
Base Capacity (vph)		3263	1531	719	2168					1688		1531
Starvation Cap Reductn		0	0	0	137					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.58	0.39	0.59	0.55					0.76		0.27

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 8 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 39.4	Intersection LOS: D
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

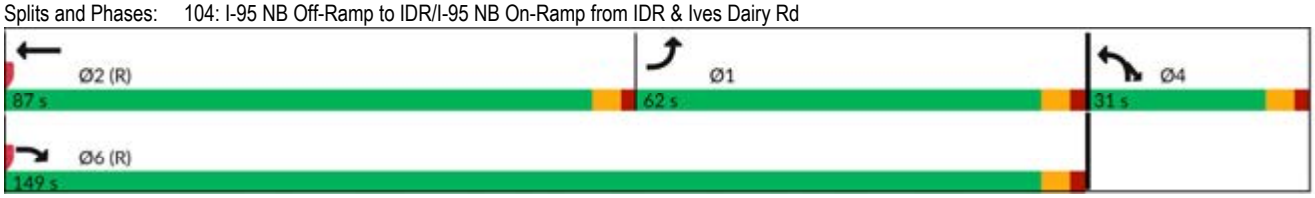
Splits and Phases: 103: I-95 SB On-Ramp from IDR/I-95 SB Off-Ramp to IDR & Ives Dairy Rd



Lane Group	EBL	EBR	WBT	NBL	NBR2
Lane Configurations					
Traffic Volume (vph)	495	2490	1120	330	80
Future Volume (vph)	495	2490	1120	330	80
Satd. Flow (prot)	3319	4916	6194	3433	1583
Flt Permitted	0.950			0.950	
Satd. Flow (perm)	3319	4916	6194	3433	1583
Satd. Flow (RTOR)					55
Lane Group Flow (vph)	538	2707	1217	359	87
Turn Type	Prot	Prot	NA	Prot	Prot
Protected Phases	1	6	2	4	4
Permitted Phases					
Total Split (s)	62.0	149.0	87.0	31.0	31.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	56.0	145.7	83.7	22.3	22.3
Actuated g/C Ratio	0.31	0.81	0.47	0.12	0.12
v/c Ratio	0.52	0.68	0.42	0.85	0.36
Control Delay (s/veh)	72.4	1.8	32.9	95.4	33.2
Queue Delay	2.3	0.1	0.0	0.0	0.0
Total Delay (s/veh)	74.7	1.9	32.9	95.4	33.2
LOS	E	A	C	F	C
Approach Delay (s/veh)			32.9		
Approach LOS			C		
Queue Length 50th (ft)	331	26	278	216	34
Queue Length 95th (ft)	378	19	317	274	94
Internal Link Dist (ft)			396		
Turn Bay Length (ft)					
Base Capacity (vph)	1032	3979	2880	476	267
Starvation Cap Reductn	350	257	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.79	0.73	0.42	0.75	0.33

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 176 (98%), Referenced to phase 2:WBT and 6:EBR, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 25.0	Intersection LOS: C
Intersection Capacity Utilization 73.9%	ICU Level of Service D
Analysis Period (min) 15	

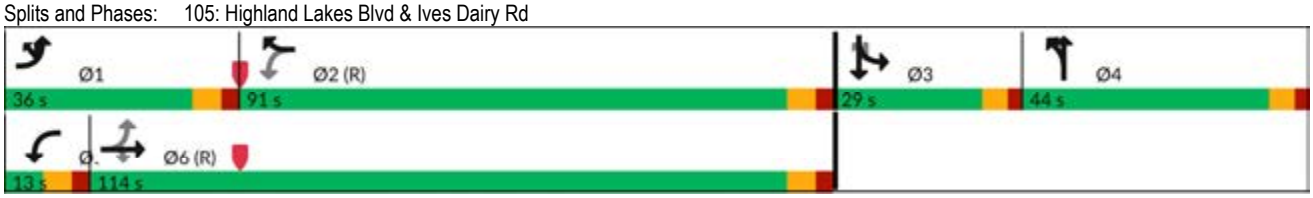
Splits and Phases: 104: I-95 NB Off-Ramp to IDR/I-95 NB On-Ramp from IDR & Ives Dairy Rd



Lane Group	EBL	EBT	EBR	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR2
Lane Configurations												
Traffic Volume (vph)	230	2110	980	30	1855	20	730	60	15	10	60	220
Future Volume (vph)	230	2110	980	30	1855	20	730	60	15	10	60	220
Satd. Flow (prot)	1711	4916	1531	1711	4916	0	3113	1569	0	1711	1562	1454
Flt Permitted	0.950			0.045			0.950	0.965		0.950		
Satd. Flow (perm)	1711	4916	1531	81	4916	0	3113	1569	0	1711	1562	1454
Satd. Flow (RTOR)			540		125			1			131	55
Lane Group Flow (vph)	235	2153	1000	31	1913	0	544	277	0	10	146	139
Turn Type	pm+pt	NA	Perm	pm+pt	Prot		Split	NA		Split	NA	custom
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6		6	2								3
Total Split (s)	36.0	114.0	114.0	13.0	91.0		44.0	44.0		29.0	29.0	36.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	6.0	7.0
Act Effct Green (s)	128.8	118.5	118.5	111.3	105.6		42.6	42.6		9.6	9.6	24.8
Actuated g/C Ratio	0.64	0.59	0.59	0.56	0.53		0.21	0.21		0.05	0.05	0.12
v/c Ratio	0.21	0.74	0.89	0.34	0.72		0.82	0.83		0.12	0.73	0.61
Control Delay (s/veh)	16.3	33.3	27.2	27.9	36.9		85.8	94.8		92.0	38.2	39.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	16.3	33.3	27.2	27.9	36.9		85.8	94.8		92.0	38.2	39.1
LOS	B	C	C	C	D		F	F		F	D	D
Approach Delay (s/veh)		30.3						88.8			40.5	
Approach LOS		C						F			D	
Queue Length 50th (ft)	123	755	653	14	647		375	381		13	21	74
Queue Length 95th (ft)	193	902	#1193	34	827		454	#523		36	107	116
Internal Link Dist (ft)		680						446			311	
Turn Bay Length (ft)	540			335						225		
Base Capacity (vph)	1101	2912	1127	94	2653		675	341		196	295	317
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.21	0.74	0.89	0.33	0.72		0.81	0.81		0.05	0.49	0.44

Intersection Summary	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 131 (66%), Referenced to phase 2:WBL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 40.2	Intersection LOS: D
Intersection Capacity Utilization 100.6%	ICU Level of Service G
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

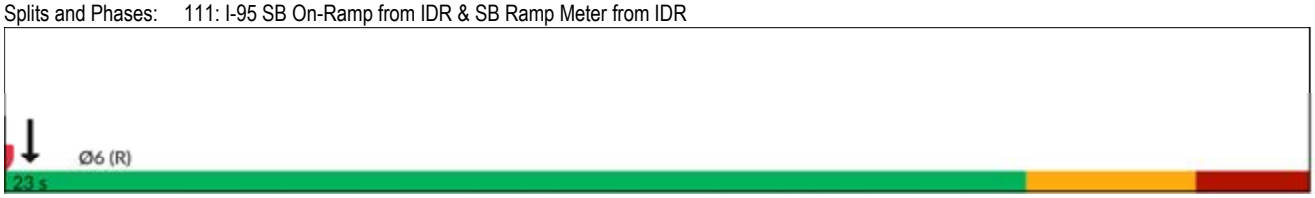
Splits and Phases: 105: Highland Lakes Blvd & Ives Dairy Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	960	0
Future Volume (vph)	0	0	0	0	960	0
Satd. Flow (prot)	0	0	0	0	2049	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	2049	0
Satd. Flow (RTOR)						
Lane Group Flow (vph)	0	0	0	0	1011	0
Turn Type					NA	
Protected Phases					6	
Permitted Phases						
Total Split (s)					23.0	
Total Lost Time (s)					5.0	
Act Effct Green (s)					23.0	
Actuated g/C Ratio					1.00	
v/c Ratio					0.49	
Control Delay (s/veh)					0.9	
Queue Delay					0.0	
Total Delay (s/veh)					0.9	
LOS					A	
Approach Delay (s/veh)					0.9	
Approach LOS					A	
Queue Length 50th (ft)					0	
Queue Length 95th (ft)					0	
Internal Link Dist (ft)	120			596	168	
Turn Bay Length (ft)						
Base Capacity (vph)					2049	
Starvation Cap Reductn					0	
Spillback Cap Reductn					0	
Storage Cap Reductn					0	
Reduced v/c Ratio					0.49	

Intersection Summary	
Cycle Length: 23	
Actuated Cycle Length: 23	
Offset: 0 (0%), Referenced to phase 2: and 6:SBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 0.9	Intersection LOS: A
Intersection Capacity Utilization 54.7%	ICU Level of Service A
Analysis Period (min) 15	

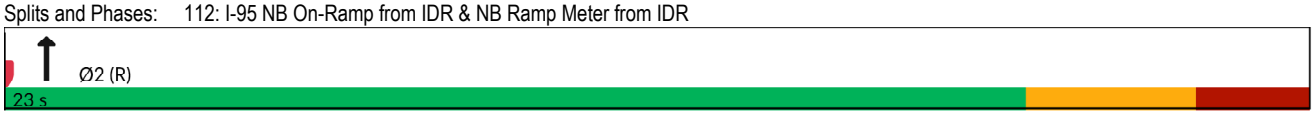
Splits and Phases: 111: I-95 SB On-Ramp from IDR & SB Ramp Meter from IDR



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	2180	0	0	0
Future Volume (vph)	0	0	2180	0	0	0
Satd. Flow (prot)	0	0	3421	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3421	0	0	0
Satd. Flow (RTOR)						
Lane Group Flow (vph)	0	0	2295	0	0	0
Turn Type			NA			
Protected Phases			2			
Permitted Phases						
Total Split (s)			23.0			
Total Lost Time (s)			5.0			
Act Effct Green (s)			23.0			
Actuated g/C Ratio			1.00			
v/c Ratio			0.67			
Control Delay (s/veh)			1.1			
Queue Delay			0.0			
Total Delay (s/veh)			1.1			
LOS			A			
Approach Delay (s/veh)			1.1			
Approach LOS			A			
Queue Length 50th (ft)			0			
Queue Length 95th (ft)			0			
Internal Link Dist (ft)	120		146			226
Turn Bay Length (ft)						
Base Capacity (vph)			3421			
Starvation Cap Reductn			0			
Spillback Cap Reductn			0			
Storage Cap Reductn			0			
Reduced v/c Ratio			0.67			

Intersection Summary	
Cycle Length: 23	
Actuated Cycle Length: 23	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 1.1	Intersection LOS: A
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

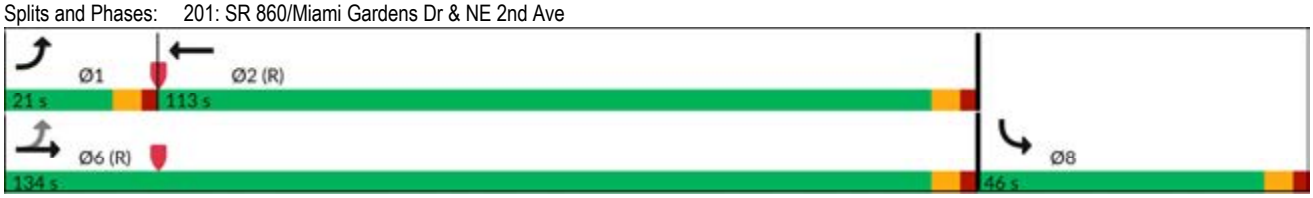
Splits and Phases: 112: I-95 NB On-Ramp from IDR & NB Ramp Meter from IDR



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	80	1965	925	215	355	30
Future Volume (vph)	80	1965	925	215	355	30
Satd. Flow (prot)	1652	4916	4778	0	3299	0
Flt Permitted	0.205				0.956	
Satd. Flow (perm)	356	4916	4778	0	3299	0
Satd. Flow (RTOR)			52		5	
Lane Group Flow (vph)	82	2005	1163	0	393	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	141.9	141.9	129.3		26.1	
Actuated g/C Ratio	0.79	0.79	0.72		0.15	
v/c Ratio	0.25	0.52	0.34		0.81	
Control Delay (s/veh)	6.6	7.7	15.2		87.2	
Queue Delay	0.0	0.0	0.2		10.1	
Total Delay (s/veh)	6.6	7.7	15.4		97.3	
LOS	A	A	B		F	
Approach Delay (s/veh)		7.6	15.4		97.3	
Approach LOS		A	B		F	
Queue Length 50th (ft)	19	276	415		232	
Queue Length 95th (ft)	39	357	526		285	
Internal Link Dist (ft)		1216	275		951	
Turn Bay Length (ft)	180					
Base Capacity (vph)	388	3874	3447		737	
Starvation Cap Reductn	0	0	1302		0	
Spillback Cap Reductn	0	0	0		309	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.21	0.52	0.54		0.92	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 32 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 19.8	Intersection LOS: B
Intersection Capacity Utilization 59.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

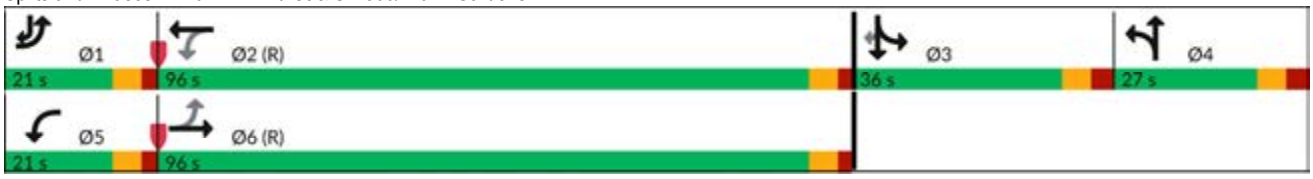


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	2255	10	30	1085	95	10	5	40	60	5	45
Future Volume (vph)	55	2255	10	30	1085	95	10	5	40	60	5	45
Satd. Flow (prot)	1711	4911	0	1652	4857	0	1711	1559	0	1625	1640	1531
Flt Permitted	0.197			0.046			0.950			0.950	0.959	
Satd. Flow (perm)	355	4911	0	80	4857	0	1711	1559	0	1625	1640	1531
Satd. Flow (RTOR)					11			42				61
Lane Group Flow (vph)	57	2359	0	31	1229	0	10	47	0	34	34	47
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	21.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	6.0
Act Effct Green (s)	138.9	134.1		136.7	131.4		7.7	7.7		9.1	9.1	15.9
Actuated g/C Ratio	0.77	0.75		0.76	0.73		0.04	0.04		0.05	0.05	0.09
v/c Ratio	0.18	0.64		0.29	0.35		0.14	0.44		0.41	0.41	0.25
Control Delay (s/veh)	4.8	9.9		14.6	11.8		86.5	37.5		97.3	97.2	9.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	4.8	9.9		14.6	11.8		86.5	37.5		97.3	97.2	9.3
LOS	A	A		B	B		F	D		F	F	A
Approach Delay (s/veh)		9.8			11.9			46.1			61.3	
Approach LOS		A			B			D			E	
Queue Length 50th (ft)	10	343		8	233		12	6		42	42	0
Queue Length 95th (ft)	21	357		m23	330		35	53		85	85	24
Internal Link Dist (ft)		275			1480			675			511	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	395	3658		194	3548		190	210		261	264	265
Starvation Cap Reductn	0	87		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	422		0	0		0	0	4
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.14	0.66		0.16	0.39		0.05	0.22		0.13	0.13	0.18

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 12.6	Intersection LOS: B
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 202: NE 2nd Ct & SR 860/Miami Gardens Dr

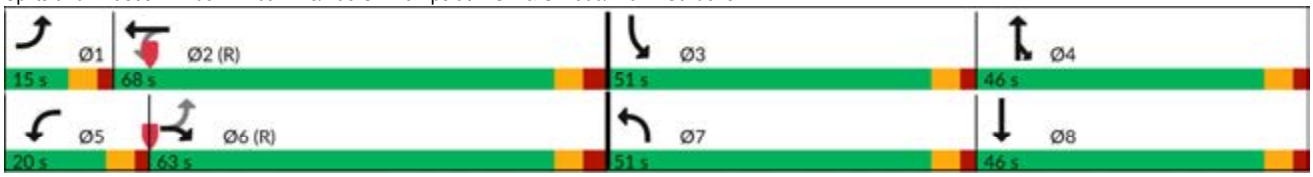


Lane Group	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1345	1000	120	595	630	455	30	320	205	330	215
Future Volume (vph)	30	1345	1000	120	595	630	455	30	320	205	330	215
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	3319	1499	1454	3319	1801	1531
Flt Permitted	0.354			0.950			0.950			0.950		
Satd. Flow (perm)	637	3421	1531	1711	3421	1531	3319	1499	1454	3319	1801	1531
Satd. Flow (RTOR)			311			443		125	184			144
Lane Group Flow (vph)	32	1431	1064	128	633	670	484	188	184	218	351	229
Turn Type	pm+pt	Prot	Free	pm+pt	NA	Free	Prot	NA	Prot	Prot	NA	Free
Protected Phases	1	6		5	2		7	4	4	3	8	
Permitted Phases	6		Free	2		Free						Free
Total Split (s)	15.0	63.0		20.0	68.0		51.0	46.0	46.0	51.0	46.0	
Total Lost Time (s)	6.0	7.0		6.0	7.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	80.0	72.5	180.0	90.3	79.6	180.0	30.8	54.9	54.9	16.3	40.3	180.0
Actuated g/C Ratio	0.44	0.40	1.00	0.50	0.44	1.00	0.17	0.31	0.31	0.09	0.22	1.00
v/c Ratio	0.10	1.04	0.69	0.15	0.42	0.44	0.85	0.35	0.32	0.73	0.87	0.15
Control Delay (s/veh)	16.1	75.5	11.7	26.8	31.7	4.8	87.0	16.9	6.3	93.6	88.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.1	75.5	11.7	26.8	31.7	4.8	87.0	16.9	6.3	93.6	88.6	0.2
LOS	B	E	B	C	C	A	F	B	A	F	F	A
Approach Delay (s/veh)					18.7			54.2			64.6	
Approach LOS					B			D			E	
Queue Length 50th (ft)	16	~977	427	45	127	83	290	56	0	131	402	0
Queue Length 95th (ft)	m28	#1310	634	m98	238	133	343	125	61	176	512	0
Internal Link Dist (ft)					843			526			573	
Turn Bay Length (ft)	480			280			100					
Base Capacity (vph)	345	1378	1531	862	1512	1531	829	543	571	829	427	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	1.04	0.69	0.15	0.42	0.44	0.58	0.35	0.32	0.26	0.82	0.15

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 87 (48%), Referenced to phase 2:WBTL and 6:EBL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 43.8	Intersection LOS: D
Intersection Capacity Utilization 88.5%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 203: NE 6th Ave/I-95 SB Ramps at MGD & SR 860/Miami Gardens Dr

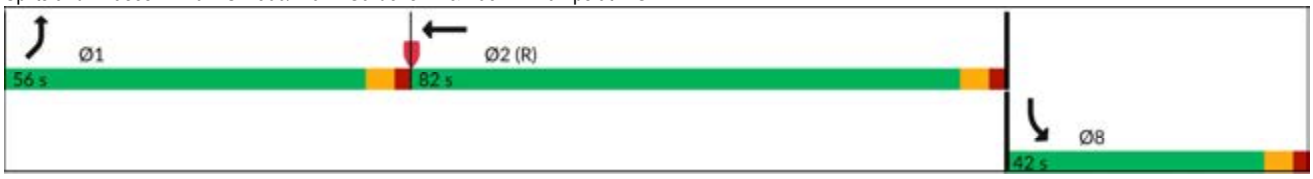


Lane Group	WBT	WBR	SBL	SBR2	NEL
Lane Configurations					
Traffic Volume (vph)	1245	380	530	100	620
Future Volume (vph)	1245	380	530	100	620
Satd. Flow (prot)	3421	1531	3433	1583	3319
Flt Permitted			0.950		0.950
Satd. Flow (perm)	3421	1531	3433	1583	3319
Satd. Flow (RTOR)		181		91	
Lane Group Flow (vph)	1311	400	558	105	653
Turn Type	NA	Free	Prot	Free	Prot
Protected Phases	2		8		1
Permitted Phases		Free		Free	
Total Split (s)	82.0		42.0		56.0
Total Lost Time (s)	6.0		6.0		6.0
Act Effct Green (s)	88.0	180.0	33.1	180.0	40.9
Actuated g/C Ratio	0.49	1.00	0.18	1.00	0.23
v/c Ratio	0.78	0.26	0.88	0.07	0.87
Control Delay (s/veh)	43.6	0.4	88.0	0.1	102.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.6	0.4	88.0	0.1	102.5
LOS	D	A	F	A	F
Approach Delay (s/veh)	33.5		74.1		102.5
Approach LOS	C		E		F
Queue Length 50th (ft)	678	0	332	0	415
Queue Length 95th (ft)	860	0	403	0	m412
Internal Link Dist (ft)	939		367		511
Turn Bay Length (ft)		365			
Base Capacity (vph)	1672	1531	686	1583	921
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.78	0.26	0.81	0.07	0.71

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 87 (48%), Referenced to phase 2:WBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 57.3	Intersection LOS: E
Intersection Capacity Utilization 82.2%	ICU Level of Service E
Analysis Period (min) 15	

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

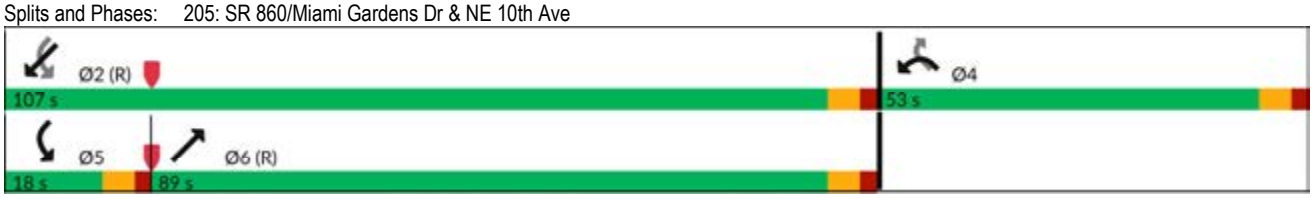
Splits and Phases: 204: SR 860/Miami Gardens Dr & I-95 NB Ramps at MGD



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	210	125	1775	40	130	1465
Future Volume (vph)	210	125	1775	40	130	1465
Satd. Flow (prot)	1711	1531	3411	0	1711	3421
Flt Permitted	0.950				0.043	
Satd. Flow (perm)	1711	1531	3411	0	77	3421
Satd. Flow (RTOR)		130	2			
Lane Group Flow (vph)	219	130	1891	0	135	1526
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	53.0	53.0	89.0		18.0	107.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	25.6	25.6	104.0		122.4	122.4
Actuated g/C Ratio	0.16	0.16	0.65		0.77	0.77
v/c Ratio	0.80	0.37	0.85		0.73	0.58
Control Delay (s/veh)	85.4	10.8	28.5		56.5	9.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	85.4	10.8	28.5		56.5	9.7
LOS	F	B	C		E	A
Approach Delay (s/veh)	57.6		28.5			13.5
Approach LOS	E		C			B
Queue Length 50th (ft)	224	0	773		80	318
Queue Length 95th (ft)	304	58	#1206		159	465
Internal Link Dist (ft)	511		840			1474
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	502	541	2217		202	2617
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.44	0.24	0.85		0.67	0.58

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 131 (82%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 24.7	Intersection LOS: C
Intersection Capacity Utilization 84.2%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

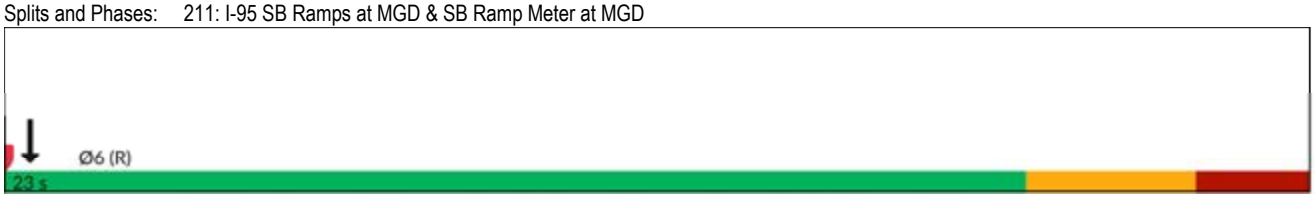
Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	690	0
Future Volume (vph)	0	0	0	0	690	0
Satd. Flow (prot)	0	0	0	0	1801	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	1801	0
Satd. Flow (RTOR)						
Lane Group Flow (vph)	0	0	0	0	726	0
Turn Type					NA	
Protected Phases					6	
Permitted Phases						
Total Split (s)					23.0	
Total Lost Time (s)					5.0	
Act Effct Green (s)					23.0	
Actuated g/C Ratio					1.00	
v/c Ratio					0.40	
Control Delay (s/veh)					0.7	
Queue Delay					0.0	
Total Delay (s/veh)					0.7	
LOS					A	
Approach Delay (s/veh)					0.7	
Approach LOS					A	
Queue Length 50th (ft)					0	
Queue Length 95th (ft)					0	
Internal Link Dist (ft)	120			126	195	
Turn Bay Length (ft)						
Base Capacity (vph)					1801	
Starvation Cap Reductn					0	
Spillback Cap Reductn					0	
Storage Cap Reductn					0	
Reduced v/c Ratio					0.40	

Intersection Summary	
Cycle Length: 23	
Actuated Cycle Length: 23	
Offset: 0 (0%), Referenced to phase 2: and 6:SBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay (s/veh): 0.7	Intersection LOS: A
Intersection Capacity Utilization 49.8%	ICU Level of Service A
Analysis Period (min) 15	

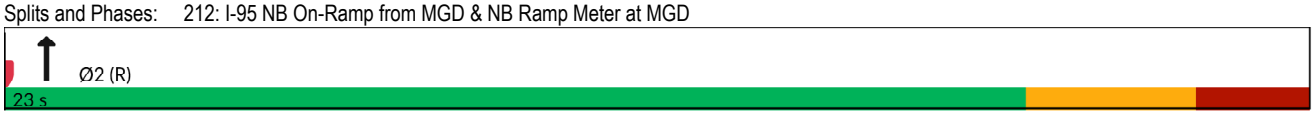
Splits and Phases: 211: I-95 SB Ramps at MGD & SB Ramp Meter at MGD



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1000	0	0	0
Future Volume (vph)	0	0	1000	0	0	0
Satd. Flow (prot)	0	0	1801	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1801	0	0	0
Satd. Flow (RTOR)						
Lane Group Flow (vph)	0	0	1053	0	0	0
Turn Type			NA			
Protected Phases			2			
Permitted Phases						
Total Split (s)			23.0			
Total Lost Time (s)			5.0			
Act Effct Green (s)			23.0			
Actuated g/C Ratio			1.00			
v/c Ratio			0.58			
Control Delay (s/veh)			1.4			
Queue Delay			0.0			
Total Delay (s/veh)			1.4			
LOS			A			
Approach Delay (s/veh)			1.4			
Approach LOS			A			
Queue Length 50th (ft)			0			
Queue Length 95th (ft)			0			
Internal Link Dist (ft)	119		121			332
Turn Bay Length (ft)						
Base Capacity (vph)			1801			
Starvation Cap Reductn			0			
Spillback Cap Reductn			0			
Storage Cap Reductn			0			
Reduced v/c Ratio			0.58			

Intersection Summary	
Cycle Length: 23	
Actuated Cycle Length: 23	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 1.4	Intersection LOS: A
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

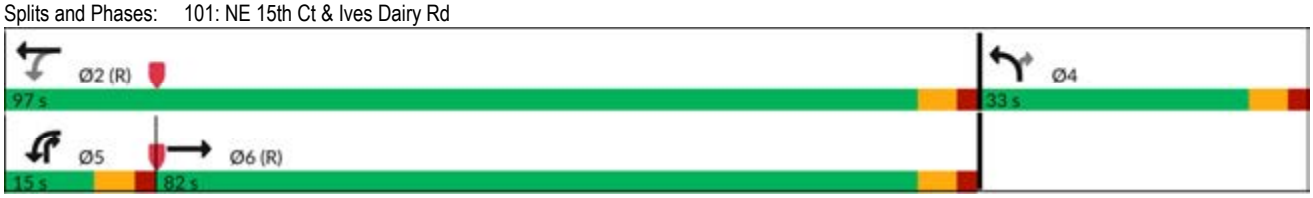
Splits and Phases: 212: I-95 NB On-Ramp from MGD & NB Ramp Meter at MGD



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1245	25	230	1640	90	165
Future Volume (vph)	1245	25	230	1640	90	165
Satd. Flow (prot)	4901	0	1711	4916	1711	1531
Flt Permitted			0.157		0.950	
Satd. Flow (perm)	4901	0	283	4916	1711	1531
Satd. Flow (RTOR)	4					52
Lane Group Flow (vph)	1351	0	245	1745	96	176
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	82.0		15.0	97.0	33.0	15.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	87.8		105.8	105.8	12.2	30.2
Actuated g/C Ratio	0.68		0.81	0.81	0.09	0.23
v/c Ratio	0.41		0.67	0.44	0.60	0.45
Control Delay (s/veh)	10.6		31.7	3.1	71.5	31.8
Queue Delay	0.0		1.9	0.2	0.0	0.0
Total Delay (s/veh)	10.7		33.6	3.3	71.5	31.8
LOS	B		C	A	E	C
Approach Delay (s/veh)	10.7			7.0	45.8	
Approach LOS	B			A	D	
Queue Length 50th (ft)	165		85	90	79	90
Queue Length 95th (ft)	257		183	109	134	144
Internal Link Dist (ft)	922			255	470	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3310		364	4002	355	397
Starvation Cap Reductn	0		39	1072	0	0
Spillback Cap Reductn	330		0	0	0	3
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.45		0.75	0.60	0.27	0.45

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 82 (63%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 11.3	Intersection LOS: B
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	

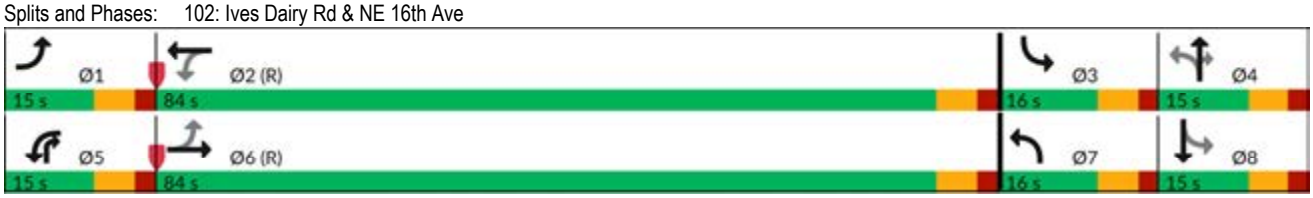
Splits and Phases: 101: NE 15th Ct & Ives Dairy Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1315	45	70	1735	80	65	5	155	110	5	70
Future Volume (vph)	50	1315	45	70	1735	80	65	5	155	110	5	70
Satd. Flow (prot)	1711	4891	0	1711	4881	0	1711	1801	1531	1711	1549	0
Flt Permitted	0.080			0.136						0.513		
Satd. Flow (perm)	144	4891	0	245	4881	0	1801	1801	1531	924	1549	0
Satd. Flow (RTOR)		7			9				79		73	
Lane Group Flow (vph)	52	1417	0	73	1890	0	68	5	161	115	78	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	15.0	84.0		15.0	84.0		16.0	15.0	15.0	16.0	15.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	88.9	83.3		96.4	88.6		10.8	7.4	11.8	18.7	7.5	
Actuated g/C Ratio	0.68	0.64		0.74	0.68		0.08	0.06	0.09	0.14	0.06	
v/c Ratio	0.31	0.45		0.26	0.57		0.48	0.05	0.76	0.49	0.49	
Control Delay (s/veh)	17.1	10.8		7.3	13.0		64.7	58.6	51.0	56.3	25.6	
Queue Delay	0.0	0.2		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	17.1	11.0		7.3	13.0		64.7	58.6	51.0	56.3	25.6	
LOS	B	B		A	B		E	E	D	E	C	
Approach Delay (s/veh)		11.2			12.8			55.1			43.9	
Approach LOS		B			B			E			D	
Queue Length 50th (ft)	8	282		15	312		56	4	68	87	4	
Queue Length 95th (ft)	29	336		31	388		92	18	132	144	55	
Internal Link Dist (ft)		255			1207			420			487	
Turn Bay Length (ft)	110			350			60		50			
Base Capacity (vph)	210	3135		292	3329		156	124	221	241	175	
Starvation Cap Reductn	0	681		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.25	0.58		0.25	0.57		0.44	0.04	0.73	0.48	0.45	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 95 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 16.3	Intersection LOS: B
Intersection Capacity Utilization 67.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 102: Ives Dairy Rd & NE 16th Ave

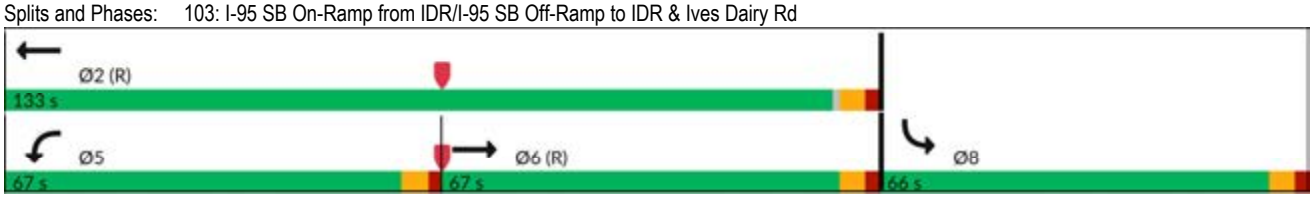


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1165	415	625	1315	0	0	0	0	1470	0	570
Future Volume (vph)	0	1165	415	625	1315	0	0	0	0	1470	0	570
Satd. Flow (prot)	0	7293	1531	3319	3421	0	0	0	0	4824	0	1531
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7293	1531	3319	3421	0	0	0	0	4824	0	1531
Satd. Flow (RTOR)			337									404
Lane Group Flow (vph)	0	1189	423	638	1342	0	0	0	0	1500	0	582
Turn Type		NA	Free	Prot	NA					Prot		Free
Protected Phases		6		5	2					8		
Permitted Phases			Free									Free
Total Split (s)		67.0		67.0	133.0					66.0		
Total Lost Time (s)		6.0		6.0	6.0					6.0		
Act Effct Green (s)		78.5	200.0	43.5	128.0					60.0		200.0
Actuated g/C Ratio		0.39	1.00	0.22	0.64					0.30		1.00
v/c Ratio		0.42	0.28	0.88	0.61					1.04		0.38
Control Delay (s/veh)		45.3	0.4	78.5	14.8					100.0		0.7
Queue Delay		0.0	0.0	0.1	0.3					24.1		0.0
Total Delay (s/veh)		45.3	0.4	78.6	15.1					124.0		0.7
LOS		D	A	E	B					F		A
Approach Delay (s/veh)		33.5			35.6						89.6	
Approach LOS		C			D						F	
Queue Length 50th (ft)		281	0	369	656					~749		0
Queue Length 95th (ft)		331	0	337	m757					#839		0
Internal Link Dist (ft)		1207			446			423			1761	
Turn Bay Length (ft)			300							925		1000
Base Capacity (vph)		2862	1531	1012	2189					1447		1531
Starvation Cap Reductn		0	0	33	308					0		0
Spillback Cap Reductn		0	0	0	0					80		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.42	0.28	0.65	0.71					1.10		0.38

Intersection Summary	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 67 (34%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 54.8	Intersection LOS: D
Intersection Capacity Utilization 72.6%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 103: I-95 SB On-Ramp from IDR/I-95 SB Off-Ramp to IDR & Ives Dairy Rd

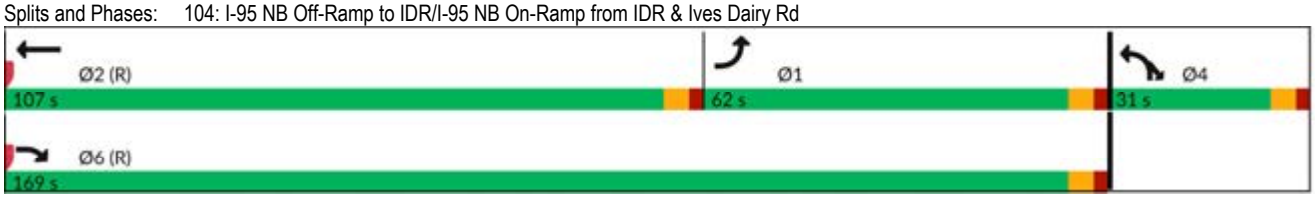


Lane Group	EBL	EBR	WBT	NBL	NBR2
Lane Configurations					
Traffic Volume (vph)	365	2270	1520	420	35
Future Volume (vph)	365	2270	1520	420	35
Satd. Flow (prot)	3319	4916	6194	3433	1583
Flt Permitted	0.950			0.950	
Satd. Flow (perm)	3319	4916	6194	3433	1583
Satd. Flow (RTOR)					49
Lane Group Flow (vph)	372	2316	1551	429	36
Turn Type	Prot	Prot	NA	Prot	Prot
Protected Phases	1	6	2	4	4
Permitted Phases					
Total Split (s)	62.0	169.0	107.0	31.0	31.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0
Act Effct Green (s)	56.0	163.0	101.0	25.0	25.0
Actuated g/C Ratio	0.28	0.82	0.51	0.13	0.13
v/c Ratio	0.40	0.58	0.50	1.00	0.15
Control Delay (s/veh)	37.7	17.4	27.2	128.2	9.9
Queue Delay	0.0	0.4	0.1	0.0	0.0
Total Delay (s/veh)	37.7	17.8	27.2	128.2	9.9
LOS	D	B	C	F	A
Approach Delay (s/veh)			27.2		
Approach LOS			C		
Queue Length 50th (ft)	244	512	313	296	0
Queue Length 95th (ft)	306	m504	m385	#424	25
Internal Link Dist (ft)			396		
Turn Bay Length (ft)					
Base Capacity (vph)	929	4006	3127	429	240
Starvation Cap Reductn	0	994	0	0	0
Spillback Cap Reductn	0	0	275	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.77	0.54	1.00	0.15

Intersection Summary	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBR, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay (s/veh): 32.5	Intersection LOS: C
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

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

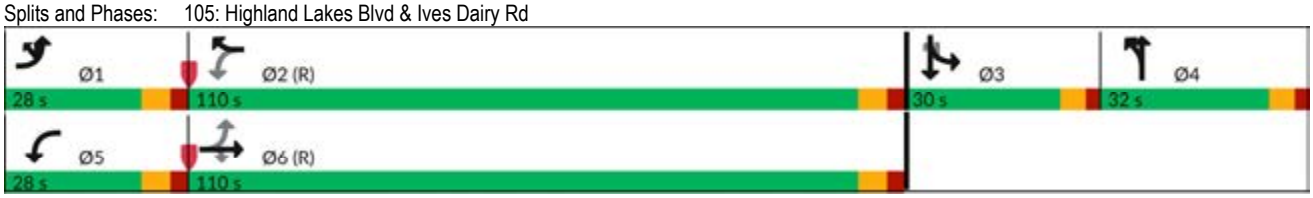
Splits and Phases: 104: I-95 NB Off-Ramp to IDR/I-95 NB On-Ramp from IDR & Ives Dairy Rd



Lane Group	EBL	EBT	EBR	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR2
Lane Configurations												
Traffic Volume (vph)	160	1855	955	25	2035	15	730	70	15	20	55	200
Future Volume (vph)	160	1855	955	25	2035	15	730	70	15	20	55	200
Satd. Flow (prot)	1711	4916	1531	1711	4916	0	3113	1572	0	1711	1562	1454
Flt Permitted	0.950			0.061			0.950	0.967		0.950		
Satd. Flow (perm)	1711	4916	1531	110	4916	0	3113	1572	0	1711	1562	1454
Satd. Flow (RTOR)			574		87			1			93	55
Lane Group Flow (vph)	172	1995	1027	27	2204	0	581	295	0	22	141	133
Turn Type	pm+pt	NA	Perm	pm+pt	Prot		Split	NA		Split	NA	custom
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6		6	2								3
Total Split (s)	28.0	110.0	110.0	28.0	110.0		32.0	32.0		30.0	30.0	28.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	6.0	7.0
Act Effct Green (s)	130.6	120.7	120.7	117.5	111.8		37.7	37.7		12.3	12.3	23.5
Actuated g/C Ratio	0.65	0.60	0.60	0.59	0.56		0.19	0.19		0.06	0.06	0.12
v/c Ratio	0.15	0.67	0.89	0.25	0.79		0.99	0.99		0.21	0.77	0.61
Control Delay (s/veh)	10.3	23.6	21.9	18.4	36.3		111.7	126.6		91.2	59.1	40.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	10.3	23.6	21.9	18.4	36.3		111.7	126.6		91.2	59.1	40.0
LOS	B	C	C	B	D		F	F		F	E	D
Approach Delay (s/veh)		22.3						116.7			52.9	
Approach LOS		C						F			D	
Queue Length 50th (ft)	58	666	962	12	800		423	429		28	66	72
Queue Length 95th (ft)	71	684	1111	26	890		#661	#770		62	154	131
Internal Link Dist (ft)		680						446			311	
Turn Bay Length (ft)	540			335						225		
Base Capacity (vph)	1120	2966	1151	240	2785		587	297		205	269	280
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.15	0.67	0.89	0.11	0.79		0.99	0.99		0.11	0.52	0.48

Intersection Summary	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 32 (16%), Referenced to phase 2:WBL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 40.9	Intersection LOS: D
Intersection Capacity Utilization 100.3%	ICU Level of Service G
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

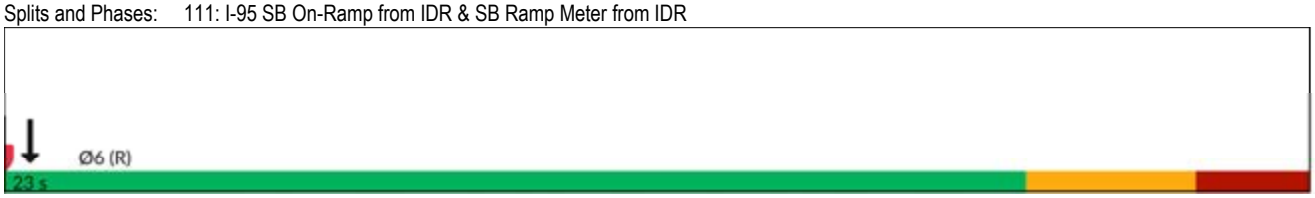
Splits and Phases: 105: Highland Lakes Blvd & Ives Dairy Rd



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	1040	0
Future Volume (vph)	0	0	0	0	1040	0
Satd. Flow (prot)	0	0	0	0	2049	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	2049	0
Satd. Flow (RTOR)						
Lane Group Flow (vph)	0	0	0	0	1095	0
Turn Type					NA	
Protected Phases					6	
Permitted Phases						
Total Split (s)					23.0	
Total Lost Time (s)					5.0	
Act Effct Green (s)					23.0	
Actuated g/C Ratio					1.00	
v/c Ratio					0.53	
Control Delay (s/veh)					1.0	
Queue Delay					0.0	
Total Delay (s/veh)					1.0	
LOS					A	
Approach Delay (s/veh)					1.0	
Approach LOS					A	
Queue Length 50th (ft)					0	
Queue Length 95th (ft)					0	
Internal Link Dist (ft)	120			596	168	
Turn Bay Length (ft)						
Base Capacity (vph)					2049	
Starvation Cap Reductn					0	
Spillback Cap Reductn					0	
Storage Cap Reductn					0	
Reduced v/c Ratio					0.53	

Intersection Summary	
Cycle Length: 23	
Actuated Cycle Length: 23	
Offset: 0 (0%), Referenced to phase 2: and 6:SBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay (s/veh): 1.0	Intersection LOS: A
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

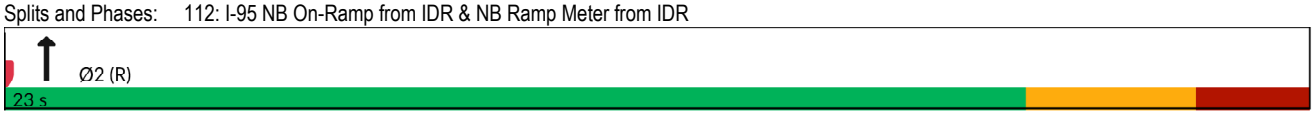
Splits and Phases: 111: I-95 SB On-Ramp from IDR & SB Ramp Meter from IDR



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1810	0	0	0
Future Volume (vph)	0	0	1810	0	0	0
Satd. Flow (prot)	0	0	3421	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3421	0	0	0
Satd. Flow (RTOR)						
Lane Group Flow (vph)	0	0	1905	0	0	0
Turn Type			NA			
Protected Phases			2			
Permitted Phases						
Total Split (s)			23.0			
Total Lost Time (s)			5.0			
Act Effct Green (s)			23.0			
Actuated g/C Ratio			1.00			
v/c Ratio			0.56			
Control Delay (s/veh)			0.7			
Queue Delay			0.0			
Total Delay (s/veh)			0.7			
LOS			A			
Approach Delay (s/veh)			0.7			
Approach LOS			A			
Queue Length 50th (ft)			0			
Queue Length 95th (ft)			0			
Internal Link Dist (ft)	120		146			226
Turn Bay Length (ft)						
Base Capacity (vph)			3421			
Starvation Cap Reductn			0			
Spillback Cap Reductn			0			
Storage Cap Reductn			0			
Reduced v/c Ratio			0.56			

Intersection Summary	
Cycle Length: 23	
Actuated Cycle Length: 23	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 0.7	Intersection LOS: A
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

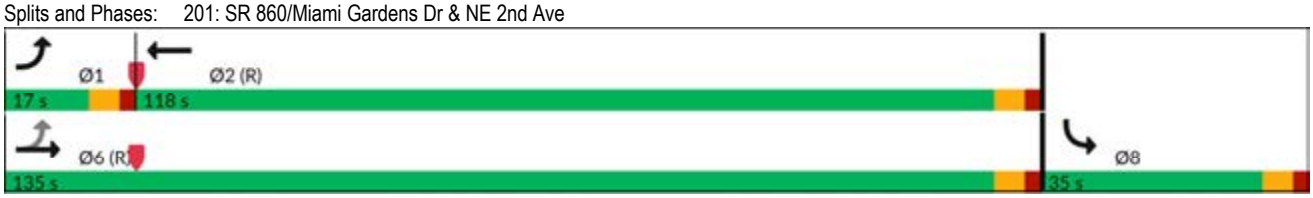
Splits and Phases: 112: I-95 NB On-Ramp from IDR & NB Ramp Meter from IDR



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	85	1390	1275	295	265	85
Future Volume (vph)	85	1390	1275	295	265	85
Satd. Flow (prot)	1652	4916	4778	0	3243	0
Flt Permitted	0.115				0.964	
Satd. Flow (perm)	200	4916	4778	0	3243	0
Satd. Flow (RTOR)			65		23	
Lane Group Flow (vph)	89	1448	1635	0	365	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	17.0	135.0	118.0		35.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	135.2	135.2	122.7		22.8	
Actuated g/C Ratio	0.80	0.80	0.72		0.13	
v/c Ratio	0.42	0.37	0.47		0.80	
Control Delay (s/veh)	10.1	5.6	6.3		80.4	
Queue Delay	0.0	0.0	0.1		0.0	
Total Delay (s/veh)	10.1	5.6	6.4		80.4	
LOS	B	A	A		F	
Approach Delay (s/veh)		5.9	6.4		80.4	
Approach LOS		A	A		F	
Queue Length 50th (ft)	19	150	333		194	
Queue Length 95th (ft)	38	201	416		245	
Internal Link Dist (ft)		1221	255		952	
Turn Bay Length (ft)	180					
Base Capacity (vph)	253	3910	3465		572	
Starvation Cap Reductn	0	0	498		0	
Spillback Cap Reductn	0	194	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.35	0.39	0.55		0.64	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 61 (36%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 13.8	Intersection LOS: B
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

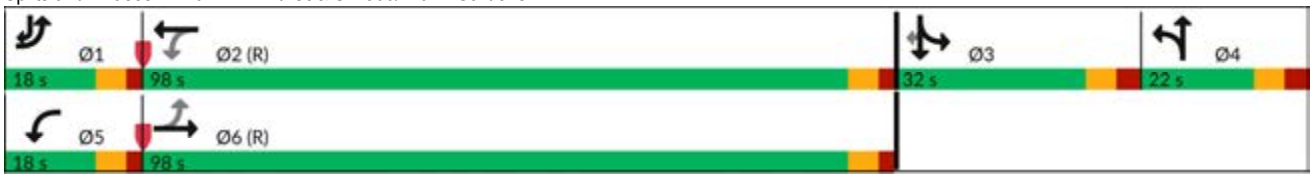


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1625	10	15	1475	45	15	5	70	95	5	80
Future Volume (vph)	20	1625	10	15	1475	45	15	5	70	95	5	80
Satd. Flow (prot)	1711	4911	0	1652	4896	0	1711	1547	0	1625	1637	1531
Flt Permitted	0.122			0.109			0.950			0.950	0.957	
Satd. Flow (perm)	220	4911	0	190	4896	0	1711	1547	0	1625	1637	1531
Satd. Flow (RTOR)		1			4			74				84
Lane Group Flow (vph)	21	1722	0	16	1600	0	16	79	0	52	53	84
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6			2								3
Total Split (s)	18.0	98.0		18.0	98.0		22.0	22.0		32.0	32.0	18.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	6.0
Act Effct Green (s)	127.8	124.6		125.3	120.1		8.1	8.1		10.6	10.6	16.8
Actuated g/C Ratio	0.75	0.73		0.74	0.71		0.05	0.05		0.06	0.06	0.10
v/c Ratio	0.10	0.48		0.09	0.46		0.20	0.55		0.51	0.52	0.37
Control Delay (s/veh)	5.3	9.4		6.4	11.7		82.7	31.7		94.1	94.4	13.6
Queue Delay	0.0	0.1		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	5.3	9.5		6.4	11.8		82.7	31.7		94.1	94.4	13.7
LOS	A	A		A	B		F	C		F	F	B
Approach Delay (s/veh)		9.5			11.7			40.3			58.4	
Approach LOS		A			B			D			E	
Queue Length 50th (ft)	3	209		4	255		18	6		60	61	0
Queue Length 95th (ft)	m11	475		12	347		45	63		111	112	46
Internal Link Dist (ft)		255			1480			675			511	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	275	3599		250	3461		150	203		238	240	284
Starvation Cap Reductn	0	703		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	365		0	0		0	0	5
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.08	0.59		0.06	0.52		0.11	0.39		0.22	0.22	0.30

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 61 (36%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 13.8	Intersection LOS: B
Intersection Capacity Utilization 56.1%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 202: NE 2nd Ct & SR 860/Miami Gardens Dr

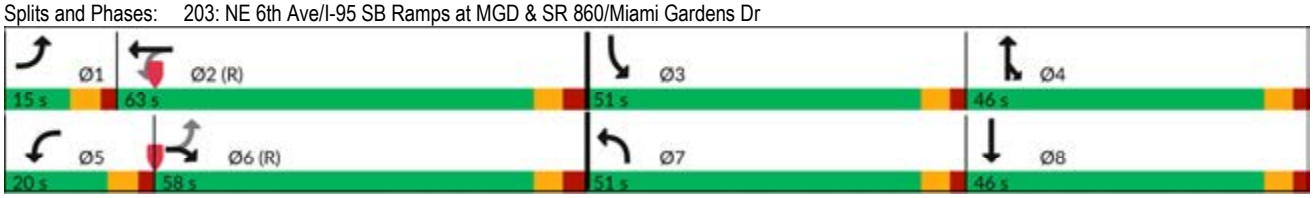


Lane Group	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	1050	700	70	630	690	690	140	550	235	340	175
Future Volume (vph)	70	1050	700	70	630	690	690	140	550	235	340	175
Satd. Flow (prot)	1711	3421	1531	1711	3421	1531	3319	1555	1454	3319	1801	1531
Flt Permitted	0.295			0.950			0.950			0.950		
Satd. Flow (perm)	531	3421	1531	1711	3421	1531	3319	1555	1454	3319	1801	1531
Satd. Flow (RTOR)			286			471		100	236			137
Lane Group Flow (vph)	71	1071	714	71	643	704	704	362	342	240	347	179
Turn Type	pm+pt	Prot	Free	pm+pt	NA	Free	Prot	NA	Prot	Prot	NA	Free
Protected Phases	1	6		5	2		7	4	4	3	8	
Permitted Phases	6		Free	2		Free						Free
Total Split (s)	15.0	58.0		20.0	63.0		51.0	46.0	46.0	51.0	46.0	
Total Lost Time (s)	6.0	7.0		6.0	7.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	72.6	63.7	175.0	78.0	64.6	175.0	40.6	60.4	60.4	17.1	36.9	175.0
Actuated g/C Ratio	0.41	0.36	1.00	0.45	0.37	1.00	0.23	0.35	0.35	0.10	0.21	1.00
v/c Ratio	0.26	0.86	0.47	0.09	0.51	0.46	0.91	0.60	0.52	0.74	0.92	0.12
Control Delay (s/veh)	32.3	59.9	1.0	36.8	44.2	7.5	82.5	37.5	15.7	90.4	96.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.3	59.9	1.0	36.8	44.2	7.5	82.5	37.5	15.7	90.4	96.0	0.2
LOS	C	E	A	D	D	A	F	D	B	F	F	A
Approach Delay (s/veh)					25.6			54.7			71.8	
Approach LOS					C			D			E	
Queue Length 50th (ft)	48	618	0	39	194	159	407	256	93	140	387	0
Queue Length 95th (ft)	88	#835	0	m54	m243	m210	477	381	201	186	#549	0
Internal Link Dist (ft)					843			526			573	
Turn Bay Length (ft)	480			280			100					
Base Capacity (vph)	284	1246	1531	772	1263	1531	853	601	656	853	412	1531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.86	0.47	0.09	0.51	0.46	0.83	0.60	0.52	0.28	0.84	0.12

Intersection Summary

Cycle Length: 175
Actuated Cycle Length: 175
Offset: 87 (50%), Referenced to phase 2:WBTL and 6:EBL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay (s/veh): 43.2 Intersection LOS: D
Intersection Capacity Utilization 87.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

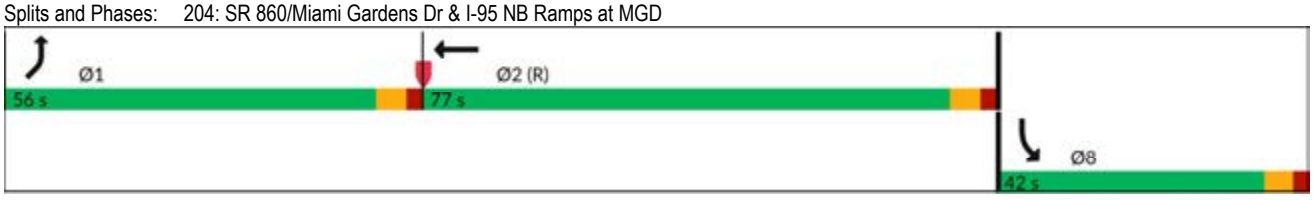
Splits and Phases: 203: NE 6th Ave/I-95 SB Ramps at MGD & SR 860/Miami Gardens Dr



Lane Group	WBT	WBR	SBL	SBR2	NEL
Lane Configurations					
Traffic Volume (vph)	1315	355	475	75	865
Future Volume (vph)	1315	355	475	75	865
Satd. Flow (prot)	3421	1531	3433	1583	3319
Flt Permitted			0.950		0.950
Satd. Flow (perm)	3421	1531	3433	1583	3319
Satd. Flow (RTOR)		165		94	
Lane Group Flow (vph)	1342	362	485	77	883
Turn Type	NA	Free	Prot	Free	Prot
Protected Phases	2		8		1
Permitted Phases		Free		Free	
Total Split (s)	77.0		42.0		56.0
Total Lost Time (s)	6.0		6.0		6.0
Act Effct Green (s)	76.8	175.0	29.8	175.0	50.4
Actuated g/C Ratio	0.44	1.00	0.17	1.00	0.29
v/c Ratio	0.89	0.24	0.83	0.05	0.92
Control Delay (s/veh)	54.7	0.4	82.5	0.1	93.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.7	0.4	82.5	0.1	93.6
LOS	D	A	F	A	F
Approach Delay (s/veh)	43.1		71.2		93.6
Approach LOS	D		E		F
Queue Length 50th (ft)	768	0	280	0	520
Queue Length 95th (ft)	#950	0	335	0	574
Internal Link Dist (ft)	939		367		511
Turn Bay Length (ft)		365			
Base Capacity (vph)	1500	1531	706	1583	975
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.24	0.69	0.05	0.91

Intersection Summary	
Cycle Length: 175	
Actuated Cycle Length: 175	
Offset: 87 (50%), Referenced to phase 2:WBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 62.3	Intersection LOS: E
Intersection Capacity Utilization 89.6%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

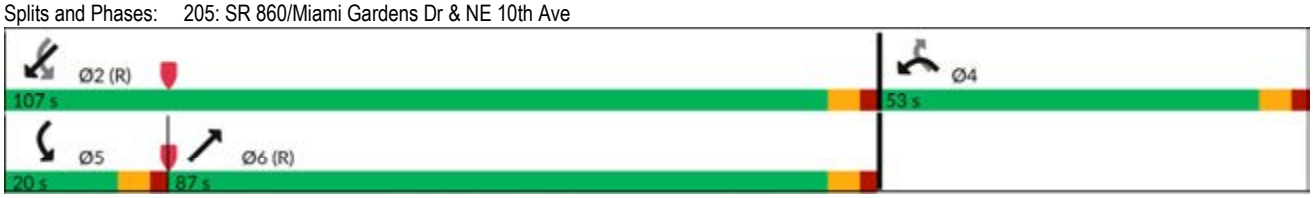
Splits and Phases: 204: SR 860/Miami Gardens Dr & I-95 NB Ramps at MGD



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	195	105	1390	20	110	1435
Future Volume (vph)	195	105	1390	20	110	1435
Satd. Flow (prot)	1711	1531	3414	0	1711	3421
Flt Permitted	0.950				0.111	
Satd. Flow (perm)	1711	1531	3414	0	200	3421
Satd. Flow (RTOR)		112	1			
Lane Group Flow (vph)	207	112	1500	0	117	1527
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	53.0	53.0	87.0		20.0	107.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	24.5	24.5	107.8		123.5	123.5
Actuated g/C Ratio	0.15	0.15	0.67		0.77	0.77
v/c Ratio	0.79	0.34	0.65		0.48	0.58
Control Delay (s/veh)	86.0	11.4	18.5		11.7	9.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	86.0	11.4	18.5		11.7	9.2
LOS	F	B	B		B	A
Approach Delay (s/veh)	59.8		18.5			9.4
Approach LOS	E		B			A
Queue Length 50th (ft)	212	0	446		27	307
Queue Length 95th (ft)	290	56	685		54	450
Internal Link Dist (ft)	511		839			1474
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	502	528	2301		290	2641
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.41	0.21	0.65		0.40	0.58

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 31 (19%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 18.0	Intersection LOS: B
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	

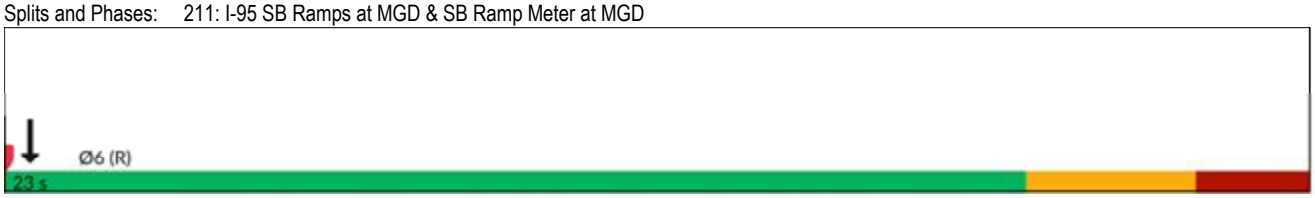
Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	900	0
Future Volume (vph)	0	0	0	0	900	0
Satd. Flow (prot)	0	0	0	0	1801	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	1801	0
Satd. Flow (RTOR)						
Lane Group Flow (vph)	0	0	0	0	947	0
Turn Type					NA	
Protected Phases					6	
Permitted Phases						
Total Split (s)					23.0	
Total Lost Time (s)					5.0	
Act Effct Green (s)					23.0	
Actuated g/C Ratio					1.00	
v/c Ratio					0.53	
Control Delay (s/veh)					1.1	
Queue Delay					0.0	
Total Delay (s/veh)					1.1	
LOS					A	
Approach Delay (s/veh)					1.1	
Approach LOS					A	
Queue Length 50th (ft)					0	
Queue Length 95th (ft)					0	
Internal Link Dist (ft)	120			126	195	
Turn Bay Length (ft)						
Base Capacity (vph)					1801	
Starvation Cap Reductn					0	
Spillback Cap Reductn					0	
Storage Cap Reductn					0	
Reduced v/c Ratio					0.53	

Intersection Summary	
Cycle Length: 23	
Actuated Cycle Length: 23	
Offset: 0 (0%), Referenced to phase 2: and 6:SBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay (s/veh): 1.1	Intersection LOS: A
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

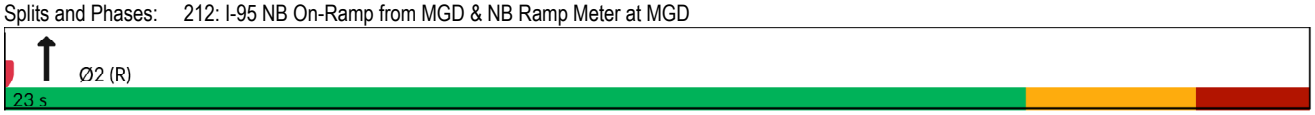
Splits and Phases: 211: I-95 SB Ramps at MGD & SB Ramp Meter at MGD



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1220	0	0	0
Future Volume (vph)	0	0	1220	0	0	0
Satd. Flow (prot)	0	0	1801	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	1801	0	0	0
Satd. Flow (RTOR)						
Lane Group Flow (vph)	0	0	1284	0	0	0
Turn Type			NA			
Protected Phases			2			
Permitted Phases						
Total Split (s)			23.0			
Total Lost Time (s)			5.0			
Act Effct Green (s)			23.0			
Actuated g/C Ratio			1.00			
v/c Ratio			0.71			
Control Delay (s/veh)			2.4			
Queue Delay			0.0			
Total Delay (s/veh)			2.4			
LOS			A			
Approach Delay (s/veh)			2.4			
Approach LOS			A			
Queue Length 50th (ft)			0			
Queue Length 95th (ft)			0			
Internal Link Dist (ft)	119		121			332
Turn Bay Length (ft)						
Base Capacity (vph)			1801			
Starvation Cap Reductn			0			
Spillback Cap Reductn			0			
Storage Cap Reductn			0			
Reduced v/c Ratio			0.71			

Intersection Summary	
Cycle Length: 23	
Actuated Cycle Length: 23	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 2.4	Intersection LOS: A
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 212: I-95 NB On-Ramp from MGD & NB Ramp Meter at MGD



APPENDIX I

Five Year (2019-2023) Crash Data Historical Crash Maps and Statistical Summaries

APPENDIX

I

I-95 Mainline		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2019	2020	2021	2022	2023			
CRASH TYPE	Rear End	471	346	510	437	456	2220	444	49.2%
	Head On	4	2	2	2	1	11	2	0.2%
	Angle	1	2	1	1	1	6	1	0.1%
	Left Turn	0	0	1	1	0	2	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	226	248	330	285	281	1370	274	30.4%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Off Road	77	123	115	83	79	477	95	10.6%
	Rollover	5	3	8	2	2	20	4	0.4%
	Pedestrian	3	2	3	0	1	9	2	0.2%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Unknown	24	15	21	5	6	71	14	1.6%
	Other	55	93	86	49	42	325	65	7.2%
	Collision With Fixed Object	*77*	*123*	*115*	*83*	*79*	477	95	10.6%
	Impact Attenuator/Crash Cushion	0	1	0	0	2	3	1	0.1%
	Bridge Overhead Structure	0	0	0	0	0	0	0	0.0%
	Bridge Pier or Support	0	0	0	0	0	0	0	0.0%
	Bridge Rail	0	0	0	0	0	0	0	0.0%
	Culvert	0	0	0	0	0	0	0	0.0%
	Curb	0	0	0	0	0	0	0	0.0%
	Ditch	0	4	2	2	1	9	2	0.2%
	Embankment	0	0	2	0	0	2	0	0.0%
	Guardrail Face	7	19	13	14	8	61	12	1.4%
	Guardrail End	0	3	1	0	0	4	1	0.1%
	Cable Barrier	0	0	0	0	0	0	0	0.0%
	Concrete Traffic Barrier	50	73	54	42	41	260	52	5.8%
	Other Traffic Barrier	9	5	18	9	14	55	11	1.2%
	Tree (Standing)	7	11	12	9	7	46	9	1.0%
	Utility Pole/Light Support	2	3	2	0	0	7	1	0.2%
	Traffic Sign Support	1	0	2	1	0	4	1	0.1%
	Traffic Signal Support	0	0	0	1	0	1	0	0.0%
	Other Post, Pole Or Support	0	2	5	2	5	14	3	0.3%
	Fence	0	0	0	1	1	2	0	0.0%
	Mailbox	0	0	2	0	0	2	0	0.0%
	Other Fixed Object	1	2	2	2	0	7	1	0.2%
	Collision Non-Fixed Object	777	691	942	770	784	3964	793	87.9%
	Pedestrian	3	2	3	0	1	9	2	0.2%
	Pedalcycle	0	0	0	0	0	0	0	0.0%
	Railway Vehicle (Train, Engine)	0	0	0	0	0	0	0	0.0%
	Animal	1	0	0	0	0	1	0	0.0%
	Motor Vehicle in Transport	761	667	919	756	770	3873	775	85.9%
	Parked Motor Vehicle	1	2	2	1	3	9	2	0.2%
	Work Zone/Maintenance Equipment	2	1	0	0	0	3	1	0.1%
	Struck by Falling, Shifting Cargo	3	3	5	6	4	21	4	0.5%
	Other Non-Fixed Object	6	16	13	7	6	48	10	1.1%
	Non-Collisions								0.0%
	Overturn/Rollover	5	3	8	2	2	20	4	0.4%
	Fire/Explosion	0	1	0	1	1	3	1	0.1%
	Immersion	0	0	0	0	0	0	0	0.0%
	Jackknife	0	0	0	0	0	0	0	0.0%
	Cargo/Equipment Loss or Shift	2	1	0	2	1	6	1	0.1%
	Fell/Jumped from Motor Vehicle	0	1	0	0	0	1	0	0.0%
	Thrown or Falling Object	2	5	1	0	0	8	2	0.2%
	Ran into Water/Canal	0	0	0	1	0	1	0	0.0%
	Other Non-Collision	3	9	11	6	2	31	6	0.7%
	Total Crashes	**866**	**834**	**1077**	**865**	**869**	**4511**	**902**	100.0%
INJURY SEVERITY	PDO Crashes	706	681	899	731	715	3732	746	82.7%
	Fatality	1	4	5	0	2	12	2	0.3%
	Injury	159	149	173	134	152	767	153	17.0%

LIGHTING CONDITIONS	Daylight	561	519	681	546	542	2849	570	63.2%
	Dusk	16	16	17	16	23	88	18	2.0%
	Dawn	15	29	28	25	18	115	23	2.5%
	Dark - Not Lighted	38	22	51	30	29	170	34	3.8%
	Dark - Lighted	235	246	300	248	257	1286	257	28.5%
	Other,Explain in Narrative	0	2	0	0	0	2	0	0.0%
	Unknown	1	0	0	0	0	1	0	0.0%
ROAD SURFACE CONDITIONS	Dry	698	626	896	743	752	3715	743	82.4%
	Wet	167	208	180	122	117	794	159	17.6%
	Others	1	0	1	0	0	2	0	0.0%
MONTH OF YEAR	January	79	90	72	79	64	384	77	8.5%
	February	64	76	81	79	71	371	74	8.2%
	March	69	59	96	94	97	415	83	9.2%
	April	56	28	55	71	63	273	55	6.1%
	May	86	54	97	72	78	387	77	8.6%
	June	70	54	104	79	69	376	75	8.3%
	July	73	69	119	58	83	402	80	8.9%
	August	90	71	70	64	73	368	74	8.2%
	September	67	76	109	70	62	384	77	8.5%
	October	84	116	89	78	74	441	88	9.8%
	November	71	74	90	55	64	354	71	7.8%
	December	57	67	95	66	71	356	71	7.9%
DAY OF WEEK	Monday	129	118	144	125	124	640	128	14.2%
	Tuesday	136	101	144	100	116	597	119	13.2%
	Wednesday	120	114	146	121	122	623	125	13.8%
	Thursday	124	123	166	118	100	631	126	14.0%
	Friday	133	123	184	127	123	690	138	15.3%
	Saturday	105	128	150	135	141	659	132	14.6%
	Sunday	119	127	143	139	143	671	134	14.9%
HOUR OF DAY	00:00-06:00	97	119	145	112	113	586	117	13.0%
	06:00-09:00	151	111	170	111	140	683	137	15.1%
	09:00-11:00	76	56	90	81	72	375	75	8.3%
	11:00-13:00	74	87	92	91	78	422	84	9.4%
	13:00-15:00	100	73	121	71	91	456	91	10.1%
	15:00-18:00	158	177	197	158	138	828	166	18.4%
	18:00-24:00	210	211	262	241	237	1161	232	25.7%
DRIVERS ACTIONS AT TIME OF THE CRASH	No Contributing Action	139	185	201	154	188	867	173	19.2%
	Operated MV in Careless or Negligent Manner	506	378	521	441	404	2250	450	49.9%
	Failed to Yield Right-Of-Way	70	62	56	50	64	302	60	6.7%
	Improper Backing	1	0	0	1	1	3	1	0.1%
	Improper Turn	4	1	2	2	3	12	2	0.3%
	Followed too Closely	1	3	13	12	19	48	10	1.1%
	Ran Red Light	0	0	0	0	0	0	0	0.0%
	Drove too Fast for Conditions	8	8	4	10	3	33	7	0.7%
	Ran Stop Sign	0	0	0	0	0	0	0	0.0%
	Improper Passing	19	27	63	28	21	158	32	3.5%
	Exceeded Posted Speed	0	0	0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	1	1	0	0	0	2	0	0.0%
	Failed To Keep In Proper Lane	42	66	95	71	58	332	66	7.4%
	Ran Off Roadway	4	3	3	3	2	15	3	0.3%
	Disregarded Other Traffic Sign	0	0	0	0	3	3	1	0.1%
	Disregarded other Road Markings	1	1	0	0	0	2	0	0.0%
	Over-Correcting/Over-Steering	4	6	3	5	3	21	4	0.5%
	Swerved Or Avoided	5	8	7	10	16	46	9	1.0%
	perated MV in Erratic, Reckless or Aggressive Manne	0	3	5	0	2	10	2	0.2%
	Other Contributing Action	61	82	104	78	82	407	81	9.0%
WEATHER CONDITIONS	Clear	654	568	824	700	692	3438	688	76.2%
	Cloudy	128	148	163	97	119	655	131	14.5%
	Rain	83	118	89	68	58	416	83	9.2%
	Fog, Smog, Smoke	0	0	0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	0	0	0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	0	0	0	0	0	0	0	0.0%
	Severe Crosswinds	0	0	0	0	0	0	0	0.0%
	Other	1	0	1	0	0	2	0	0.0%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-270-000** Route No(s): **SR-9** **I-95** Local Name(s): **I-95**

MP **13.724** to MP **17.199** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2019** to **12/ 2019** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
88059139	1	14.030	3/10/2019	Sun	02:55	Off Road	0	3	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88132301	2	16.566	5/14/2019	Tue	10:45	Rear End	0	0	1000	DAY	Dry	N	Failed to Yield Right-of-Way
88274090	3	14.296	12/26/2019	Thu	13:28	Off Road	0	0	2000	DAY	Dry	N	No Contributing Action
88274097	4	16.578	12/27/2019	Fri	16:49	Other	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88258214	5	16.632	12/27/2019	Fri	12:42	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88258217	6	16.632	12/27/2019	Fri	20:27	Sideswipe	0	0	500	NIGHT	Wet	N	No Contributing Action
88051337	7	16.587	1/11/2019	Fri	07:15	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88051341	8	14.301	1/15/2019	Tue	09:50	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88044302	9	16.310	1/2/2019	Wed	17:30	Rear End	0	4	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88067139	10	16.587	2/24/2019	Sun	19:53	Rear End	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88052729	11	14.686	1/21/2019	Mon	19:20	Other	0	0	500	NIGHT	Dry	N	No Contributing Action
88052731	12	13.831	1/22/2019	Tue	14:00	Sideswipe	0	0	100	DAY	Dry	N	No Contributing Action
88096795	13	16.587	3/22/2019	Fri	12:55	Sideswipe	0	0	1200	DAY	Dry	N	No Contributing Action
88076629	14	14.380	2/13/2019	Wed	16:45	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Keep in Proper Lane
88067162	15	13.831	1/18/2019	Fri	21:57	Rear End	0	0	23500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88060229	16	16.012	3/12/2019	Tue	22:45	Other	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88222896	17	15.465	12/17/2019	Tue	16:18	Sideswipe	0	0	2700	DAY	Dry	N	Other Contributing Action
88108177	18	16.566	5/11/2019	Sat	02:30	Sideswipe	0	0	700	NIGHT	Dry	N	Other Contributing Action
88051359	19	14.291	2/12/2019	Tue	09:20	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88138759	20	16.632	6/13/2019	Thu	12:09	Rear End	0	1	0	DAY	Wet	N	Improper Passing
88138762	21	16.471	6/15/2019	Sat	04:38	Rear End	0	0	5000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88108145	22	16.471	4/15/2019	Mon	10:35	Rear End	0	1	0	DAY	Dry	N	No Contributing Action
88108155	23	16.557	4/22/2019	Mon	02:00	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88076651	24	16.587	2/24/2019	Sun	20:14	Sideswipe	0	0	4000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88240450	25	14.301	12/20/2019	Fri	11:30	Sideswipe	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
88138774	26	14.380	6/27/2019	Thu	07:41	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88138777	27	16.587	6/29/2019	Sat	10:48	Rear End	0	0	4000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88096825	28	14.497	4/24/2019	Wed	07:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88096819	29	14.235	4/15/2019	Mon	06:10	Other	0	0	1000	NIGHT	Dry	N	No Contributing Action
88125635	30	16.410	5/31/2019	Fri	22:34	Unknown	0	0	6000	NIGHT	Dry	N	No Contributing Action
88138802	31	16.587	8/12/2019	Mon	12:52	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88138805	32	16.415	8/14/2019	Wed	07:21	Sideswipe	0	1	0	DAY	Dry	N	Improper Passing
88108124	33	14.310	3/10/2019	Sun	03:40	Sideswipe	0	0	200	NIGHT	Wet	N	Other Contributing Action
88138427	34	14.380	8/6/2019	Tue	08:15	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88138432	35	16.471	8/12/2019	Mon	23:50	Rear End	0	0	6000	NIGHT	Dry	N	Other Contributing Action
88138436	36	16.410	8/24/2019	Sat	22:35	Sideswipe	0	1	0	NIGHT	Dry	N	Other Contributing Action
88143474	37	16.515	6/14/2019	Fri	18:01	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88239827	38	16.434	12/21/2019	Sat	01:15	Rear End	0	0	4000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88139310	39	16.587	7/18/2019	Thu	15:32	Sideswipe	0	0	1600	DAY	Dry	N	No Contributing Action
88095694	40	15.432	5/5/2019	Sun	00:15	Rear End	0	1	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
88175941	41	16.410	7/28/2019	Sun	06:00	Sideswipe	0	0	300	NIGHT	Dry	N	Other Contributing Action
88175943	42	15.531	7/31/2019	Wed	07:00	Rear End	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88061214	43	16.012	2/9/2019	Sat	16:33	Off Road	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88163435	44	14.526	8/20/2019	Tue	10:15	Other	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88163438	45	14.479	8/24/2019	Sat	08:56	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88061235	46	17.035	1/1/2019	Tue	17:53	Rear End	0	7	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88061238	47	16.587	1/4/2019	Fri	18:44	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Yield Right-of-Way

88175966	48	14.310	8/20/2019	Tue	08:15	Sideswipe	0	0	1900	DAY	Wet	N	Failed to Yield Right-of-Way
88136574	49	16.587	7/2/2019	Tue	18:06	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88166116	50	16.587	8/2/2019	Fri	14:25	Sideswipe	0	0	3000	DAY	Dry	N	Other Contributing Action
88166118	51	14.531	8/3/2019	Sat	15:24	Off Road	0	1	0	DAY	Wet	N	Other Contributing Action
88165014	52	16.410	9/10/2019	Tue	11:00	Other	0	0	600	DAY	Dry	N	Other Contributing Action
88165015	53	16.415	9/11/2019	Wed	11:45	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88164985	54	16.453	7/23/2019	Tue	03:30	Rear End	0	0	500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88163417	55	13.831	8/8/2019	Thu	08:31	Sideswipe	0	0	500	DAY	Dry	N	Other Contributing Action
88132652	56	14.380	5/29/2019	Wed	21:34	Sideswipe	0	0	800	NIGHT	Dry	N	No Contributing Action
88175976	57	14.230	8/30/2019	Fri	06:10	Sideswipe	0	0	4000	NIGHT	Wet	N	Failed to Keep in Proper Lane
88175977	58	16.587	8/30/2019	Fri	08:40	Sideswipe	0	0	2200	DAY	Wet	N	Failed to Yield Right-of-Way
88175936	59	14.310	7/24/2019	Wed	06:10	Sideswipe	0	0	4900	NIGHT	Dry	N	Failed to Keep in Proper Lane
88062783	60	16.587	3/21/2019	Thu	07:00	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88203610	61	16.041	10/13/2019	Sun	04:44	Other	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88192535	62	16.587	9/6/2019	Fri	09:00	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88192536	63	16.587	9/6/2019	Fri	11:10	Rear End	0	0	4000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88117535	64	16.587	5/11/2019	Sat	15:08	Rear End	0	0	7500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88247244	65	17.035	12/6/2019	Fri	23:35	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88203627	66	14.080	10/26/2019	Sat	01:45	Off Road	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88175950	67	16.595	8/7/2019	Wed	11:30	Rear End	0	0	200	DAY	Dry	N	Other Contributing Action
88140576	68	14.616	6/21/2019	Fri	15:57	Rear End	0	0	4000	DAY	Dry	N	Failed to Yield Right-of-Way
88140580	69	17.035	6/26/2019	Wed	15:40	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88166121	70	16.500	8/7/2019	Wed	15:28	Rear End	0	0	2000	DAY	Dry	N	Other Contributing Action
88166124	71	16.012	8/10/2019	Sat	03:08	Sideswipe	0	0	17000	NIGHT	Wet	N	No Contributing Action
88192542	72	16.041	9/13/2019	Fri	06:40	Off Road	0	0	8000	NIGHT	Wet	N	Drove Too Fast for Conditions
88152636	73	16.471	6/4/2019	Tue	22:20	Sideswipe	0	0	1500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88149080	74	16.587	6/9/2019	Sun	17:00	Rear End	0	0	1500	DAY	Wet	Y	Operated MV in Careless or Negligent Manner
88149085	75	16.321	6/14/2019	Fri	12:00	Rear End	0	0	500	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88149090	76	14.235	6/17/2019	Mon	18:10	Rear End	0	0	9500	DAY	Wet	Y	Operated MV in Careless or Negligent Manner
88247216	77	14.967	11/11/2019	Mon	04:38	Rear End	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88247218	78	16.587	11/13/2019	Wed	06:45	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88247223	79	14.380	11/14/2019	Thu	08:00	Sideswipe	0	0	4000	DAY	Wet	N	No Contributing Action
88203599	80	14.967	10/6/2019	Sun	20:40	Off Road	0	0	3000	NIGHT	Wet	N	Over-Correcting/Over-Steering
88203603	81	13.831	10/8/2019	Tue	01:15	Off Road	0	0	5000	NIGHT	Wet	N	Over-Correcting/Over-Steering
88143731	82	14.380	7/16/2019	Tue	18:24	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88143737	83	14.380	7/22/2019	Mon	20:16	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88143725	84	16.587	7/14/2019	Sun	13:33	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88157182	85	14.380	6/20/2019	Thu	07:00	Off Road	0	0	1500	DAY	Dry	N	Swerved or Avoided
88184428	86	16.490	7/30/2019	Tue	08:14	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88184429	87	14.291	7/31/2019	Wed	06:01	Rear End	0	3	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88157379	88	16.261	7/8/2019	Mon	20:35	Off Road	0	1	0	NIGHT	Wet	N	Other Contributing Action
88132660	89	16.587	6/5/2019	Wed	21:37	Other	0	0	500	NIGHT	Dry	N	No Contributing Action
88143532	90	16.587	5/19/2019	Sun	20:00	Rear End	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88043032	91	14.686	1/20/2019	Sun	19:10	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88157382	92	16.587	7/9/2019	Tue	20:11	Sideswipe	0	0	2000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88052099	93	14.686	4/14/2019	Sun	11:02	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
88052102	94	14.080	4/15/2019	Mon	12:01	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88126912	95	16.410	5/22/2019	Wed	14:55	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88161872	96	14.380	7/17/2019	Wed	16:20	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88143505	97	14.740	7/24/2019	Wed	18:15	Rear End	0	1	0	DAY	Wet	N	Failed to Keep in Proper Lane
88100149	98	16.587	3/2/2019	Sat	17:20	Rear End	0	0	1400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88074414	99	14.456	3/15/2019	Fri	10:40	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88074417	100	14.272	3/17/2019	Sun	06:55	Off Road	0	0	10000	NIGHT	Dry	N	Other Contributing Action
88126920	101	15.432	5/25/2019	Sat	18:00	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88157408	102	16.415	7/24/2019	Wed	15:00	Rear End	0	2	0	DAY	Dry	N	Other Contributing Action

88143563	103	16.587	6/17/2019	Mon	14:12	Rear End	0	0	8500	DAY	Wet	N	Other Contributing Action
88143557	104	16.321	6/8/2019	Sat	20:54	Sideswipe	0	0	5000	NIGHT	Wet	N	No Contributing Action
88087119	105	14.230	2/25/2019	Mon	06:30	Rear End	0	0	3900	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88087124	106	16.595	2/26/2019	Tue	11:10	Rear End	0	0	700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88247247	107	16.567	12/8/2019	Sun	04:45	Off Road	0	0	3000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88087111	108	16.415	2/17/2019	Sun	11:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88143540	109	14.310	5/28/2019	Tue	13:49	Rear End	0	0	3400	DAY	Dry	N	Failed to Yield Right-of-Way
88143583	110	16.587	6/27/2019	Thu	14:45	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88143587	111	16.587	6/28/2019	Fri	18:23	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88879102	112	14.192	8/19/2019	Mon	15:19	Rear End	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88177167	113	16.471	9/24/2019	Tue	13:20	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88177169	114	14.512	9/26/2019	Thu	07:40	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88061245	115	16.012	1/6/2019	Sun	19:18	Rear End	0	0	2	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88229685	116	16.587	11/24/2019	Sun	13:58	Rear End	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88229695	117	16.211	12/3/2019	Tue	12:49	Rear End	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88229682	118	15.370	11/23/2019	Sat	15:26	Sideswipe	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88162562	119	14.380	8/2/2019	Fri	23:23	Sideswipe	0	0	700	NIGHT	Dry	N	Failed to Yield Right-of-Way
88247259	120	14.380	12/16/2019	Mon	02:00	Rear End	0	0	6000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88229662	121	15.465	11/10/2019	Sun	15:56	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88255654	122	16.012	11/25/2019	Mon	14:39	Other	0	0	10000	DAY	Dry	N	No Contributing Action
88229892	123	16.587	10/23/2019	Wed	11:25	Rear End	0	0	900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88061249	124	14.235	1/8/2019	Tue	13:32	Sideswipe	0	0	5001	DAY	Dry	Y	No Contributing Action
88143597	125	16.321	7/4/2019	Thu	14:56	Rear End	0	4	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88229675	126	16.587	11/17/2019	Sun	17:15	Rear End	0	0	900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88144417	127	16.587	8/6/2019	Tue	13:49	Rear End	0	0	2000	DAY	Wet	Y	Operated MV in Careless or Negligent Manner
88147229	128	14.230	7/21/2019	Sun	14:40	Off Road	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88143679	129	16.587	6/4/2019	Tue	17:02	Sideswipe	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88255676	130	13.831	12/6/2019	Fri	19:14	Rear End	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88146328	131	14.569	7/14/2019	Sun	17:05	Sideswipe	0	0	500	DAY	Dry	N	Failed to Yield Right-of-Way
88229676	132	16.587	11/17/2019	Sun	18:41	Rear End	0	0	900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88125784	133	14.380	5/9/2019	Thu	12:00	Other	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88152244	134	16.410	7/6/2019	Sat	10:10	Unknown	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88163404	135	14.390	7/31/2019	Wed	06:00	Rear End	0	0	3500	NIGHT	Wet	N	Other Contributing Action
88163405	136	14.291	7/31/2019	Wed	06:05	Other	0	0	300	NIGHT	Wet	N	Other Contributing Action
88163408	137	14.507	8/1/2019	Thu	05:51	Rear End	0	0	2000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88163395	138	16.587	7/10/2019	Wed	10:00	Sideswipe	0	0	1600	DAY	Dry	N	Other Contributing Action
88067120	139	13.831	2/8/2019	Fri	04:53	Rear End	0	0	6500	NIGHT	Dry	N	Improper Turn
88255696	140	14.625	12/20/2019	Fri	21:05	Other	0	0	8000	NIGHT	Wet	N	No Contributing Action
88060223	141	16.012	3/7/2019	Thu	04:40	Off Road	0	1	0	NIGHT	Dry	N	Over-Correcting/Over-Steering
88222998	142	16.737	10/14/2019	Mon	16:30	Sideswipe	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88263614	143	16.012	12/26/2019	Thu	13:29	Rear End	0	0	200	DAY	Dry	N	Other Contributing Action
88125818	144	13.831	6/1/2019	Sat	00:20	Rear End	0	4	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88153835	145	16.415	7/5/2019	Fri	05:22	Unknown	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88153841	146	16.587	7/8/2019	Mon	23:35	Rear End	0	0	800	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88250073	147	15.944	11/10/2019	Sun	04:05	Off Road	0	0	1500	NIGHT	Dry	N	Failed to Keep in Proper Lane
88147443	148	16.547	6/11/2019	Tue	20:16	Rear End	0	0	1600	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88167669	149	16.321	8/11/2019	Sun	22:46	Off Road	0	0	3500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88149127	150	16.587	7/18/2019	Thu	18:30	Rear End	0	0	1300	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88159824	151	13.831	6/14/2019	Fri	09:50	Rear End	0	0	4400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88147459	152	16.587	6/20/2019	Thu	18:27	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88213083	153	14.291	11/18/2019	Mon	06:15	Head On	0	0	4000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88079776	154	13.875	1/30/2019	Wed	23:09	Unknown	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88079782	155	14.380	2/6/2019	Wed	22:28	Sideswipe	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88229906	156	16.587	11/1/2019	Fri	07:20	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88229907	157	16.490	11/1/2019	Fri	08:05	Rear End	0	0	100	DAY	Dry	N	Other Contributing Action

88243007	158	16.587	11/26/2019	Tue	16:10	Rear End	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88163485	159	14.658	8/1/2019	Thu	08:40	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88080300	160	16.587	5/3/2019	Fri	07:08	Rear End	0	0	1300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88167683	161	16.637	8/29/2019	Thu	23:23	Off Road	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88058814	162	14.934	1/24/2019	Thu	06:40	Rear End	0	0	7500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88016343	163	16.737	1/23/2019	Wed	09:45	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88144007	164	16.587	8/21/2019	Wed	17:55	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88210280	165	14.870	10/8/2019	Tue	05:20	Other	0	0	25000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88210281	166	15.465	10/8/2019	Tue	09:10	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88089251	167	16.637	3/20/2019	Wed	08:15	Unknown	0	3	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88159854	168	16.012	7/22/2019	Mon	04:30	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88149073	169	16.697	6/2/2019	Sun	16:40	Rear End	0	1	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88107941	170	13.831	5/2/2019	Thu	20:32	Rear End	0	0	3500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
87201885	171	14.380	10/18/2019	Fri	08:20	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88136879	172	14.967	5/12/2019	Sun	16:20	Sideswipe	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88045724	173	16.587	3/26/2019	Tue	23:54	Other	0	0	3000	NIGHT	Wet	N	No Contributing Action
88159876	174	16.012	8/14/2019	Wed	08:00	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88079789	175	16.637	2/13/2019	Wed	19:19	Unknown	0	0	3000	NIGHT	Wet	N	No Contributing Action
88210282	176	15.465	10/8/2019	Tue	10:00	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88210294	177	14.380	10/16/2019	Wed	06:30	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88176362	178	16.410	9/10/2019	Tue	00:30	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88149077	179	16.726	6/7/2019	Fri	15:40	Unknown	0	0	3700	DAY	Wet	Y	Operated MV in Careless or Negligent Manner
88159867	180	14.559	8/3/2019	Sat	02:40	Off Road	0	0	3000	NIGHT	Wet	N	No Contributing Action
88101371	181	17.035	3/4/2019	Mon	17:36	Rear End	0	0	2400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88210296	182	14.380	10/16/2019	Wed	09:00	Rear End	0	0	4000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88210304	183	13.831	10/21/2019	Mon	09:00	Rear End	0	0	1000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88205746	184	16.350	9/30/2019	Mon	07:50	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88176462	185	13.831	9/7/2019	Sat	17:05	Sideswipe	0	0	2000	DAY	Dry	N	Other Contributing Action
88263617	186	16.012	12/27/2019	Fri	14:23	Sideswipe	0	0	1300	DAY	Dry	N	Failed to Keep in Proper Lane
88149134	187	16.587	7/23/2019	Tue	18:50	Rear End	0	0	900	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88149129	188	16.321	7/19/2019	Fri	19:40	Sideswipe	0	0	1700	NIGHT	Dry	Y	Failed to Yield Right-of-Way
88147477	189	16.587	7/3/2019	Wed	18:02	Sideswipe	0	0	600	DAY	Dry	N	Improper Passing
88229914	190	16.471	11/4/2019	Mon	08:12	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88119684	191	16.915	5/13/2019	Mon	07:40	Other	0	0	1000	DAY	Dry	N	No Contributing Action
88081623	192	14.235	2/22/2019	Fri	20:00	Off Road	0	0	8000	NIGHT	Dry	N	Other Contributing Action
88101409	193	16.321	4/9/2019	Tue	23:16	Other	0	0	21000	NIGHT	Wet	Y	Ran Off Roadway
88229413	194	15.527	12/20/2019	Fri	21:54	Rear End	0	0	1400	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88210686	195	16.434	10/19/2019	Sat	12:35	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88083379	196	16.632	3/5/2019	Tue	16:16	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88229933	197	16.566	11/26/2019	Tue	12:20	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88229940	198	14.310	12/5/2019	Thu	07:45	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88210643	199	14.080	11/13/2019	Wed	20:40	Other	0	0	5000	NIGHT	Wet	N	No Contributing Action
88074425	200	16.434	3/26/2019	Tue	10:55	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88074428	201	14.512	3/28/2019	Thu	11:30	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88210635	202	16.321	11/3/2019	Sun	19:33	Rear End	0	0	1000	NIGHT	Dry	N	No Contributing Action
88210641	203	16.787	11/13/2019	Wed	15:17	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88210698	204	16.587	10/26/2019	Sat	15:50	Sideswipe	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88210715	205	14.291	11/8/2019	Fri	20:00	Off Road	0	0	2000	NIGHT	Dry	N	No Contributing Action
88096807	206	14.235	3/31/2019	Sun	12:20	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88103980	207	16.587	4/8/2019	Mon	14:41	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88103981	208	14.380	4/9/2019	Tue	14:59	Sideswipe	0	0	1300	DAY	Wet	N	No Contributing Action
88103985	209	16.632	4/12/2019	Fri	15:43	Sideswipe	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88103968	210	17.035	3/29/2019	Fri	14:05	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88103973	211	14.380	4/1/2019	Mon	17:21	Rear End	0	0	1100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88096817	212	14.588	4/12/2019	Fri	08:45	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner

88075665	213	16.587	2/15/2019	Fri	16:04	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88075670	214	16.410	2/17/2019	Sun	13:09	Sideswipe	0	3	0	DAY	Dry	N	Failed to Yield Right-of-Way
88162545	215	14.380	7/18/2019	Thu	21:39	Other	0	0	500	NIGHT	Dry	N	No Contributing Action
88162546	216	14.380	7/18/2019	Thu	21:39	Other	0	0	500	NIGHT	Dry	N	No Contributing Action
88066901	217	14.507	1/6/2019	Sun	22:36	Rear End	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88066905	218	16.490	1/13/2019	Sun	00:30	Off Road	0	0	13300	NIGHT	Wet	N	No Contributing Action
88162553	219	14.310	7/25/2019	Thu	22:27	Rear End	0	0	6000	NIGHT	Wet	N	No Contributing Action
88162555	220	14.531	7/27/2019	Sat	22:40	Sideswipe	0	0	200	NIGHT	Dry	N	No Contributing Action
88145347	221	16.587	8/6/2019	Tue	07:45	Rear End	0	0	5000	DAY	Dry	N	No Contributing Action
88145358	222	14.380	8/10/2019	Sat	09:45	Angle	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88233476	223	14.301	11/26/2019	Tue	19:00	Rear End	0	0	4600	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88136556	224	15.124	6/19/2019	Wed	18:10	Rear End	0	0	5500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88052714	225	14.380	1/11/2019	Fri	14:51	Sideswipe	0	0	400	DAY	Dry	N	Failed to Yield Right-of-Way
88162523	226	16.587	7/2/2019	Tue	14:51	Sideswipe	0	0	400	DAY	Dry	N	No Contributing Action
88164691	227	17.035	6/24/2019	Mon	00:15	Sideswipe	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88170018	228	14.934	8/28/2019	Wed	08:45	Rear End	0	0	23000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88139100	229	16.377	7/4/2019	Thu	09:00	Sideswipe	0	0	1900	DAY	Dry	N	Failed to Yield Right-of-Way
88136510	230	16.595	5/11/2019	Sat	09:00	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88136507	231	16.587	5/7/2019	Tue	07:50	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88088365	232	16.012	3/25/2019	Mon	21:20	Sideswipe	0	0	700	NIGHT	Dry	Y	Improper Passing
88088336	233	16.041	3/2/2019	Sat	17:58	Sideswipe	0	0	750	DAY	Dry	Y	Failed to Yield Right-of-Way
88220659	234	16.587	10/11/2019	Fri	17:11	Rear End	0	0	1300	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88136553	235	16.587	6/19/2019	Wed	14:40	Rear End	0	0	700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88136483	236	16.637	8/3/2019	Sat	22:10	Off Road	0	1	0	NIGHT	Wet	N	Swerved or Avoided
88136484	237	16.637	8/3/2019	Sat	22:15	Rear End	0	0	8000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88058846	238	14.531	3/13/2019	Wed	06:30	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88220682	239	17.254	10/26/2019	Sat	14:15	Rear End	0	0	1200	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88220685	240	16.587	10/28/2019	Mon	15:09	Sideswipe	0	0	1200	DAY	Dry	N	Improper Passing
88078920	241	15.514	2/27/2019	Wed	04:54	Off Road	0	2	0	NIGHT	Wet	N	Other Contributing Action
88163424	242	16.434	8/11/2019	Sun	09:55	Sideswipe	0	1	0	DAY	Dry	N	Other Contributing Action
88163425	243	14.291	8/11/2019	Sun	13:13	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88163426	244	14.291	8/11/2019	Sun	13:00	Off Road	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88163427	245	14.507	8/12/2019	Mon	06:15	Sideswipe	0	0	1300	NIGHT	Dry	N	Other Contributing Action
88162568	246	16.587	8/9/2019	Fri	15:55	Rear End	0	0	1000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88163428	247	16.587	8/12/2019	Mon	12:20	Rear End	0	0	3300	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88140599	248	16.227	7/10/2019	Wed	15:59	Rear End	0	0	12000	DAY	Dry	N	No Contributing Action
88177175	249	14.254	10/3/2019	Thu	07:55	Rear End	0	0	12500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88177181	250	14.512	10/6/2019	Sun	04:40	Sideswipe	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88107602	251	16.613	5/17/2019	Fri	12:20	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88107594	252	16.434	5/3/2019	Fri	09:40	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Yield Right-of-Way
88210599	253	16.261	9/28/2019	Sat	17:04	Sideswipe	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88088576	254	16.576	4/20/2019	Sat	03:20	Rear End	0	0	9000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88063601	255	16.587	3/24/2019	Sun	18:30	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
85445576	256	16.261	10/8/2019	Tue	06:40	Rear End	0	0	2000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88123903	257	16.587	6/24/2019	Mon	18:32	Rear End	0	0	3000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88094721	258	14.310	2/19/2019	Tue	08:37	Sideswipe	0	0	300	DAY	Dry	N	Failed to Yield Right-of-Way
88094624	259	16.587	4/1/2019	Mon	18:33	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88231296	260	16.415	11/3/2019	Sun	17:56	Rear End	0	0	2800	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88063600	261	16.310	3/24/2019	Sun	14:30	Sideswipe	0	0	3000	DAY	Dry	N	Other Contributing Action
88094736	262	14.380	3/12/2019	Tue	08:38	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88220700	263	16.587	11/12/2019	Tue	15:22	Rear End	0	0	700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88094722	264	14.507	2/19/2019	Tue	08:17	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88231288	265	16.576	10/30/2019	Wed	19:05	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88123870	266	16.587	5/16/2019	Thu	16:53	Rear End	0	0	2000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88094779	267	14.352	4/27/2019	Sat	05:38	Sideswipe	0	0	3000	NIGHT	Dry	N	Improper Passing

88191461	268	16.540	9/19/2019	Thu	20:25	Sideswipe	0	0	3001	NIGHT	Dry	N	Improper Passing
88123915	269	16.587	7/19/2019	Fri	16:06	Rear End	0	0	1000	DAY	Dry	Y	No Contributing Action
88123751	270	14.272	6/14/2019	Fri	09:32	Sideswipe	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88243454	271	16.726	12/13/2019	Fri	19:54	Rear End	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88157321	272	16.597	8/14/2019	Wed	07:10	Sideswipe	0	0	1200	DAY	Wet	N	Failed to Yield Right-of-Way
87201876	273	16.587	6/14/2019	Fri	10:45	Sideswipe	0	0	7900	DAY	Dry	N	Failed to Yield Right-of-Way
87201877	274	14.380	6/14/2019	Fri	12:55	Rear End	0	0	700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88191474	275	16.587	9/29/2019	Sun	15:05	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88157340	276	16.434	8/30/2019	Fri	06:15	Unknown	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88157306	277	14.470	7/31/2019	Wed	07:30	Rear End	0	0	300	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88157333	278	14.380	8/24/2019	Sat	09:20	Rear End	0	0	50	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88157317	279	14.272	8/8/2019	Thu	10:10	Other	0	0	4000	DAY	Dry	N	No Contributing Action
88152227	280	16.587	6/24/2019	Mon	09:45	Sideswipe	0	0	7000	DAY	Dry	N	Failed to Yield Right-of-Way
88157204	281	14.507	7/11/2019	Thu	07:35	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88157210	282	16.737	7/15/2019	Mon	11:10	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88240437	283	16.481	12/3/2019	Tue	11:40	Sideswipe	0	0	1200	DAY	Dry	N	Failed to Yield Right-of-Way
88136912	284	16.587	6/2/2019	Sun	14:50	Sideswipe	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88136923	285	14.484	6/11/2019	Tue	17:00	Sideswipe	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88163464	286	14.240	7/8/2019	Mon	11:55	Rear End	0	4	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88163466	287	16.415	7/9/2019	Tue	12:40	Other	0	0	50	DAY	Dry	N	No Contributing Action
88249221	288	16.132	12/1/2019	Sun	09:50	Off Road	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88249223	289	14.658	12/2/2019	Mon	09:10	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88136932	290	16.261	6/20/2019	Thu	18:10	Off Road	0	0	2000	DAY	Dry	N	No Contributing Action
88240412	291	14.465	11/9/2019	Sat	22:19	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88240417	292	15.514	11/14/2019	Thu	01:20	Off Road	0	0	10000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88249240	293	14.379	12/22/2019	Sun	12:40	Sideswipe	0	0	1600	DAY	Wet	N	Failed to Yield Right-of-Way
88153819	294	16.471	6/22/2019	Sat	01:10	Sideswipe	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88202696	295	13.831	8/26/2019	Mon	07:45	Sideswipe	0	1	0	DAY	Dry	N	No Contributing Action
88249214	296	16.587	11/22/2019	Fri	09:20	Rear End	0	0	250	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88249345	297	14.380	11/18/2019	Mon	06:27	Rear End	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88153814	298	13.831	6/16/2019	Sun	22:10	Rollover	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88153815	299	16.415	6/16/2019	Sun	22:45	Unknown	0	0	5000	NIGHT	Wet	N	Failed to Yield Right-of-Way
88153816	300	16.453	6/17/2019	Mon	05:00	Sideswipe	0	0	4000	NIGHT	Wet	N	Failed to Yield Right-of-Way
88163453	301	16.321	6/24/2019	Mon	07:50	Sideswipe	0	0	700	DAY	Dry	N	Failed to Yield Right-of-Way
88163458	302	16.321	6/30/2019	Sun	08:00	Off Road	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88163446	303	14.488	8/30/2019	Fri	07:00	Sideswipe	0	0	700	DAY	Wet	N	Other Contributing Action
88196159	304	16.595	8/12/2019	Mon	12:25	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88075224	305	17.035	1/11/2019	Fri	12:40	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88073837	306	16.787	5/25/2019	Sat	09:41	Off Road	0	1	0	DAY	Dry	N	Swerved or Avoided
88073838	307	14.380	5/29/2019	Wed	07:37	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88038698	308	17.035	1/27/2019	Sun	03:52	Off Road	0	0	7000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88044318	309	15.166	1/17/2019	Thu	09:00	Sideswipe	0	0	3500	DAY	Dry	N	Other Contributing Action
88117693	310	15.514	6/14/2019	Fri	13:30	Sideswipe	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
88070251	311	16.587	4/4/2019	Thu	13:57	Sideswipe	0	0	7100	DAY	Wet	N	No Contributing Action
88117765	312	13.929	5/13/2019	Mon	08:15	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Keep in Proper Lane
88101953	313	16.587	5/1/2019	Wed	15:15	Other	0	0	4000	DAY	Dry	N	No Contributing Action
88132324	314	13.940	6/7/2019	Fri	07:50	Sideswipe	0	0	1700	DAY	Dry	N	Failed to Yield Right-of-Way
85474190	315	14.380	3/21/2019	Thu	07:00	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
85474191	316	15.432	3/21/2019	Thu	07:20	Rear End	0	0	6500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
85474192	317	14.566	3/28/2019	Thu	05:15	Off Road	0	0	2000	NIGHT	Dry	N	No Contributing Action
88053754	318	16.321	1/1/2019	Tue	08:30	Off Road	0	0	8000	DAY	Dry	N	Ran Off Roadway
88053755	319	16.321	1/1/2019	Tue	08:31	Pedestrian	1	0	0	DAY	Dry	N	No Contributing Action
88053758	320	15.465	1/5/2019	Sat	10:40	Other	0	0	1000	DAY	Dry	N	No Contributing Action
88053771	321	16.566	1/30/2019	Wed	22:40	Rear End	0	0	6500	NIGHT	Dry	N	No Contributing Action
88053774	322	15.514	2/2/2019	Sat	00:54	Rear End	0	1	0	NIGHT	Dry	N	No Contributing Action

88017393	323	16.587	1/5/2019	Sat	17:47	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88132312	324	14.588	5/25/2019	Sat	05:30	Other	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88081639	325	14.080	3/17/2019	Sun	04:55	Sideswipe	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88119010	326	16.471	4/29/2019	Mon	18:08	Rear End	0	0	1400	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88119011	327	14.141	4/25/2019	Thu	09:15	Off Road	0	0	1000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88119016	328	16.471	5/2/2019	Thu	15:30	Sideswipe	0	0	1000	DAY	Dry	Y	Other Contributing Action
88119022	329	16.321	5/6/2019	Mon	16:40	Rear End	0	0	6000	DAY	Wet	Y	Operated MV in Careless or Negligent Manner
88075319	330	16.546	2/15/2019	Fri	22:21	Sideswipe	0	0	1100	NIGHT	Dry	N	Improper Passing
88104337	331	16.539	4/13/2019	Sat	17:22	Sideswipe	0	0	601	DAY	Dry	N	Improper Passing
88104338	332	16.542	4/14/2019	Sun	21:03	Rear End	0	1	0	NIGHT	Dry	N	Improper Passing
88048914	333	14.588	2/4/2019	Mon	23:47	Rear End	0	0	8800	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88027906	334	14.235	1/16/2019	Wed	12:48	Sideswipe	0	0	1020	DAY	Dry	N	No Contributing Action
88075336	335	14.326	2/28/2019	Thu	13:36	Sideswipe	0	0	1400	DAY	Dry	N	Improper Passing
88073830	336	16.585	5/19/2019	Sun	12:15	Rear End	0	0	4750	DAY	Dry	N	Other Contributing Action
88081732	337	14.526	3/19/2019	Tue	08:15	Rear End	0	0	2700	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88073831	338	14.080	5/19/2019	Sun	13:32	Sideswipe	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
88083363	339	14.380	2/21/2019	Thu	14:42	Sideswipe	0	0	800	DAY	Dry	N	Failed to Yield Right-of-Way
88081686	340	16.737	2/11/2019	Mon	11:40	Rear End	0	5	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88081742	341	16.587	3/23/2019	Sat	12:00	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88058820	342	14.254	2/1/2019	Fri	07:05	Sideswipe	0	0	17000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88058823	343	16.651	2/8/2019	Fri	11:25	Sideswipe	0	0	1010	DAY	Dry	N	Failed to Yield Right-of-Way
88058861	344	14.254	3/21/2019	Thu	07:40	Unknown	0	0	11000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
87822846	345	14.333	12/30/2019	Mon	21:35	Off Road	0	0	5000	NIGHT	Dry	N	No Contributing Action
88119005	346	16.726	4/25/2019	Thu	16:10	Rear End	0	3	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88073816	347	14.686	5/7/2019	Tue	06:13	Rear End	0	0	1500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88053766	348	17.135	1/20/2019	Sun	10:49	Off Road	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88223001	349	16.587	10/18/2019	Fri	12:15	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88168633	350	16.557	12/14/2019	Sat	15:05	Rear End	0	0	8000	DAY	Dry	N	Disregarded Other Road Markings
88168634	351	16.632	12/14/2019	Sat	18:15	Rear End	0	0	18000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88168636	352	16.737	12/15/2019	Sun	19:07	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88168641	353	16.587	12/22/2019	Sun	15:38	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88211980	354	14.380	10/6/2019	Sun	19:37	Rear End	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88211981	355	16.587	10/7/2019	Mon	14:09	Rear End	0	0	1500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88211991	356	16.637	10/12/2019	Sat	17:42	Sideswipe	0	0	500	DAY	Dry	N	Failed to Yield Right-of-Way
88211984	357	16.587	10/7/2019	Mon	19:39	Rear End	0	0	1500	NIGHT	Wet	N	Failed to Yield Right-of-Way
88104002	358	15.514	4/26/2019	Fri	13:53	Sideswipe	0	0	400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88104005	359	14.296	4/28/2019	Sun	18:16	Sideswipe	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88104013	360	15.432	5/5/2019	Sun	14:15	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88103995	361	16.471	4/19/2019	Fri	13:43	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88252021	362	14.380	11/13/2019	Wed	14:00	Sideswipe	0	0	550	DAY	Wet	N	Failed to Yield Right-of-Way
88082005	363	14.080	2/6/2019	Wed	20:15	Off Road	0	0	1000	NIGHT	Dry	N	Ran Off Roadway
88269491	364	16.595	12/30/2019	Mon	12:39	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88060205	365	14.934	2/11/2019	Mon	09:15	Off Road	0	0	2500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88082029	366	14.380	3/4/2019	Mon	16:40	Rear End	0	0	1505	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88082034	367	16.726	3/16/2019	Sat	15:10	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88082037	368	14.380	3/17/2019	Sun	20:15	Rear End	0	0	10	NIGHT	Dry	N	No Contributing Action
88242193	369	16.490	11/18/2019	Mon	10:00	Other	0	0	2700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88242195	370	16.637	11/19/2019	Tue	11:59	Sideswipe	0	0	1700	DAY	Dry	N	No Contributing Action
88242200	371	16.670	11/24/2019	Sun	12:10	Rollover	0	0	10000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88050082	372	14.333	1/26/2019	Sat	18:52	Rear End	0	2	0	DAY	Wet	N	Drove Too Fast for Conditions
88081994	373	16.261	1/31/2019	Thu	15:00	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
88074174	374	14.380	3/13/2019	Wed	16:00	Sideswipe	0	0	2800	DAY	Dry	N	Other Contributing Action
88183120	375	15.465	10/2/2019	Wed	01:16	Rear End	0	0	68000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88183121	376	14.390	10/2/2019	Wed	23:16	Other	0	0	1500	NIGHT	Dry	N	No Contributing Action
88269482	377	16.576	12/19/2019	Thu	07:00	Sideswipe	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner

88269488	378	16.205	12/26/2019	Thu	08:40	Rear End	0	0	1300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88269489	379	14.272	12/26/2019	Thu	11:25	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88242188	380	14.364	11/4/2019	Mon	06:00	Sideswipe	0	0	1400	NIGHT	Dry	N	Failed to Keep in Proper Lane
88067115	381	15.763	2/7/2019	Thu	21:55	Other	0	0	7000	NIGHT	Dry	N	No Contributing Action
88067116	382	16.012	2/3/2019	Sun	19:50	Rear End	0	0	200	NIGHT	Dry	N	No Contributing Action
88252073	383	17.035	12/6/2019	Fri	15:05	Rear End	0	0	5500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88252080	384	16.012	12/8/2019	Sun	14:26	Rear End	0	0	1300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88053516	385	16.544	1/27/2019	Sun	00:35	Rollover	0	1	0	NIGHT	Wet	N	Drove Too Fast for Conditions
88163499	386	14.564	8/15/2019	Thu	11:30	Sideswipe	0	0	4200	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88203399	387	16.339	9/17/2019	Tue	14:10	Other	0	0	11000	DAY	Dry	N	Failed to Keep in Proper Lane
88203407	388	16.041	9/24/2019	Tue	14:45	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Keep in Proper Lane
88211963	389	14.380	9/14/2019	Sat	19:47	Sideswipe	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88211967	390	15.004	9/19/2019	Thu	15:50	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88211971	391	16.587	9/21/2019	Sat	15:15	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88211972	392	16.587	9/21/2019	Sat	20:55	Rear End	0	0	600	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88211974	393	16.587	10/5/2019	Sat	15:52	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88211964	394	16.587	9/14/2019	Sat	20:55	Rear End	0	0	1500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88243441	395	16.587	11/29/2019	Fri	18:53	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88244331	396	16.321	11/30/2019	Sat	12:20	Rear End	0	3	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88260371	397	16.737	12/31/2019	Tue	20:14	Rear End	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88211985	398	16.587	10/11/2019	Fri	14:05	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Yield Right-of-Way
88223012	399	16.587	10/27/2019	Sun	20:30	Rear End	0	0	700	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88252049	400	16.012	11/27/2019	Wed	14:07	Rear End	0	0	2700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88163506	401	14.379	8/23/2019	Fri	10:15	Rear End	0	0	150	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88252037	402	17.035	11/19/2019	Tue	13:00	Rear End	0	0	5500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88212017	403	16.587	10/27/2019	Sun	19:40	Rear End	0	0	1600	NIGHT	Dry	N	No Contributing Action
88169548	404	16.587	9/13/2019	Fri	13:34	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
88169550	405	16.587	9/13/2019	Fri	19:35	Rear End	0	0	1500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88252064	406	16.012	12/4/2019	Wed	15:39	Rear End	0	0	3000	DAY	Dry	N	Failed to Keep in Proper Lane
88146284	407	16.041	6/4/2019	Tue	20:53	Rear End	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88146289	408	14.407	6/10/2019	Mon	14:09	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88233422	409	16.587	12/2/2019	Mon	07:10	Rear End	0	0	6000	DAY	Dry	N	Other Contributing Action
88233423	410	16.587	12/2/2019	Mon	07:55	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88139048	411	14.569	5/8/2019	Wed	07:50	Sideswipe	0	0	2200	DAY	Dry	N	Failed to Keep in Proper Lane
88169601	412	14.478	8/2/2019	Fri	22:08	Rear End	0	0	601	NIGHT	Dry	N	Improper Passing
88194331	413	14.400	10/10/2019	Thu	07:50	Sideswipe	0	0	300	DAY	Dry	N	Failed to Yield Right-of-Way
88060217	414	13.831	2/27/2019	Wed	21:35	Off Road	0	1	0	NIGHT	Dry	N	No Contributing Action
88138392	415	14.230	6/16/2019	Sun	10:15	Off Road	0	0	7000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88138400	416	16.587	6/29/2019	Sat	09:30	Rear End	0	0	2500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88052132	417	15.514	2/6/2019	Wed	19:38	Rear End	0	1	0	NIGHT	Dry	N	No Contributing Action
88176333	418	14.380	8/8/2019	Thu	14:45	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Yield Right-of-Way
88103179	419	14.546	4/25/2019	Thu	07:06	Other	0	0	1000	DAY	Dry	N	No Contributing Action
88168993	420	15.514	7/25/2019	Thu	18:50	Rear End	0	1	0	DAY	Wet	N	Drove Too Fast for Conditions
88147234	421	14.380	7/23/2019	Tue	17:25	Rear End	0	0	800	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88082449	422	16.587	4/17/2019	Wed	11:15	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
88103140	423	16.938	3/15/2019	Fri	08:17	Rear End	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88103134	424	16.012	3/10/2019	Sun	11:44	Unknown	0	0	4000	DAY	Dry	N	Other Contributing Action
88103156	425	14.130	4/1/2019	Mon	06:42	Sideswipe	0	0	9200	NIGHT	Dry	N	Other Contributing Action
88103158	426	14.380	4/2/2019	Tue	06:41	Sideswipe	0	0	1100	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88264292	427	14.934	12/23/2019	Mon	17:20	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88075647	428	16.410	2/4/2019	Mon	15:52	Rear End	0	0	9001	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88139082	429	16.788	6/7/2019	Fri	13:00	Rear End	0	0	1200	DAY	Dry	N	No Contributing Action
88139083	430	14.527	6/8/2019	Sat	10:00	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88138375	431	16.410	6/3/2019	Mon	07:05	Sideswipe	0	0	1800	DAY	Dry	N	Other Contributing Action
88139055	432	16.604	5/14/2019	Tue	13:00	Sideswipe	0	0	300	DAY	Dry	N	Failed to Yield Right-of-Way

88194316	433	14.694	9/20/2019	Fri	10:15	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88146292	434	16.339	6/11/2019	Tue	13:25	Sideswipe	0	0	501	DAY	Dry	N	No Contributing Action
88146314	435	14.380	7/4/2019	Thu	22:05	Rear End	0	0	1500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88146315	436	14.370	7/4/2019	Thu	22:48	Head On	0	0	500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88011896	437	13.831	1/8/2019	Tue	19:47	Rear End	0	0	26000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88139069	438	15.962	5/24/2019	Fri	11:45	Other	0	0	5200	DAY	Dry	N	Other Contributing Action
88067211	439	14.934	2/25/2019	Mon	14:03	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
88146274	440	16.410	5/29/2019	Wed	15:30	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88138387	441	16.637	6/14/2019	Fri	09:10	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88138388	442	16.587	6/14/2019	Fri	12:00	Rear End	0	0	6500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88248933	443	14.934	12/3/2019	Tue	18:25	Sideswipe	0	0	12300	DAY	Dry	N	Improper Passing
88076598	444	13.831	1/20/2019	Sun	04:30	Rear End	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88056697	445	16.515	1/18/2019	Fri	18:30	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88056705	446	16.707	1/24/2019	Thu	18:35	Rear End	0	0	4159	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88022243	447	14.636	1/12/2019	Sat	02:40	Rear End	0	0	18000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88022246	448	14.493	1/13/2019	Sun	03:45	Rear End	0	0	10000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88076613	449	16.787	2/4/2019	Mon	17:18	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Keep in Proper Lane
88147163	450	16.587	5/23/2019	Thu	18:30	Sideswipe	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88169628	451	16.587	8/22/2019	Thu	16:20	Rear End	0	0	600	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88213073	452	14.254	11/10/2019	Sun	09:10	Sideswipe	0	0	23000	DAY	Dry	N	Failed to Yield Right-of-Way
88213137	453	14.934	10/6/2019	Sun	00:33	Rear End	0	0	3500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88213138	454	14.934	10/6/2019	Sun	00:37	Rear End	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88213173	455	16.012	11/12/2019	Tue	15:38	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88213070	456	14.380	11/5/2019	Tue	09:15	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88213126	457	14.141	9/28/2019	Sat	14:00	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88139326	458	16.587	7/30/2019	Tue	20:30	Other	0	0	800	NIGHT	Dry	N	Other Contributing Action
88213807	459	13.831	11/15/2019	Fri	20:55	Rear End	0	0	10000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88119046	460	14.658	5/18/2019	Sat	18:00	Sideswipe	0	0	9700	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88119048	461	16.587	5/22/2019	Wed	16:00	Rear End	0	0	1700	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88213056	462	16.310	10/22/2019	Tue	23:25	Off Road	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88900145	463	14.400	11/17/2019	Sun	17:05	Sideswipe	0	0	800	DAY	Dry	N	Failed to Keep in Proper Lane
88205761	464	16.576	10/29/2019	Tue	06:40	Rear End	0	0	800	NIGHT	Dry	N	Failed to Yield Right-of-Way
88205776	465	16.587	11/14/2019	Thu	08:40	Rear End	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88205769	466	16.587	11/7/2019	Thu	08:20	Rear End	0	0	150	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88205771	467	14.240	11/10/2019	Sun	06:50	Rear End	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88022254	468	14.272	1/22/2019	Tue	21:50	Sideswipe	0	0	11000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88119028	469	16.321	5/8/2019	Wed	21:30	Rear End	0	1	0	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88161662	470	14.925	6/17/2019	Mon	21:20	Rear End	0	0	2000	NIGHT	Dry	N	Other Contributing Action
88169590	471	15.465	7/20/2019	Sat	23:34	Rear End	0	0	1600	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88169558	472	13.831	9/23/2019	Mon	15:45	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88169562	473	16.587	9/26/2019	Thu	16:21	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88133554	474	13.875	5/10/2019	Fri	00:18	Sideswipe	0	0	2400	NIGHT	Wet	N	No Contributing Action
88041895	475	16.587	1/16/2019	Wed	08:03	Other	0	0	2000	DAY	Dry	N	No Contributing Action
88041881	476	16.463	1/3/2019	Thu	12:24	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Yield Right-of-Way
88214473	477	16.410	11/16/2019	Sat	16:15	Other	0	2	0	DAY	Dry	N	Failed to Yield Right-of-Way
88214472	478	16.637	11/16/2019	Sat	14:15	Rear End	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
88214475	479	16.587	11/20/2019	Wed	16:15	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
88272944	480	16.453	12/29/2019	Sun	20:40	Rear End	0	0	4500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88133547	481	15.514	5/3/2019	Fri	05:03	Off Road	0	0	6800	NIGHT	Wet	N	Drove Too Fast for Conditions
88041951	482	16.587	1/22/2019	Tue	18:53	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88184770	483	14.380	9/7/2019	Sat	16:09	Unknown	0	0	2500	DAY	Dry	N	Failed to Keep in Proper Lane
88041943	484	14.080	1/18/2019	Fri	20:59	Sideswipe	0	0	4000	NIGHT	Dry	N	Improper Turn
88041946	485	16.587	1/21/2019	Mon	14:56	Other	0	0	6500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88170032	486	14.030	9/10/2019	Tue	11:15	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88184786	487	16.587	8/8/2019	Thu	13:06	Rear End	0	0	1000	DAY	Wet	N	Operated MV in Careless or Negligent Manner

88184750	488	13.831	8/27/2019	Tue	17:12	Rear End	0	1	0	DAY	Wet	N	Failed to Yield Right-of-Way
88062443	489	14.036	1/13/2019	Sun	02:15	Off Road	0	0	3000	NIGHT	Wet	N	Drove Too Fast for Conditions
88061293	490	16.012	2/3/2019	Sun	19:12	Rear End	0	1	0	NIGHT	Dry	N	Failed to Yield Right-of-Way
88061294	491	16.012	2/3/2019	Sun	20:19	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88090872	492	16.978	5/5/2019	Sun	18:55	Rear End	0	1	0	DAY	Wet	N	Other Contributing Action
88157220	493	16.587	7/28/2019	Sun	06:25	Rear End	0	0	3500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88157229	494	14.380	8/6/2019	Tue	08:00	Rear End	0	0	550	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88243142	495	16.566	11/20/2019	Wed	07:00	Sideswipe	0	0	3500	DAY	Dry	N	Failed to Keep in Proper Lane
88243337	496	15.465	11/9/2019	Sat	22:00	Rear End	0	1	0	NIGHT	Dry	N	No Contributing Action
88233438	497	16.453	12/12/2019	Thu	11:00	Rear End	0	0	6500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88243173	498	14.497	12/20/2019	Fri	02:15	Off Road	0	1	0	NIGHT	Wet	N	Failed to Keep in Proper Lane
88243174	499	16.566	12/20/2019	Fri	21:30	Rear End	0	0	11000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88243163	500	14.497	12/12/2019	Thu	22:50	Rear End	0	1	0	NIGHT	Wet	N	No Contributing Action
88243364	501	14.380	11/29/2019	Fri	11:00	Sideswipe	0	0	10000	DAY	Dry	N	Failed to Keep in Proper Lane
88243305	502	14.507	12/16/2019	Mon	12:52	Sideswipe	0	0	5000	DAY	Dry	N	Other Contributing Action
88243297	503	14.315	12/11/2019	Wed	07:20	Sideswipe	0	0	15300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88243316	504	16.576	12/25/2019	Wed	08:00	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88243126	505	16.566	11/6/2019	Wed	12:15	Other	0	1	0	DAY	Dry	N	Other Contributing Action
88243319	506	14.395	12/27/2019	Fri	06:00	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88243318	507	14.301	12/27/2019	Fri	05:45	Sideswipe	0	1	0	NIGHT	Wet	N	No Contributing Action
88099767	508	16.587	2/24/2019	Sun	15:33	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88080932	509	16.637	2/13/2019	Wed	13:00	Rear End	0	3	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88080934	510	16.737	2/14/2019	Thu	10:20	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88080954	511	17.035	2/23/2019	Sat	09:59	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Yield Right-of-Way
88126121	512	14.519	5/13/2019	Mon	20:14	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88126132	513	14.967	5/27/2019	Mon	20:41	Sideswipe	0	1	0	NIGHT	Dry	N	No Contributing Action
88126133	514	14.230	5/28/2019	Tue	12:51	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88126134	515	14.230	5/28/2019	Tue	15:40	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88080966	516	14.536	4/8/2019	Mon	08:00	Sideswipe	0	0	6000	DAY	Dry	N	No Contributing Action
88213106	517	14.380	9/18/2019	Wed	14:46	Rear End	0	0	1700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88140540	518	16.566	5/27/2019	Mon	17:00	Rear End	0	0	7000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88023991	519	14.439	1/15/2019	Tue	08:05	Sideswipe	0	0	2800	DAY	Dry	N	Failed to Keep in Proper Lane
88061242	520	14.329	1/5/2019	Sat	20:37	Sideswipe	0	0	8000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88061256	521	16.702	1/13/2019	Sun	16:59	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88061367	522	14.282	1/8/2019	Tue	19:48	Off Road	0	0	1000	NIGHT	Dry	N	No Contributing Action
88119676	523	16.321	5/2/2019	Thu	09:10	Rear End	0	0	1000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88119666	524	13.951	4/24/2019	Wed	10:05	Unknown	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88126078	525	14.536	4/23/2019	Tue	13:33	Sideswipe	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88126085	526	14.301	4/27/2019	Sat	15:37	Unknown	0	2	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88119716	527	14.129	6/15/2019	Sat	08:25	Unknown	0	2	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88126142	528	16.587	5/27/2019	Mon	22:00	Rear End	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88126143	529	16.587	5/27/2019	Mon	22:00	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88126105	530	16.012	5/7/2019	Tue	13:04	Sideswipe	0	0	1001	DAY	Dry	N	No Contributing Action
88126106	531	16.587	5/7/2019	Tue	16:45	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88126110	532	16.587	5/11/2019	Sat	13:52	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
88126146	533	16.415	5/31/2019	Fri	03:55	Sideswipe	0	0	13000	NIGHT	Dry	N	No Contributing Action
88140532	534	16.787	5/13/2019	Mon	14:37	Rear End	0	2	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88140534	535	16.557	5/21/2019	Tue	16:20	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88096836	536	16.588	5/6/2019	Mon	10:55	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88184772	537	14.351	9/12/2019	Thu	15:10	Unknown	0	0	1000	DAY	Wet	N	No Contributing Action
88198346	538	16.644	9/12/2019	Thu	20:47	Unknown	0	0	500	NIGHT	Dry	N	Improper Passing
88081634	539	14.947	3/15/2019	Fri	22:45	Rear End	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88048358	540	16.458	1/14/2019	Mon	16:28	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Yield Right-of-Way
88068391	541	14.507	3/10/2019	Sun	05:50	Sideswipe	0	4	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88068406	542	14.380	1/6/2019	Sun	21:53	Rear End	0	0	9000	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner

88047772	543	14.431	10/19/2019	Sat	11:45	Other	0	0	500	DAY	Dry	N	No Contributing Action
88114098	544	16.587	3/30/2019	Sat	08:30	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88114103	545	13.831	4/4/2019	Thu	08:30	Rear End	0	0	8200	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88114105	546	14.493	4/5/2019	Fri	15:10	Sideswipe	0	0	8000	DAY	Dry	N	Failed to Yield Right-of-Way
88106352	547	14.380	3/22/2019	Fri	19:13	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88056457	548	16.321	3/8/2019	Fri	22:26	Rear End	0	0	18500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88109813	549	16.587	3/20/2019	Wed	11:40	Rear End	0	0	1400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88077291	550	16.613	1/26/2019	Sat	02:30	Off Road	0	2	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88077292	551	16.613	1/26/2019	Sat	02:50	Sideswipe	0	0	1500	NIGHT	Wet	N	Failed to Keep in Proper Lane
88077302	552	16.632	2/3/2019	Sun	23:00	Unknown	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88092702	553	16.587	2/26/2019	Tue	17:42	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88092703	554	16.410	2/26/2019	Tue	19:19	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88034995	555	16.587	1/8/2019	Tue	16:02	Rear End	0	0	8600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88181201	556	15.004	9/21/2019	Sat	19:20	Rear End	0	0	600	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88106350	557	17.035	3/22/2019	Fri	14:06	Rear End	0	0	4000	DAY	Dry	N	Failed to Keep in Proper Lane
88092717	558	16.587	3/6/2019	Wed	13:29	Rear End	0	0	501	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88092718	559	16.410	3/6/2019	Wed	14:49	Sideswipe	0	0	1000	DAY	Dry	N	Improper Passing
88092742	560	14.380	3/22/2019	Fri	13:53	Sideswipe	0	0	3000	DAY	Dry	N	No Contributing Action
88077856	561	14.507	1/16/2019	Wed	06:50	Rear End	0	4	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88077858	562	14.389	1/24/2019	Thu	08:15	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88109858	563	14.414	5/29/2019	Wed	08:46	Sideswipe	0	0	4000	DAY	Dry	N	Improper Turn
88114090	564	14.967	3/21/2019	Thu	06:55	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88114091	565	16.587	3/21/2019	Thu	11:20	Sideswipe	0	0	600	DAY	Dry	N	Failed to Yield Right-of-Way
88173627	566	14.507	8/25/2019	Sun	03:40	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88173628	567	14.380	8/25/2019	Sun	04:25	Other	0	0	500	NIGHT	Dry	N	No Contributing Action
88173631	568	16.434	8/30/2019	Fri	22:00	Off Road	0	1	0	NIGHT	Dry	N	No Contributing Action
88173632	569	14.488	8/31/2019	Sat	03:30	Rear End	0	1	0	NIGHT	Dry	N	No Contributing Action
88173606	570	16.310	8/24/2019	Sat	13:15	Rear End	0	0	800	DAY	Dry	N	No Contributing Action
88048347	571	16.587	1/8/2019	Tue	16:15	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88048351	572	16.012	1/9/2019	Wed	16:56	Rear End	0	0	500	DAY	Dry	N	No Contributing Action
88114127	573	13.831	4/29/2019	Mon	12:05	Sideswipe	0	0	3700	DAY	Dry	N	Failed to Yield Right-of-Way
88181152	574	16.587	8/12/2019	Mon	16:20	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88181154	575	14.967	8/13/2019	Tue	18:13	Off Road	0	1	0	DAY	Dry	N	Other Contributing Action
88114143	576	16.587	5/21/2019	Tue	10:20	Rear End	0	0	5500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88173653	577	16.530	9/20/2019	Fri	19:15	Rear End	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88173654	578	16.500	9/24/2019	Tue	13:45	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88181141	579	16.587	7/30/2019	Tue	15:00	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88121105	580	16.587	5/16/2019	Thu	11:38	Sideswipe	0	0	1400	DAY	Dry	N	Other Contributing Action
88121106	581	16.557	5/16/2019	Thu	13:52	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88106386	582	14.380	4/24/2019	Wed	19:14	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88181171	583	14.328	8/27/2019	Tue	15:50	Sideswipe	0	1	0	DAY	Wet	N	No Contributing Action
88106402	584	16.787	5/13/2019	Mon	13:17	Rear End	0	0	1000	DAY	Wet	N	No Contributing Action
88056083	585	16.587	3/5/2019	Tue	08:10	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88047755	586	14.412	6/1/2019	Sat	17:15	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88099771	587	16.587	2/25/2019	Mon	18:41	Unknown	0	0	1000	DAY	Dry	N	No Contributing Action
88099828	588	16.490	4/10/2019	Wed	17:59	Off Road	0	0	10000	DAY	Others	N	No Contributing Action
88086617	589	16.261	5/11/2019	Sat	02:00	Off Road	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88086618	590	16.587	5/11/2019	Sat	02:55	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88069502	591	16.587	1/18/2019	Fri	16:31	Rear End	0	0	2000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88069504	592	17.035	1/23/2019	Wed	18:22	Rear End	0	0	5000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88076999	593	16.321	2/1/2019	Fri	07:30	Unknown	0	0	2400	DAY	Dry	N	No Contributing Action
88077005	594	16.415	2/7/2019	Thu	07:20	Rear End	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88077014	595	14.648	2/12/2019	Tue	08:15	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88085021	596	16.587	3/2/2019	Sat	18:44	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88106080	597	16.415	4/16/2019	Tue	16:20	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner

88106083	598	16.587	4/17/2019	Wed	13:20	Rear End	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88106092	599	16.415	4/20/2019	Sat	20:00	Rear End	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88106093	600	16.415	4/21/2019	Sun	14:05	Off Road	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88099806	601	16.587	3/26/2019	Tue	17:55	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88085024	602	14.967	3/6/2019	Wed	14:48	Sideswipe	0	0	3000	DAY	Dry	N	No Contributing Action
88085027	603	16.787	3/7/2019	Thu	19:11	Rear End	0	0	8000	NIGHT	Dry	N	Improper Turn
88085029	604	16.261	3/8/2019	Fri	19:53	Rear End	0	0	3000	NIGHT	Dry	N	No Contributing Action
88085044	605	16.453	3/21/2019	Thu	17:10	Rollover	0	0	5000	DAY	Dry	N	No Contributing Action
88099820	606	16.557	4/5/2019	Fri	15:29	Unknown	0	5	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88247272	607	14.380	12/23/2019	Mon	00:15	Sideswipe	0	0	6000	NIGHT	Wet	N	No Contributing Action
88247274	608	15.028	12/23/2019	Mon	20:35	Sideswipe	0	0	4000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88246836	609	16.587	11/12/2019	Tue	17:10	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88246840	610	17.035	11/13/2019	Wed	16:05	Sideswipe	0	0	500	DAY	Wet	N	Failed to Yield Right-of-Way
88106097	611	16.261	4/24/2019	Wed	17:35	Sideswipe	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88056063	612	16.434	2/10/2019	Sun	12:50	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Yield Right-of-Way
88056064	613	16.587	2/20/2019	Wed	08:05	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88056073	614	16.434	2/25/2019	Mon	05:34	Sideswipe	0	0	9000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88056078	615	16.613	3/1/2019	Fri	04:45	Sideswipe	0	0	5000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88134914	616	14.493	6/4/2019	Tue	08:40	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88189271	617	16.012	12/15/2019	Sun	10:40	Sideswipe	0	0	14000	DAY	Dry	N	Other Contributing Action
88163166	618	14.272	9/10/2019	Tue	08:20	Rear End	0	0	7000	DAY	Dry	N	Failed to Yield Right-of-Way
88086620	619	16.261	5/15/2019	Wed	04:00	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88163169	620	16.737	9/11/2019	Wed	12:30	Sideswipe	0	0	7000	DAY	Dry	N	Other Contributing Action
88197874	621	17.035	8/31/2019	Sat	06:15	Other	0	0	5000	NIGHT	Dry	N	No Contributing Action
88113703	622	16.410	4/7/2019	Sun	18:06	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
88215413	623	14.469	9/20/2019	Fri	10:30	Sideswipe	0	0	600	DAY	Wet	N	No Contributing Action
88120238	624	16.310	4/24/2019	Wed	10:55	Rear End	0	0	8500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88197876	625	16.519	9/2/2019	Mon	10:40	Sideswipe	0	0	10000	DAY	Wet	N	No Contributing Action
88197878	626	16.538	9/2/2019	Mon	13:38	Other	0	0	3000	DAY	Wet	N	No Contributing Action
88197881	627	14.380	9/5/2019	Thu	13:05	Off Road	0	0	3000	DAY	Dry	N	No Contributing Action
88113723	628	16.637	4/22/2019	Mon	13:31	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88207473	629	14.636	9/20/2019	Fri	21:00	Rear End	0	0	2200	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88207474	630	16.637	9/21/2019	Sat	01:00	Other	0	0	6000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88207492	631	15.475	10/7/2019	Mon	09:00	Rear End	0	0	1400	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88197899	632	15.595	9/21/2019	Sat	04:10	Other	0	0	6000	NIGHT	Dry	N	No Contributing Action
88197904	633	14.967	10/7/2019	Mon	12:45	Sideswipe	0	0	150	DAY	Dry	N	Failed to Keep in Proper Lane
88197907	634	14.380	10/15/2019	Tue	06:15	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88197909	635	16.012	10/15/2019	Tue	08:42	Sideswipe	0	0	4000	DAY	Dry	N	No Contributing Action
88167052	636	14.389	6/28/2019	Fri	01:35	Sideswipe	0	0	3500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88155923	637	15.514	7/27/2019	Sat	02:54	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88155925	638	14.380	7/28/2019	Sun	04:21	Rear End	0	0	0	NIGHT	Dry	N	No Contributing Action
88155926	639	16.415	7/28/2019	Sun	05:30	Sideswipe	0	0	1000	NIGHT	Dry	N	No Contributing Action
88155929	640	14.235	8/2/2019	Fri	03:00	Off Road	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88207477	641	16.415	9/24/2019	Tue	21:30	Off Road	0	0	1200	NIGHT	Dry	N	Other Contributing Action
88199143	642	16.471	8/21/2019	Wed	08:33	Sideswipe	0	0	1500	DAY	Dry	N	No Contributing Action
88076892	643	16.587	3/28/2019	Thu	14:06	Rear End	0	0	700	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88077044	644	15.006	3/17/2019	Sun	12:20	Rear End	0	0	2100	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88077046	645	14.235	3/21/2019	Thu	06:55	Rear End	0	0	1100	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88207509	646	14.230	10/21/2019	Mon	06:10	Rear End	0	0	1500	NIGHT	Dry	N	Other Contributing Action
88121226	647	14.531	5/12/2019	Sun	01:00	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88121233	648	14.380	5/24/2019	Fri	16:50	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
88121236	649	14.686	5/26/2019	Sun	20:35	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88077920	650	14.506	3/3/2019	Sun	07:10	Other	0	0	2800	DAY	Dry	N	Improper Backing
88197913	651	16.587	10/22/2019	Tue	09:20	Sideswipe	0	0	5000	DAY	Dry	N	Failed to Keep in Proper Lane
88197919	652	16.587	11/4/2019	Mon	07:40	Rear End	0	0	6000	DAY	Dry	N	No Contributing Action

88197923	653	14.380	11/6/2019	Wed	08:25	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88120272	654	16.310	6/16/2019	Sun	21:20	Rear End	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88086601	655	14.080	4/20/2019	Sat	01:50	Off Road	0	0	4500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88086606	656	13.831	5/3/2019	Fri	00:45	Off Road	0	0	1000	NIGHT	Wet	N	Swerved or Avoided
88189246	657	16.764	11/21/2019	Thu	07:31	Sideswipe	0	0	1001	DAY	Dry	N	No Contributing Action
88215276	658	16.321	10/30/2019	Wed	16:55	Rear End	0	2	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88215287	659	14.310	11/7/2019	Thu	14:00	Other	0	0	700	DAY	Dry	Y	No Contributing Action
88208612	660	15.216	10/7/2019	Mon	09:00	Rear End	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88208620	661	16.261	10/11/2019	Fri	09:50	Sideswipe	0	0	2500	DAY	Dry	N	Failed to Yield Right-of-Way
88113690	662	16.587	4/4/2019	Thu	15:21	Rear End	0	0	1000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88113693	663	16.587	4/4/2019	Thu	18:32	Rear End	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88134942	664	16.434	7/4/2019	Thu	10:20	Sideswipe	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
88134947	665	16.471	7/9/2019	Tue	07:55	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88113685	666	16.261	3/31/2019	Sun	16:47	Sideswipe	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88113686	667	17.035	3/31/2019	Sun	19:55	Rear End	0	1	0	NIGHT	Dry	N	No Contributing Action
88134935	668	16.587	6/27/2019	Thu	07:10	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
88134949	669	16.587	7/10/2019	Wed	10:55	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88208634	670	14.130	10/21/2019	Mon	09:25	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88225973	671	16.587	10/11/2019	Fri	09:10	Other	0	0	3000	DAY	Dry	N	No Contributing Action
88215264	672	16.632	10/14/2019	Mon	17:20	Rear End	0	1	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88215253	673	16.557	10/8/2019	Tue	13:40	Rear End	0	1	0	DAY	Dry	Y	Failed to Keep in Proper Lane
88215258	674	14.141	10/10/2019	Thu	15:50	Other	0	1	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88215259	675	16.587	10/10/2019	Thu	16:50	Rear End	0	0	1900	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88215262	676	14.409	10/11/2019	Fri	18:35	Rear End	0	2	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88225869	677	13.929	11/13/2019	Wed	07:30	Rear End	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88121610	678	14.564	5/2/2019	Thu	10:30	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Keep in Proper Lane
88246844	679	16.737	11/13/2019	Wed	20:55	Rear End	0	0	5000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88246863	680	14.328	11/29/2019	Fri	02:47	Rear End	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88062463	681	16.410	2/3/2019	Sun	19:15	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88062476	682	14.934	2/19/2019	Tue	16:15	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88062479	683	16.587	2/25/2019	Mon	15:50	Rear End	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88062481	684	16.587	2/25/2019	Mon	17:20	Rear End	0	0	250	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88062482	685	14.380	2/25/2019	Mon	19:15	Sideswipe	0	0	1700	NIGHT	Dry	N	No Contributing Action
88062494	686	14.380	3/11/2019	Mon	20:44	Rear End	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88246858	687	17.035	11/25/2019	Mon	20:40	Sideswipe	0	0	500	NIGHT	Dry	N	Failed to Yield Right-of-Way
88246861	688	16.587	11/26/2019	Tue	19:27	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88121632	689	14.925	6/2/2019	Sun	02:00	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88113210	690	14.080	5/2/2019	Thu	20:30	Rear End	0	0	2500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88225451	691	15.465	12/19/2019	Thu	08:39	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88225454	692	14.934	12/24/2019	Tue	06:45	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88121629	693	16.108	6/1/2019	Sat	22:11	Sideswipe	0	0	2000	NIGHT	Dry	N	No Contributing Action
88086722	694	16.261	5/2/2019	Thu	22:45	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88086723	695	16.261	5/3/2019	Fri	05:15	Off Road	0	0	7500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88206525	696	16.566	12/9/2019	Mon	10:45	Sideswipe	0	2	0	DAY	Dry	N	Other Contributing Action
88172496	697	14.934	9/7/2019	Sat	17:39	Other	0	0	6000	DAY	Dry	N	No Contributing Action
88172499	698	16.321	9/9/2019	Mon	20:31	Other	0	0	8000	NIGHT	Dry	N	Ran Off Roadway
88178598	699	16.012	7/19/2019	Fri	20:27	Rollover	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88178662	700	16.587	9/5/2019	Thu	18:37	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88178648	701	14.380	8/27/2019	Tue	17:42	Rear End	0	0	1500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88178654	702	16.012	8/31/2019	Sat	18:19	Unknown	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88178659	703	16.587	9/5/2019	Thu	14:29	Rear End	0	0	200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88178660	704	16.587	9/5/2019	Thu	15:43	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88178661	705	16.637	9/5/2019	Thu	17:05	Rear End	0	0	4300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88172447	706	16.587	7/25/2019	Thu	08:04	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88172459	707	15.465	8/6/2019	Tue	18:14	Sideswipe	0	0	5500	DAY	Dry	N	Failed to Keep in Proper Lane

88172461	708	16.261	8/8/2019	Thu	14:08	Sideswipe	0	0	5000	DAY	Dry	N	Failed to Keep in Proper Lane
88172463	709	14.718	8/8/2019	Thu	20:13	Off Road	0	0	3500	NIGHT	Dry	N	No Contributing Action
88172478	710	15.432	8/21/2019	Wed	18:00	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88172450	711	16.321	7/30/2019	Tue	14:59	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88178614	712	16.587	7/27/2019	Sat	17:15	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88178638	713	15.543	8/20/2019	Tue	18:59	Sideswipe	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88196934	714	16.587	8/16/2019	Fri	17:02	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
88196935	715	16.587	8/17/2019	Sat	17:35	Rear End	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88183462	716	16.444	9/29/2019	Sun	07:02	Rear End	0	1	0	DAY	Dry	N	Other Contributing Action
88183464	717	14.080	10/5/2019	Sat	09:10	Sideswipe	0	0	4500	DAY	Dry	N	Failed to Keep in Proper Lane
88164977	718	14.254	7/9/2019	Tue	08:45	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88164979	719	16.613	7/12/2019	Fri	02:20	Off Road	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88053123	720	14.380	2/14/2019	Thu	18:07	Rear End	0	0	4000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88174395	721	14.080	8/4/2019	Sun	14:41	Off Road	0	0	6050	DAY	Wet	N	Drove Too Fast for Conditions
88174398	722	13.831	8/5/2019	Mon	16:38	Sideswipe	0	0	5500	DAY	Wet	N	Failed to Yield Right-of-Way
88174399	723	15.984	8/5/2019	Mon	20:32	Rear End	0	0	3100	NIGHT	Dry	N	No Contributing Action
88174416	724	14.380	8/21/2019	Wed	15:30	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88014001	725	17.195	12/30/2019	Mon	09:50	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
88061365	726	15.432	1/7/2019	Mon	18:45	Sideswipe	0	0	500	DAY	Dry	N	No Contributing Action
88193274	727	16.490	8/7/2019	Wed	13:00	Rear End	0	0	1000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88196516	728	17.118	11/4/2019	Mon	15:13	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88196519	729	16.587	11/12/2019	Tue	17:20	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
88061384	730	16.587	1/21/2019	Mon	13:27	Sideswipe	0	0	200	DAY	Dry	N	No Contributing Action
88061398	731	15.432	1/26/2019	Sat	20:12	Rear End	0	5	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88179882	732	16.587	8/2/2019	Fri	15:40	Rear End	0	0	1200	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88179887	733	14.310	8/6/2019	Tue	19:45	Rear End	0	0	900	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88179905	734	16.377	8/30/2019	Fri	22:40	Other	0	2	0	NIGHT	Wet	Y	Operated MV in Careless or Negligent Manner
88181026	735	16.310	9/21/2019	Sat	04:36	Rear End	0	0	7000	NIGHT	Dry	N	Other Contributing Action
88174427	736	16.261	8/29/2019	Thu	20:34	Rear End	0	0	43000	NIGHT	Dry	N	No Contributing Action
88171699	737	16.471	7/10/2019	Wed	06:15	Other	0	0	2000	NIGHT	Dry	N	No Contributing Action
88179872	738	16.726	7/26/2019	Fri	17:25	Rear End	0	1	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88196506	739	14.380	10/31/2019	Thu	15:03	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
88196507	740	14.240	10/31/2019	Thu	15:50	Pedestrian	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88179866	741	14.333	7/24/2019	Wed	14:00	Rear End	0	1	0	DAY	Dry	Y	Failed to Yield Right-of-Way
88196501	742	16.557	10/23/2019	Wed	13:46	Sideswipe	0	0	100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88174364	743	16.481	10/7/2019	Mon	04:58	Off Road	0	1	0	NIGHT	Wet	N	No Contributing Action
88174365	744	16.587	10/7/2019	Mon	04:58	Other	0	0	1000	NIGHT	Wet	N	No Contributing Action
88174367	745	16.481	10/8/2019	Tue	00:53	Sideswipe	0	3	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88174382	746	16.012	7/16/2019	Tue	13:55	Sideswipe	0	0	8000	DAY	Dry	N	No Contributing Action
88174383	747	16.787	7/23/2019	Tue	15:28	Sideswipe	0	0	1000	DAY	Wet	N	No Contributing Action
88139720	748	16.012	6/22/2019	Sat	22:00	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88139727	749	14.282	7/4/2019	Thu	22:10	Sideswipe	0	0	23000	NIGHT	Dry	N	Other Contributing Action
88056425	750	14.658	2/2/2019	Sat	13:00	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Keep in Proper Lane
88056426	751	14.718	2/3/2019	Sun	11:20	Rear End	0	0	3000	DAY	Dry	N	Other Contributing Action
88056429	752	16.587	2/8/2019	Fri	06:45	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88056441	753	16.726	2/17/2019	Sun	12:35	Rear End	0	0	550	DAY	Dry	N	Other Contributing Action
88214971	754	16.471	11/16/2019	Sat	17:28	Sideswipe	0	0	1200	DAY	Dry	N	Failed to Keep in Proper Lane
88196971	755	14.380	9/18/2019	Wed	16:23	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88197005	756	16.490	10/16/2019	Wed	18:55	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88207081	757	13.825	11/9/2019	Sat	03:25	Rear End	0	0	18000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88215050	758	16.415	10/16/2019	Wed	17:34	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88215058	759	14.456	10/24/2019	Thu	18:53	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88104324	760	16.503	4/4/2019	Thu	13:20	Off Road	0	0	1000	DAY	Wet	N	No Contributing Action
88139685	761	17.035	5/13/2019	Mon	17:36	Rear End	0	0	1250	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88114400	762	16.587	5/12/2019	Sun	22:55	Sideswipe	0	0	2700	NIGHT	Dry	N	Other Contributing Action

88253341	763	17.035	12/30/2019	Mon	14:40	Sideswipe	0	0	500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88132631	764	16.595	5/15/2019	Wed	14:38	Rear End	0	0	4000	DAY	Dry	N	Failed to Yield Right-of-Way
88197003	765	16.490	10/13/2019	Sun	18:58	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88196985	766	16.576	10/2/2019	Wed	18:06	Rear End	0	0	400	DAY	Dry	N	Failed to Yield Right-of-Way
88196994	767	16.632	10/10/2019	Thu	12:41	Sideswipe	0	0	100	DAY	Dry	N	No Contributing Action
88032271	768	16.637	1/29/2019	Tue	15:45	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88062441	769	14.655	1/12/2019	Sat	03:50	Other	0	0	25000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88213752	770	16.041	9/26/2019	Thu	22:15	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88213757	771	16.787	10/2/2019	Wed	02:02	Off Road	0	0	6000	NIGHT	Dry	N	No Contributing Action
88213761	772	14.967	10/4/2019	Fri	13:18	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88206110	773	16.481	11/1/2019	Fri	07:55	Rear End	0	0	2200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88213226	774	16.261	11/10/2019	Sun	00:56	Rear End	0	0	15000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88213775	775	16.012	10/25/2019	Fri	18:51	Rear End	0	0	3000	DAY	Dry	N	No Contributing Action
88198336	776	15.004	9/2/2019	Mon	21:31	Sideswipe	0	0	400	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88198338	777	16.587	9/9/2019	Mon	16:31	Sideswipe	0	0	3000	DAY	Dry	N	Improper Passing
88201125	778	14.282	10/6/2019	Sun	05:23	Off Road	0	0	3000	NIGHT	Wet	N	No Contributing Action
88201158	779	16.587	11/7/2019	Thu	08:21	Sideswipe	0	0	3000	DAY	Dry	N	Improper Passing
88120865	780	16.737	7/17/2019	Wed	18:15	Sideswipe	0	0	5500	DAY	Dry	N	No Contributing Action
88122605	781	16.587	4/15/2019	Mon	17:10	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88110149	782	14.380	5/6/2019	Mon	20:55	Sideswipe	0	0	1800	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88141976	783	16.261	5/29/2019	Wed	03:57	Rear End	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88110166	784	16.410	5/23/2019	Thu	17:40	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88225844	785	16.415	10/14/2019	Mon	11:13	Sideswipe	0	0	600	DAY	Dry	N	Failed to Keep in Proper Lane
88141989	786	16.697	6/9/2019	Sun	02:46	Sideswipe	0	0	5000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88142003	787	17.035	6/22/2019	Sat	16:04	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88142004	788	17.035	6/22/2019	Sat	21:00	Rear End	0	0	1000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88142005	789	13.831	6/23/2019	Sun	14:37	Sideswipe	0	0	8000	DAY	Dry	N	Failed to Keep in Proper Lane
88201162	790	14.507	8/22/2019	Thu	10:15	Sideswipe	0	0	15000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88134672	791	14.229	7/9/2019	Tue	06:04	Rear End	0	0	4500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88160062	792	16.587	8/6/2019	Tue	15:10	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
88201120	793	14.400	10/4/2019	Fri	01:38	Other	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88206090	794	14.380	10/15/2019	Tue	07:55	Rear End	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88206091	795	14.497	10/15/2019	Tue	08:00	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88206098	796	15.342	10/24/2019	Thu	07:10	Unknown	0	0	550	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88092563	797	16.587	2/19/2019	Tue	08:20	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
87236043	798	15.514	1/1/2019	Tue	01:07	Rear End	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88034234	799	16.321	1/9/2019	Wed	06:55	Sideswipe	0	0	4500	NIGHT	Dry	N	No Contributing Action
88034236	800	14.235	1/10/2019	Thu	06:56	Rear End	0	0	19400	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88034245	801	16.632	1/18/2019	Fri	09:55	Rear End	0	0	4800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88034247	802	14.967	1/19/2019	Sat	12:45	Sideswipe	0	0	12000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88029053	803	14.686	1/7/2019	Mon	08:08	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88027656	804	16.547	1/7/2019	Mon	09:52	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Keep in Proper Lane
88035446	805	16.505	1/17/2019	Thu	18:00	Unknown	0	0	1200	DAY	Dry	N	Failed to Yield Right-of-Way
88035451	806	16.566	1/23/2019	Wed	19:20	Rear End	0	0	1100	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88026273	807	16.587	1/2/2019	Wed	19:46	Rear End	0	0	2000	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88224262	808	14.380	10/7/2019	Mon	12:05	Sideswipe	0	0	1400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88224263	809	14.967	10/8/2019	Tue	08:00	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88224276	810	14.390	10/18/2019	Fri	06:35	Rear End	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88224293	811	13.831	11/7/2019	Thu	07:19	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88224295	812	13.831	11/7/2019	Thu	11:05	Other	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88216024	813	14.008	9/18/2019	Wed	08:50	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88216026	814	16.587	9/19/2019	Thu	09:55	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88142022	815	16.587	7/7/2019	Sun	15:11	Pedestrian	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88209920	816	15.514	10/15/2019	Tue	13:35	Off Road	0	0	12800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88095197	817	14.934	7/25/2019	Thu	17:00	Off Road	0	0	2800	DAY	Wet	N	No Contributing Action

88056320	818	16.261	1/14/2019	Mon	18:24	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88056324	819	16.787	1/18/2019	Fri	19:38	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88114358	820	16.310	3/29/2019	Fri	09:55	Rear End	0	0	5200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88056366	821	14.380	2/23/2019	Sat	21:47	Off Road	0	0	3000	NIGHT	Dry	N	Over-Correcting/Over-Steering
88056370	822	16.632	2/27/2019	Wed	01:57	Off Road	0	0	10500	NIGHT	Wet	N	Drove Too Fast for Conditions
88056371	823	14.080	2/27/2019	Wed	21:48	Rear End	0	0	5000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88205632	824	16.587	10/3/2019	Thu	08:50	Rear End	0	0	1100	DAY	Wet	N	No Contributing Action
88205638	825	16.471	10/6/2019	Sun	07:50	Off Road	0	0	10400	DAY	Wet	N	Other Contributing Action
88205618	826	14.380	9/26/2019	Thu	08:35	Rear End	0	0	700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88205622	827	16.587	9/27/2019	Fri	13:00	Rear End	0	0	2800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88094350	828	14.221	3/16/2019	Sat	22:17	Rear End	0	0	5000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88094352	829	14.718	3/17/2019	Sun	01:57	Rear End	0	0	1000	NIGHT	Wet	N	No Contributing Action
88094353	830	14.686	3/17/2019	Sun	02:15	Rear End	0	0	35000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88121823	831	14.080	5/15/2019	Wed	20:34	Off Road	0	0	4000	NIGHT	Wet	N	No Contributing Action
88121826	832	15.465	5/17/2019	Fri	16:36	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88121845	833	15.432	6/7/2019	Fri	20:26	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88134641	834	16.358	5/28/2019	Tue	05:14	Head On	0	1	0	NIGHT	Dry	N	Wrong Side or Wrong Way
88134647	835	14.576	6/4/2019	Tue	07:17	Sideswipe	0	0	6200	DAY	Dry	N	Other Contributing Action
88215493	836	16.651	10/28/2019	Mon	10:45	Rear End	0	0	2700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88121850	837	14.080	6/17/2019	Mon	15:58	Sideswipe	0	0	10	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88132607	838	16.587	4/28/2019	Sun	17:39	Off Road	0	0	500	DAY	Dry	N	No Contributing Action
88128458	839	16.587	4/26/2019	Fri	17:58	Head On	0	0	1600	DAY	Dry	N	Swerved or Avoided
88132610	840	16.415	5/1/2019	Wed	15:40	Other	0	0	100	DAY	Dry	N	No Contributing Action
88205596	841	14.563	9/11/2019	Wed	09:00	Other	0	0	300	DAY	Dry	N	Other Contributing Action
88205597	842	16.500	9/11/2019	Wed	11:40	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88205603	843	16.557	9/17/2019	Tue	07:36	Rear End	0	0	10000	DAY	Dry	N	No Contributing Action
88205585	844	14.488	8/30/2019	Fri	09:36	Rear End	0	0	7300	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88201098	845	13.831	8/28/2019	Wed	08:34	Rear End	0	0	5000	DAY	Dry	Y	No Contributing Action
88128460	846	16.503	4/29/2019	Mon	15:13	Sideswipe	0	0	1400	DAY	Dry	N	Improper Passing
88128470	847	16.540	5/6/2019	Mon	17:43	Sideswipe	0	0	601	DAY	Wet	N	Improper Passing
88128481	848	14.476	5/13/2019	Mon	15:40	Rear End	0	0	1600	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88110102	849	16.587	3/18/2019	Mon	14:35	Rear End	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88110109	850	14.569	3/24/2019	Sun	01:35	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88110119	851	16.637	4/2/2019	Tue	23:30	Sideswipe	0	0	700	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88110123	852	16.310	4/7/2019	Sun	01:18	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88128472	853	16.587	5/7/2019	Tue	13:46	Rear End	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88032786	854	14.493	1/1/2019	Tue	06:26	Off Road	0	0	29000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88186360	855	16.321	9/2/2019	Mon	22:33	Sideswipe	0	5	0	NIGHT	Wet	N	Other Contributing Action
88186363	856	16.500	9/9/2019	Mon	14:04	Off Road	0	1	0	DAY	Dry	N	Other Contributing Action
88186376	857	14.686	9/18/2019	Wed	18:02	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
88186384	858	16.587	9/27/2019	Fri	15:29	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88046482	859	17.031	1/22/2019	Tue	10:43	Sideswipe	0	0	200	DAY	Dry	N	Other Contributing Action
83799603	860	14.967	1/1/2019	Tue	12:16	Rear End	0	0	5000	DAY	Dry	N	Followed Too Closely
87281243	861	13.866	8/3/2019	Sat	15:11	Off Road	0	0	5000	DAY	Wet	N	No Contributing Action
88034252	862	16.726	1/26/2019	Sat	12:02	Rear End	0	0	8500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
87281247	863	15.465	8/7/2019	Wed	16:19	Off Road	0	0	3000	DAY	Dry	N	No Contributing Action
87281274	864	15.514	8/24/2019	Sat	12:38	Off Road	0	1	0	DAY	Wet	N	No Contributing Action
87281251	865	16.587	8/9/2019	Fri	16:30	Rear End	0	0	800	DAY	Wet	N	Operated MV in Careless or Negligent Manner
87281254	866	14.380	8/11/2019	Sun	13:56	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner

	Total No	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Wat	Other Non-Ped/Bike	Railway Veh	Parked Car	Motor Veh	Other Non-Pos. Pol	Other Fixe
	866	**1**	**174**	**692**	**471**	**4**	**1**	**226**	**0**	**0**	**0**	5	**0**	7	**3**	**0**	**0**	**761**	**12**	**0**	**77**
	Percent	*0%*	*20%*	*80%*	*54%*	*0%*	*0%*	*26%*	*0%*	*0%*	*0%*	1%	*0%*	1%	*0%*	*0%*	*0%*	*88%*	*1%*	*0%*	*9%*

Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
Total	**572**	**294**	**167**	**698**	**1**	**139**	**506**	**70**	**1**	**0**	**0**	**19**	**8**	**0**	**42**	**1**	**9**	**0**	**65**	0
Percent	*66%*	*34%*	*19%*	*81%*	*0%*	*16%*	*58%*	*8%*	*0%*	*0%*	*0%*	*2%*	*1%*	*0%*	*5%*	*0%*	*1%*	*0%*	*8%*	0%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-270-000** Route No(s): **SR-9** **I-95** Local Name(s): **I-95**

MP **13.724** to MP **17.199** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2020** to **12/ 2020** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
88283436	1	16.507	2/18/2020	Tue	12:26	Sideswipe	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88286491	2	16.410	2/23/2020	Sun	20:35	Rear End	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88286492	3	16.637	2/26/2020	Wed	14:45	Sideswipe	0	0	4600	DAY	Dry	N	No Contributing Action
88286501	4	14.728	3/1/2020	Sun	19:38	Rear End	0	0	350	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88264011	5	14.279	1/25/2020	Sat	12:10	Rear End	0	0	3300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88264027	6	17.035	2/4/2020	Tue	10:55	Sideswipe	0	0	700	DAY	Dry	N	Failed to Keep in Proper Lane
88275048	7	15.244	2/18/2020	Tue	14:30	Rear End	0	0	700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88275041	8	13.929	2/15/2020	Sat	16:38	Off Road	0	0	4000	DAY	Wet	Y	No Contributing Action
88331174	9	16.167	5/19/2020	Tue	05:40	Unknown	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88331180	10	14.453	6/1/2020	Mon	13:50	Off Road	0	0	300	DAY	Dry	N	Other Contributing Action
88288228	11	13.831	6/12/2020	Fri	23:15	Sideswipe	0	0	3000	NIGHT	Dry	N	Other Contributing Action
88299319	12	16.261	3/4/2020	Wed	04:27	Rear End	0	0	10000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88299332	13	16.787	3/14/2020	Sat	01:52	Rear End	0	0	10000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88317684	14	15.889	3/10/2020	Tue	20:46	Sideswipe	0	0	800	NIGHT	Dry	N	No Contributing Action
88317690	15	16.453	3/12/2020	Thu	21:02	Rear End	0	0	1300	NIGHT	Dry	N	Failed to Yield Right-of-Way
88411398	16	16.048	12/9/2020	Wed	06:36	Off Road	0	1	0	NIGHT	Dry	N	Other Contributing Action
88411399	17	14.272	12/9/2020	Wed	10:29	Other	0	1	0	DAY	Dry	N	Failed to Keep in Proper Lane
88411412	18	16.459	12/24/2020	Thu	22:10	Rear End	0	0	3001	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88369333	19	14.545	7/14/2020	Tue	09:40	Sideswipe	0	0	1500	DAY	Dry	N	Other Contributing Action
88253276	20	16.131	2/22/2020	Sat	21:01	Rear End	0	0	500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88321129	21	14.080	3/26/2020	Thu	18:32	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88321130	22	13.746	4/2/2020	Thu	16:37	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Keep in Proper Lane
88321133	23	16.726	4/8/2020	Wed	14:13	Unknown	0	0	5000	DAY	Dry	N	Failed to Keep in Proper Lane
88321126	24	16.787	3/25/2020	Wed	17:44	Other	0	0	4000	DAY	Dry	N	No Contributing Action
88411370	25	14.967	10/31/2020	Sat	05:35	Other	1	1	0	NIGHT	Wet	N	Other Contributing Action
88413177	26	14.491	10/25/2020	Sun	01:44	Rear End	0	0	2000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88384167	27	14.658	9/21/2020	Mon	16:00	Rear End	0	0	1600	DAY	Wet	Y	Operated MV in Careless or Negligent Manner
88187253	28	14.117	10/1/2020	Thu	23:15	Off Road	0	0	10000	NIGHT	Wet	N	Drove Too Fast for Conditions
88317706	29	16.453	5/3/2020	Sun	21:11	Sideswipe	0	0	200	NIGHT	Dry	N	No Contributing Action
88375744	30	16.203	9/27/2020	Sun	19:44	Rear End	0	0	1100	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88321145	31	16.966	5/7/2020	Thu	16:44	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88321148	32	14.221	5/15/2020	Fri	16:51	Rear End	0	0	4000	DAY	Wet	N	Failed to Keep in Proper Lane
88371403	33	16.012	9/7/2020	Mon	11:20	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88297916	34	14.240	3/6/2020	Fri	09:20	Off Road	0	0	5000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88371394	35	16.012	8/17/2020	Mon	01:05	Other	0	0	3000	NIGHT	Dry	N	No Contributing Action
88371398	36	14.488	8/28/2020	Fri	22:30	Sideswipe	0	0	4000	NIGHT	Dry	N	No Contributing Action
88321166	37	14.718	6/18/2020	Thu	17:02	Rear End	0	0	1000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88297911	38	14.141	2/29/2020	Sat	07:20	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88389309	39	16.048	10/11/2020	Sun	16:08	Other	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88389311	40	14.689	10/11/2020	Sun	18:16	Rear End	0	0	11000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88321153	41	16.490	5/24/2020	Sun	16:54	Rear End	0	0	10000	DAY	Wet	N	No Contributing Action
88321163	42	14.778	6/9/2020	Tue	17:41	Off Road	0	0	2000	DAY	Dry	N	No Contributing Action
88375737	43	14.525	9/21/2020	Mon	16:47	Sideswipe	0	0	2001	DAY	Wet	N	No Contributing Action
88375738	44	14.525	9/21/2020	Mon	17:21	Rear End	0	1	0	DAY	Wet	N	Improper Passing
88287737	45	14.507	2/16/2020	Sun	08:50	Rear End	0	0	5000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88300169	46	16.453	5/9/2020	Sat	07:40	Off Road	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88331290	47	15.564	5/31/2020	Sun	16:00	Sideswipe	0	0	5200	DAY	Dry	N	Failed to Keep in Proper Lane

88331292	48	15.564	6/2/2020	Tue	19:00	Off Road	0	0	1000	NIGHT	Dry	N	Other Contributing Action
88284433	49	16.847	3/23/2020	Mon	14:37	Rear End	0	1	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88305758	50	13.866	4/18/2020	Sat	13:40	Sideswipe	0	0	1200	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88341847	51	16.542	6/28/2020	Sun	17:20	Sideswipe	0	0	801	DAY	Dry	N	Improper Passing
88341831	52	14.741	6/15/2020	Mon	19:18	Sideswipe	0	0	2000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88341841	53	16.503	6/22/2020	Mon	13:29	Rear End	0	0	801	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88305712	54	16.726	2/22/2020	Sat	21:15	Off Road	0	0	15500	NIGHT	Wet	Y	Operated MV in Careless or Negligent Manner
88331295	55	17.199	6/4/2020	Thu	17:00	Other	0	0	4120	DAY	Wet	N	Other Contributing Action
88331296	56	16.410	6/5/2020	Fri	14:00	Sideswipe	0	0	600	DAY	Dry	N	Other Contributing Action
88404507	57	16.718	12/4/2020	Fri	11:19	Other	0	0	1000	DAY	Dry	N	Other Contributing Action
88305769	58	15.878	5/7/2020	Thu	16:30	Sideswipe	0	0	1600	DAY	Dry	Y	Other Contributing Action
88305772	59	16.321	5/10/2020	Sun	17:00	Rear End	0	2	0	DAY	Wet	Y	Operated MV in Careless or Negligent Manner
88321098	60	14.080	3/1/2020	Sun	19:32	Rear End	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88305736	61	14.564	3/13/2020	Fri	15:30	Sideswipe	0	0	800	DAY	Dry	N	Failed to Yield Right-of-Way
88256023	62	16.576	1/2/2020	Thu	06:40	Sideswipe	0	0	800	NIGHT	Dry	N	Other Contributing Action
88407097	63	16.359	12/14/2020	Mon	20:14	Sideswipe	0	0	2000	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88407654	64	13.746	11/8/2020	Sun	13:54	Sideswipe	0	0	1001	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88304379	65	16.261	5/10/2020	Sun	17:30	Rear End	0	0	5000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88295362	66	14.377	3/27/2020	Fri	16:43	Off Road	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88295366	67	14.507	4/10/2020	Fri	15:45	Rear End	0	0	15000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88317736	68	16.434	6/28/2020	Sun	15:25	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Yield Right-of-Way
88331314	69	17.035	5/28/2020	Thu	17:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88331303	70	14.745	6/8/2020	Mon	17:19	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Yield Right-of-Way
88331304	71	16.637	6/10/2020	Wed	16:20	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88331313	72	16.012	5/28/2020	Thu	14:27	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88399819	73	16.855	10/4/2020	Sun	20:18	Sideswipe	0	0	2000	NIGHT	Dry	N	Improper Passing
88399829	74	14.191	10/13/2020	Tue	02:12	Rear End	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88399833	75	14.745	10/17/2020	Sat	04:10	Off Road	0	0	5000	NIGHT	Wet	N	Other Contributing Action
88399839	76	14.438	10/19/2020	Mon	21:38	Rear End	0	0	13000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88399840	77	14.528	10/19/2020	Mon	23:01	Off Road	0	0	4000	NIGHT	Wet	N	Other Contributing Action
88295353	78	14.310	3/17/2020	Tue	19:12	Sideswipe	0	0	2000	NIGHT	Dry	N	No Contributing Action
88295357	79	16.540	3/20/2020	Fri	18:21	Other	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88289890	80	14.400	3/3/2020	Tue	12:20	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88289891	81	16.524	3/6/2020	Fri	09:00	Rear End	0	0	6000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88287751	82	14.272	2/27/2020	Thu	12:02	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88287747	83	14.291	2/26/2020	Wed	08:25	Off Road	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88305776	84	13.875	5/14/2020	Thu	15:20	Rear End	0	0	2500	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88287033	85	15.514	2/22/2020	Sat	03:29	Other	0	0	2500	NIGHT	Wet	N	No Contributing Action
88295337	86	16.148	3/6/2020	Fri	16:21	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88295342	87	14.967	3/10/2020	Tue	16:47	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88295345	88	16.632	3/12/2020	Thu	19:06	Other	0	0	8000	NIGHT	Dry	N	No Contributing Action
88289898	89	16.524	3/13/2020	Fri	12:00	Sideswipe	0	0	250	DAY	Dry	N	Failed to Keep in Proper Lane
88289904	90	16.524	3/27/2020	Fri	06:45	Rear End	0	0	4500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88289908	91	14.497	4/6/2020	Mon	06:00	Off Road	0	1	0	NIGHT	Wet	N	No Contributing Action
88261583	92	16.261	1/25/2020	Sat	15:15	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88287039	93	14.659	2/29/2020	Sat	00:45	Rear End	0	2	0	NIGHT	Dry	N	Other Contributing Action
88403414	94	15.677	11/21/2020	Sat	05:30	Off Road	0	0	3000	NIGHT	Dry	N	Other Contributing Action
88430035	95	14.149	12/24/2020	Thu	23:10	Sideswipe	0	0	1500	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88277137	96	14.497	1/14/2020	Tue	09:40	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88309454	97	13.929	7/18/2020	Sat	01:38	Other	0	0	6000	NIGHT	Wet	N	Other Contributing Action
88309457	98	16.012	7/22/2020	Wed	23:00	Sideswipe	0	0	22500	NIGHT	Wet	N	Improper Passing
88287255	99	14.718	4/17/2020	Fri	22:20	Sideswipe	0	0	9000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88427985	100	14.902	12/12/2020	Sat	02:31	Off Road	0	0	8000	NIGHT	Dry	N	No Contributing Action
88267728	101	17.020	9/7/2020	Mon	15:50	Rear End	0	0	18000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88247107	102	17.035	1/22/2020	Wed	21:45	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner

88413198	103	14.031	11/13/2020	Fri	20:28	Sideswipe	0	0	1000	NIGHT	Dry	N	No Contributing Action
88413230	104	16.238	12/4/2020	Fri	20:15	Sideswipe	0	0	1000	NIGHT	Dry	N	No Contributing Action
88416721	105	14.437	11/10/2020	Tue	18:04	Off Road	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88230124	106	16.434	1/11/2020	Sat	12:45	Rear End	0	0	900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88309451	107	13.875	7/17/2020	Fri	02:11	Off Road	0	0	18000	NIGHT	Wet	N	Other Contributing Action
88292471	108	17.013	3/5/2020	Thu	11:45	Sideswipe	0	0	2500	DAY	Dry	N	Other Contributing Action
88335670	109	14.235	7/12/2020	Sun	22:30	Sideswipe	0	0	5000	NIGHT	Dry	N	No Contributing Action
88399849	110	14.532	10/26/2020	Mon	00:11	Rear End	0	0	2000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88333255	111	16.490	5/6/2020	Wed	19:15	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88389301	112	14.557	10/5/2020	Mon	18:33	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88413195	113	14.547	11/10/2020	Tue	17:44	Other	0	0	7000	DAY	Wet	N	No Contributing Action
88328791	114	14.728	3/11/2020	Wed	16:00	Sideswipe	0	0	550	DAY	Dry	N	No Contributing Action
88328803	115	14.967	4/3/2020	Fri	16:40	Sideswipe	0	0	600	DAY	Dry	N	Failed to Yield Right-of-Way
88328798	116	14.245	3/18/2020	Wed	17:45	Sideswipe	0	0	900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88413200	117	16.214	11/14/2020	Sat	15:42	Rear End	0	0	6000	DAY	Dry	N	No Contributing Action
88280717	118	16.490	2/28/2020	Fri	13:10	Unknown	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
88280721	119	14.310	3/4/2020	Wed	05:50	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88243404	120	16.566	1/6/2020	Mon	10:45	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88256142	121	15.527	1/14/2020	Tue	17:38	Sideswipe	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88256145	122	14.245	1/17/2020	Fri	16:29	Sideswipe	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88400088	123	17.117	11/7/2020	Sat	16:36	Off Road	0	0	3000	DAY	Wet	N	No Contributing Action
88327648	124	14.658	8/24/2020	Mon	05:10	Other	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88337814	125	14.230	11/15/2020	Sun	00:15	Off Road	0	0	5800	NIGHT	Dry	N	Swerved or Avoided
88399860	126	16.474	11/14/2020	Sat	13:23	Sideswipe	0	0	5000	DAY	Dry	N	Improper Passing
88391517	127	16.502	10/23/2020	Fri	19:18	Sideswipe	0	0	1000	NIGHT	Dry	N	No Contributing Action
88371432	128	13.797	11/25/2020	Wed	07:35	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88297900	129	14.141	2/16/2020	Sun	08:00	Off Road	0	0	3000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88280707	130	14.352	2/18/2020	Tue	08:30	Sideswipe	0	0	100	DAY	Dry	N	Other Contributing Action
88280715	131	16.310	2/27/2020	Thu	05:40	Sideswipe	0	0	3200	NIGHT	Dry	N	Failed to Yield Right-of-Way
88381358	132	15.514	11/6/2020	Fri	11:07	Off Road	0	5	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88307920	133	16.471	2/27/2020	Thu	01:11	Rollover	0	3	0	NIGHT	Wet	N	No Contributing Action
88371445	134	13.797	12/24/2020	Thu	09:44	Sideswipe	0	0	900	DAY	Dry	N	Failed to Yield Right-of-Way
88383315	135	16.242	8/31/2020	Mon	15:30	Rear End	0	0	2000	DAY	Dry	N	Followed Too Closely
88403413	136	14.169	11/20/2020	Fri	08:20	Sideswipe	0	0	3000	DAY	Dry	N	Improper Passing
88383305	137	16.576	8/18/2020	Tue	13:39	Other	0	1	0	DAY	Dry	N	No Contributing Action
88383308	138	16.242	8/22/2020	Sat	15:23	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88320939	139	16.566	3/12/2020	Thu	12:25	Rear End	0	0	400	DAY	Dry	N	Other Contributing Action
88383326	140	16.471	9/15/2020	Tue	14:22	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88383337	141	16.167	9/22/2020	Tue	16:44	Head On	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88356688	142	16.986	7/2/2020	Thu	13:00	Rear End	0	0	1000	DAY	Dry	N	Failed to Keep in Proper Lane
88403419	143	14.281	11/26/2020	Thu	11:40	Sideswipe	0	0	10000	DAY	Dry	N	Improper Passing
88403426	144	16.381	12/4/2020	Fri	10:00	Sideswipe	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88383331	145	14.566	9/17/2020	Thu	12:56	Rear End	0	0	3500	DAY	Dry	N	No Contributing Action
88297940	146	14.658	5/15/2020	Fri	05:50	Sideswipe	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88282330	147	16.410	3/15/2020	Sun	03:40	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88304366	148	16.261	4/11/2020	Sat	16:30	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Yield Right-of-Way
88239265	149	14.433	10/8/2020	Thu	14:25	Sideswipe	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88333939	150	16.261	6/12/2020	Fri	13:24	Rear End	0	0	13900	DAY	Dry	N	No Contributing Action
85521313	151	17.025	12/25/2020	Fri	04:25	Rear End	0	4	0	NIGHT	Dry	N	Other Contributing Action
88409721	152	16.219	11/3/2020	Tue	12:27	Other	0	0	500	DAY	Dry	N	No Contributing Action
88371417	153	17.218	10/25/2020	Sun	05:10	Sideswipe	0	0	8000	NIGHT	Wet	N	Failed to Keep in Proper Lane
88333944	154	14.230	6/14/2020	Sun	14:18	Off Road	0	0	4000	DAY	Dry	N	Over-Correcting/Over-Steering
88333266	155	16.490	5/23/2020	Sat	14:00	Rear End	0	0	6000	DAY	Dry	N	Failed to Keep in Proper Lane
88397204	156	16.622	11/7/2020	Sat	15:49	Rear End	0	1	0	DAY	Wet	N	Improper Passing
88407082	157	16.299	11/22/2020	Sun	20:50	Rear End	0	0	3200	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner

88399871	158	16.656	12/5/2020	Sat	12:12	Off Road	0	0	1000	DAY	Dry	N	No Contributing Action
88400062	159	15.391	10/28/2020	Wed	14:11	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88400071	160	16.055	10/30/2020	Fri	16:08	Rear End	0	0	200	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88400072	161	16.069	10/30/2020	Fri	16:26	Rear End	0	0	4500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88295787	162	14.328	2/27/2020	Thu	11:15	Sideswipe	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88271523	163	14.658	2/16/2020	Sun	00:40	Unknown	0	0	7000	NIGHT	Wet	Y	Operated MV in Careless or Negligent Manner
88337027	164	16.679	12/19/2020	Sat	12:35	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88301451	165	14.967	2/14/2020	Fri	13:33	Rear End	0	0	3400	DAY	Dry	N	Failed to Yield Right-of-Way
88411365	166	16.715	10/25/2020	Sun	09:50	Sideswipe	0	0	5000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88389310	167	14.245	10/11/2020	Sun	17:01	Sideswipe	0	0	4000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88320945	168	16.557	3/19/2020	Thu	12:55	Sideswipe	0	0	2000	DAY	Dry	N	Other Contributing Action
88279660	169	13.746	1/30/2020	Thu	18:44	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88296027	170	14.510	2/22/2020	Sat	16:57	Rear End	0	0	1000	DAY	Dry	N	Improper Passing
88411378	171	14.908	10/31/2020	Sat	05:30	Off Road	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88320958	172	14.310	4/11/2020	Sat	12:50	Rear End	0	3	0	DAY	Dry	N	Other Contributing Action
88338075	173	16.544	6/15/2020	Mon	12:31	Sideswipe	0	0	2500	DAY	Dry	N	Improper Passing
88282357	174	16.490	1/8/2020	Wed	09:30	Sideswipe	0	0	6000	DAY	Dry	N	Failed to Keep in Proper Lane
88407072	175	16.397	11/15/2020	Sun	18:30	Rear End	0	0	6500	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88384201	176	16.583	10/30/2020	Fri	16:20	Rear End	0	0	1200	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88229428	177	16.454	1/3/2020	Fri	15:09	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88397598	178	14.507	10/22/2020	Thu	06:10	Rear End	0	0	8700	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88256158	179	16.836	1/27/2020	Mon	23:54	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88283991	180	14.328	2/1/2020	Sat	19:15	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88355671	181	16.453	8/1/2020	Sat	23:38	Rear End	0	3	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88397609	182	15.603	10/31/2020	Sat	06:15	Sideswipe	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88261313	183	16.490	1/2/2020	Thu	00:43	Off Road	0	0	800	NIGHT	Dry	N	Over-Correcting/Over-Steering
88297944	184	14.847	5/24/2020	Sun	06:40	Off Road	0	0	2000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88287704	185	14.488	1/27/2020	Mon	07:00	Other	0	0	600	DAY	Dry	N	Other Contributing Action
88256124	186	14.688	1/5/2020	Sun	14:17	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
88292470	187	17.015	3/5/2020	Thu	11:40	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88413017	188	14.495	11/30/2020	Mon	23:52	Rear End	0	0	2000	NIGHT	Wet	Y	Operated MV in Careless or Negligent Manner
88338779	189	14.669	6/10/2020	Wed	11:55	Sideswipe	0	0	500	DAY	Dry	N	Failed to Yield Right-of-Way
88338617	190	17.035	8/22/2020	Sat	10:30	Sideswipe	0	0	2200	DAY	Dry	N	Failed to Yield Right-of-Way
88338620	191	14.718	9/4/2020	Fri	00:45	Rear End	0	0	1300	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88287695	192	16.576	1/18/2020	Sat	12:40	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88287697	193	14.783	1/22/2020	Wed	08:15	Sideswipe	0	0	600	DAY	Dry	N	No Contributing Action
88287699	194	15.527	1/23/2020	Thu	09:20	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88338631	195	14.141	9/13/2020	Sun	00:50	Off Road	0	0	6000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88338623	196	14.847	9/6/2020	Sun	03:40	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88338624	197	16.012	9/6/2020	Sun	21:10	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88256150	198	16.505	1/21/2020	Tue	13:54	Sideswipe	0	0	300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88256370	199	13.875	1/4/2020	Sat	19:11	Other	0	0	5000	NIGHT	Wet	N	No Contributing Action
88329301	200	14.967	7/24/2020	Fri	23:00	Off Road	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88338833	201	16.566	5/23/2020	Sat	22:15	Sideswipe	0	0	8500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89533499	202	16.537	9/28/2020	Mon	13:00	Unknown	0	0	2000	DAY	Dry	N	No Contributing Action
88338880	203	16.463	8/23/2020	Sun	07:15	Off Road	0	1	0	DAY	Wet	N	Failed to Keep in Proper Lane
88372876	204	17.191	10/3/2020	Sat	14:30	Off Road	0	0	5000	DAY	Wet	N	Over-Correcting/Over-Steering
88407086	205	16.986	12/2/2020	Wed	15:00	Rear End	0	0	9500	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88407090	206	16.984	12/7/2020	Mon	14:10	Sideswipe	0	0	11000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88338800	207	16.310	7/25/2020	Sat	22:25	Other	0	0	1000	NIGHT	Dry	N	Other Contributing Action
88334010	208	14.320	6/5/2020	Fri	19:01	Off Road	0	0	2000	NIGHT	Dry	N	No Contributing Action
88373794	209	16.522	11/22/2020	Sun	02:30	Sideswipe	0	0	17000	NIGHT	Dry	N	Other Contributing Action
88331265	210	15.315	3/30/2020	Mon	16:45	Sideswipe	0	0	3700	DAY	Dry	N	Failed to Yield Right-of-Way
88331278	211	15.967	5/6/2020	Wed	15:15	Sideswipe	0	0	4100	DAY	Dry	N	Other Contributing Action
88392428	212	16.072	12/17/2020	Thu	22:50	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner

88427958	213	14.623	11/21/2020	Sat	16:13	Rear End	0	0	2300	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88376857	214	14.958	10/8/2020	Thu	22:25	Sideswipe	0	0	2000	NIGHT	Wet	N	Other Contributing Action
88338842	215	14.516	6/16/2020	Tue	06:00	Off Road	0	0	4500	NIGHT	Wet	N	No Contributing Action
88277153	216	14.301	1/25/2020	Sat	20:10	Sideswipe	0	0	600	NIGHT	Dry	N	Failed to Yield Right-of-Way
88345933	217	14.470	6/17/2020	Wed	06:00	Sideswipe	0	0	1000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88393098	218	16.551	10/9/2020	Fri	18:06	Other	0	0	1300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88296230	219	16.317	2/26/2020	Wed	19:30	Sideswipe	0	0	3300	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88296568	220	14.497	4/12/2020	Sun	11:35	Sideswipe	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88403389	221	14.220	10/22/2020	Thu	10:40	Off Road	0	0	3000	DAY	Dry	N	No Contributing Action
88401418	222	14.811	11/25/2020	Wed	14:02	Rear End	0	0	500	DAY	Dry	N	No Contributing Action
88277161	223	16.500	2/4/2020	Tue	23:00	Sideswipe	0	0	1200	NIGHT	Dry	N	No Contributing Action
88277170	224	16.460	2/12/2020	Wed	23:15	Sideswipe	0	0	1200	NIGHT	Dry	N	Failed to Yield Right-of-Way
88393110	225	15.558	10/21/2020	Wed	19:40	Rear End	0	0	1500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88403406	226	16.356	11/14/2020	Sat	08:20	Sideswipe	0	1	0	DAY	Wet	N	No Contributing Action
88272879	227	13.831	1/4/2020	Sat	22:07	Unknown	0	0	3100	NIGHT	Dry	N	Improper Turn
88268426	228	16.500	1/30/2020	Thu	13:31	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88409751	229	14.415	12/9/2020	Wed	10:26	Other	0	0	2200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88277175	230	16.481	2/19/2020	Wed	00:30	Other	0	0	900	NIGHT	Dry	N	No Contributing Action
88295768	231	16.205	2/9/2020	Sun	23:00	Sideswipe	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88403427	232	14.264	12/7/2020	Mon	05:40	Rear End	0	0	10000	NIGHT	Wet	N	Improper Passing
88381310	233	16.566	9/14/2020	Mon	09:25	Sideswipe	0	0	3350	DAY	Dry	N	Failed to Keep in Proper Lane
88268437	234	16.543	2/5/2020	Wed	19:30	Sideswipe	0	0	500	NIGHT	Dry	N	No Contributing Action
88277182	235	16.141	3/3/2020	Tue	08:00	Rear End	0	0	2420	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88404495	236	16.491	11/22/2020	Sun	22:30	Rear End	0	3	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88404502	237	16.450	12/2/2020	Wed	06:51	Sideswipe	0	2	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
88284410	238	17.094	2/29/2020	Sat	15:50	Other	0	0	6000	DAY	Dry	Y	No Contributing Action
88381301	239	14.745	8/25/2020	Tue	20:55	Sideswipe	0	0	800	NIGHT	Dry	N	Failed to Yield Right-of-Way
88292118	240	16.012	1/26/2020	Sun	11:35	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88239233	241	16.004	6/16/2020	Tue	01:10	Sideswipe	0	0	6000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88296536	242	16.150	2/14/2020	Fri	22:33	Rear End	0	0	2000	NIGHT	Dry	Y	Failed to Yield Right-of-Way
88285289	243	17.078	2/9/2020	Sun	14:56	Sideswipe	0	0	900	DAY	Dry	N	No Contributing Action
88285282	244	14.507	2/2/2020	Sun	18:55	Sideswipe	0	1	0	DAY	Dry	N	No Contributing Action
88301463	245	14.967	2/25/2020	Tue	22:55	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88301465	246	16.726	2/26/2020	Wed	03:19	Other	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88285314	247	16.983	2/27/2020	Thu	13:07	Sideswipe	0	0	800	DAY	Dry	N	Failed to Yield Right-of-Way
88286479	248	16.699	2/18/2020	Tue	18:30	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88349602	249	16.320	8/16/2020	Sun	15:30	Rear End	0	3	0	DAY	Dry	N	Other Contributing Action
88349606	250	14.080	8/18/2020	Tue	18:00	Other	0	0	4800	DAY	Wet	N	Other Contributing Action
88349610	251	16.012	8/22/2020	Sat	19:16	Rear End	0	0	7500	NIGHT	Dry	N	Other Contributing Action
88304363	252	14.967	3/29/2020	Sun	17:20	Sideswipe	0	0	8000	DAY	Dry	N	Failed to Yield Right-of-Way
88296550	253	15.205	2/27/2020	Thu	11:25	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88362036	254	16.317	10/3/2020	Sat	06:21	Other	0	0	6000	NIGHT	Wet	Y	Drove Too Fast for Conditions
88361999	255	16.454	7/21/2020	Tue	12:08	Other	0	0	500	DAY	Dry	Y	No Contributing Action
88407071	256	16.394	11/15/2020	Sun	17:50	Rear End	0	0	2700	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88225460	257	15.514	1/1/2020	Wed	02:04	Rear End	0	0	2000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88296552	258	16.205	2/29/2020	Sat	09:46	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88296561	259	16.110	3/15/2020	Sun	09:10	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Keep in Proper Lane
88361997	260	15.465	7/21/2020	Tue	06:40	Other	0	0	1500	NIGHT	Wet	Y	Failed to Keep in Proper Lane
88346301	261	14.968	7/17/2020	Fri	04:30	Rear End	0	1	0	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88337810	262	17.110	11/8/2020	Sun	20:45	Sideswipe	0	0	1300	NIGHT	Wet	N	Other Contributing Action
88288643	263	16.012	4/21/2020	Tue	14:10	Other	0	0	500	DAY	Dry	N	Other Contributing Action
88369408	264	15.567	7/11/2020	Sat	12:03	Off Road	0	0	3000	DAY	Wet	N	Other Contributing Action
88369414	265	16.576	7/21/2020	Tue	06:58	Rear End	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88369415	266	16.453	7/21/2020	Tue	09:33	Sideswipe	0	0	5800	DAY	Dry	N	Other Contributing Action
88369389	267	14.479	9/13/2020	Sun	11:20	Pedestrian	0	0	3000	DAY	Dry	N	No Contributing Action

88273407	268	16.415	1/7/2020	Tue	00:35	Rear End	0	3	0	NIGHT	Dry	N	Other Contributing Action
88334017	269	16.415	4/18/2020	Sat	17:08	Off Road	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88334027	270	14.658	5/2/2020	Sat	17:14	Off Road	0	2	0	DAY	Dry	N	No Contributing Action
88334028	271	14.240	5/2/2020	Sat	20:09	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88334029	272	14.556	5/2/2020	Sat	21:08	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88376872	273	13.831	10/19/2020	Mon	21:30	Rear End	0	3	0	NIGHT	Dry	N	Operated MV in Erratic, Reckless or Aggressive Manner
88334035	274	16.490	5/10/2020	Sun	15:51	Sideswipe	0	0	7000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88334037	275	14.934	5/11/2020	Mon	17:19	Other	0	0	3000	DAY	Dry	N	No Contributing Action
88369433	276	16.299	8/14/2020	Fri	07:23	Off Road	0	0	1000	DAY	Dry	N	Other Contributing Action
88369359	277	16.041	8/13/2020	Thu	07:55	Other	0	1	0	DAY	Dry	N	No Contributing Action
88369362	278	16.632	8/14/2020	Fri	12:00	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88334046	279	14.556	5/20/2020	Wed	15:47	Sideswipe	0	0	6000	DAY	Dry	N	Failed to Keep in Proper Lane
88369374	280	14.235	9/2/2020	Wed	09:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88369381	281	16.110	9/7/2020	Mon	12:00	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88369383	282	16.321	9/8/2020	Tue	06:20	Off Road	0	0	13000	NIGHT	Wet	N	No Contributing Action
88369384	283	14.658	9/8/2020	Tue	09:55	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Yield Right-of-Way
88344729	284	14.534	6/29/2020	Mon	20:36	Sideswipe	0	0	1300	NIGHT	Dry	N	Improper Passing
88338410	285	16.733	10/20/2020	Tue	02:45	Unknown	0	0	18500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88334058	286	16.415	5/29/2020	Fri	14:07	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88285286	287	14.838	2/7/2020	Fri	19:15	Pedestrian	1	0	0	NIGHT	Dry	N	No Contributing Action
88334136	288	16.012	6/11/2020	Thu	16:10	Rear End	0	0	2000	DAY	Dry	N	No Contributing Action
88280703	289	14.545	2/17/2020	Mon	07:20	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88280704	290	14.604	2/17/2020	Mon	12:20	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Yield Right-of-Way
88425660	291	14.080	11/27/2020	Fri	00:45	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88369419	292	14.443	7/28/2020	Tue	11:00	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88369421	293	14.967	7/31/2020	Fri	07:34	Off Road	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88334137	294	13.831	6/12/2020	Fri	13:15	Rear End	0	0	6000	DAY	Dry	N	No Contributing Action
88371387	295	14.028	8/1/2020	Sat	10:50	Other	0	0	6000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88333965	296	15.845	7/8/2020	Wed	16:08	Sideswipe	0	0	500	DAY	Dry	N	No Contributing Action
88333966	297	14.801	7/8/2020	Wed	20:47	Other	0	0	500	NIGHT	Dry	N	No Contributing Action
88333967	298	14.526	7/8/2020	Wed	21:16	Other	0	0	600	NIGHT	Dry	N	No Contributing Action
88333973	299	14.434	7/13/2020	Mon	18:30	Rear End	0	0	600	DAY	Dry	N	No Contributing Action
88338852	300	14.745	7/15/2020	Wed	06:30	Rear End	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88338856	301	16.686	7/23/2020	Thu	13:10	Sideswipe	0	0	2500	DAY	Wet	N	No Contributing Action
88338860	302	14.745	7/29/2020	Wed	06:15	Rear End	0	0	7000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88249396	303	16.547	1/18/2020	Sat	12:09	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88249403	304	14.028	1/27/2020	Mon	04:19	Other	0	0	2000	NIGHT	Dry	N	Other Contributing Action
88255710	305	13.831	1/4/2020	Sat	22:43	Sideswipe	0	0	1000	NIGHT	Dry	N	No Contributing Action
88255714	306	13.831	1/10/2020	Fri	22:13	Sideswipe	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88336992	307	16.148	9/19/2020	Sat	20:15	Rear End	0	0	1800	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88333299	308	15.205	8/20/2020	Thu	18:30	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88249405	309	16.481	1/27/2020	Mon	22:31	Rear End	0	0	5000	NIGHT	Dry	N	No Contributing Action
88396360	310	16.801	10/6/2020	Tue	08:15	Sideswipe	0	0	500	DAY	Dry	N	No Contributing Action
88384199	311	13.875	10/29/2020	Thu	15:00	Rear End	0	1	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88369457	312	16.595	9/9/2020	Wed	12:56	Rear End	0	0	600	DAY	Wet	N	Operated MV in Careless or Negligent Manner
83799609	313	17.035	7/28/2020	Tue	05:38	Rollover	1	0	0	NIGHT	Dry	N	Ran Off Roadway
88369472	314	15.935	10/9/2020	Fri	09:04	Off Road	0	0	600	DAY	Dry	N	No Contributing Action
88364412	315	13.831	9/23/2020	Wed	17:38	Rear End	0	0	2501	DAY	Dry	N	Other Contributing Action
88369463	316	16.415	9/12/2020	Sat	07:51	Off Road	0	0	1000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88369534	317	14.428	9/29/2020	Tue	10:28	Sideswipe	0	0	4000	DAY	Dry	N	Other Contributing Action
88369519	318	14.230	8/31/2020	Mon	07:23	Unknown	0	2	0	DAY	Dry	N	Other Contributing Action
88369528	319	16.205	9/9/2020	Wed	11:42	Rear End	0	0	2600	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88325177	320	16.206	4/30/2020	Thu	15:41	Rear End	0	0	2400	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88325180	321	16.500	5/6/2020	Wed	13:50	Rear End	0	0	2000	DAY	Dry	N	Other Contributing Action
88325169	322	16.073	4/14/2020	Tue	16:44	Sideswipe	0	0	1300	DAY	Dry	N	Improper Passing

88325170	323	16.206	4/20/2020	Mon	15:13	Sideswipe	0	0	1500	DAY	Dry	N	Improper Passing
88325193	324	16.505	5/23/2020	Sat	19:06	Sideswipe	0	0	800	NIGHT	Dry	N	No Contributing Action
88369508	325	16.637	8/15/2020	Sat	11:45	Other	0	0	4000	DAY	Wet	N	Other Contributing Action
88407103	326	14.149	12/18/2020	Fri	19:50	Rear End	0	0	1700	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88347012	327	16.321	9/27/2020	Sun	22:10	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88256382	328	16.704	1/15/2020	Wed	13:08	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88369497	329	14.569	8/5/2020	Wed	06:50	Other	0	0	3000	NIGHT	Dry	N	No Contributing Action
88384187	330	14.658	10/11/2020	Sun	20:01	Rear End	0	1	0	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88325164	331	16.505	4/4/2020	Sat	19:10	Other	0	0	800	NIGHT	Dry	N	No Contributing Action
88420952	332	15.523	12/8/2020	Tue	03:30	Other	0	0	5000	NIGHT	Dry	N	No Contributing Action
88412768	333	16.305	12/30/2020	Wed	17:00	Sideswipe	0	0	700	DAY	Dry	N	Failed to Yield Right-of-Way
88325156	334	14.325	3/22/2020	Sun	16:28	Sideswipe	0	0	2500	DAY	Dry	N	Improper Passing
88325157	335	16.205	3/23/2020	Mon	14:42	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88257723	336	14.875	10/16/2020	Fri	06:28	Sideswipe	0	1	0	NIGHT	Wet	N	Failed to Yield Right-of-Way
88411709	337	16.102	10/31/2020	Sat	20:30	Sideswipe	0	0	950	NIGHT	Wet	N	Failed to Keep in Proper Lane
88325186	338	16.542	5/20/2020	Wed	14:06	Sideswipe	0	0	700	DAY	Dry	N	No Contributing Action
88369490	339	16.410	7/23/2020	Thu	05:24	Off Road	0	0	7500	NIGHT	Dry	N	Other Contributing Action
88417804	340	16.012	10/28/2020	Wed	23:10	Rear End	0	1	0	NIGHT	Dry	N	No Contributing Action
88345962	341	14.497	8/1/2020	Sat	11:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88345963	342	14.497	8/2/2020	Sun	11:35	Rear End	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
88424265	343	16.952	11/22/2020	Sun	01:33	Off Road	0	0	5000	NIGHT	Wet	N	No Contributing Action
88389293	344	15.878	9/30/2020	Wed	18:57	Sideswipe	0	0	2500	DAY	Dry	N	Swerved or Avoided
88333991	345	14.569	6/26/2020	Fri	15:05	Rear End	0	0	5500	DAY	Dry	N	Other Contributing Action
88333994	346	16.410	6/29/2020	Mon	15:40	Rear End	0	0	3000	DAY	Dry	N	Other Contributing Action
88333977	347	14.623	7/27/2020	Mon	18:14	Sideswipe	0	0	800	DAY	Dry	N	Failed to Yield Right-of-Way
88413001	348	16.394	11/5/2020	Thu	11:37	Rear End	0	0	2500	DAY	Dry	Y	No Contributing Action
88389273	349	16.595	9/10/2020	Thu	15:36	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88389278	350	15.818	9/12/2020	Sat	17:57	Other	0	0	1000	DAY	Wet	N	No Contributing Action
88389280	351	16.321	9/13/2020	Sun	17:46	Other	0	0	6000	DAY	Dry	N	No Contributing Action
88401390	352	14.983	10/18/2020	Sun	18:51	Rear End	0	0	1400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88389289	353	14.141	9/24/2020	Thu	16:12	Off Road	0	0	5000	DAY	Wet	N	Swerved or Avoided
88389291	354	14.479	9/25/2020	Fri	14:15	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88219346	355	17.035	2/7/2020	Fri	08:20	Rear End	0	0	3500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88324116	356	14.496	7/28/2020	Tue	11:40	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88407672	357	16.969	11/19/2020	Thu	14:16	Rear End	0	0	1700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88243198	358	16.566	1/24/2020	Fri	11:00	Sideswipe	0	0	3700	DAY	Dry	N	Failed to Keep in Proper Lane
88333844	359	16.613	6/22/2020	Mon	15:00	Rear End	0	0	500	DAY	Dry	N	No Contributing Action
88333898	360	16.410	4/19/2020	Sun	01:02	Off Road	0	0	5500	NIGHT	Dry	N	Failed to Keep in Proper Lane
88333913	361	16.012	5/11/2020	Mon	22:18	Rear End	0	0	18000	NIGHT	Dry	N	No Contributing Action
88328847	362	16.410	6/21/2020	Sun	03:00	Other	0	0	6000	NIGHT	Dry	N	No Contributing Action
88243189	363	14.497	1/16/2020	Thu	07:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88243190	364	14.497	1/16/2020	Thu	08:00	Rear End	0	2	0	DAY	Dry	N	Failed to Keep in Proper Lane
88243191	365	16.566	1/16/2020	Thu	13:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88243193	366	14.497	1/17/2020	Fri	07:50	Rear End	0	4	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88243194	367	16.481	1/17/2020	Fri	12:15	Other	0	2	0	DAY	Dry	N	No Contributing Action
88247479	368	14.967	2/22/2020	Sat	03:25	Rear End	0	0	500	NIGHT	Wet	N	No Contributing Action
88247480	369	14.967	2/22/2020	Sat	04:10	Other	0	0	4000	NIGHT	Wet	N	No Contributing Action
88417840	370	15.251	12/2/2020	Wed	20:20	Sideswipe	0	0	3000	NIGHT	Dry	N	No Contributing Action
88324122	371	16.613	8/31/2020	Mon	08:00	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Keep in Proper Lane
88346060	372	14.229	7/12/2020	Sun	22:55	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88324082	373	14.569	3/28/2020	Sat	12:25	Off Road	0	0	4800	DAY	Dry	N	No Contributing Action
88324081	374	14.254	3/26/2020	Thu	10:50	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88324094	375	16.576	5/12/2020	Tue	09:20	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88346079	376	16.836	8/2/2020	Sun	22:40	Off Road	0	0	10000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88324113	377	16.261	6/20/2020	Sat	11:50	Rear End	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner

88324108	378	16.280	6/11/2020	Thu	11:00	Rear End	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88298298	379	16.726	3/14/2020	Sat	00:20	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88298277	380	15.631	2/25/2020	Tue	22:30	Rear End	1	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88345992	381	14.556	8/17/2020	Mon	23:20	Off Road	0	0	8000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88345993	382	14.328	8/21/2020	Fri	00:00	Rear End	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88274155	383	14.967	2/4/2020	Tue	20:40	Sideswipe	0	0	1000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88274121	384	14.967	1/11/2020	Sat	20:17	Rear End	0	0	5400	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88274123	385	14.967	1/12/2020	Sun	18:50	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88331424	386	16.490	6/4/2020	Thu	23:01	Sideswipe	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88240159	387	16.167	1/12/2020	Sun	08:00	Other	0	0	1500	DAY	Dry	N	No Contributing Action
87201901	388	16.015	1/28/2020	Tue	11:15	Sideswipe	0	0	2700	DAY	Dry	N	Failed to Yield Right-of-Way
88292387	389	14.567	3/22/2020	Sun	02:31	Off Road	0	1	0	NIGHT	Dry	N	No Contributing Action
88292390	390	14.130	4/12/2020	Sun	00:13	Off Road	0	1	0	NIGHT	Wet	N	No Contributing Action
88296115	391	17.035	5/4/2020	Mon	10:34	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
88324129	392	16.576	9/17/2020	Thu	12:50	Sideswipe	0	1	0	DAY	Dry	N	Failed to Keep in Proper Lane
88433807	393	15.533	12/25/2020	Fri	11:50	Off Road	0	0	3000	DAY	Dry	N	No Contributing Action
88435971	394	14.440	12/30/2020	Wed	12:20	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88381328	395	14.184	10/8/2020	Thu	08:40	Rear End	0	0	4000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88291687	396	17.035	3/14/2020	Sat	01:25	Other	0	0	4500	NIGHT	Wet	N	Other Contributing Action
88411404	397	16.410	12/18/2020	Fri	06:40	Other	0	1	0	NIGHT	Dry	N	Ran Off Roadway
88230580	398	16.836	1/10/2020	Fri	00:01	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88445804	399	16.673	12/29/2020	Tue	14:20	Rear End	0	0	950	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88401383	400	16.083	10/10/2020	Sat	19:47	Sideswipe	0	0	900	NIGHT	Dry	N	Other Contributing Action
88296591	401	16.471	6/1/2020	Mon	17:10	Sideswipe	0	0	6000	DAY	Dry	N	Failed to Keep in Proper Lane
88416717	402	16.394	11/6/2020	Fri	19:10	Rear End	0	0	5000	NIGHT	Wet	N	No Contributing Action
88298633	403	17.085	2/13/2020	Thu	07:45	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88401398	404	14.655	10/25/2020	Sun	19:05	Sideswipe	0	0	1600	NIGHT	Wet	N	Other Contributing Action
88328074	405	16.410	3/14/2020	Sat	16:15	Sideswipe	0	0	500	DAY	Dry	N	Failed to Yield Right-of-Way
88328104	406	16.637	5/25/2020	Mon	23:15	Off Road	0	1	0	NIGHT	Wet	N	No Contributing Action
88328107	407	16.410	5/30/2020	Sat	02:45	Off Road	0	0	6500	NIGHT	Wet	N	No Contributing Action
88296589	408	13.831	5/24/2020	Sun	11:38	Other	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88296594	409	16.481	6/4/2020	Thu	08:08	Rear End	0	0	4000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88401412	410	15.736	11/13/2020	Fri	18:20	Rear End	0	0	500	DAY	Dry	N	No Contributing Action
88411706	411	16.103	10/30/2020	Fri	20:20	Rear End	0	0	3300	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88407665	412	16.611	11/14/2020	Sat	17:11	Rear End	0	0	601	DAY	Dry	N	Improper Passing
88407669	413	16.975	11/15/2020	Sun	20:19	Rear End	0	0	2800	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88263643	414	16.637	1/22/2020	Wed	15:23	Rear End	0	0	4800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88263644	415	16.917	1/22/2020	Wed	16:20	Rear End	0	0	850	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88263646	416	16.737	1/23/2020	Thu	15:44	Rear End	0	0	1250	DAY	Dry	N	Swerved or Avoided
88299776	417	15.028	3/5/2020	Thu	16:40	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
88362740	418	16.977	7/5/2020	Sun	16:10	Sideswipe	0	0	300	DAY	Dry	N	Failed to Yield Right-of-Way
88299784	419	14.967	3/12/2020	Thu	13:50	Sideswipe	0	0	1100	DAY	Dry	N	No Contributing Action
88332988	420	16.012	7/6/2020	Mon	13:52	Rear End	0	0	3000	DAY	Dry	N	No Contributing Action
88273405	421	14.556	1/4/2020	Sat	22:52	Sideswipe	0	0	1300	NIGHT	Dry	N	Other Contributing Action
88399838	422	13.746	10/19/2020	Mon	21:41	Off Road	0	0	1000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88365484	423	16.058	7/24/2020	Fri	15:24	Sideswipe	0	0	1100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88365489	424	16.205	7/28/2020	Tue	17:54	Rear End	0	0	1300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88320981	425	14.707	5/26/2020	Tue	08:13	Sideswipe	0	0	1200	DAY	Dry	N	Other Contributing Action
88373648	426	15.967	9/4/2020	Fri	19:15	Sideswipe	0	0	800	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88369477	427	16.110	10/16/2020	Fri	07:36	Sideswipe	0	0	1000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88369480	428	14.235	10/17/2020	Sat	06:47	Off Road	0	0	12000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88393133	429	16.617	11/13/2020	Fri	00:00	Other	0	0	1200	NIGHT	Wet	N	No Contributing Action
88382876	430	14.708	8/23/2020	Sun	21:13	Other	0	1	0	NIGHT	Dry	N	No Contributing Action
88365520	431	16.060	9/11/2020	Fri	19:06	Sideswipe	0	0	1300	NIGHT	Dry	N	Improper Passing
88365523	432	14.472	9/13/2020	Sun	20:27	Off Road	0	0	1000	NIGHT	Dry	N	No Contributing Action

88365524	433	16.195	9/14/2020	Mon	16:25	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88406707	434	16.975	10/10/2020	Sat	02:30	Off Road	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88406713	435	16.463	10/16/2020	Fri	02:45	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88406703	436	16.536	10/7/2020	Wed	02:00	Other	0	0	4000	NIGHT	Dry	N	No Contributing Action
88365497	437	14.523	7/31/2020	Fri	18:32	Sideswipe	0	0	1400	DAY	Dry	N	Improper Passing
88406750	438	14.839	11/23/2020	Mon	17:00	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88400101	439	14.245	11/15/2020	Sun	18:26	Sideswipe	0	0	3500	DAY	Dry	N	Failed to Yield Right-of-Way
88409567	440	13.866	10/13/2020	Tue	02:20	Rear End	0	1	0	NIGHT	Dry	N	Other Contributing Action
88399844	441	14.680	10/24/2020	Sat	04:35	Sideswipe	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88399847	442	14.527	10/25/2020	Sun	03:19	Rear End	0	0	10000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88399853	443	16.827	10/26/2020	Mon	05:09	Sideswipe	0	0	3000	NIGHT	Wet	N	No Contributing Action
88300160	444	15.514	4/27/2020	Mon	06:50	Sideswipe	0	0	12000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88300165	445	14.688	5/4/2020	Mon	08:15	Rear End	0	0	3000	DAY	Dry	N	No Contributing Action
88409727	446	14.431	11/6/2020	Fri	13:01	Off Road	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88409741	447	14.245	11/24/2020	Tue	11:12	Sideswipe	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88369484	448	14.628	7/17/2020	Fri	05:55	Rear End	0	0	1001	NIGHT	Wet	N	Other Contributing Action
88369487	449	16.410	7/19/2020	Sun	07:04	Sideswipe	0	0	10001	DAY	Dry	N	Other Contributing Action
88280471	450	14.669	1/22/2020	Wed	12:50	Other	0	0	2500	DAY	Dry	N	No Contributing Action
88258222	451	16.576	1/2/2020	Thu	15:15	Rear End	0	0	1400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88409722	452	15.245	11/4/2020	Wed	05:58	Sideswipe	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88289854	453	16.481	2/2/2020	Sun	07:50	Off Road	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88335679	454	16.415	7/24/2020	Fri	01:55	Off Road	0	1	0	NIGHT	Wet	N	No Contributing Action
88373641	455	13.831	8/20/2020	Thu	17:30	Sideswipe	0	0	6500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88403435	456	15.208	12/18/2020	Fri	08:45	Sideswipe	0	0	500	DAY	Dry	N	Failed to Keep in Proper Lane
88283384	457	16.500	1/12/2020	Sun	03:08	Rear End	0	0	1600	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88283389	458	16.167	1/17/2020	Fri	05:05	Off Road	0	0	1100	NIGHT	Dry	N	Over-Correcting/Over-Steering
88273419	459	16.787	1/21/2020	Tue	01:35	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88273404	460	14.235	1/4/2020	Sat	00:10	Off Road	0	2	0	NIGHT	Dry	N	Other Contributing Action
88273412	461	16.321	1/12/2020	Sun	02:51	Sideswipe	0	1	0	NIGHT	Dry	N	Other Contributing Action
88273413	462	14.235	1/13/2020	Mon	21:55	Sideswipe	0	0	3000	NIGHT	Wet	N	No Contributing Action
88283403	463	16.223	1/29/2020	Wed	18:47	Rear End	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88366360	464	16.012	7/2/2020	Thu	20:20	Other	0	0	8500	NIGHT	Dry	N	No Contributing Action
88366365	465	16.012	7/11/2020	Sat	15:37	Rear End	0	0	6950	DAY	Dry	N	Swerved or Avoided
88366384	466	16.009	8/3/2020	Mon	19:10	Other	0	1	0	NIGHT	Wet	N	Other Contributing Action
88412987	467	14.154	10/20/2020	Tue	05:11	Other	0	0	5000	NIGHT	Wet	Y	Drove Too Fast for Conditions
88412989	468	16.831	10/20/2020	Tue	11:56	Rear End	0	0	3000	DAY	Dry	Y	Followed Too Closely
88256156	469	14.948	1/27/2020	Mon	02:55	Off Road	0	0	11500	NIGHT	Dry	N	Operated MV in Erratic, Reckless or Aggressive Manner
88366372	470	16.310	7/24/2020	Fri	15:46	Rear End	0	0	500	DAY	Dry	N	No Contributing Action
88283380	471	15.659	1/9/2020	Thu	21:58	Rear End	0	0	1200	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88412721	472	16.477	11/11/2020	Wed	22:50	Off Road	0	0	4500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88412722	473	16.455	11/11/2020	Wed	22:55	Angle	0	0	9000	NIGHT	Wet	N	No Contributing Action
88286508	474	14.230	3/6/2020	Fri	16:45	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88286471	475	16.737	2/10/2020	Mon	17:00	Sideswipe	0	0	900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88286474	476	16.637	2/12/2020	Wed	15:00	Rear End	0	0	5200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88141865	477	14.080	10/25/2020	Sun	21:43	Other	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88411819	478	16.839	12/12/2020	Sat	14:32	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88413202	479	16.527	11/15/2020	Sun	16:56	Other	0	0	1000	DAY	Dry	N	No Contributing Action
88413215	480	16.512	11/21/2020	Sat	18:35	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88233449	481	14.669	1/3/2020	Fri	08:10	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88332579	482	16.360	7/1/2020	Wed	22:49	Unknown	0	0	7000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88327234	483	14.569	9/7/2020	Mon	00:02	Rear End	0	0	3000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88413005	484	15.245	11/12/2020	Thu	05:01	Other	0	0	5000	NIGHT	Wet	Y	No Contributing Action
88413012	485	14.495	11/27/2020	Fri	22:16	Other	0	0	8000	NIGHT	Dry	Y	No Contributing Action
88413023	486	13.784	12/7/2020	Mon	04:46	Other	0	0	8000	NIGHT	Wet	Y	No Contributing Action
88404518	487	16.653	12/11/2020	Fri	10:30	Other	0	0	6000	DAY	Dry	N	Failed to Yield Right-of-Way

88412997	488	15.245	11/4/2020	Wed	06:25	Rear End	0	0	2000	NIGHT	Dry	Y	Followed Too Closely
88355663	489	16.415	7/19/2020	Sun	04:26	Off Road	0	0	5000	NIGHT	Wet	N	Drove Too Fast for Conditions
88355672	490	16.471	8/2/2020	Sun	00:45	Rear End	0	0	3000	NIGHT	Wet	N	No Contributing Action
88355683	491	16.707	8/14/2020	Fri	17:33	Rear End	0	0	18000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88275402	492	14.602	1/15/2020	Wed	07:30	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
88275411	493	15.564	1/20/2020	Mon	12:00	Rear End	0	0	300	DAY	Dry	N	Other Contributing Action
88289873	494	16.585	2/20/2020	Thu	10:00	Sideswipe	0	0	4900	DAY	Dry	N	Failed to Keep in Proper Lane
88407080	495	15.699	11/21/2020	Sat	20:50	Rear End	0	0	7000	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88377947	496	14.491	9/27/2020	Sun	21:10	Sideswipe	0	0	800	NIGHT	Dry	N	No Contributing Action
88377917	497	16.157	8/26/2020	Wed	13:08	Rear End	0	0	5000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88377925	498	14.507	9/6/2020	Sun	03:40	Sideswipe	0	0	10000	NIGHT	Wet	N	Other Contributing Action
88377926	499	14.507	9/6/2020	Sun	22:46	Sideswipe	0	0	3000	NIGHT	Wet	N	Other Contributing Action
88377927	500	16.552	9/7/2020	Mon	21:45	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88408756	501	15.171	11/8/2020	Sun	12:05	Sideswipe	0	0	800	DAY	Wet	N	Failed to Yield Right-of-Way
88264311	502	15.567	1/4/2020	Sat	20:45	Sideswipe	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88361385	503	14.569	7/4/2020	Sat	16:15	Rear End	0	0	6500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88361417	504	14.745	8/19/2020	Wed	22:20	Sideswipe	0	0	800	NIGHT	Dry	N	Failed to Keep in Proper Lane
88361396	505	16.637	7/21/2020	Tue	07:01	Rear End	0	0	2400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88361397	506	14.230	7/22/2020	Wed	05:20	Off Road	0	0	1200	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88361400	507	15.664	7/27/2020	Mon	07:10	Other	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88361411	508	15.664	8/8/2020	Sat	21:10	Off Road	0	0	1700	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88361412	509	17.035	8/13/2020	Thu	02:20	Sideswipe	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88361421	510	16.566	8/23/2020	Sun	00:45	Off Road	0	0	25000	NIGHT	Wet	N	Other Contributing Action
88361423	511	16.566	8/28/2020	Fri	21:45	Rear End	0	0	5000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88361427	512	16.410	9/7/2020	Mon	10:40	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88276394	513	13.875	1/30/2020	Thu	21:00	Rear End	0	0	1500	NIGHT	Dry	N	Other Contributing Action
88264318	514	14.718	1/16/2020	Thu	18:10	Sideswipe	0	0	500	DAY	Dry	N	No Contributing Action
88264334	515	13.831	1/26/2020	Sun	15:25	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
88275918	516	16.261	1/24/2020	Fri	21:59	Rear End	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88325830	517	14.497	5/18/2020	Mon	06:10	Sideswipe	0	0	1700	NIGHT	Dry	N	Failed to Yield Right-of-Way
88325833	518	16.481	5/24/2020	Sun	06:45	Other	0	0	5000	NIGHT	Wet	N	No Contributing Action
88325837	519	14.497	5/25/2020	Mon	10:05	Sideswipe	0	2	0	DAY	Wet	N	Failed to Yield Right-of-Way
88325838	520	16.566	5/25/2020	Mon	12:20	Off Road	0	2	0	DAY	Wet	N	No Contributing Action
88275944	521	14.718	2/16/2020	Sun	00:00	Sideswipe	0	0	5000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88275945	522	16.787	2/16/2020	Sun	01:23	Sideswipe	0	0	6000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88280513	523	14.130	2/25/2020	Tue	12:30	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88329879	524	13.763	6/20/2020	Sat	14:50	Angle	0	0	1200	DAY	Dry	N	No Contributing Action
88331374	525	16.595	6/2/2020	Tue	23:15	Rear End	0	0	10800	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88331381	526	14.235	6/9/2020	Tue	02:05	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88373607	527	16.410	7/22/2020	Wed	18:50	Off Road	0	0	9150	DAY	Wet	N	No Contributing Action
88373619	528	16.637	8/3/2020	Mon	15:10	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88373620	529	16.305	8/3/2020	Mon	16:40	Rear End	0	0	1000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88416716	530	16.787	11/6/2020	Fri	18:22	Rear End	0	0	500	DAY	Wet	N	No Contributing Action
88416718	531	16.788	11/6/2020	Fri	19:05	Rear End	0	0	4000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88407652	532	16.197	11/7/2020	Sat	19:48	Rear End	0	0	900	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88404519	533	16.205	12/14/2020	Mon	08:00	Rear End	0	0	2200	DAY	Dry	N	Failed to Keep in Proper Lane
88409755	534	15.954	12/13/2020	Sun	05:43	Other	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88292170	535	14.967	3/1/2020	Sun	11:45	Rear End	0	0	2000	DAY	Dry	N	No Contributing Action
88292171	536	17.035	3/2/2020	Mon	10:20	Sideswipe	0	1	0	DAY	Dry	N	Failed to Keep in Proper Lane
88292177	537	15.567	3/16/2020	Mon	08:17	Sideswipe	0	0	5000	DAY	Dry	N	Failed to Keep in Proper Lane
88292178	538	15.028	3/24/2020	Tue	10:50	Sideswipe	0	0	9000	DAY	Dry	N	Failed to Keep in Proper Lane
88292126	539	14.519	2/5/2020	Wed	06:30	Other	0	0	2000	NIGHT	Dry	N	No Contributing Action
88292137	540	16.223	2/9/2020	Sun	07:45	Sideswipe	0	0	6000	DAY	Dry	N	Failed to Keep in Proper Lane
88292148	541	16.704	2/19/2020	Wed	07:25	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Keep in Proper Lane
88292149	542	15.028	2/19/2020	Wed	07:55	Rear End	0	0	4000	DAY	Dry	N	No Contributing Action

88400098	543	16.587	11/14/2020	Sat	17:08	Rear End	0	0	400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88300141	544	16.613	3/12/2020	Thu	11:50	Rear End	0	0	10300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88300144	545	14.545	3/17/2020	Tue	09:00	Off Road	0	1	0	DAY	Dry	N	No Contributing Action
88300154	546	16.129	4/12/2020	Sun	01:50	Off Road	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88377666	547	14.507	9/9/2020	Wed	05:00	Rear End	0	1	0	NIGHT	Dry	N	Failed to Yield Right-of-Way
88377675	548	14.967	9/17/2020	Thu	23:04	Unknown	0	0	7000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88377686	549	13.782	10/5/2020	Mon	15:44	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
88292162	550	16.012	2/28/2020	Fri	09:45	Sideswipe	0	0	2000	DAY	Wet	N	Failed to Keep in Proper Lane
88329854	551	14.967	6/16/2020	Tue	22:00	Other	0	0	1000	NIGHT	Dry	N	No Contributing Action
88292180	552	14.245	3/26/2020	Thu	10:35	Sideswipe	0	0	6000	DAY	Dry	N	No Contributing Action
88292182	553	16.012	3/27/2020	Fri	06:45	Rear End	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88250431	554	16.566	6/18/2020	Thu	21:31	Off Road	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88300138	555	14.488	3/11/2020	Wed	08:14	Other	0	3	0	DAY	Dry	N	Failed to Yield Right-of-Way
88369677	556	17.039	9/24/2020	Thu	21:00	Other	0	0	13000	NIGHT	Wet	N	No Contributing Action
88366426	557	14.778	9/17/2020	Thu	18:34	Rear End	0	1	0	DAY	Dry	N	Failed to Keep in Proper Lane
88373768	558	14.526	9/17/2020	Thu	12:15	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88366396	559	16.606	8/19/2020	Wed	19:02	Sideswipe	0	0	900	NIGHT	Wet	N	No Contributing Action
88366406	560	15.947	8/31/2020	Mon	14:02	Sideswipe	0	0	1150	DAY	Dry	N	Other Contributing Action
88373809	561	16.029	12/28/2020	Mon	08:50	Sideswipe	0	0	600	DAY	Dry	N	No Contributing Action
88355639	562	16.337	7/1/2020	Wed	16:02	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88355645	563	16.632	7/4/2020	Sat	20:01	Rear End	0	0	13000	NIGHT	Wet	N	No Contributing Action
88355650	564	14.141	7/5/2020	Sun	20:33	Other	0	0	11000	NIGHT	Wet	N	No Contributing Action
88401595	565	14.845	10/20/2020	Tue	06:50	Sideswipe	0	0	1500	NIGHT	Wet	N	No Contributing Action
88361433	566	16.949	9/15/2020	Tue	08:50	Off Road	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88393070	567	16.490	9/8/2020	Tue	20:55	Off Road	0	0	3500	NIGHT	Wet	N	Other Contributing Action
88393075	568	15.205	9/19/2020	Sat	16:15	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88393077	569	15.527	9/21/2020	Mon	16:52	Rear End	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88373753	570	14.453	8/24/2020	Mon	07:00	Other	0	0	500	DAY	Dry	N	No Contributing Action
88373755	571	16.148	8/28/2020	Fri	13:10	Rear End	0	0	6500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88373756	572	16.205	8/31/2020	Mon	07:35	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Yield Right-of-Way
88393113	573	15.068	10/22/2020	Thu	15:30	Other	0	0	1050	DAY	Dry	N	Other Contributing Action
88282361	574	17.035	1/10/2020	Fri	12:45	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88282365	575	16.012	1/15/2020	Wed	10:05	Rear End	0	0	5000	DAY	Dry	N	No Contributing Action
88312339	576	16.471	5/10/2020	Sun	16:51	Off Road	0	1	0	DAY	Wet	N	Other Contributing Action
88338546	577	16.726	7/9/2020	Thu	15:50	Rear End	0	0	4000	DAY	Dry	N	Failed to Keep in Proper Lane
88338549	578	16.321	7/12/2020	Sun	16:25	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88338560	579	14.080	7/30/2020	Thu	19:09	Sideswipe	0	0	2000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88338082	580	14.745	6/21/2020	Sun	11:47	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88346783	581	15.068	8/17/2020	Mon	01:00	Other	0	0	500	NIGHT	Dry	N	No Contributing Action
88346786	582	17.203	8/22/2020	Sat	21:45	Other	0	0	8000	NIGHT	Dry	N	Swerved or Avoided
88346270	583	16.415	5/30/2020	Sat	15:50	Off Road	0	1	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88384888	584	16.675	11/2/2020	Mon	12:00	Rear End	0	2	0	DAY	Dry	N	Failed to Keep in Proper Lane
88289871	585	14.497	2/20/2020	Thu	07:00	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88289872	586	16.566	2/20/2020	Thu	10:00	Sideswipe	0	0	5500	DAY	Dry	N	Failed to Keep in Proper Lane
88346793	587	16.726	8/28/2020	Fri	23:35	Off Road	0	1	0	NIGHT	Dry	N	No Contributing Action
88346798	588	15.744	9/8/2020	Tue	09:05	Other	0	0	1000	DAY	Wet	N	No Contributing Action
88377962	589	17.065	10/16/2020	Fri	08:53	Rear End	0	0	12000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88338387	590	16.067	7/6/2020	Mon	12:30	Off Road	0	0	3000	DAY	Wet	N	No Contributing Action
88409764	591	14.027	12/24/2020	Thu	22:22	Rear End	0	0	6600	NIGHT	Dry	N	Improper Passing
88338355	592	16.012	5/23/2020	Sat	01:35	Other	0	0	12000	NIGHT	Dry	N	No Contributing Action
88338374	593	16.186	6/22/2020	Mon	08:50	Sideswipe	0	0	8000	DAY	Dry	N	No Contributing Action
88330095	594	16.453	8/2/2020	Sun	12:19	Off Road	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88348600	595	16.546	7/4/2020	Sat	19:22	Rear End	0	0	1200	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88330084	596	14.967	6/27/2020	Sat	08:02	Other	0	1	0	DAY	Dry	N	Other Contributing Action
88338349	597	17.035	5/16/2020	Sat	01:00	Off Road	0	0	3000	NIGHT	Wet	N	Swerved or Avoided

88338337	598	16.012	4/17/2020	Fri	06:55	Rear End	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88338342	599	16.012	4/30/2020	Thu	06:50	Off Road	0	0	4000	NIGHT	Dry	N	No Contributing Action
88272960	600	16.167	1/9/2020	Thu	11:05	Rear End	0	0	900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88272961	601	16.242	1/9/2020	Thu	16:25	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88272962	602	16.242	1/9/2020	Thu	19:00	Rear End	0	0	5800	NIGHT	Dry	N	No Contributing Action
88272970	603	13.746	1/18/2020	Sat	13:45	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88272971	604	15.955	1/18/2020	Sat	15:35	Rear End	0	0	2600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88272977	605	16.576	1/19/2020	Sun	19:25	Sideswipe	0	0	14200	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88272945	606	16.490	1/1/2020	Wed	15:05	Sideswipe	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88272946	607	16.415	1/1/2020	Wed	16:20	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88272952	608	16.490	1/4/2020	Sat	19:45	Off Road	0	0	6000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88271488	609	14.235	1/15/2020	Wed	19:20	Rear End	0	2	0	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88271492	610	14.530	1/17/2020	Fri	13:30	Rear End	0	0	1200	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88280671	611	16.129	1/27/2020	Mon	05:25	Sideswipe	0	0	4000	NIGHT	Dry	N	Other Contributing Action
88280672	612	14.566	1/27/2020	Mon	09:20	Sideswipe	0	0	2400	DAY	Dry	N	Failed to Yield Right-of-Way
88280683	613	14.413	2/3/2020	Mon	12:10	Rear End	0	0	14000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88280684	614	16.434	2/4/2020	Tue	07:50	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
88331169	615	14.254	5/11/2020	Mon	06:15	Off Road	0	0	10000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88331170	616	14.726	5/11/2020	Mon	07:35	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88331171	617	14.747	5/11/2020	Mon	09:00	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88333248	618	14.310	4/27/2020	Mon	15:44	Off Road	0	1	0	DAY	Dry	N	Other Contributing Action
88317729	619	14.450	6/20/2020	Sat	20:53	Other	0	2	0	NIGHT	Dry	N	No Contributing Action
88292068	620	16.637	2/14/2020	Fri	13:17	Rear End	0	0	5300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88292087	621	16.904	2/27/2020	Thu	13:18	Sideswipe	0	0	1850	DAY	Dry	N	Improper Passing
88280699	622	16.129	2/15/2020	Sat	11:40	Rear End	0	0	5500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88331183	623	16.129	6/3/2020	Wed	08:30	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88292096	624	16.125	3/4/2020	Wed	16:47	Sideswipe	0	0	800	DAY	Dry	N	Improper Passing
88292111	625	16.012	4/8/2020	Wed	14:20	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88292120	626	16.704	1/29/2020	Wed	07:45	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88292125	627	13.831	2/2/2020	Sun	07:50	Off Road	0	0	2000	DAY	Dry	N	No Contributing Action
88334140	628	16.261	6/12/2020	Fri	19:10	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88331194	629	16.585	6/20/2020	Sat	11:05	Sideswipe	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88331203	630	14.707	7/8/2020	Wed	08:20	Sideswipe	0	0	0	DAY	Dry	N	Other Contributing Action
88331204	631	16.434	7/8/2020	Wed	09:30	Rear End	0	0	5500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88331207	632	16.613	7/21/2020	Tue	06:40	Rear End	0	0	20000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88286463	633	15.028	2/5/2020	Wed	17:15	Sideswipe	0	0	300	DAY	Dry	N	No Contributing Action
88325848	634	16.566	6/3/2020	Wed	06:00	Sideswipe	0	0	3500	NIGHT	Wet	N	No Contributing Action
88325852	635	16.481	6/7/2020	Sun	05:35	Off Road	0	0	6000	NIGHT	Dry	N	No Contributing Action
88365228	636	14.967	7/30/2020	Thu	17:09	Sideswipe	0	0	3400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88346092	637	16.343	10/1/2020	Thu	21:10	Rear End	0	0	4500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88346099	638	14.845	10/9/2020	Fri	00:50	Unknown	0	4	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88365258	639	15.028	8/19/2020	Wed	17:09	Rear End	0	0	3500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88365231	640	14.028	8/3/2020	Mon	13:51	Rear End	0	0	1800	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88346465	641	14.445	10/1/2020	Thu	07:14	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88365210	642	16.012	7/5/2020	Sun	18:11	Off Road	0	0	10000	DAY	Wet	N	No Contributing Action
88365217	643	14.623	7/14/2020	Tue	13:46	Rear End	0	0	1700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88365219	644	13.831	7/15/2020	Wed	16:00	Sideswipe	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88253517	645	14.718	1/23/2020	Thu	17:58	Sideswipe	0	0	2000	DAY	Wet	N	No Contributing Action
88293141	646	13.831	2/17/2020	Mon	08:35	Rear End	0	0	11000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88293144	647	14.279	2/18/2020	Tue	10:40	Rear End	0	0	4000	DAY	Dry	N	Failed to Yield Right-of-Way
88313384	648	14.155	4/8/2020	Wed	10:10	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
88421738	649	16.223	11/22/2020	Sun	18:36	Rear End	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88421743	650	16.304	11/29/2020	Sun	16:18	Unknown	0	0	1100	DAY	Dry	N	Improper Passing
88313369	651	16.737	3/17/2020	Tue	11:35	Other	0	1	0	DAY	Dry	N	No Contributing Action
88421756	652	16.186	12/13/2020	Sun	17:09	Sideswipe	0	0	1400	DAY	Dry	N	Improper Passing

88379407	653	16.557	8/28/2020	Fri	16:12	Rear End	0	0	1800	DAY	Dry	N	Failed to Yield Right-of-Way
88379414	654	16.453	9/3/2020	Thu	22:11	Rear End	0	0	1600	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88379436	655	14.310	9/23/2020	Wed	02:50	Sideswipe	0	0	1400	NIGHT	Dry	N	Failed to Yield Right-of-Way
88346276	656	14.556	6/15/2020	Mon	16:25	Rear End	0	0	2400	DAY	Wet	Y	Operated MV in Careless or Negligent Manner
88346277	657	16.632	6/15/2020	Mon	18:55	Off Road	0	0	9000	DAY	Wet	Y	Operated MV in Careless or Negligent Manner
88346279	658	16.444	6/17/2020	Wed	14:08	Off Road	0	1	0	DAY	Dry	Y	No Contributing Action
88346311	659	16.915	8/4/2020	Tue	21:40	Off Road	0	1	0	NIGHT	Dry	Y	No Contributing Action
88313375	660	14.138	3/26/2020	Thu	11:40	Sideswipe	0	0	1200	DAY	Dry	Y	Failed to Keep in Proper Lane
88313378	661	16.471	3/31/2020	Tue	07:20	Sideswipe	0	0	2200	DAY	Dry	N	No Contributing Action
88408778	662	14.379	12/27/2020	Sun	10:00	Sideswipe	0	0	1700	DAY	Dry	N	Failed to Yield Right-of-Way
88295308	663	14.768	2/2/2020	Sun	21:40	Sideswipe	0	0	5000	NIGHT	Dry	N	No Contributing Action
88295319	664	16.415	2/16/2020	Sun	02:00	Off Road	0	0	8000	NIGHT	Wet	N	Drove Too Fast for Conditions
88295325	665	16.726	3/2/2020	Mon	16:06	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88346283	666	16.132	6/24/2020	Wed	20:30	Other	0	0	2000	NIGHT	Dry	Y	No Contributing Action
88346284	667	16.132	6/26/2020	Fri	20:40	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88346286	668	15.527	6/29/2020	Mon	17:15	Rear End	0	0	1100	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88382924	669	15.818	10/22/2020	Thu	17:35	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88301493	670	16.012	3/30/2020	Mon	18:16	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
83787952	671	14.497	8/28/2020	Fri	16:08	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88301505	672	16.012	4/21/2020	Tue	13:11	Unknown	0	0	5500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88301521	673	16.012	5/20/2020	Wed	16:31	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88375499	674	14.658	9/5/2020	Sat	19:00	Sideswipe	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88375503	675	16.576	9/9/2020	Wed	17:31	Rear End	0	0	10000	DAY	Dry	N	Failed to Keep in Proper Lane
88428696	676	16.632	12/17/2020	Thu	04:32	Rollover	0	1	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
88428735	677	14.604	12/5/2020	Sat	12:20	Sideswipe	0	0	3500	DAY	Dry	N	No Contributing Action
88428737	678	16.110	12/9/2020	Wed	09:20	Sideswipe	0	0	350	DAY	Dry	N	No Contributing Action
88382872	679	16.557	8/21/2020	Fri	13:46	Sideswipe	0	0	15000	DAY	Dry	N	Failed to Keep in Proper Lane
88300161	680	16.473	5/1/2020	Fri	07:25	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
88382874	681	16.787	8/22/2020	Sat	15:53	Rear End	0	0	19000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88382877	682	16.151	8/24/2020	Mon	15:52	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
88382878	683	16.261	8/24/2020	Mon	16:30	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88382886	684	17.019	9/7/2020	Mon	21:01	Rear End	0	0	10000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88382889	685	16.787	9/9/2020	Wed	14:45	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88382895	686	16.321	9/22/2020	Tue	16:17	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88293190	687	16.453	5/11/2020	Mon	06:55	Other	0	0	6100	NIGHT	Dry	N	Other Contributing Action
88417805	688	16.047	10/29/2020	Thu	00:22	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88421741	689	16.526	11/27/2020	Fri	18:53	Other	0	1	0	DAY	Dry	N	No Contributing Action
88421754	690	16.619	12/12/2020	Sat	16:29	Rear End	0	0	2500	DAY	Dry	N	No Contributing Action
88417814	691	16.076	11/10/2020	Tue	20:00	Rear End	0	0	3000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88417824	692	16.063	11/19/2020	Thu	15:30	Sideswipe	0	0	500	DAY	Dry	N	Failed to Yield Right-of-Way
88421761	693	16.604	12/14/2020	Mon	17:59	Rear End	0	0	1400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88417830	694	14.655	11/24/2020	Tue	21:10	Off Road	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88428697	695	14.651	12/17/2020	Thu	22:26	Rear End	0	0	5800	NIGHT	Dry	N	Other Contributing Action
88424272	696	16.315	12/1/2020	Tue	18:51	Sideswipe	0	0	7000	DAY	Dry	N	Failed to Keep in Proper Lane
88424280	697	15.890	12/15/2020	Tue	15:14	Rear End	0	0	11000	DAY	Dry	N	Failed to Keep in Proper Lane
88424282	698	14.495	12/17/2020	Thu	15:29	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Keep in Proper Lane
88428738	699	14.764	12/11/2020	Fri	09:45	Rear End	0	0	5800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88428744	700	14.453	12/24/2020	Thu	12:15	Sideswipe	0	0	150	DAY	Dry	N	Other Contributing Action
88379388	701	14.291	8/12/2020	Wed	15:21	Sideswipe	0	0	1600	DAY	Dry	N	Failed to Yield Right-of-Way
88379399	702	16.148	8/24/2020	Mon	18:06	Rear End	0	0	700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88427984	703	16.065	12/12/2020	Sat	00:21	Rear End	0	0	6000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88427990	704	16.788	12/19/2020	Sat	00:15	Off Road	0	0	10000	NIGHT	Dry	N	No Contributing Action
88429493	705	16.438	12/1/2020	Tue	11:20	Rear End	0	0	2900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88425309	706	16.550	12/6/2020	Sun	16:00	Other	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
88416727	707	16.406	11/16/2020	Mon	13:49	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner

88420189	708	16.300	12/6/2020	Sun	03:56	Sideswipe	0	0	2500	NIGHT	Dry	N	No Contributing Action
88433802	709	14.580	12/23/2020	Wed	06:40	Sideswipe	0	0	7500	NIGHT	Dry	N	No Contributing Action
88416748	710	14.994	12/6/2020	Sun	19:46	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88416755	711	14.336	12/12/2020	Sat	17:08	Off Road	0	0	6000	DAY	Dry	N	Swerved or Avoided
88429513	712	15.359	12/30/2020	Wed	12:00	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
88429514	713	15.576	12/31/2020	Thu	12:30	Sideswipe	0	0	2400	DAY	Dry	N	Failed to Yield Right-of-Way
89542380	714	14.333	10/15/2020	Thu	23:40	Rear End	0	2	0	NIGHT	Wet	N	Other Contributing Action
88424142	715	16.489	11/24/2020	Tue	20:29	Sideswipe	0	0	300	NIGHT	Dry	N	No Contributing Action
88425336	716	14.345	12/21/2020	Mon	19:54	Other	0	0	3600	NIGHT	Dry	N	Failed to Keep in Proper Lane
88425293	717	15.408	11/22/2020	Sun	00:55	Sideswipe	0	0	7000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88317873	718	14.839	7/29/2020	Wed	13:55	Sideswipe	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88317874	719	16.299	7/29/2020	Wed	14:52	Rear End	0	0	5000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88317877	720	14.564	7/31/2020	Fri	15:23	Off Road	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88317880	721	14.235	8/1/2020	Sat	20:16	Off Road	0	0	6000	NIGHT	Wet	N	Drove Too Fast for Conditions
89543946	722	14.332	10/31/2020	Sat	21:55	Sideswipe	0	0	200	NIGHT	Wet	N	Failed to Keep in Proper Lane
88420205	723	14.471	12/20/2020	Sun	01:33	Rear End	0	0	14000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88100162	724	15.244	10/11/2020	Sun	19:29	Off Road	0	0	12500	NIGHT	Dry	N	No Contributing Action
88386078	725	16.787	8/19/2020	Wed	17:20	Rear End	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88386103	726	16.036	9/17/2020	Thu	15:40	Sideswipe	0	0	350	DAY	Dry	N	No Contributing Action
88386104	727	17.035	9/17/2020	Thu	18:40	Sideswipe	0	0	1500	DAY	Dry	N	No Contributing Action
88386111	728	16.321	9/24/2020	Thu	16:00	Rear End	0	0	14000	DAY	Wet	N	Failed to Keep in Proper Lane
88287889	729	17.115	2/19/2020	Wed	16:42	Sideswipe	0	0	2500	DAY	Dry	N	Failed to Keep in Proper Lane
88313398	730	15.527	4/29/2020	Wed	05:45	Rear End	0	0	11000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88386523	731	16.208	10/19/2020	Mon	15:15	Rear End	0	0	1400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88386524	732	16.206	10/19/2020	Mon	16:11	Sideswipe	0	0	1100	DAY	Dry	N	Improper Passing
88386541	733	14.527	10/29/2020	Thu	16:02	Rear End	0	0	1100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88386542	734	15.886	10/29/2020	Thu	16:58	Sideswipe	0	0	900	DAY	Dry	N	Improper Passing
88386543	735	16.073	10/30/2020	Fri	15:11	Sideswipe	0	0	1300	DAY	Dry	N	Improper Passing
88386544	736	16.212	10/30/2020	Fri	14:10	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88269499	737	16.595	1/17/2020	Fri	09:20	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
88271690	738	17.008	1/6/2020	Mon	07:40	Rear End	0	0	7500	DAY	Dry	N	Failed to Yield Right-of-Way
88397205	739	16.197	11/7/2020	Sat	18:45	Sideswipe	0	0	700	DAY	Wet	N	Improper Passing
88381298	740	15.529	8/22/2020	Sat	08:45	Other	0	4	0	DAY	Dry	N	Failed to Yield Right-of-Way
88409656	741	17.021	11/24/2020	Tue	18:30	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88254140	742	17.094	1/2/2020	Thu	16:11	Rear End	0	0	4000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88416753	743	15.955	12/11/2020	Fri	19:53	Rear End	0	0	1000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88381359	744	16.497	11/6/2020	Fri	23:59	Off Road	0	0	10000	NIGHT	Wet	N	No Contributing Action
88381360	745	17.055	11/7/2020	Sat	22:59	Rear End	0	0	2500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88386906	746	14.443	10/25/2020	Sun	22:11	Rear End	0	0	3000	NIGHT	Wet	N	Other Contributing Action
88386907	747	13.892	10/25/2020	Sun	23:05	Unknown	0	0	1500	NIGHT	Wet	N	Other Contributing Action
88360479	748	16.656	10/11/2020	Sun	16:40	Rear End	0	0	3000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88360480	749	15.404	10/11/2020	Sun	17:15	Rear End	0	0	6700	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88253245	750	15.514	1/29/2020	Wed	15:46	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88376862	751	16.647	10/10/2020	Sat	02:17	Other	0	1	0	NIGHT	Wet	N	Operated MV in Erratic, Reckless or Aggressive Manner
88387509	752	17.097	10/13/2020	Tue	15:46	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88373795	753	16.502	11/22/2020	Sun	03:30	Off Road	0	0	5000	NIGHT	Dry	N	Other Contributing Action
88373798	754	14.283	12/2/2020	Wed	12:45	Sideswipe	0	0	100	DAY	Dry	N	Other Contributing Action
88373800	755	16.677	12/9/2020	Wed	08:30	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88383664	756	14.910	11/7/2020	Sat	18:21	Sideswipe	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88386122	757	16.470	10/6/2020	Tue	23:58	Other	0	1	0	NIGHT	Wet	Y	Ran Off Roadway
88386133	758	14.875	10/18/2020	Sun	01:30	Sideswipe	0	2	0	NIGHT	Dry	N	Failed to Yield Right-of-Way
88397617	759	14.868	11/12/2020	Thu	12:00	Rear End	0	0	1700	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88362035	760	16.844	10/3/2020	Sat	07:14	Off Road	0	0	6000	DAY	Wet	Y	Drove Too Fast for Conditions
88369096	761	14.277	10/11/2020	Sun	16:45	Off Road	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88369336	762	14.745	7/17/2020	Fri	09:25	Sideswipe	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner

88371420	763	15.398	10/27/2020	Tue	08:30	Sideswipe	0	0	4000	DAY	Dry	N	No Contributing Action
88376869	764	15.245	10/17/2020	Sat	00:00	Off Road	0	0	2500	NIGHT	Wet	N	Other Contributing Action
88286154	765	16.836	1/17/2020	Fri	18:31	Sideswipe	0	2	0	DAY	Dry	N	Failed to Yield Right-of-Way
88286166	766	16.405	1/21/2020	Tue	13:53	Other	0	0	500	DAY	Dry	N	No Contributing Action
88369469	767	16.440	10/5/2020	Mon	07:48	Sideswipe	0	0	1000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88371438	768	16.547	12/15/2020	Tue	08:05	Sideswipe	0	0	5000	DAY	Dry	N	Failed to Yield Right-of-Way
88365255	769	17.100	8/14/2020	Fri	17:06	Sideswipe	0	0	1900	DAY	Dry	N	Failed to Yield Right-of-Way
88369473	770	14.216	10/9/2020	Fri	11:21	Other	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88369479	771	14.275	10/17/2020	Sat	06:22	Off Road	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88386703	772	14.451	9/22/2020	Tue	12:30	Rear End	0	0	1000	DAY	Dry	N	Failed to Yield Right-of-Way
88369540	773	14.645	10/1/2020	Thu	06:29	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88369542	774	17.119	10/2/2020	Fri	08:42	Rear End	0	0	5500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88369551	775	14.846	10/22/2020	Thu	06:14	Rear End	0	2	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88369543	776	16.469	10/3/2020	Sat	05:45	Sideswipe	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88379444	777	15.484	10/3/2020	Sat	14:05	Off Road	0	0	1000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88382905	778	16.615	10/1/2020	Thu	14:17	Sideswipe	0	0	20000	DAY	Dry	N	Failed to Keep in Proper Lane
88375749	779	16.620	10/6/2020	Tue	15:55	Sideswipe	0	0	800	DAY	Dry	N	No Contributing Action
88375763	780	14.740	10/14/2020	Wed	20:47	Sideswipe	0	0	601	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88377960	781	14.556	10/13/2020	Tue	11:28	Sideswipe	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88377963	782	16.092	10/16/2020	Fri	10:50	Rear End	0	0	10000	DAY	Dry	N	Disregarded Other Road Markings
88377967	783	16.466	10/20/2020	Tue	11:14	Other	0	0	5000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88382914	784	16.536	10/9/2020	Fri	18:38	Rear End	0	0	6000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88382916	785	16.307	10/11/2020	Sun	15:56	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88382917	786	16.854	10/11/2020	Sun	17:56	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88377980	787	14.275	11/17/2020	Tue	11:24	Rear End	0	0	4700	DAY	Dry	N	No Contributing Action
88382938	788	16.323	11/7/2020	Sat	02:11	Sideswipe	0	0	10000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88383343	789	14.335	9/24/2020	Thu	19:53	Sideswipe	0	0	7000	NIGHT	Wet	N	No Contributing Action
88383354	790	14.335	10/8/2020	Thu	23:15	Rear End	0	0	3000	NIGHT	Wet	N	No Contributing Action
88389300	791	16.784	10/5/2020	Mon	17:15	Off Road	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88389296	792	14.669	10/3/2020	Sat	15:42	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88362752	793	16.853	7/17/2020	Fri	14:20	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
88381334	794	16.788	10/16/2020	Fri	10:40	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88372872	795	16.848	10/1/2020	Thu	19:18	Rear End	0	0	5000	NIGHT	Wet	N	No Contributing Action
88381345	796	14.745	10/28/2020	Wed	09:30	Off Road	0	1	0	DAY	Dry	N	No Contributing Action
88381346	797	16.489	10/28/2020	Wed	11:20	Other	0	0	900	DAY	Dry	N	Failed to Yield Right-of-Way
88381347	798	14.429	10/29/2020	Thu	21:37	Off Road	0	4	0	NIGHT	Dry	N	No Contributing Action
88381356	799	16.505	11/3/2020	Tue	01:07	Sideswipe	0	0	8000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88372894	800	14.764	10/25/2020	Sun	20:22	Rear End	0	1	0	NIGHT	Wet	N	Over-Correcting/Over-Steering
88387472	801	17.035	9/4/2020	Fri	14:00	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88387485	802	14.967	9/8/2020	Tue	20:00	Sideswipe	0	0	1700	NIGHT	Dry	N	Failed to Yield Right-of-Way
88387493	803	17.035	9/21/2020	Mon	17:37	Rear End	0	1	0	DAY	Wet	N	No Contributing Action
88408047	804	16.167	11/30/2020	Mon	16:00	Rear End	0	0	1500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88314380	805	15.927	5/23/2020	Sat	21:45	Off Road	0	0	5000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88314382	806	16.261	5/24/2020	Sun	23:30	Unknown	0	0	8700	NIGHT	Wet	N	Drove Too Fast for Conditions
88331601	807	13.875	7/13/2020	Mon	17:15	Rear End	0	0	9500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88338802	808	14.707	7/26/2020	Sun	01:55	Head On	0	3	0	NIGHT	Dry	N	Wrong Side or Wrong Way
88331644	809	16.915	8/19/2020	Wed	14:40	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88331645	810	16.321	8/20/2020	Thu	17:30	Rear End	0	1	0	DAY	Dry	N	Failed to Keep in Proper Lane
88331659	811	14.141	9/3/2020	Thu	17:20	Off Road	0	0	11000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88331652	812	16.132	8/27/2020	Thu	17:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88384855	813	16.481	9/15/2020	Tue	11:40	Other	0	0	3500	DAY	Dry	N	Other Contributing Action
88384864	814	16.566	9/28/2020	Mon	09:35	Sideswipe	0	1	0	DAY	Dry	N	No Contributing Action
88384865	815	16.481	9/29/2020	Tue	07:30	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88384846	816	16.481	8/31/2020	Mon	06:45	Off Road	0	1	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
88384848	817	16.481	9/9/2020	Wed	10:15	Rear End	0	3	0	DAY	Wet	N	Failed to Keep in Proper Lane

88384849	818	16.537	9/9/2020	Wed	13:00	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner											
88384850	819	16.205	9/9/2020	Wed	13:22	Rear End	0	0	7000	DAY	Wet	N	Operated MV in Careless or Negligent Manner											
88384896	820	16.481	11/21/2020	Sat	10:20	Other	0	1	0	DAY	Dry	N	No Contributing Action											
88430039	821	15.972	12/27/2020	Sun	00:40	Sideswipe	0	0	1700	NIGHT	Dry	Y	Other Contributing Action											
88289912	822	14.839	4/18/2020	Sat	02:00	Other	0	0	15600	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner											
88340568	823	17.216	10/2/2020	Fri	16:50	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner											
88361408	824	14.863	8/7/2020	Fri	02:00	Off Road	0	0	45000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner											
88339048	825	16.776	6/20/2020	Sat	15:05	Sideswipe	0	0	15400	DAY	Dry	N	Failed to Keep in Proper Lane											
88411418	826	15.459	12/27/2020	Sun	23:53	Off Road	0	0	6000	NIGHT	Wet	N	No Contributing Action											
88406725	827	15.108	10/27/2020	Tue	23:50	Off Road	0	0	7500	NIGHT	Dry	N	No Contributing Action											
88411395	828	16.219	12/3/2020	Thu	11:49	Rear End	0	2	0	DAY	Dry	N	Failed to Keep in Proper Lane											
88331141	829	15.059	8/28/2020	Fri	04:58	Off Road	0	0	15000	NIGHT	Dry	N	Over-Correcting/Over-Steering											
88345959	830	14.810	7/23/2020	Thu	06:05	Other	0	0	7000	NIGHT	Wet	N	No Contributing Action											
88346785	831	14.837	8/21/2020	Fri	02:00	Off Road	0	0	30000	NIGHT	Wet	N	No Contributing Action											
88364419	832	14.988	10/3/2020	Sat	04:55	Off Road	0	2	0	NIGHT	Wet	N	Other Contributing Action											
88331277	833	15.630	5/5/2020	Tue	15:45	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner											
88264034	834	15.086	2/10/2020	Mon	09:08	Sideswipe	0	0	5300	DAY	Dry	N	No Contributing Action											

Total No	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Wat	Other Non	Ped/Bike	Railway Veh	Parked Car	Motor Veh	Other Non	Pos t, Pol	Other Fixe
834	**4**	**170**	**664**	**346**	**2**	**2**	**248**	**0**	**0**	**0**	3	**0**	7	**2**	**0**	**0**	**761**	**12**	**0**	**77**
Percent	*0%*	*20%*	*80%*	*41%*	*0%*	*0%*	*30%*	*0%*	*0%*	*0%*	0%	*0%*	1%	*0%*	*0%*	*0%*	*91%*	*1%*	*0%*	*9%*

Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
Total	**504**	**330**	**208**	**626**	**1**	**185**	**506**	**70**	**0**	**0**	**0**	**27**	**8**	**0**	**66**	**1**	**9**	**0**	**65**	1
Percent	*60%*	*40%*	*25%*	*75%*	*0%*	*22%*	*61%*	*8%*	*0%*	*0%*	*0%*	*3%*	*1%*	*0%*	*8%*	*0%*	*1%*	*0%*	*8%*	0%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-270-000** Route No(s): **SR-9** **I-95** Local Name(s): **I-95**

MP **13.724** to MP **17.199** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2021** to **12/ 2021** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
88488440	1	16.668	4/6/2021	Tue	16:00	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88435912	2	15.567	1/23/2021	Sat	14:43	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88443040	3	16.110	1/15/2021	Fri	22:30	Sideswipe	0	0	2000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88533050	4	16.105	7/14/2021	Wed	12:00	Rear End	0	0	1700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88408785	5	14.556	1/14/2021	Thu	07:50	Rear End	0	0	2400	DAY	Dry	N	Failed to Yield Right-of-Way
88408786	6	14.339	1/14/2021	Thu	10:35	Sideswipe	0	0	200	DAY	Dry	N	Failed to Yield Right-of-Way
89562331	7	13.866	12/1/2021	Wed	14:12	Sideswipe	0	0	1000	DAY	Dry	N	Improper Passing
24381741	8	16.205	12/1/2021	Wed	22:40	Other	0	0	1000	NIGHT	Dry	N	Improper Turn
89562912	9	16.301	11/26/2021	Fri	03:20	Off Road	0	0	5500	NIGHT	Wet	N	No Contributing Action
88582748	10	14.476	11/29/2021	Mon	09:30	Rear End	0	0	11500	DAY	Dry	N	Failed to Yield Right-of-Way
88488640	11	14.490	6/26/2021	Sat	10:05	Sideswipe	0	0	5000	DAY	Dry	N	Other Contributing Action
88488444	12	16.495	4/10/2021	Sat	19:00	Other	0	0	500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88457252	13	17.011	4/23/2021	Fri	16:20	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88533306	14	14.628	8/15/2021	Sun	03:55	Unknown	0	0	19500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88533325	15	15.867	9/15/2021	Wed	16:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88466307	16	14.538	6/21/2021	Mon	11:05	Rear End	0	0	6500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88513033	17	16.067	7/13/2021	Tue	00:02	Sideswipe	0	0	20000	NIGHT	Wet	N	No Contributing Action
88556203	18	16.541	10/4/2021	Mon	09:35	Sideswipe	0	0	1800	DAY	Dry	N	Failed to Keep in Proper Lane
88498212	19	16.587	5/7/2021	Fri	16:41	Rear End	0	0	3000	DAY	Wet	Y	Operated MV in Careless or Negligent Manner
88543683	20	14.728	10/29/2021	Fri	08:45	Rear End	0	0	6000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88506954	21	14.269	5/8/2021	Sat	13:26	Sideswipe	0	2	0	DAY	Dry	N	Improper Passing
88506963	22	16.515	5/21/2021	Fri	14:15	Rear End	0	0	14000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88544972	23	16.086	7/26/2021	Mon	07:10	Off Road	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88544975	24	16.567	7/26/2021	Mon	11:00	Sideswipe	0	0	8000	DAY	Dry	N	No Contributing Action
88587742	25	16.482	12/17/2021	Fri	21:18	Rear End	0	1	0	NIGHT	Dry	N	No Contributing Action
88498205	26	16.567	5/2/2021	Sun	14:36	Sideswipe	0	0	0	DAY	Dry	N	Failed to Yield Right-of-Way
88559191	27	16.479	10/22/2021	Fri	07:20	Sideswipe	0	0	1050	DAY	Dry	N	Other Contributing Action
88433811	28	14.522	1/3/2021	Sun	07:30	Rear End	0	0	3000	DAY	Dry	N	Failed to Yield Right-of-Way
88433816	29	16.527	1/8/2021	Fri	10:40	Sideswipe	0	0	2150	DAY	Dry	N	Failed to Yield Right-of-Way
89589507	30	16.540	12/12/2021	Sun	19:00	Rear End	0	0	13000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88428789	31	14.500	3/11/2021	Thu	09:05	Sideswipe	0	0	1000	DAY	Dry	N	Other Contributing Action
88443413	32	14.028	2/16/2021	Tue	06:36	Off Road	0	0	6000	NIGHT	Wet	N	No Contributing Action
88443418	33	14.778	2/23/2021	Tue	12:10	Sideswipe	0	0	500	DAY	Dry	N	No Contributing Action
88518058	34	16.299	6/3/2021	Thu	15:30	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88451738	35	17.203	2/5/2021	Fri	20:50	Rear End	0	0	7300	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88545082	36	15.988	8/22/2021	Sun	18:55	Rear End	0	2	0	DAY	Dry	N	Failed to Keep in Proper Lane
88473590	37	16.065	4/8/2021	Thu	15:11	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88455458	38	14.331	6/11/2021	Fri	08:22	Rear End	0	0	3000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88479585	39	14.526	3/23/2021	Tue	10:00	Off Road	0	0	13000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88421862	40	14.306	1/26/2021	Tue	11:20	Rear End	0	0	12000	DAY	Dry	N	Failed to Yield Right-of-Way
88525995	41	15.527	6/26/2021	Sat	17:20	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88504776	42	14.745	7/16/2021	Fri	05:50	Sideswipe	0	0	1900	NIGHT	Dry	N	Failed to Yield Right-of-Way
88523537	43	16.223	6/27/2021	Sun	16:33	Rear End	0	0	950	DAY	Dry	N	No Contributing Action
88471959	44	14.363	4/2/2021	Fri	16:44	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88494121	45	16.049	4/20/2021	Tue	14:05	Off Road	0	0	4000	DAY	Dry	N	No Contributing Action
88569172	46	16.223	9/17/2021	Fri	16:56	Rear End	0	0	1000	DAY	Dry	N	Followed Too Closely
88569181	47	16.186	9/22/2021	Wed	18:10	Rear End	0	0	4000	DAY	Wet	N	Followed Too Closely

88569164	48	16.049	9/9/2021	Thu	18:28	Rear End	0	0	3000	DAY	Dry	N	No Contributing Action
88456398	49	16.428	3/23/2021	Tue	04:17	Off Road	0	0	4000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88494170	50	14.245	5/26/2021	Wed	00:37	Off Road	0	0	5000	NIGHT	Dry	N	No Contributing Action
88479618	51	14.585	5/9/2021	Sun	01:08	Sideswipe	0	0	1500	NIGHT	Dry	N	Other Contributing Action
88562464	52	15.925	11/20/2021	Sat	04:23	Off Road	0	0	15000	NIGHT	Wet	N	No Contributing Action
88436852	53	16.977	2/7/2021	Sun	23:00	Rear End	0	0	4000	NIGHT	Dry	N	Other Contributing Action
88503702	54	16.223	6/4/2021	Fri	14:47	Sideswipe	0	0	2000	DAY	Dry	N	Other Contributing Action
88518501	55	14.585	6/22/2021	Tue	06:49	Sideswipe	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88455561	56	16.641	1/19/2021	Tue	12:14	Rear End	0	1	0	DAY	Dry	N	Improper Passing
88523354	57	16.186	8/9/2021	Mon	14:20	Rear End	0	0	900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88539907	58	15.068	7/24/2021	Sat	01:00	Off Road	0	0	1500	NIGHT	Dry	N	No Contributing Action
88436840	59	14.707	1/19/2021	Tue	08:45	Sideswipe	0	0	2600	DAY	Dry	N	Failed to Keep in Proper Lane
88436844	60	14.453	1/26/2021	Tue	01:35	Sideswipe	0	0	2000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88562457	61	14.611	11/12/2021	Fri	02:12	Off Road	0	0	25000	NIGHT	Dry	N	Ran Off Roadway
88518495	62	14.566	6/13/2021	Sun	12:45	Head On	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88518497	63	14.710	6/14/2021	Mon	12:40	Off Road	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89562931	64	15.028	12/18/2021	Sat	04:15	Sideswipe	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89562932	65	17.036	12/18/2021	Sat	23:25	Sideswipe	0	0	3500	NIGHT	Dry	N	No Contributing Action
88540991	66	16.192	9/16/2021	Thu	09:16	Sideswipe	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88518095	67	16.415	6/30/2021	Wed	23:20	Off Road	0	0	9000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88569228	68	16.086	10/31/2021	Sun	05:20	Other	0	0	6000	NIGHT	Dry	N	No Contributing Action
88445860	69	16.858	3/6/2021	Sat	12:17	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Keep in Proper Lane
88446945	70	16.877	2/16/2021	Tue	06:45	Off Road	0	1	0	NIGHT	Wet	N	No Contributing Action
88446955	71	14.497	3/1/2021	Mon	07:40	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88504002	72	16.205	5/18/2021	Tue	10:27	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88504003	73	16.205	5/18/2021	Tue	10:27	Other	0	0	5000	DAY	Dry	N	No Contributing Action
88266890	74	17.118	1/2/2021	Sat	18:50	Sideswipe	0	1	0	DAY	Dry	N	Other Contributing Action
88583557	75	17.027	11/19/2021	Fri	14:03	Rollover	0	1	0	DAY	Wet	N	Other Contributing Action
88479622	76	16.351	5/10/2021	Mon	01:48	Sideswipe	0	3	0	NIGHT	Wet	N	Other Contributing Action
89586782	77	15.590	12/6/2021	Mon	08:46	Rear End	0	1	0	DAY	Dry	Y	Followed Too Closely
88507005	78	16.027	6/17/2021	Thu	02:30	Other	0	0	500	NIGHT	Wet	N	Other Contributing Action
88504013	79	16.214	6/5/2021	Sat	06:40	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88528194	80	16.012	8/27/2021	Fri	21:54	Other	0	0	7500	NIGHT	Dry	Y	No Contributing Action
88460030	81	16.282	3/4/2021	Thu	13:37	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88488500	82	16.696	5/27/2021	Thu	15:40	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Keep in Proper Lane
88474006	83	16.493	3/23/2021	Tue	15:45	Sideswipe	0	0	2800	DAY	Dry	N	No Contributing Action
88460020	84	14.650	2/24/2021	Wed	14:48	Sideswipe	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
83204980	85	16.647	3/26/2021	Fri	01:08	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88436851	86	16.129	2/7/2021	Sun	22:15	Sideswipe	0	0	1500	NIGHT	Dry	N	Failed to Keep in Proper Lane
88429804	87	16.643	2/15/2021	Mon	19:08	Sideswipe	0	0	1500	NIGHT	Dry	N	Other Contributing Action
88430408	88	16.466	1/4/2021	Mon	15:39	Unknown	0	0	2000	DAY	Dry	N	Improper Passing
88479628	89	16.219	5/24/2021	Mon	08:50	Sideswipe	0	0	200	DAY	Dry	N	Other Contributing Action
88468495	90	16.451	3/24/2021	Wed	15:24	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88448601	91	13.893	2/24/2021	Wed	22:00	Rear End	0	0	9000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88430421	92	16.062	1/13/2021	Wed	18:10	Rear End	0	0	3600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88430423	93	16.062	1/14/2021	Thu	13:48	Sideswipe	0	0	1400	DAY	Dry	N	Improper Passing
88455460	94	14.376	6/13/2021	Sun	04:45	Other	0	0	97000	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88460047	95	14.603	3/17/2021	Wed	16:23	Sideswipe	0	2	0	DAY	Dry	N	No Contributing Action
88460048	96	16.066	3/17/2021	Wed	19:52	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88436020	97	16.629	3/19/2021	Fri	08:45	Sideswipe	0	0	5000	DAY	Dry	N	Failed to Keep in Proper Lane
89566099	98	15.527	11/18/2021	Thu	14:30	Rear End	0	0	5500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88485945	99	14.028	5/24/2021	Mon	11:40	Rear End	0	1	0	DAY	Dry	N	No Contributing Action
88532853	100	16.317	8/21/2021	Sat	14:35	Off Road	0	0	2000	DAY	Dry	N	No Contributing Action
88583567	101	15.527	11/26/2021	Fri	19:42	Rear End	0	0	500	NIGHT	Dry	N	No Contributing Action
88468459	102	16.699	3/1/2021	Mon	18:54	Other	0	0	3500	DAY	Dry	N	Improper Passing

88510370	103	16.541	6/25/2021	Fri	11:45	Sideswipe	0	0	1100	DAY	Wet	N	Failed to Keep in Proper Lane
88510372	104	16.481	6/28/2021	Mon	08:00	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88507737	105	16.783	7/18/2021	Sun	18:15	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89574087	106	14.839	11/24/2021	Wed	08:30	Rear End	0	0	3400	DAY	Dry	N	No Contributing Action
88474021	107	14.204	4/4/2021	Sun	18:57	Other	0	0	5000	DAY	Dry	N	No Contributing Action
88479244	108	15.973	3/30/2021	Tue	14:07	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88475011	109	14.628	6/8/2021	Tue	07:35	Rear End	0	0	13000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88475012	110	14.528	6/14/2021	Mon	08:30	Sideswipe	0	0	400	DAY	Dry	N	Other Contributing Action
88469996	111	16.242	3/30/2021	Tue	18:15	Rear End	0	0	1000	DAY	Dry	N	Failed to Keep in Proper Lane
88582112	112	14.585	12/23/2021	Thu	00:20	Off Road	0	0	11500	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88401643	113	16.370	2/19/2021	Fri	23:45	Off Road	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88456406	114	14.502	4/1/2021	Thu	23:13	Rear End	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88479641	115	16.906	6/3/2021	Thu	03:00	Off Road	0	1	0	NIGHT	Others	N	Other Contributing Action
88484385	116	16.547	4/25/2021	Sun	14:10	Other	0	1	0	DAY	Dry	N	Swerved or Avoided
88582114	117	15.527	12/27/2021	Mon	13:15	Rear End	0	0	11600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88533081	118	16.205	8/20/2021	Fri	09:00	Other	0	0	1500	DAY	Dry	N	No Contributing Action
88398112	119	15.462	1/18/2021	Mon	05:50	Rear End	0	1	0	NIGHT	Dry	N	No Contributing Action
88533064	120	14.472	7/29/2021	Thu	07:35	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88436863	121	16.670	3/11/2021	Thu	10:00	Sideswipe	0	0	1600	DAY	Dry	N	Failed to Keep in Proper Lane
88533082	122	14.745	8/21/2021	Sat	07:00	Sideswipe	0	0	3000	DAY	Dry	N	Other Contributing Action
88537232	123	16.208	9/13/2021	Mon	18:03	Rear End	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88537233	124	16.503	9/13/2021	Mon	19:40	Sideswipe	0	0	8500	NIGHT	Dry	N	Improper Passing
88446557	125	17.082	1/16/2021	Sat	05:15	Other	0	0	5000	NIGHT	Dry	N	No Contributing Action
88537214	126	16.203	8/7/2021	Sat	14:39	Sideswipe	0	2	0	DAY	Dry	N	Improper Passing
88537217	127	16.199	8/10/2021	Tue	12:53	Sideswipe	0	0	1000	DAY	Dry	N	Improper Passing
88455455	128	14.646	6/9/2021	Wed	10:00	Sideswipe	0	0	7000	DAY	Dry	Y	No Contributing Action
88425350	129	15.205	1/4/2021	Mon	15:45	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88451952	130	16.265	6/14/2021	Mon	18:39	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88405857	131	15.644	3/21/2021	Sun	01:55	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88440142	132	16.567	1/26/2021	Tue	18:24	Sideswipe	0	0	3800	DAY	Dry	N	No Contributing Action
88440147	133	15.068	1/28/2021	Thu	12:54	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
88468617	134	16.280	5/13/2021	Thu	09:06	Rear End	0	0	17000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88468541	135	16.167	4/21/2021	Wed	16:25	Sideswipe	0	0	1500	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88515539	136	16.535	7/4/2021	Sun	20:45	Rear End	0	0	4000	NIGHT	Dry	N	No Contributing Action
88468536	137	16.454	4/10/2021	Sat	21:00	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88539515	138	14.653	7/25/2021	Sun	01:19	Rear End	0	0	10000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88440116	139	16.503	2/14/2021	Sun	04:40	Sideswipe	0	1	0	NIGHT	Dry	N	Improper Passing
88440118	140	16.006	2/16/2021	Tue	22:13	Off Road	0	0	1000	NIGHT	Dry	N	No Contributing Action
88440119	141	14.523	2/17/2021	Wed	22:34	Off Road	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88445119	142	16.655	2/5/2021	Fri	13:15	Other	0	1	0	DAY	Dry	N	Failed to Keep in Proper Lane
88457997	143	14.967	4/4/2021	Sun	08:40	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88558416	144	16.186	9/21/2021	Tue	17:02	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88558420	145	14.519	9/25/2021	Sat	19:40	Off Road	0	1	0	NIGHT	Wet	N	Drove Too Fast for Conditions
88484346	146	14.670	3/27/2021	Sat	20:09	Sideswipe	0	0	3500	NIGHT	Dry	N	Improper Passing
88583432	147	16.223	11/26/2021	Fri	14:09	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88583433	148	16.049	11/26/2021	Fri	19:38	Off Road	0	0	3000	NIGHT	Dry	N	No Contributing Action
88583434	149	16.039	11/27/2021	Sat	13:53	Sideswipe	0	0	3100	DAY	Dry	N	Other Contributing Action
88583437	150	16.039	11/29/2021	Mon	13:45	Other	0	0	9500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88583439	151	16.219	11/30/2021	Tue	13:58	Rear End	0	0	2300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88583440	152	16.219	11/30/2021	Tue	18:46	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88558427	153	16.223	10/6/2021	Wed	18:10	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88558429	154	14.538	10/7/2021	Thu	15:03	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88583444	155	16.186	12/6/2021	Mon	17:48	Rear End	0	0	6500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88425351	156	14.338	1/5/2021	Tue	15:45	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88583420	157	16.186	11/5/2021	Fri	20:28	Rear End	0	0	4500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner

24880828	158	16.299	12/16/2021	Thu	16:07	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88558412	159	16.871	9/18/2021	Sat	14:03	Rear End	0	0	2000	DAY	Dry	N	Other Contributing Action
88459808	160	14.290	2/16/2021	Tue	22:05	Sideswipe	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88583401	161	14.763	10/21/2021	Thu	15:01	Rear End	0	0	5100	DAY	Dry	N	No Contributing Action
88583398	162	16.223	10/20/2021	Wed	13:57	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88440193	163	14.887	2/24/2021	Wed	20:06	Sideswipe	0	0	9500	NIGHT	Wet	N	Other Contributing Action
88484337	164	16.971	3/25/2021	Thu	15:00	Rear End	0	0	16000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88522106	165	14.028	6/8/2021	Tue	07:15	Rear End	0	0	5500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88558839	166	14.377	10/22/2021	Fri	09:20	Rear End	0	0	1100	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88558841	167	16.415	10/23/2021	Sat	09:00	Off Road	0	0	5500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88583405	168	14.510	10/25/2021	Mon	13:26	Off Road	0	0	4000	DAY	Dry	N	No Contributing Action
88583411	169	16.219	10/29/2021	Fri	19:40	Rear End	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88244266	170	14.934	12/24/2021	Fri	18:36	Off Road	0	0	500	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88504049	171	14.745	7/9/2021	Fri	12:52	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
24881748	172	16.029	12/19/2021	Sun	15:30	Rear End	0	0	1700	DAY	Wet	Y	Operated MV in Careless or Negligent Manner
88564863	173	16.381	10/26/2021	Tue	04:58	Sideswipe	0	0	11000	NIGHT	Dry	Y	No Contributing Action
88522128	174	14.585	6/25/2021	Fri	06:50	Sideswipe	0	0	3500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88522129	175	14.718	6/25/2021	Fri	10:20	Sideswipe	0	0	1800	DAY	Wet	N	Failed to Yield Right-of-Way
88558560	176	14.752	11/7/2021	Sun	20:22	Sideswipe	0	0	2600	NIGHT	Dry	N	Improper Passing
88558464	177	16.049	11/4/2021	Thu	16:30	Sideswipe	0	0	1000	DAY	Dry	N	Other Contributing Action
88455595	178	15.744	3/12/2021	Fri	03:55	Sideswipe	0	0	1000	NIGHT	Dry	N	Improper Passing
88440120	179	14.370	2/18/2021	Thu	00:00	Other	0	0	200	NIGHT	Dry	N	No Contributing Action
88416902	180	14.133	1/3/2021	Sun	19:52	Sideswipe	0	0	4000	NIGHT	Dry	N	Other Contributing Action
88558444	181	14.726	10/20/2021	Wed	14:19	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88558445	182	16.195	10/20/2021	Wed	15:58	Sideswipe	0	0	400	DAY	Dry	N	Other Contributing Action
88513436	183	14.728	6/13/2021	Sun	01:00	Sideswipe	0	0	2000	NIGHT	Dry	N	No Contributing Action
88513448	184	14.747	6/22/2021	Tue	01:00	Off Road	0	0	5000	NIGHT	Dry	Y	No Contributing Action
88440182	185	16.560	2/18/2021	Thu	19:24	Off Road	0	0	1000	NIGHT	Dry	N	No Contributing Action
88513458	186	14.328	7/2/2021	Fri	00:00	Rear End	0	0	3000	NIGHT	Dry	N	No Contributing Action
88503693	187	16.626	5/20/2021	Thu	14:17	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88565409	188	16.012	9/16/2021	Thu	13:15	Off Road	0	1	0	DAY	Wet	N	Other Contributing Action
88474504	189	16.656	4/26/2021	Mon	09:28	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
88503714	190	16.629	6/6/2021	Sun	20:38	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88488604	191	15.991	5/18/2021	Tue	04:50	Off Road	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88488612	192	15.991	5/28/2021	Fri	00:00	Rear End	0	0	2000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88488624	193	16.242	6/13/2021	Sun	11:10	Other	0	0	1000	DAY	Dry	N	No Contributing Action
88488627	194	14.726	6/15/2021	Tue	06:05	Sideswipe	0	0	3500	NIGHT	Dry	N	Failed to Keep in Proper Lane
88543682	195	14.728	10/29/2021	Fri	06:35	Rear End	0	0	10500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88538028	196	16.347	9/16/2021	Thu	00:56	Off Road	0	0	15000	NIGHT	Dry	N	Ran Off Roadway
88575808	197	16.991	12/2/2021	Thu	03:30	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89591331	198	16.276	12/22/2021	Wed	14:22	Unknown	0	0	8800	DAY	Dry	N	Failed to Keep in Proper Lane
88482249	199	14.883	3/21/2021	Sun	01:30	Rear End	0	0	30000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88474472	200	14.528	3/28/2021	Sun	07:55	Sideswipe	0	0	1005	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88537802	201	17.058	9/30/2021	Thu	11:40	Sideswipe	0	0	6000	DAY	Dry	N	Failed to Keep in Proper Lane
88507901	202	17.171	5/13/2021	Thu	16:25	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Erratic, Reckless or Aggressive Manner
88498577	203	14.854	5/4/2021	Tue	08:20	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88522109	204	14.908	6/9/2021	Wed	11:40	Sideswipe	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
88562473	205	15.921	12/1/2021	Wed	20:02	Unknown	0	0	3000	NIGHT	Dry	N	No Contributing Action
88488645	206	14.604	6/28/2021	Mon	08:25	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88488646	207	16.280	6/28/2021	Mon	12:00	Rear End	0	0	5000	DAY	Dry	N	Other Contributing Action
88488635	208	16.280	6/21/2021	Mon	11:20	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88488639	209	16.223	6/25/2021	Fri	12:35	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88562622	210	14.745	10/18/2021	Mon	02:00	Sideswipe	0	4	0	NIGHT	Dry	N	No Contributing Action
88562602	211	13.746	9/24/2021	Fri	08:30	Rear End	0	0	13000	DAY	Dry	N	Swerved or Avoided
88532492	212	16.689	7/19/2021	Mon	14:17	Sideswipe	0	0	13500	DAY	Dry	N	Operated MV in Careless or Negligent Manner

88522136	213	14.623	7/1/2021	Thu	07:00	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88448585	214	15.028	2/11/2021	Thu	21:07	Sideswipe	0	0	1200	NIGHT	Dry	N	Failed to Yield Right-of-Way
88448581	215	16.587	2/7/2021	Sun	17:00	Sideswipe	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88473592	216	14.245	4/8/2021	Thu	21:12	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88473593	217	15.567	4/12/2021	Mon	15:50	Sideswipe	0	0	1500	DAY	Dry	N	No Contributing Action
88503721	218	16.223	6/12/2021	Sat	00:14	Sideswipe	0	0	4000	NIGHT	Dry	N	Other Contributing Action
88503730	219	16.186	6/17/2021	Thu	02:13	Other	0	0	1000	NIGHT	Wet	N	No Contributing Action
88545036	220	14.292	9/16/2021	Thu	00:56	Rear End	0	2	0	NIGHT	Dry	N	No Contributing Action
88405841	221	14.495	2/16/2021	Tue	02:37	Rollover	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88562610	222	14.945	10/8/2021	Fri	04:30	Rear End	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88504031	223	14.528	6/22/2021	Tue	08:36	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88503708	224	16.284	6/5/2021	Sat	16:38	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88518123	225	14.363	8/5/2021	Thu	15:10	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Keep in Proper Lane
88568856	226	16.454	12/16/2021	Thu	12:29	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88568858	227	16.055	12/18/2021	Sat	06:56	Rear End	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88503736	228	16.049	6/25/2021	Fri	03:53	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88431574	229	17.047	3/11/2021	Thu	15:00	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88431590	230	15.531	3/20/2021	Sat	13:46	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88489524	231	14.967	10/8/2021	Fri	03:20	Off Road	0	0	45000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
87122159	232	17.150	3/24/2021	Wed	10:29	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88504057	233	14.658	6/3/2021	Thu	09:36	Rear End	0	0	1700	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88455397	234	15.955	2/2/2021	Tue	12:02	Rear End	0	0	2000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88440156	235	16.049	2/3/2021	Wed	15:00	Other	0	0	1000	DAY	Dry	N	Other Contributing Action
88440157	236	16.039	2/3/2021	Wed	15:05	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88504024	237	16.067	6/16/2021	Wed	13:17	Sideswipe	0	0	1500	DAY	Dry	N	Other Contributing Action
88559336	238	14.882	9/22/2021	Wed	09:20	Rear End	0	0	5500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88439439	239	14.510	1/22/2021	Fri	08:45	Sideswipe	0	0	1100	DAY	Dry	N	Improper Passing
88493677	240	15.704	6/17/2021	Thu	01:59	Rear End	0	0	30000	NIGHT	Wet	N	No Contributing Action
88504039	241	14.692	6/30/2021	Wed	13:15	Rear End	0	1	0	DAY	Wet	N	Improper Passing
88507952	242	16.062	6/12/2021	Sat	16:15	Sideswipe	0	0	200	DAY	Dry	N	Failed to Keep in Proper Lane
88478931	243	16.077	6/16/2021	Wed	17:10	Sideswipe	0	0	4000	DAY	Wet	N	No Contributing Action
88541089	244	15.244	11/12/2021	Fri	22:40	Rear End	0	0	10000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89577371	245	16.069	11/29/2021	Mon	14:42	Sideswipe	0	0	2000	DAY	Dry	N	Improper Passing
88431601	246	14.510	3/28/2021	Sun	16:45	Off Road	0	0	2000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88470045	247	15.818	4/5/2021	Mon	16:12	Rear End	0	0	1800	DAY	Dry	N	Other Contributing Action
88489531	248	14.585	10/16/2021	Sat	04:10	Off Road	0	1	0	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88568861	249	16.223	12/27/2021	Mon	06:55	Off Road	0	0	1000	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88473554	250	14.114	3/4/2021	Thu	03:34	Other	0	0	3000	NIGHT	Dry	N	No Contributing Action
88490928	251	16.167	7/1/2021	Thu	13:19	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88490931	252	15.818	7/1/2021	Thu	19:17	Off Road	0	0	4000	NIGHT	Dry	N	No Contributing Action
89566058	253	16.004	12/6/2021	Mon	14:00	Rear End	0	0	501	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88527920	254	16.571	6/23/2021	Wed	19:29	Sideswipe	0	0	2200	NIGHT	Dry	N	Improper Passing
88490935	255	14.778	7/4/2021	Sun	14:38	Rear End	0	0	5000	DAY	Dry	N	No Contributing Action
88498086	256	17.019	6/2/2021	Wed	20:45	Sideswipe	0	0	600	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88450910	257	14.718	4/10/2021	Sat	21:52	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88450911	258	14.772	4/10/2021	Sat	23:15	Sideswipe	0	0	600	NIGHT	Dry	N	Failed to Yield Right-of-Way
88455441	259	14.028	3/29/2021	Mon	08:15	Off Road	0	0	5000	DAY	Dry	Y	Over-Correcting/Over-Steering
88455447	260	16.394	4/13/2021	Tue	08:08	Rear End	0	0	2000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
88455448	261	16.261	6/5/2021	Sat	05:07	Rollover	0	0	3200	NIGHT	Wet	Y	Swerved or Avoided
88583448	262	16.540	12/11/2021	Sat	13:44	Rear End	0	0	14000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88550549	263	14.650	8/23/2021	Mon	16:21	Other	0	0	2500	DAY	Dry	N	No Contributing Action
88550568	264	15.028	9/14/2021	Tue	16:43	Sideswipe	0	0	3000	DAY	Dry	N	Improper Passing
88442139	265	14.272	2/5/2021	Fri	10:25	Sideswipe	0	1	0	DAY	Dry	N	Failed to Keep in Proper Lane
88485908	266	14.348	4/18/2021	Sun	11:15	Sideswipe	0	0	11000	DAY	Dry	N	Failed to Keep in Proper Lane
88445841	267	16.357	2/11/2021	Thu	08:33	Sideswipe	0	0	1850	DAY	Dry	N	Failed to Keep in Proper Lane

88556219	268	16.664	10/28/2021	Thu	09:45	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88508366	269	14.932	7/8/2021	Thu	22:57	Other	0	0	400	NIGHT	Dry	N	Failed to Keep in Proper Lane
88508369	270	15.878	7/11/2021	Sun	04:40	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88508378	271	14.593	7/24/2021	Sat	01:55	Rear End	0	0	1300	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88550576	272	15.028	9/22/2021	Wed	21:00	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88486635	273	16.299	6/30/2021	Wed	16:09	Rear End	0	0	3000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88486628	274	15.567	6/23/2021	Wed	20:58	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89566228	275	16.859	12/21/2021	Tue	15:30	Sideswipe	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88409700	276	16.027	4/21/2021	Wed	06:40	Rear End	0	0	10000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88486641	277	14.028	7/3/2021	Sat	16:05	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89562916	278	15.765	12/1/2021	Wed	22:50	Other	0	0	1500	NIGHT	Dry	N	No Contributing Action
88485905	279	16.086	4/15/2021	Thu	08:45	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88486646	280	16.110	7/7/2021	Wed	16:51	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89574869	281	14.346	11/6/2021	Sat	21:48	Sideswipe	0	0	2000	NIGHT	Dry	N	No Contributing Action
88431571	282	14.441	3/7/2021	Sun	15:30	Sideswipe	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88224750	283	16.787	11/19/2021	Fri	10:15	Off Road	1	0	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88411423	284	16.302	1/1/2021	Fri	21:21	Sideswipe	0	0	1500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88455569	285	16.067	2/6/2021	Sat	08:34	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88455574	286	16.299	2/11/2021	Thu	13:13	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88532654	287	15.991	9/1/2021	Wed	08:40	Sideswipe	0	0	10000	DAY	Dry	N	Failed to Yield Right-of-Way
88457999	288	14.669	4/5/2021	Mon	08:35	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88458000	289	16.148	4/5/2021	Mon	12:20	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Yield Right-of-Way
88531607	290	16.195	7/16/2021	Fri	20:29	Rear End	0	0	1500	NIGHT	Dry	N	Followed Too Closely
88473598	291	16.704	4/15/2021	Thu	13:52	Rear End	0	0	1900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88532634	292	14.760	7/20/2021	Tue	09:30	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
88532640	293	16.129	7/29/2021	Thu	12:05	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88532616	294	16.148	7/3/2021	Sat	11:35	Off Road	0	0	1500	DAY	Dry	N	Other Contributing Action
88532617	295	14.669	7/4/2021	Sun	13:10	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Yield Right-of-Way
88532619	296	14.801	7/6/2021	Tue	08:20	Sideswipe	0	0	1000	DAY	Dry	N	Other Contributing Action
88532624	297	14.547	7/13/2021	Tue	10:25	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88431566	298	16.685	2/28/2021	Sun	17:15	Sideswipe	0	0	3500	DAY	Dry	N	Failed to Keep in Proper Lane
88523532	299	14.363	6/22/2021	Tue	19:31	Sideswipe	0	0	5000	NIGHT	Dry	N	No Contributing Action
88533094	300	16.363	9/3/2021	Fri	22:20	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88534528	301	15.818	8/17/2021	Tue	22:45	Rear End	0	1	0	NIGHT	Dry	N	Other Contributing Action
88507015	302	15.028	6/24/2021	Thu	02:33	Rear End	0	4	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88429532	303	14.669	1/15/2021	Fri	11:10	Sideswipe	0	0	2000	DAY	Dry	N	Other Contributing Action
88581143	304	14.329	11/29/2021	Mon	11:42	Sideswipe	0	0	3000	DAY	Dry	N	No Contributing Action
88429867	305	16.393	1/2/2021	Sat	18:58	Unknown	0	0	20000	DAY	Dry	N	No Contributing Action
88479623	306	16.906	5/10/2021	Mon	01:48	Sideswipe	0	0	2000	NIGHT	Wet	N	Other Contributing Action
88479002	307	14.530	3/20/2021	Sat	01:34	Sideswipe	0	0	2000	NIGHT	Dry	Y	Improper Passing
88549490	308	14.028	8/31/2021	Tue	19:03	Rear End	0	0	1000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88523511	309	13.746	6/12/2021	Sat	16:34	Off Road	0	0	3000	DAY	Dry	N	No Contributing Action
88534549	310	15.867	9/28/2021	Tue	08:00	Sideswipe	0	0	7400	DAY	Dry	N	Failed to Keep in Proper Lane
88534550	311	15.867	9/28/2021	Tue	09:23	Off Road	0	0	4500	DAY	Dry	N	Swerved or Avoided
88549507	312	16.261	9/29/2021	Wed	23:04	Rear End	0	0	2000	NIGHT	Dry	N	Improper Passing
88549510	313	16.223	10/1/2021	Fri	13:36	Sideswipe	0	0	4000	DAY	Wet	N	Improper Passing
88435976	314	14.450	1/13/2021	Wed	12:00	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88549499	315	16.453	9/22/2021	Wed	04:40	Off Road	2	0	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88424319	316	16.394	1/21/2021	Thu	14:11	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Keep in Proper Lane
88549497	317	16.261	9/21/2021	Tue	21:46	Off Road	0	0	3000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88549500	318	16.167	9/22/2021	Wed	21:42	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88424312	319	17.080	1/14/2021	Thu	17:50	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88440117	320	16.521	2/16/2021	Tue	22:13	Rear End	0	2	0	NIGHT	Dry	N	No Contributing Action
88504793	321	14.528	7/27/2021	Tue	10:30	Sideswipe	0	0	8500	DAY	Dry	N	Failed to Yield Right-of-Way
88504795	322	14.528	7/27/2021	Tue	12:45	Rear End	0	5	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner

88504796	323	14.745	8/23/2021	Mon	06:00	Sideswipe	0	0	2100	NIGHT	Dry	N	No Contributing Action
88484728	324	16.377	5/5/2021	Wed	14:15	Sideswipe	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
88565612	325	14.235	8/31/2021	Tue	07:20	Rear End	0	0	9500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88518102	326	16.657	7/4/2021	Sun	04:20	Sideswipe	0	0	6000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88481844	327	14.339	6/3/2021	Thu	10:40	Rear End	0	0	3700	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88531797	328	16.223	7/12/2021	Mon	14:57	Sideswipe	0	0	8000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88481843	329	14.623	6/3/2021	Thu	10:42	Rear End	0	0	200	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88429518	330	16.563	1/4/2021	Mon	11:40	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
88512920	331	16.105	8/10/2021	Tue	00:38	Sideswipe	0	0	800	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88510343	332	14.585	5/23/2021	Sun	09:40	Off Road	0	0	2000	DAY	Wet	N	No Contributing Action
88531788	333	14.726	7/3/2021	Sat	04:41	Sideswipe	0	0	1000	NIGHT	Dry	N	Other Contributing Action
88510345	334	16.242	5/26/2021	Wed	07:45	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88494126	335	16.190	4/23/2021	Fri	16:44	Sideswipe	0	0	4000	DAY	Dry	N	Other Contributing Action
88548039	336	15.033	9/2/2021	Thu	17:10	Off Road	0	0	18000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88531846	337	16.223	9/13/2021	Mon	17:58	Rear End	0	0	3000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88531783	338	16.186	6/30/2021	Wed	23:57	Sideswipe	0	0	2000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88531784	339	16.186	7/1/2021	Thu	00:45	Off Road	0	0	1000	NIGHT	Wet	N	No Contributing Action
88501648	340	13.930	7/1/2021	Thu	23:00	Rear End	0	0	7000	NIGHT	Dry	N	No Contributing Action
88160909	341	17.172	7/9/2021	Fri	12:48	Sideswipe	0	0	500	DAY	Dry	N	Failed to Keep in Proper Lane
88531812	342	15.647	7/23/2021	Fri	12:09	Sideswipe	0	0	1000	DAY	Dry	N	Other Contributing Action
88531813	343	16.223	7/23/2021	Fri	18:48	Rear End	0	0	3000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88531814	344	14.510	7/26/2021	Mon	12:53	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88531817	345	16.049	7/28/2021	Wed	14:48	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88522143	346	16.364	7/13/2021	Tue	07:50	Other	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88488691	347	14.528	7/9/2021	Fri	11:45	Sideswipe	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88488705	348	14.745	8/17/2021	Tue	08:00	Sideswipe	0	1	0	DAY	Dry	N	No Contributing Action
88448561	349	14.623	1/19/2021	Tue	15:45	Rear End	0	0	3100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88531810	350	14.374	7/22/2021	Thu	15:54	Sideswipe	0	0	5000	DAY	Dry	N	Other Contributing Action
88532488	351	14.462	7/17/2021	Sat	17:46	Off Road	0	0	25000	DAY	Dry	N	Other Contributing Action
88504770	352	16.067	7/8/2021	Thu	06:20	Other	0	0	2000	NIGHT	Dry	N	No Contributing Action
88504775	353	14.528	7/12/2021	Mon	07:30	Off Road	0	0	900	DAY	Wet	N	No Contributing Action
88556197	354	16.627	9/26/2021	Sun	11:50	Off Road	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88451755	355	16.482	2/28/2021	Sun	18:45	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88504737	356	16.067	5/23/2021	Sun	22:40	Rear End	0	0	2500	NIGHT	Dry	N	Failed to Yield Right-of-Way
88504738	357	16.067	5/23/2021	Sun	10:40	Off Road	0	0	800	DAY	Dry	N	No Contributing Action
88504705	358	16.704	7/27/2021	Tue	12:55	Sideswipe	0	0	5000	DAY	Dry	N	Other Contributing Action
88541007	359	16.385	9/29/2021	Wed	10:02	Rear End	0	0	2000	DAY	Dry	N	No Contributing Action
88545099	360	14.541	9/18/2021	Sat	14:00	Rear End	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
89566066	361	16.998	12/10/2021	Fri	17:50	Rear End	0	0	700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88504670	362	14.245	6/3/2021	Thu	10:40	Sideswipe	0	0	200	DAY	Dry	N	Other Contributing Action
88504671	363	14.245	6/3/2021	Thu	10:40	Sideswipe	0	0	100	DAY	Dry	N	No Contributing Action
88522138	364	16.486	7/1/2021	Thu	07:20	Rear End	0	0	9500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88539860	365	15.567	10/8/2021	Fri	00:09	Sideswipe	0	0	2000	NIGHT	Dry	N	Improper Passing
88539861	366	16.261	10/9/2021	Sat	00:16	Rear End	0	0	18500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88532632	367	16.129	7/19/2021	Mon	11:40	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88428006	368	15.309	1/6/2021	Wed	16:00	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88504660	369	16.299	5/10/2021	Mon	02:45	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88549265	370	16.642	9/5/2021	Sun	15:25	Off Road	0	0	500	DAY	Dry	N	Other Contributing Action
88504744	371	16.552	5/30/2021	Sun	11:35	Sideswipe	0	0	1600	DAY	Dry	N	Failed to Yield Right-of-Way
88504754	372	14.745	6/16/2021	Wed	07:00	Sideswipe	0	1	0	DAY	Wet	N	Failed to Yield Right-of-Way
88510355	373	16.242	6/5/2021	Sat	07:40	Rear End	0	0	400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88537915	374	16.048	9/22/2021	Wed	06:30	Rear End	0	0	3000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88532475	375	15.278	7/1/2021	Thu	00:24	Other	0	1	0	NIGHT	Wet	N	Other Contributing Action
88532480	376	16.640	7/8/2021	Thu	05:16	Left Turn	0	0	42500	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88522140	377	14.149	7/4/2021	Sun	10:00	Rear End	0	0	1000	DAY	Dry	N	Failed to Yield Right-of-Way

89566107	378	14.718	11/20/2021	Sat	19:10	Rear End	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88568416	379	14.845	9/22/2021	Wed	06:30	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88448407	380	16.470	1/23/2021	Sat	19:30	Sideswipe	0	0	900	NIGHT	Dry	N	No Contributing Action
88532860	381	13.795	8/29/2021	Sun	15:08	Sideswipe	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88549533	382	16.039	10/19/2021	Tue	16:20	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88507345	383	16.982	7/23/2021	Fri	16:00	Rear End	0	0	4000	DAY	Dry	N	No Contributing Action
88503713	384	16.565	6/6/2021	Sun	17:58	Sideswipe	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88523550	385	16.214	7/16/2021	Fri	12:08	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88523573	386	16.219	7/30/2021	Fri	16:48	Rear End	0	0	5500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88531637	387	17.047	8/17/2021	Tue	17:11	Rear End	0	0	7000	DAY	Dry	N	Failed to Keep in Proper Lane
88420220	388	17.172	1/15/2021	Fri	11:41	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88420222	389	14.312	1/17/2021	Sun	13:17	Sideswipe	0	0	16000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88550871	390	14.763	10/5/2021	Tue	14:03	Sideswipe	0	0	2500	DAY	Dry	N	No Contributing Action
88550839	391	16.223	9/1/2021	Wed	20:16	Sideswipe	0	0	5500	NIGHT	Dry	N	Other Contributing Action
88568437	392	15.967	10/10/2021	Sun	22:20	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88433819	393	14.456	1/13/2021	Wed	05:45	Sideswipe	0	0	1600	NIGHT	Wet	N	Failed to Yield Right-of-Way
88549284	394	16.648	9/20/2021	Mon	18:05	Sideswipe	0	0	3000	DAY	Dry	N	Other Contributing Action
88420248	395	14.361	2/18/2021	Thu	22:31	Sideswipe	0	0	10000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24882206	396	14.028	12/25/2021	Sat	18:20	Sideswipe	0	0	800	DAY	Dry	N	Improper Passing
88550863	397	14.514	9/19/2021	Sun	15:27	Other	0	0	2500	DAY	Dry	N	No Contributing Action
88550867	398	16.186	9/25/2021	Sat	16:45	Rear End	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88550855	399	16.049	9/13/2021	Mon	17:40	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88550856	400	16.049	9/13/2021	Mon	18:53	Rear End	0	0	750	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88550857	401	16.186	9/13/2021	Mon	19:58	Rear End	0	0	6600	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88550859	402	14.510	9/14/2021	Tue	19:21	Off Road	0	0	10000	NIGHT	Dry	N	No Contributing Action
88550860	403	14.510	9/14/2021	Tue	19:21	Rear End	0	0	13000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88494181	404	14.514	6/4/2021	Fri	22:05	Sideswipe	0	0	11000	NIGHT	Dry	N	Other Contributing Action
88494182	405	16.049	6/5/2021	Sat	02:32	Off Road	0	0	8000	NIGHT	Wet	N	Other Contributing Action
88579145	406	14.837	10/29/2021	Fri	14:14	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Yield Right-of-Way
88550834	407	16.190	8/26/2021	Thu	13:21	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88550837	408	16.219	9/1/2021	Wed	15:01	Rear End	0	0	500	DAY	Dry	N	No Contributing Action
88517339	409	15.527	7/2/2021	Fri	07:20	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88517344	410	16.394	7/7/2021	Wed	13:00	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88556162	411	15.991	8/13/2021	Fri	12:45	Sideswipe	0	0	1500	DAY	Dry	N	No Contributing Action
88532678	412	13.995	10/4/2021	Mon	08:35	Sideswipe	0	0	12000	DAY	Dry	N	Failed to Yield Right-of-Way
88488952	413	14.967	6/17/2021	Thu	17:04	Rear End	0	1	0	DAY	Dry	N	Failed to Keep in Proper Lane
88494140	414	14.534	5/4/2021	Tue	19:51	Sideswipe	0	0	4500	NIGHT	Dry	N	Other Contributing Action
88468175	415	14.569	4/15/2021	Thu	05:30	Sideswipe	0	2	0	NIGHT	Dry	N	Failed to Yield Right-of-Way
88469955	416	14.623	3/4/2021	Thu	19:55	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88508960	417	14.650	6/15/2021	Tue	18:45	Rear End	0	0	10000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88498198	418	13.905	4/30/2021	Fri	14:41	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88481811	419	15.244	5/2/2021	Sun	03:30	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88481812	420	14.718	5/2/2021	Sun	21:10	Rear End	0	0	600	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88481814	421	14.847	5/4/2021	Tue	00:50	Rear End	0	0	17000	NIGHT	Dry	N	Other Contributing Action
88420217	422	14.214	1/9/2021	Sat	13:22	Other	0	1	0	DAY	Dry	N	No Contributing Action
88518529	423	14.783	8/8/2021	Sun	23:53	Sideswipe	0	0	3000	NIGHT	Dry	N	Other Contributing Action
88517346	424	14.566	7/8/2021	Thu	11:10	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88517351	425	14.628	7/14/2021	Wed	11:11	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88518539	426	16.463	8/20/2021	Fri	04:40	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88518513	427	16.105	7/20/2021	Tue	10:56	Sideswipe	0	0	1600	DAY	Dry	N	No Contributing Action
88518518	428	16.143	7/23/2021	Fri	09:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88510339	429	16.657	5/16/2021	Sun	06:00	Off Road	0	0	1100	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24197690	430	16.561	7/3/2021	Sat	04:30	Off Road	0	0	100	NIGHT	Dry	N	Swerved or Avoided
88531622	431	14.519	7/24/2021	Sat	18:30	Other	0	0	2000	DAY	Dry	N	Over-Correcting/Over-Steering
88532844	432	14.495	8/12/2021	Thu	18:21	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Keep in Proper Lane

88460025	433	14.653	3/2/2021	Tue	16:02	Rear End	0	0	3000	DAY	Dry	N	No Contributing Action
88565435	434	16.707	10/1/2021	Fri	14:14	Rear End	0	3	0	DAY	Dry	N	No Contributing Action
89566119	435	16.454	10/30/2021	Sat	18:20	Off Road	0	0	1400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88531648	436	14.510	8/31/2021	Tue	18:40	Rear End	0	0	1000	DAY	Dry	N	Followed Too Closely
88587148	437	16.223	11/29/2021	Mon	10:30	Sideswipe	0	0	1000	DAY	Dry	N	Other Contributing Action
88532800	438	16.067	6/27/2021	Sun	19:48	Rear End	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88540834	439	14.628	7/28/2021	Wed	12:45	Sideswipe	0	0	22000	DAY	Dry	N	Failed to Yield Right-of-Way
88554388	440	14.490	12/15/2021	Wed	22:10	Sideswipe	0	0	3500	NIGHT	Dry	N	Other Contributing Action
88532806	441	14.339	7/2/2021	Fri	17:42	Rear End	0	0	2400	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89566144	442	15.955	11/20/2021	Sat	21:15	Unknown	0	0	3700	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89566145	443	16.454	11/21/2021	Sun	16:35	Rear End	0	0	3500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89566146	444	16.317	11/21/2021	Sun	19:10	Unknown	0	0	4500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88540877	445	14.339	8/31/2021	Tue	05:45	Rear End	0	0	9500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88549331	446	16.445	9/1/2021	Wed	16:30	Sideswipe	0	0	4000	DAY	Dry	N	No Contributing Action
88523784	447	16.076	7/20/2021	Tue	21:30	Off Road	0	1	0	NIGHT	Dry	N	No Contributing Action
88528177	448	14.718	8/9/2021	Mon	23:57	Pedestrian	1	0	0	NIGHT	Dry	N	No Contributing Action
88433826	449	16.067	1/20/2021	Wed	12:30	Sideswipe	0	0	2200	DAY	Dry	N	Failed to Yield Right-of-Way
88532812	450	16.394	7/5/2021	Mon	16:57	Rear End	0	0	4000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88532835	451	16.315	8/3/2021	Tue	17:17	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88540852	452	14.510	8/10/2021	Tue	07:30	Other	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88532817	453	14.556	7/15/2021	Thu	15:13	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88532819	454	16.394	7/19/2021	Mon	17:40	Rear End	0	1	0	DAY	Dry	N	No Contributing Action
88532823	455	16.394	7/21/2021	Wed	17:27	Rear End	0	0	1300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88532841	456	14.495	8/11/2021	Wed	20:04	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88540836	457	14.215	7/30/2021	Fri	07:20	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88540839	458	14.556	8/1/2021	Sun	07:15	Sideswipe	0	0	1000	DAY	Dry	N	Other Contributing Action
88540846	459	15.967	8/6/2021	Fri	07:15	Sideswipe	0	0	300	DAY	Dry	N	Other Contributing Action
89566151	460	14.745	11/27/2021	Sat	20:15	Sideswipe	0	0	1500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89566160	461	16.454	12/5/2021	Sun	19:30	Rear End	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89574080	462	16.205	11/19/2021	Fri	11:40	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88562528	463	16.067	9/16/2021	Thu	10:15	Other	0	0	1200	DAY	Wet	N	No Contributing Action
88562519	464	16.205	9/9/2021	Thu	06:20	Sideswipe	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88565446	465	15.028	10/10/2021	Sun	15:03	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88565415	466	15.948	9/17/2021	Fri	19:23	Sideswipe	0	1	0	NIGHT	Wet	N	No Contributing Action
88506969	467	14.528	5/24/2021	Mon	19:39	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88446584	468	17.112	2/13/2021	Sat	12:00	Rear End	0	0	11000	DAY	Dry	N	No Contributing Action
88433854	469	16.067	2/13/2021	Sat	07:40	Sideswipe	0	0	900	DAY	Wet	N	Failed to Yield Right-of-Way
88506955	470	14.434	5/8/2021	Sat	15:32	Sideswipe	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88503986	471	14.564	5/1/2021	Sat	09:33	Other	0	0	3500	DAY	Dry	N	No Contributing Action
88503987	472	16.205	5/2/2021	Sun	10:06	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88504017	473	16.690	6/8/2021	Tue	06:43	Unknown	0	0	6000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88565428	474	16.307	9/24/2021	Fri	19:49	Sideswipe	0	0	750	NIGHT	Dry	N	Other Contributing Action
88565429	475	15.527	9/25/2021	Sat	19:09	Sideswipe	0	0	2000	NIGHT	Wet	N	Improper Passing
88433851	476	14.528	2/9/2021	Tue	06:20	Sideswipe	0	1	0	NIGHT	Dry	N	Failed to Yield Right-of-Way
88506965	477	17.125	5/21/2021	Fri	19:16	Rear End	0	1	0	NIGHT	Dry	N	Improper Passing
88506953	478	15.959	5/7/2021	Fri	18:22	Rear End	0	0	1500	DAY	Dry	N	No Contributing Action
88503991	479	14.745	5/9/2021	Sun	11:19	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88433829	480	16.205	1/22/2021	Fri	09:15	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88433834	481	16.205	1/26/2021	Tue	12:30	Sideswipe	0	0	260	DAY	Dry	N	No Contributing Action
88446549	482	14.865	1/7/2021	Thu	08:17	Sideswipe	0	0	23000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88537228	483	16.386	8/27/2021	Fri	19:53	Sideswipe	0	0	1300	NIGHT	Dry	N	Improper Passing
88433813	484	16.549	1/6/2021	Wed	06:50	Sideswipe	0	1	0	NIGHT	Dry	N	Failed to Yield Right-of-Way
88565639	485	16.305	9/24/2021	Fri	10:20	Sideswipe	0	0	5500	DAY	Dry	N	Failed to Keep in Proper Lane
88568910	486	16.461	9/24/2021	Fri	08:07	Unknown	0	0	6500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88503694	487	16.223	5/20/2021	Thu	15:25	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner

88586407	488	14.245	11/5/2021	Fri	19:52	Rear End	0	0	3000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88586408	489	15.028	11/7/2021	Sun	19:23	Rear End	0	2	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
88586389	490	14.718	10/22/2021	Fri	19:00	Sideswipe	0	0	2000	NIGHT	Wet	N	Improper Passing
88445894	491	13.853	1/10/2021	Sun	19:00	Unknown	0	0	15000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89566163	492	15.567	12/6/2021	Mon	16:46	Off Road	0	0	5000	DAY	Wet	N	Drove Too Fast for Conditions
88441423	493	14.853	1/29/2021	Fri	15:30	Rear End	0	0	9800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88441424	494	14.902	1/29/2021	Fri	15:10	Rear End	0	0	3800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88586429	495	14.245	11/20/2021	Sat	16:24	Rear End	0	0	6500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88562545	496	14.528	10/9/2021	Sat	03:40	Other	0	1	0	NIGHT	Wet	N	No Contributing Action
88579333	497	16.167	10/7/2021	Thu	23:05	Sideswipe	0	0	600	NIGHT	Dry	N	No Contributing Action
88579166	498	14.778	11/10/2021	Wed	13:45	Sideswipe	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88541001	499	14.296	9/23/2021	Thu	10:33	Other	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88559167	500	14.510	9/21/2021	Tue	09:59	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88559168	501	14.707	9/24/2021	Fri	06:41	Rear End	0	2	0	NIGHT	Dry	N	Other Contributing Action
88559169	502	15.527	9/24/2021	Fri	08:40	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88552943	503	14.801	8/10/2021	Tue	01:15	Off Road	0	0	1000	NIGHT	Dry	N	No Contributing Action
88540978	504	14.528	9/8/2021	Wed	09:17	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88540985	505	16.205	9/14/2021	Tue	08:32	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88579150	506	14.532	10/31/2021	Sun	13:45	Sideswipe	0	0	4500	DAY	Dry	N	Failed to Yield Right-of-Way
89573007	507	17.129	11/8/2021	Mon	16:35	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88474994	508	14.560	5/15/2021	Sat	06:50	Sideswipe	0	0	15000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88535272	509	14.778	9/8/2021	Wed	15:02	Sideswipe	0	0	4300	DAY	Wet	N	Improper Passing
88540990	510	14.745	9/15/2021	Wed	10:59	Sideswipe	0	0	4000	DAY	Dry	N	Improper Passing
88540992	511	16.205	9/16/2021	Thu	11:12	Sideswipe	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88540993	512	14.623	9/17/2021	Fri	08:55	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88540995	513	14.528	9/20/2021	Mon	07:19	Rear End	0	0	4000	DAY	Dry	N	Improper Passing
88146434	514	15.278	3/30/2021	Tue	19:30	Other	0	0	5000	NIGHT	Dry	N	No Contributing Action
88579358	515	15.967	11/22/2021	Mon	17:00	Other	0	0	500	DAY	Dry	N	Failed to Yield Right-of-Way
24880845	516	16.807	12/29/2021	Wed	19:10	Sideswipe	0	0	2000	NIGHT	Dry	N	Improper Passing
88474500	517	16.523	4/24/2021	Sat	09:50	Off Road	0	1	0	DAY	Dry	N	No Contributing Action
89574445	518	16.407	12/8/2021	Wed	22:42	Unknown	0	0	28000	NIGHT	Dry	N	Over-Correcting/Over-Steering
89566238	519	15.017	12/15/2021	Wed	16:41	Off Road	0	0	14000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88549322	520	14.623	8/25/2021	Wed	17:40	Other	0	0	10000	DAY	Dry	N	Other Contributing Action
88549330	521	16.110	9/1/2021	Wed	15:40	Rear End	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88548795	522	16.583	9/24/2021	Fri	14:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89566168	523	15.818	12/13/2021	Mon	18:27	Rear End	0	0	4000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
89566169	524	16.317	12/13/2021	Mon	19:42	Sideswipe	0	0	1700	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88498060	525	15.826	5/9/2021	Sun	17:00	Sideswipe	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88549336	526	14.556	9/2/2021	Thu	17:25	Rear End	0	0	4000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88549342	527	15.732	9/4/2021	Sat	16:20	Pedestrian	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88549242	528	14.658	8/14/2021	Sat	00:45	Rollover	0	0	20000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88566014	529	15.955	11/7/2021	Sun	21:40	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88448588	530	13.898	2/13/2021	Sat	16:17	Rear End	0	0	5500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88559158	531	14.491	9/13/2021	Mon	09:23	Sideswipe	0	0	3300	DAY	Dry	N	Other Contributing Action
89571605	532	14.920	12/18/2021	Sat	19:25	Rear End	0	0	600	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88540962	533	14.745	8/7/2021	Sat	09:11	Sideswipe	0	0	11000	DAY	Dry	N	Improper Passing
89571603	534	14.925	12/18/2021	Sat	15:20	Off Road	0	0	800	DAY	Wet	N	No Contributing Action
88489109	535	16.305	5/30/2021	Sun	15:51	Rear End	0	0	900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89573008	536	17.027	11/8/2021	Mon	17:20	Rear End	0	0	1900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89573009	537	15.945	11/8/2021	Mon	18:25	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88543668	538	16.205	10/14/2021	Thu	12:00	Off Road	0	0	500	DAY	Dry	N	Other Contributing Action
88498078	539	16.583	5/28/2021	Fri	17:10	Sideswipe	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88498081	540	14.339	5/31/2021	Mon	13:40	Rear End	0	0	4500	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
89589495	541	16.995	12/4/2021	Sat	17:00	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89589514	542	16.110	12/18/2021	Sat	16:00	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner

88559187	543	14.566	10/15/2021	Fri	11:49	Rear End	0	0	1500	DAY	Wet	N	Other Contributing Action
88559188	544	16.049	10/18/2021	Mon	06:55	Rear End	0	0	2000	NIGHT	Dry	N	Other Contributing Action
88559190	545	14.566	10/20/2021	Wed	08:55	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88559192	546	14.491	10/22/2021	Fri	09:40	Sideswipe	0	0	1200	DAY	Dry	N	No Contributing Action
88559195	547	16.029	10/25/2021	Mon	09:10	Rear End	0	0	4200	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88490700	548	14.419	7/1/2021	Thu	13:22	Rear End	0	0	3000	DAY	Wet	N	Other Contributing Action
89589503	549	15.068	12/10/2021	Fri	17:50	Sideswipe	0	0	7000	DAY	Dry	N	Improper Passing
89589504	550	15.973	12/11/2021	Sat	17:10	Sideswipe	0	0	1000	DAY	Dry	N	Improper Passing
89589530	551	16.299	12/29/2021	Wed	17:15	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88587159	552	16.242	12/14/2021	Tue	07:45	Sideswipe	0	0	3500	DAY	Dry	N	Other Contributing Action
88522278	553	17.035	7/26/2021	Mon	03:10	Rear End	0	6	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88582734	554	14.566	11/13/2021	Sat	06:55	Rear End	0	0	2000	NIGHT	Dry	N	Other Contributing Action
88482789	555	15.527	6/10/2021	Thu	15:35	Off Road	0	0	1000	DAY	Dry	N	Other Contributing Action
88582746	556	16.223	11/21/2021	Sun	12:45	Sideswipe	0	0	1000	DAY	Dry	N	Other Contributing Action
88582747	557	14.669	11/29/2021	Mon	07:10	Rear End	0	0	7500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88582700	558	14.604	10/8/2021	Fri	07:20	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88582708	559	16.223	10/18/2021	Mon	06:50	Sideswipe	0	0	3000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88582710	560	16.280	10/19/2021	Tue	08:05	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88587732	561	16.319	12/6/2021	Mon	16:54	Rear End	0	0	4900	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88455406	562	14.888	2/12/2021	Fri	08:28	Rear End	0	0	8000	DAY	Dry	Y	Failed to Keep in Proper Lane
89594166	563	14.547	12/17/2021	Fri	14:04	Sideswipe	0	1	0	DAY	Dry	N	No Contributing Action
88498092	564	14.718	6/9/2021	Wed	15:50	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88436857	565	14.472	2/15/2021	Mon	23:40	Off Road	0	0	1200	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88436858	566	16.148	2/26/2021	Fri	09:00	Rear End	0	0	2300	DAY	Dry	N	Failed to Keep in Proper Lane
88436419	567	16.167	1/14/2021	Thu	14:32	Sideswipe	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88444791	568	16.715	5/1/2021	Sat	16:48	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88448599	569	14.951	2/23/2021	Tue	23:32	Sideswipe	0	0	11000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88425715	570	15.744	3/28/2021	Sun	01:15	Sideswipe	0	0	900	NIGHT	Dry	N	Failed to Keep in Proper Lane
88425706	571	15.818	3/21/2021	Sun	21:45	Sideswipe	0	0	2000	NIGHT	Dry	N	Improper Passing
88425711	572	16.437	3/26/2021	Fri	00:20	Sideswipe	0	0	1700	NIGHT	Dry	N	Improper Passing
88496126	573	15.827	4/21/2021	Wed	11:00	Rear End	0	0	2400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88425724	574	14.028	4/9/2021	Fri	21:20	Off Road	0	0	5000	NIGHT	Dry	N	Other Contributing Action
88581364	575	17.172	12/8/2021	Wed	15:42	Rear End	0	0	7000	DAY	Dry	N	No Contributing Action
89562414	576	14.495	12/13/2021	Mon	22:15	Rear End	0	1	0	NIGHT	Dry	N	No Contributing Action
89562417	577	16.299	12/17/2021	Fri	22:08	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88498105	578	14.839	6/17/2021	Thu	17:40	Rear End	0	0	2800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88443421	579	15.018	3/1/2021	Mon	08:12	Rear End	0	0	20000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88471582	580	16.027	5/25/2021	Tue	17:00	Sideswipe	0	0	500	DAY	Dry	Y	No Contributing Action
88428008	581	17.100	1/7/2021	Thu	14:46	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88583583	582	16.661	12/8/2021	Wed	13:50	Off Road	0	0	750	DAY	Dry	N	Other Contributing Action
89574892	583	15.527	11/30/2021	Tue	17:45	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
89579517	584	15.472	12/24/2021	Fri	10:25	Rear End	0	0	3000	DAY	Dry	N	No Contributing Action
88457978	585	14.306	3/3/2021	Wed	08:15	Rear End	0	0	17000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88471958	586	14.547	4/2/2021	Fri	15:18	Sideswipe	0	0	2500	DAY	Dry	N	Other Contributing Action
88481943	587	16.077	4/1/2021	Thu	16:08	Other	0	0	4600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24386104	588	16.067	12/30/2021	Thu	21:08	Other	0	0	0	NIGHT	Dry	N	No Contributing Action
88408425	589	14.623	4/24/2021	Sat	04:45	Sideswipe	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88559154	590	14.585	9/6/2021	Mon	11:55	Other	0	0	300	DAY	Dry	N	No Contributing Action
88569175	591	16.619	9/20/2021	Mon	19:28	Rollover	0	1	0	NIGHT	Dry	N	No Contributing Action
88478923	592	15.028	6/8/2021	Tue	16:10	Sideswipe	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89591078	593	16.689	12/26/2021	Sun	13:07	Off Road	0	1	0	DAY	Dry	N	No Contributing Action
88478922	594	15.028	6/8/2021	Tue	15:45	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88488704	595	16.471	8/16/2021	Mon	10:00	Rear End	0	2	0	DAY	Dry	N	No Contributing Action
88456409	596	16.545	4/4/2021	Sun	22:57	Sideswipe	0	0	6000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88510374	597	14.472	6/29/2021	Tue	08:20	Rear End	0	0	1300	DAY	Wet	N	Operated MV in Careless or Negligent Manner

88510377	598	14.623	7/3/2021	Sat	08:50	Sideswipe	0	0	2800	DAY	Dry	N	Failed to Keep in Proper Lane
88565394	599	15.738	9/5/2021	Sun	16:20	Sideswipe	0	0	500	DAY	Wet	N	No Contributing Action
88437017	600	15.028	7/29/2021	Thu	14:09	Rear End	0	0	4000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88437020	601	14.631	7/31/2021	Sat	13:55	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88437035	602	15.028	8/22/2021	Sun	16:27	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88586393	603	16.536	10/24/2021	Sun	16:06	Off Road	0	0	2000	DAY	Dry	N	Ran Off Roadway
89581893	604	16.509	12/29/2021	Wed	01:00	Rear End	2	1	0	NIGHT	Dry	N	Operated MV in Erratic, Reckless or Aggressive Manner
88441969	605	16.487	2/4/2021	Thu	00:59	Sideswipe	0	0	1300	NIGHT	Dry	N	No Contributing Action
88257727	606	16.507	5/6/2021	Thu	22:18	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88445806	607	16.556	1/2/2021	Sat	17:08	Sideswipe	0	0	1400	DAY	Dry	N	Failed to Keep in Proper Lane
88518079	608	15.973	6/17/2021	Thu	22:30	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88518091	609	16.223	6/26/2021	Sat	03:50	Other	0	0	5000	NIGHT	Dry	N	No Contributing Action
88504782	610	16.677	7/17/2021	Sat	12:05	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88565636	611	15.373	9/24/2021	Fri	06:00	Other	0	0	2500	NIGHT	Dry	N	Other Contributing Action
89577968	612	14.245	11/15/2021	Mon	19:25	Sideswipe	0	0	1000	NIGHT	Dry	N	No Contributing Action
88468462	613	14.962	3/2/2021	Tue	20:06	Other	0	0	800	NIGHT	Dry	N	Improper Passing
88507750	614	17.174	8/1/2021	Sun	17:15	Rear End	0	0	200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88507754	615	16.205	8/6/2021	Fri	14:30	Sideswipe	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88507755	616	16.205	8/6/2021	Fri	15:25	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88581124	617	16.919	11/8/2021	Mon	09:33	Sideswipe	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88473988	618	16.214	3/13/2021	Sat	18:48	Rear End	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88473989	619	14.547	3/14/2021	Sun	15:52	Rear End	0	0	4500	DAY	Dry	N	Other Contributing Action
88474014	620	16.186	3/27/2021	Sat	20:08	Rear End	0	0	4500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88474016	621	16.039	3/28/2021	Sun	20:12	Sideswipe	0	0	2500	NIGHT	Dry	N	Other Contributing Action
88437040	622	17.176	8/28/2021	Sat	13:36	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
85485316	623	14.187	2/2/2021	Tue	14:05	Sideswipe	0	0	11000	DAY	Dry	N	Other Contributing Action
89574881	624	14.510	11/19/2021	Fri	23:10	Rear End	0	0	9100	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88436866	625	16.299	3/18/2021	Thu	11:45	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Keep in Proper Lane
88405858	626	16.310	3/21/2021	Sun	02:15	Sideswipe	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88579876	627	14.353	11/26/2021	Fri	18:25	Off Road	0	1	0	DAY	Dry	N	Other Contributing Action
88579877	628	15.664	11/26/2021	Fri	20:30	Rear End	0	0	1201	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88579880	629	16.278	11/28/2021	Sun	19:20	Rear End	0	4	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88473971	630	16.704	3/4/2021	Thu	19:37	Rear End	0	0	800	NIGHT	Dry	N	Other Contributing Action
88473979	631	16.049	3/10/2021	Wed	13:56	Sideswipe	0	0	6000	DAY	Dry	N	Other Contributing Action
88473982	632	14.510	3/10/2021	Wed	18:51	Rear End	0	0	3500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88474003	633	14.245	3/21/2021	Sun	16:25	Sideswipe	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88474022	634	16.049	4/5/2021	Mon	14:34	Sideswipe	0	0	4000	DAY	Dry	N	Improper Passing
88428782	635	16.469	3/4/2021	Thu	08:30	Sideswipe	0	0	2000	DAY	Dry	N	Other Contributing Action
89574918	636	14.547	12/16/2021	Thu	19:22	Sideswipe	0	0	1000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88456732	637	14.028	5/18/2021	Tue	16:55	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
88456739	638	16.004	6/1/2021	Tue	18:40	Sideswipe	0	0	3000	DAY	Dry	N	Other Contributing Action
88456717	639	14.028	5/5/2021	Wed	21:50	Sideswipe	0	0	5000	NIGHT	Dry	N	Other Contributing Action
88474991	640	14.707	5/13/2021	Thu	08:45	Rear End	0	0	4300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88510380	641	14.820	7/5/2021	Mon	08:25	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Keep in Proper Lane
89574921	642	16.086	12/23/2021	Thu	16:20	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88455604	643	14.326	3/19/2021	Fri	22:06	Sideswipe	0	0	4000	NIGHT	Dry	N	No Contributing Action
88444753	644	14.648	2/14/2021	Sun	04:18	Sideswipe	0	0	10000	NIGHT	Dry	N	Improper Passing
88448421	645	15.967	2/6/2021	Sat	16:00	Sideswipe	0	0	900	DAY	Wet	N	Failed to Yield Right-of-Way
88448429	646	16.299	2/14/2021	Sun	15:50	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88441766	647	14.245	2/2/2021	Tue	14:54	Rear End	0	0	1800	DAY	Dry	N	Improper Passing
88441775	648	16.110	2/13/2021	Sat	16:36	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88459835	649	16.405	3/25/2021	Thu	12:00	Rear End	0	0	20500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88424180	650	16.459	1/13/2021	Wed	02:32	Sideswipe	0	0	1600	NIGHT	Dry	N	No Contributing Action
88460194	651	16.203	2/24/2021	Wed	19:20	Sideswipe	0	0	12000	NIGHT	Wet	Y	Operated MV in Careless or Negligent Manner
88460190	652	14.847	2/15/2021	Mon	15:25	Rear End	2	0	0	DAY	Dry	Y	Followed Too Closely

88445884	653	16.994	1/3/2021	Sun	18:00	Unknown	0	1	0	DAY	Dry	N	No Contributing Action
88460257	654	14.538	5/2/2021	Sun	05:11	Rear End	0	0	1500	NIGHT	Dry	N	Other Contributing Action
88482270	655	17.047	4/24/2021	Sat	13:55	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88443055	656	14.434	2/1/2021	Mon	20:40	Other	0	0	2000	NIGHT	Dry	N	Other Contributing Action
88459807	657	14.230	2/16/2021	Tue	22:00	Off Road	0	0	4000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88455584	658	14.527	2/26/2021	Fri	00:30	Sideswipe	0	0	10000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88443068	659	15.973	2/9/2021	Tue	15:50	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88443070	660	15.878	2/9/2021	Tue	19:20	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88436891	661	14.425	5/4/2021	Tue	08:50	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88436893	662	14.428	5/6/2021	Thu	07:45	Rear End	0	0	2800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88436898	663	14.434	5/13/2021	Thu	08:10	Rear End	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88436899	664	14.472	5/13/2021	Thu	09:00	Sideswipe	0	0	1200	DAY	Dry	N	Failed to Keep in Proper Lane
88494991	665	16.708	5/13/2021	Thu	09:07	Rear End	0	0	400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88521434	666	13.726	9/2/2021	Thu	09:45	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88548073	667	17.065	11/2/2021	Tue	12:45	Rear End	0	0	4200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88528187	668	15.830	8/16/2021	Mon	04:26	Rear End	0	0	2000	NIGHT	Dry	Y	No Contributing Action
88533036	669	14.528	7/1/2021	Thu	07:05	Rear End	0	0	5000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88533037	670	16.944	7/1/2021	Thu	12:00	Sideswipe	0	0	1200	DAY	Wet	N	Other Contributing Action
88533038	671	16.242	7/2/2021	Fri	09:05	Sideswipe	0	0	1700	DAY	Dry	N	Other Contributing Action
88533039	672	14.688	7/3/2021	Sat	13:35	Rear End	0	0	2300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88515487	673	17.203	5/26/2021	Wed	12:15	Rear End	0	0	12000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88515489	674	14.528	5/27/2021	Thu	08:45	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88515497	675	15.028	6/2/2021	Wed	06:08	Rear End	0	0	2000	NIGHT	Wet	N	No Contributing Action
88515498	676	14.028	6/2/2021	Wed	05:35	Off Road	0	0	3000	NIGHT	Dry	N	No Contributing Action
88515500	677	14.245	6/2/2021	Wed	11:45	Off Road	0	0	3000	DAY	Wet	N	No Contributing Action
88515502	678	15.028	6/4/2021	Fri	13:00	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
88515517	679	15.028	6/18/2021	Fri	23:30	Sideswipe	0	0	8000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88515556	680	14.528	7/20/2021	Tue	09:30	Angle	0	0	8000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88523756	681	16.983	6/25/2021	Fri	15:00	Rear End	0	0	1100	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88451945	682	14.768	6/9/2021	Wed	21:40	Sideswipe	0	0	22000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88584417	683	15.213	12/10/2021	Fri	16:30	Sideswipe	0	0	500	DAY	Dry	N	Other Contributing Action
88584403	684	16.223	11/14/2021	Sun	16:21	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89589505	685	15.802	12/11/2021	Sat	18:20	Off Road	0	0	3000	DAY	Dry	N	No Contributing Action
88488940	686	16.836	6/7/2021	Mon	14:05	Rear End	0	0	1200	DAY	Dry	N	No Contributing Action
88515543	687	15.028	7/5/2021	Mon	00:46	Other	0	0	3000	NIGHT	Dry	N	No Contributing Action
88515546	688	16.567	7/11/2021	Sun	10:45	Rear End	0	0	8000	DAY	Dry	N	No Contributing Action
88584394	689	14.320	11/5/2021	Fri	18:13	Off Road	0	0	12000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88584391	690	14.547	11/4/2021	Thu	19:16	Sideswipe	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88523323	691	15.028	7/11/2021	Sun	15:34	Other	0	0	7000	DAY	Dry	N	Improper Passing
88451508	692	14.749	3/1/2021	Mon	14:39	Rear End	0	0	1001	DAY	Dry	N	Improper Passing
88459838	693	15.609	3/29/2021	Mon	08:45	Other	0	0	6500	DAY	Dry	N	Failed to Keep in Proper Lane
88468557	694	14.080	2/28/2021	Sun	01:28	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88572009	695	16.688	10/8/2021	Fri	15:40	Rear End	0	0	3000	DAY	Dry	N	Improper Passing
88435945	696	14.028	3/7/2021	Sun	04:55	Other	0	1	0	NIGHT	Dry	N	Other Contributing Action
88511072	697	16.299	6/6/2021	Sun	21:06	Rear End	0	0	3100	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88350870	698	16.086	3/8/2021	Mon	20:06	Rear End	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88350872	699	15.205	3/9/2021	Tue	21:10	Sideswipe	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88350881	700	14.456	3/24/2021	Wed	17:55	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
88459829	701	16.243	3/22/2021	Mon	10:20	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88443388	702	15.955	1/23/2021	Sat	12:19	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88443390	703	14.279	1/25/2021	Mon	10:41	Sideswipe	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88511030	704	16.299	5/14/2021	Fri	17:04	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88482277	705	16.541	5/1/2021	Sat	14:45	Other	0	0	18000	DAY	Dry	N	Failed to Keep in Proper Lane
88451889	706	16.394	1/27/2021	Wed	15:44	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88451891	707	16.394	1/29/2021	Fri	14:31	Sideswipe	0	0	1700	DAY	Dry	N	Operated MV in Careless or Negligent Manner

87281662	708	14.377	10/8/2021	Fri	07:40	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88549517	709	16.635	10/2/2021	Sat	17:27	Sideswipe	0	0	800	DAY	Dry	N	Improper Passing
88441961	710	16.150	1/18/2021	Mon	03:00	Off Road	0	0	100000	NIGHT	Dry	N	No Contributing Action
88523350	711	13.886	8/1/2021	Sun	18:08	Other	0	0	5000	DAY	Dry	N	Improper Passing
88507917	712	16.463	5/21/2021	Fri	17:50	Sideswipe	0	0	250	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88528185	713	15.524	8/15/2021	Sun	04:44	Other	0	0	1000	NIGHT	Dry	Y	No Contributing Action
88583536	714	14.279	11/2/2021	Tue	13:25	Other	0	1	0	DAY	Dry	N	Other Contributing Action
88583556	715	16.491	11/18/2021	Thu	19:26	Rear End	0	5	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88386609	716	16.005	1/31/2021	Sun	02:29	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88510387	717	14.449	7/20/2021	Tue	08:45	Sideswipe	0	0	1400	DAY	Dry	N	Failed to Keep in Proper Lane
88564637	718	16.442	10/13/2021	Wed	14:40	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88565432	719	14.237	9/29/2021	Wed	16:53	Sideswipe	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88565634	720	14.434	9/23/2021	Thu	07:00	Sideswipe	0	0	7000	DAY	Dry	N	Failed to Keep in Proper Lane
88568430	721	14.511	10/8/2021	Fri	04:00	Sideswipe	0	0	10000	NIGHT	Dry	N	No Contributing Action
88430053	722	13.746	1/10/2021	Sun	04:50	Other	0	1	0	NIGHT	Dry	Y	No Contributing Action
88526014	723	14.547	7/5/2021	Mon	21:15	Rear End	0	0	4000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88507911	724	16.965	5/19/2021	Wed	16:25	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88507919	725	15.498	5/22/2021	Sat	17:00	Sideswipe	0	3	0	DAY	Dry	N	Failed to Keep in Proper Lane
88445888	726	17.204	1/8/2021	Fri	15:00	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
88552420	727	15.744	9/26/2021	Sun	19:57	Off Road	0	0	9000	NIGHT	Dry	N	No Contributing Action
88484687	728	14.287	4/2/2021	Fri	18:55	Off Road	0	0	3500	DAY	Dry	N	No Contributing Action
88473561	729	14.980	3/10/2021	Wed	22:23	Sideswipe	0	1	0	NIGHT	Wet	N	Failed to Yield Right-of-Way
88496543	730	14.547	5/24/2021	Mon	21:25	Off Road	0	0	2000	NIGHT	Dry	N	No Contributing Action
88501640	731	17.116	6/15/2021	Tue	03:20	Off Road	0	0	10000	NIGHT	Dry	N	No Contributing Action
88496530	732	14.547	5/14/2021	Fri	22:03	Rear End	0	0	1000	NIGHT	Dry	N	Followed Too Closely
88496531	733	14.547	5/15/2021	Sat	00:19	Other	0	1	0	NIGHT	Dry	N	No Contributing Action
88496498	734	16.186	4/17/2021	Sat	20:55	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88472405	735	14.128	3/6/2021	Sat	00:22	Sideswipe	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88484737	736	16.964	5/7/2021	Fri	15:15	Unknown	0	2	0	DAY	Dry	N	Failed to Keep in Proper Lane
88429794	737	16.242	2/5/2021	Fri	18:40	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88484731	738	14.934	5/6/2021	Thu	15:45	Sideswipe	0	0	1600	DAY	Dry	N	Failed to Keep in Proper Lane
88484690	739	14.354	4/4/2021	Sun	13:55	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88490698	740	16.704	6/30/2021	Wed	16:07	Rear End	0	0	2500	DAY	Wet	N	Other Contributing Action
88526030	741	14.547	7/21/2021	Wed	13:20	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88554117	742	14.534	10/2/2021	Sat	19:41	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88429884	743	14.295	1/30/2021	Sat	17:06	Other	0	1	0	DAY	Dry	N	Other Contributing Action
88429887	744	14.377	2/2/2021	Tue	13:25	Rear End	0	0	30000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88507891	745	17.170	5/10/2021	Mon	16:35	Sideswipe	0	0	100	DAY	Dry	N	Failed to Keep in Proper Lane
88507895	746	14.835	5/11/2021	Tue	16:15	Sideswipe	0	0	3500	DAY	Dry	N	Other Contributing Action
88507898	747	17.026	5/12/2021	Wed	17:55	Sideswipe	0	0	4002	DAY	Dry	N	Failed to Yield Right-of-Way
88507936	748	17.059	6/5/2021	Sat	16:05	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88484727	749	17.047	5/4/2021	Tue	18:25	Rear End	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
89591064	750	14.528	12/7/2021	Tue	08:38	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89591066	751	14.528	12/13/2021	Mon	08:29	Sideswipe	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89591080	752	16.067	12/30/2021	Thu	12:05	Sideswipe	0	0	3000	DAY	Dry	N	Improper Passing
88446563	753	15.028	1/22/2021	Fri	08:45	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88446568	754	15.704	1/25/2021	Mon	11:35	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88446574	755	15.028	2/2/2021	Tue	13:15	Rear End	0	0	11000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88446575	756	14.439	2/7/2021	Sun	05:15	Other	0	0	33000	NIGHT	Dry	N	No Contributing Action
89591341	757	14.752	12/29/2021	Wed	18:53	Off Road	0	0	12500	DAY	Dry	N	Failed to Keep in Proper Lane
88446596	758	16.704	3/3/2021	Wed	07:35	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88446590	759	14.377	2/25/2021	Thu	09:15	Other	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88446607	760	14.245	3/18/2021	Thu	06:35	Sideswipe	0	0	4000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88547341	761	15.455	9/11/2021	Sat	23:32	Sideswipe	0	0	3000	NIGHT	Dry	N	No Contributing Action
88547347	762	15.963	9/26/2021	Sun	00:00	Rear End	0	0	4000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner

89582265	763	14.778	12/10/2021	Fri	13:15	Sideswipe	0	0	4500	DAY	Dry	N	Failed to Yield Right-of-Way
88494965	764	16.167	4/21/2021	Wed	08:50	Sideswipe	0	0	250	DAY	Dry	N	Failed to Keep in Proper Lane
89582270	765	14.495	12/12/2021	Sun	19:00	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88494975	766	15.567	4/30/2021	Fri	06:21	Rear End	0	0	6500	NIGHT	Wet	N	Failed to Keep in Proper Lane
88494994	767	16.280	5/15/2021	Sat	08:05	Rear End	0	0	1700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88495023	768	16.155	6/23/2021	Wed	10:30	Sideswipe	0	0	5100	DAY	Dry	N	Failed to Keep in Proper Lane
88515548	769	15.704	7/12/2021	Mon	06:15	Rear End	0	0	15000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89584086	770	14.190	12/6/2021	Mon	06:20	Off Road	0	0	4500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89591071	771	16.205	12/15/2021	Wed	09:26	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
89591072	772	16.162	12/15/2021	Wed	11:24	Other	0	0	4000	DAY	Dry	N	No Contributing Action
88446582	773	14.028	2/12/2021	Fri	12:15	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88566015	774	15.948	11/8/2021	Mon	01:25	Other	0	0	5000	NIGHT	Dry	N	Swerved or Avoided
88412770	775	14.530	1/1/2021	Fri	15:35	Rear End	0	0	300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88470071	776	16.849	5/10/2021	Mon	13:36	Rear End	0	0	1600	DAY	Dry	N	Followed Too Closely
88485886	777	16.078	4/4/2021	Sun	05:45	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88552396	778	17.023	8/27/2021	Fri	15:39	Sideswipe	0	0	9000	DAY	Dry	N	No Contributing Action
88408404	779	16.632	3/11/2021	Thu	10:35	Off Road	0	1	0	DAY	Dry	N	No Contributing Action
88441743	780	16.110	1/18/2021	Mon	02:35	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Erratic, Reckless or Aggressive Manner
88441759	781	16.167	1/30/2021	Sat	16:37	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88441760	782	16.299	1/30/2021	Sat	18:25	Rear End	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88441763	783	16.444	1/31/2021	Sun	19:15	Other	0	1	0	NIGHT	Dry	N	Other Contributing Action
88451515	784	16.610	3/8/2021	Mon	20:01	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88549324	785	16.489	8/27/2021	Fri	00:00	Rear End	0	0	3000	NIGHT	Dry	N	Improper Passing
88549501	786	16.521	9/22/2021	Wed	21:48	Rear End	0	0	4000	NIGHT	Dry	N	Improper Passing
88450007	787	15.951	2/16/2021	Tue	22:19	Sideswipe	0	0	1200	NIGHT	Wet	N	Failed to Keep in Proper Lane
88551123	788	17.236	8/18/2021	Wed	08:22	Rear End	0	0	700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88549249	789	14.481	8/19/2021	Thu	21:40	Off Road	0	0	7500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88523351	790	13.922	8/1/2021	Sun	19:40	Sideswipe	0	0	2000	NIGHT	Dry	N	Improper Passing
88421880	791	14.669	2/11/2021	Thu	06:20	Sideswipe	0	0	11000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88421881	792	14.688	2/11/2021	Thu	06:20	Off Road	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88449988	793	14.934	1/31/2021	Sun	01:48	Rear End	0	1	0	NIGHT	Dry	N	Failed to Yield Right-of-Way
88421869	794	14.669	2/3/2021	Wed	12:35	Sideswipe	0	0	6000	DAY	Dry	N	Failed to Yield Right-of-Way
88421872	795	14.472	2/5/2021	Fri	11:50	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88421891	796	16.261	2/18/2021	Thu	08:00	Rear End	0	0	7500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88523771	797	13.831	7/2/2021	Fri	17:20	Rollover	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88523773	798	16.021	7/5/2021	Mon	16:25	Rear End	0	0	2800	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88523779	799	16.605	7/6/2021	Tue	20:00	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88448597	800	13.880	2/20/2021	Sat	23:00	Rear End	0	4	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88547330	801	16.077	9/1/2021	Wed	17:00	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88445109	802	16.637	1/29/2021	Fri	13:25	Unknown	0	2	0	DAY	Dry	N	Failed to Keep in Proper Lane
88445118	803	16.192	2/4/2021	Thu	18:40	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88435993	804	14.745	2/13/2021	Sat	08:00	Sideswipe	0	1	0	DAY	Wet	N	Failed to Keep in Proper Lane
88435997	805	16.205	2/22/2021	Mon	07:42	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88436001	806	14.745	2/25/2021	Thu	12:00	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
88436008	807	16.205	3/9/2021	Tue	09:45	Sideswipe	0	2	0	DAY	Dry	N	Failed to Keep in Proper Lane
88436009	808	16.067	3/10/2021	Wed	09:00	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Keep in Proper Lane
88459812	809	14.585	3/5/2021	Fri	09:00	Other	0	0	1200	DAY	Dry	N	No Contributing Action
88459814	810	14.868	3/7/2021	Sun	13:20	Off Road	0	0	500	DAY	Dry	N	Other Contributing Action
88232790	811	16.071	4/1/2021	Thu	17:36	Sideswipe	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88569230	812	14.400	11/4/2021	Thu	22:30	Rear End	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88436014	813	16.205	3/15/2021	Mon	08:15	Sideswipe	0	0	3500	DAY	Dry	N	Failed to Keep in Proper Lane
88436018	814	14.482	3/18/2021	Thu	06:45	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88436021	815	16.205	3/20/2021	Sat	12:00	Rear End	0	19	0	DAY	Dry	N	Failed to Keep in Proper Lane
88436025	816	14.528	3/25/2021	Thu	07:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88440172	817	16.086	2/11/2021	Thu	15:20	Sideswipe	0	0	5000	DAY	Dry	N	Other Contributing Action

88461456	818	16.557	5/10/2021	Mon	01:24	Other	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88455603	819	14.757	3/19/2021	Fri	04:04	Sideswipe	0	0	9000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88563750	820	14.028	11/2/2021	Tue	14:08	Rear End	0	0	6000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89572476	821	16.476	11/8/2021	Mon	09:15	Rear End	0	0	16000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88522275	822	15.935	7/25/2021	Sun	22:20	Sideswipe	0	0	1700	NIGHT	Dry	N	Failed to Yield Right-of-Way
88440188	823	16.214	2/20/2021	Sat	19:04	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89582259	824	14.296	12/5/2021	Sun	17:15	Off Road	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88455613	825	14.745	3/27/2021	Sat	04:03	Sideswipe	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88473546	826	14.377	2/26/2021	Fri	00:39	Other	0	0	300	NIGHT	Dry	N	No Contributing Action
88398110	827	15.527	1/16/2021	Sat	06:47	Other	0	0	2000	NIGHT	Dry	N	No Contributing Action
88398111	828	13.746	1/17/2021	Sun	12:00	Other	0	0	500	DAY	Dry	N	No Contributing Action
88451563	829	14.133	5/12/2021	Wed	21:50	Rear End	0	0	5300	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88451577	830	16.231	5/29/2021	Sat	15:35	Sideswipe	0	0	1400	DAY	Dry	N	Other Contributing Action
89562323	831	16.129	11/16/2021	Tue	19:03	Rear End	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89562332	832	14.585	12/1/2021	Wed	18:25	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88532650	833	17.014	8/28/2021	Sat	06:00	Sideswipe	0	0	21000	NIGHT	Dry	N	Failed to Yield Right-of-Way
88573423	834	15.704	11/7/2021	Sun	21:55	Sideswipe	0	0	8000	NIGHT	Dry	N	No Contributing Action
88562812	835	14.377	10/1/2021	Fri	10:35	Sideswipe	0	1	0	DAY	Wet	N	No Contributing Action
88562816	836	14.745	10/9/2021	Sat	06:25	Off Road	0	1	0	NIGHT	Wet	N	No Contributing Action
88539520	837	13.897	8/4/2021	Wed	01:30	Other	0	0	12000	NIGHT	Wet	N	No Contributing Action
88573415	838	14.245	11/1/2021	Mon	01:30	Rear End	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88451503	839	16.063	2/23/2021	Tue	14:32	Rear End	0	0	1800	DAY	Dry	N	Improper Passing
88538024	840	16.152	9/11/2021	Sat	04:57	Sideswipe	0	0	7000	NIGHT	Dry	N	No Contributing Action
88538037	841	15.973	10/8/2021	Fri	04:09	Rear End	0	0	20000	NIGHT	Dry	N	No Contributing Action
88488495	842	15.678	5/22/2021	Sat	17:10	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89579493	843	14.532	11/15/2021	Mon	04:15	Rear End	0	0	6000	NIGHT	Dry	N	No Contributing Action
89584076	844	14.339	11/29/2021	Mon	08:10	Rear End	0	0	2700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89584110	845	14.726	12/23/2021	Thu	07:10	Other	0	0	3700	DAY	Dry	N	Failed to Keep in Proper Lane
88572562	846	14.291	11/26/2021	Fri	23:50	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88556206	847	16.434	10/6/2021	Wed	13:10	Rear End	0	2	0	DAY	Dry	N	Failed to Keep in Proper Lane
88510383	848	14.235	7/13/2021	Tue	09:00	Rear End	0	4	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89579494	849	16.704	11/19/2021	Fri	00:15	Rear End	0	0	7000	NIGHT	Wet	N	No Contributing Action
88451539	850	14.479	4/16/2021	Fri	00:22	Sideswipe	0	0	8300	NIGHT	Dry	N	Failed to Yield Right-of-Way
88568442	851	15.465	10/17/2021	Sun	04:30	Sideswipe	0	4	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88510392	852	14.254	7/26/2021	Mon	11:10	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88538017	853	14.650	9/4/2021	Sat	00:42	Off Road	0	1	0	NIGHT	Wet	N	No Contributing Action
88538019	854	16.162	9/5/2021	Sun	04:18	Other	0	0	15000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88461263	855	17.241	6/19/2021	Sat	14:37	Rear End	0	0	17500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89562340	856	14.245	12/8/2021	Wed	21:02	Sideswipe	0	0	5000	NIGHT	Dry	N	Improper Passing
89576064	857	16.280	12/7/2021	Tue	08:50	Sideswipe	0	0	1900	DAY	Dry	N	Failed to Keep in Proper Lane
89562347	858	16.704	12/17/2021	Fri	14:40	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89562353	859	15.567	12/19/2021	Sun	15:15	Rear End	0	0	1600	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88510353	860	16.613	6/3/2021	Thu	07:35	Pedestrian	0	1	0	DAY	Dry	N	No Contributing Action
88569825	861	14.519	11/7/2021	Sun	17:47	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88569833	862	16.405	11/13/2021	Sat	16:24	Rear End	0	1	0	DAY	Dry	N	Improper Passing
88569840	863	14.726	12/3/2021	Fri	23:20	Rear End	0	0	14000	NIGHT	Dry	N	Operated MV in Erratic, Reckless or Aggressive Manner
88569841	864	14.726	12/3/2021	Fri	23:20	Other	0	0	500	NIGHT	Dry	N	No Contributing Action
88569845	865	16.394	12/5/2021	Sun	03:58	Sideswipe	0	0	2000	NIGHT	Dry	N	Improper Passing
88569849	866	14.669	12/13/2021	Mon	21:57	Off Road	0	0	8000	NIGHT	Wet	N	Drove Too Fast for Conditions
88522260	867	14.339	7/12/2021	Mon	22:30	Rear End	0	4	0	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88573372	868	16.704	9/22/2021	Wed	06:55	Rear End	0	0	5000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88573376	869	17.035	9/25/2021	Sat	06:45	Sideswipe	0	0	56000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88522273	870	14.339	7/25/2021	Sun	00:55	Off Road	0	0	12000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88522277	871	16.446	7/26/2021	Mon	02:20	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88573388	872	16.186	10/5/2021	Tue	08:45	Sideswipe	0	0	7000	DAY	Dry	N	Failed to Keep in Proper Lane

88562821	873	14.745	10/15/2021	Fri	13:00	Off Road	0	2	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88398033	874	15.975	2/24/2021	Wed	19:07	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88552445	875	15.205	12/15/2021	Wed	18:00	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
88552449	876	14.528	12/17/2021	Fri	17:00	Other	0	0	2000	DAY	Dry	N	Improper Turn
88543066	877	17.023	10/9/2021	Sat	15:40	Rear End	0	0	1000	DAY	Wet	N	No Contributing Action
89584079	878	14.547	12/1/2021	Wed	08:30	Rear End	0	0	5700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89584087	879	15.667	12/6/2021	Mon	07:20	Rear End	0	0	9700	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89584103	880	16.394	12/16/2021	Thu	09:40	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
89584104	881	16.394	12/16/2021	Thu	12:00	Rear End	0	0	5000	DAY	Dry	N	Other Contributing Action
88498634	882	16.479	7/11/2021	Sun	00:50	Rear End	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88564847	883	16.787	10/7/2021	Thu	04:58	Off Road	0	1	0	NIGHT	Wet	Y	Failed to Keep in Proper Lane
88564856	884	15.935	10/18/2021	Mon	11:32	Rear End	0	0	2000	DAY	Dry	Y	Followed Too Closely
88564872	885	16.928	11/5/2021	Fri	09:52	Off Road	0	0	10000	DAY	Wet	Y	Swerved or Avoided
88587733	886	16.394	12/7/2021	Tue	14:39	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88507521	887	14.080	5/26/2021	Wed	03:35	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88507528	888	13.831	5/30/2021	Sun	00:30	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88424311	889	17.199	1/13/2021	Wed	18:05	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88564885	890	15.987	11/21/2021	Sun	04:57	Off Road	0	2	0	NIGHT	Wet	Y	No Contributing Action
88533180	891	17.017	9/21/2021	Tue	22:00	Other	0	0	2000	NIGHT	Wet	N	Drove Too Fast for Conditions
88494789	892	14.523	6/14/2021	Mon	18:02	Rear End	0	0	2000	DAY	Wet	N	Failed to Keep in Proper Lane
88494793	893	16.063	6/17/2021	Thu	13:03	Rear End	0	0	5000	DAY	Dry	N	No Contributing Action
89460626	894	16.067	2/5/2021	Fri	16:50	Rear End	0	0	4100	DAY	Dry	N	Followed Too Closely
88507546	895	14.528	6/29/2021	Tue	18:56	Rear End	0	0	7000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88507547	896	15.704	7/12/2021	Mon	14:40	Rear End	0	1	0	DAY	Wet	N	Failed to Keep in Proper Lane
88494765	897	14.532	5/20/2021	Thu	21:52	Rear End	0	0	1001	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88494767	898	14.536	5/22/2021	Sat	01:09	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88507539	899	14.778	6/6/2021	Sun	00:36	Unknown	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88550564	900	16.808	9/9/2021	Thu	17:28	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88572002	901	14.650	9/27/2021	Mon	17:50	Sideswipe	0	0	2500	DAY	Dry	N	Improper Passing
88572007	902	17.139	10/6/2021	Wed	20:20	Other	0	0	5000	NIGHT	Dry	N	No Contributing Action
88571989	903	16.086	9/13/2021	Mon	13:40	Rear End	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88531577	904	14.735	6/25/2021	Fri	14:34	Off Road	0	0	5000	DAY	Wet	N	No Contributing Action
88531578	905	17.203	6/25/2021	Fri	17:32	Rear End	0	0	2000	DAY	Dry	N	Followed Too Closely
88531581	906	14.538	6/28/2021	Mon	21:00	Sideswipe	0	0	1000	NIGHT	Dry	N	No Contributing Action
88531586	907	14.735	7/2/2021	Fri	15:53	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
88531588	908	16.186	7/2/2021	Fri	17:57	Rear End	0	0	1500	DAY	Dry	N	Followed Too Closely
88572030	909	16.299	10/28/2021	Thu	20:30	Sideswipe	0	0	3000	NIGHT	Dry	N	Improper Passing
88572042	910	14.556	11/4/2021	Thu	15:00	Sideswipe	0	0	4000	DAY	Wet	N	Improper Passing
88572043	911	16.299	11/4/2021	Thu	18:40	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88527953	912	14.523	7/10/2021	Sat	20:56	Off Road	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88527961	913	16.210	7/17/2021	Sat	20:38	Rear End	0	0	2800	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88564634	914	14.273	10/12/2021	Tue	14:50	Rear End	0	1	0	DAY	Dry	N	No Contributing Action
88564648	915	14.348	10/21/2021	Thu	19:05	Sideswipe	0	0	1000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88528154	916	15.795	7/24/2021	Sat	01:23	Rear End	0	0	8000	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88528157	917	16.609	7/26/2021	Mon	03:52	Other	0	0	5000	NIGHT	Dry	Y	No Contributing Action
88564665	918	16.933	10/31/2021	Sun	05:44	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88527928	919	14.532	6/30/2021	Wed	13:29	Rear End	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88528175	920	16.559	8/8/2021	Sun	22:24	Sideswipe	0	0	800	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
88527944	921	16.071	7/7/2021	Wed	20:24	Rear End	0	0	602	NIGHT	Dry	N	Improper Passing
88533289	922	14.478	7/25/2021	Sun	16:45	Rear End	0	0	12100	DAY	Dry	N	Failed to Yield Right-of-Way
88552438	923	16.205	12/8/2021	Wed	17:30	Unknown	0	0	100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88552441	924	16.067	12/9/2021	Thu	20:00	Sideswipe	0	0	5000	NIGHT	Dry	N	No Contributing Action
88563757	925	14.669	11/4/2021	Thu	13:43	Rear End	0	0	4500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88563760	926	14.669	11/5/2021	Fri	19:53	Off Road	0	0	8000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88563764	927	16.261	11/9/2021	Tue	13:25	Other	0	1	0	DAY	Dry	N	Improper Passing

88552415	928	17.203	9/22/2021	Wed	17:50	Rear End	0	0	5000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88552422	929	15.744	9/30/2021	Thu	13:52	Rear End	0	0	200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88586124	930	13.746	11/13/2021	Sat	12:00	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88586128	931	16.394	11/19/2021	Fri	10:20	Rear End	0	0	14200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88523556	932	16.615	7/20/2021	Tue	17:35	Sideswipe	0	0	3000	DAY	Dry	N	Other Contributing Action
88468560	933	14.868	3/7/2021	Sun	03:59	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88459833	934	15.910	3/25/2021	Thu	06:10	Rear End	0	0	2700	NIGHT	Dry	N	Other Contributing Action
88581128	935	16.607	11/12/2021	Fri	12:33	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
83252342	936	16.049	3/15/2021	Mon	07:40	Off Road	0	0	4000	DAY	Dry	N	Failed to Keep in Proper Lane
88522139	937	14.192	7/1/2021	Thu	08:20	Rear End	0	0	7000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88532854	938	16.387	8/21/2021	Sat	19:03	Sideswipe	0	0	400	NIGHT	Dry	N	Failed to Keep in Proper Lane
88587133	939	14.801	11/10/2021	Wed	12:00	Other	0	0	2000	DAY	Dry	N	No Contributing Action
88556175	940	14.566	8/26/2021	Thu	09:25	Rear End	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88556190	941	16.143	9/18/2021	Sat	07:45	Sideswipe	0	0	1800	DAY	Dry	N	No Contributing Action
88532837	942	16.847	8/4/2021	Wed	17:08	Sideswipe	0	0	100	DAY	Dry	N	Failed to Keep in Proper Lane
88436890	943	16.689	5/4/2021	Tue	07:45	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88450899	944	15.552	3/21/2021	Sun	01:09	Rear End	0	0	3500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88586089	945	16.244	10/10/2021	Sun	06:00	Off Road	0	0	2400	NIGHT	Dry	N	Other Contributing Action
88479239	946	16.538	3/23/2021	Tue	16:00	Other	0	0	800	DAY	Dry	N	Failed to Keep in Proper Lane
88481798	947	14.582	4/17/2021	Sat	23:40	Sideswipe	0	0	500	NIGHT	Dry	N	Failed to Yield Right-of-Way
88540974	948	14.745	8/31/2021	Tue	08:00	Sideswipe	0	0	3000	DAY	Dry	N	Improper Passing
88435981	949	16.630	1/21/2021	Thu	13:00	Sideswipe	0	2	0	DAY	Dry	N	Failed to Keep in Proper Lane
88586103	950	14.428	10/22/2021	Fri	06:00	Other	0	0	4700	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88586111	951	16.415	10/29/2021	Fri	05:00	Off Road	0	0	8500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88586112	952	16.015	10/29/2021	Fri	06:30	Rear End	0	0	1000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88556304	953	16.454	10/18/2021	Mon	14:45	Rear End	0	0	14000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88540997	954	14.310	9/21/2021	Tue	09:23	Off Road	0	0	4000	DAY	Wet	N	No Contributing Action
88556280	955	16.704	9/21/2021	Tue	22:15	Rear End	0	0	7000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88556286	956	14.778	9/25/2021	Sat	23:15	Off Road	0	0	5000	NIGHT	Wet	N	No Contributing Action
88556287	957	16.454	9/25/2021	Sat	22:40	Rear End	0	0	5000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88556288	958	15.704	9/26/2021	Sun	03:40	Other	0	1	0	NIGHT	Dry	N	No Contributing Action
88573120	959	15.744	12/26/2021	Sun	22:00	Sideswipe	0	0	2000	NIGHT	Dry	N	No Contributing Action
88468468	960	15.568	3/4/2021	Thu	15:30	Sideswipe	0	0	2000	DAY	Dry	N	Improper Passing
88550256	961	16.704	10/8/2021	Fri	15:18	Rear End	0	0	1100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88482266	962	16.484	4/14/2021	Wed	23:10	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Erratic, Reckless or Aggressive Manner
88556213	963	16.595	10/18/2021	Mon	08:10	Off Road	0	0	4000	DAY	Dry	N	No Contributing Action
88556214	964	14.472	10/25/2021	Mon	06:50	Rear End	0	0	2500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88556215	965	15.973	10/25/2021	Mon	07:50	Unknown	0	0	1800	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88556216	966	14.472	10/25/2021	Mon	08:50	Rear End	0	0	1300	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88556220	967	15.973	10/29/2021	Fri	07:20	Sideswipe	0	0	1400	DAY	Wet	N	Failed to Keep in Proper Lane
88556241	968	15.818	8/11/2021	Wed	18:35	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88587680	969	15.818	10/19/2021	Tue	17:20	Other	0	0	700	DAY	Dry	N	No Contributing Action
89572495	970	16.105	12/7/2021	Tue	12:30	Rear End	0	1	0	DAY	Dry	N	Other Contributing Action
88587711	971	15.527	11/19/2021	Fri	18:26	Rear End	0	0	1000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88587719	972	16.053	11/25/2021	Thu	20:57	Off Road	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89576961	973	14.339	12/1/2021	Wed	11:45	Off Road	0	0	1000	DAY	Dry	N	No Contributing Action
88480856	974	14.245	6/3/2021	Thu	09:40	Unknown	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88488497	975	16.541	5/23/2021	Sun	16:00	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Keep in Proper Lane
88408428	976	16.192	4/25/2021	Sun	23:40	Rear End	0	0	6000	NIGHT	Dry	N	No Contributing Action
88485918	977	14.245	4/30/2021	Fri	07:35	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88469280	978	16.955	3/20/2021	Sat	16:48	Unknown	0	2	0	DAY	Dry	N	Failed to Keep in Proper Lane
88469285	979	17.090	3/21/2021	Sun	18:15	Rear End	0	0	2300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88544991	980	16.186	8/11/2021	Wed	11:00	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Keep in Proper Lane
88469272	981	16.293	3/17/2021	Wed	16:30	Rear End	0	0	501	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88523322	982	16.688	7/10/2021	Sat	16:19	Other	0	0	15000	DAY	Dry	N	Other Contributing Action

88545008	983	16.186	8/23/2021	Mon	08:55	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Yield Right-of-Way
88485926	984	14.547	5/4/2021	Tue	07:50	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88485943	985	16.223	5/21/2021	Fri	11:55	Rear End	0	0	3000	DAY	Dry	N	No Contributing Action
88465133	986	15.564	3/30/2021	Tue	20:40	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88469968	987	16.450	3/13/2021	Sat	17:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88537795	988	14.583	9/22/2021	Wed	10:50	Off Road	0	1	0	DAY	Wet	N	Failed to Keep in Proper Lane
88485934	989	14.028	5/17/2021	Mon	10:45	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88484352	990	16.285	4/2/2021	Fri	14:44	Sideswipe	0	0	23000	DAY	Dry	N	Improper Passing
89566158	991	16.842	12/4/2021	Sat	19:00	Rear End	0	0	9000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89566223	992	16.755	12/18/2021	Sat	20:55	Rollover	0	2	0	NIGHT	Dry	N	No Contributing Action
88485874	993	16.186	3/25/2021	Thu	06:50	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88485912	994	16.186	4/23/2021	Fri	11:16	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88485878	995	15.567	3/31/2021	Wed	07:45	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88485881	996	15.244	4/2/2021	Fri	06:25	Sideswipe	0	0	3000	NIGHT	Dry	N	No Contributing Action
88549504	997	13.919	9/26/2021	Sun	00:25	Other	0	0	1000	NIGHT	Dry	N	No Contributing Action
88515784	998	16.970	8/17/2021	Tue	22:40	Other	0	0	11000	NIGHT	Dry	N	Failed to Keep in Proper Lane
88512577	999	17.113	8/1/2021	Sun	20:35	Head On	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88512543	1000	17.163	6/11/2021	Fri	13:20	Rear End	0	0	4600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88455586	1001	14.458	2/27/2021	Sat	00:34	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88504651	1002	16.012	5/2/2021	Sun	03:35	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88456727	1003	14.881	5/13/2021	Thu	02:05	Off Road	0	0	5000	NIGHT	Wet	N	Other Contributing Action
89570379	1004	16.554	11/23/2021	Tue	10:55	Rear End	0	0	5000	DAY	Dry	N	Followed Too Closely
88581110	1005	16.205	10/22/2021	Fri	09:45	Sideswipe	0	0	4000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88581111	1006	16.394	10/22/2021	Fri	12:02	Rear End	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88581149	1007	16.067	12/6/2021	Mon	07:06	Other	0	0	5000	DAY	Dry	N	No Contributing Action
88581150	1008	16.148	12/6/2021	Mon	07:39	Rear End	0	0	3000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88481801	1009	16.169	4/20/2021	Tue	02:00	Rollover	0	3	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88581120	1010	16.067	10/30/2021	Sat	10:57	Sideswipe	0	0	2000	DAY	Dry	N	Improper Passing
88581122	1011	16.242	11/6/2021	Sat	12:56	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88581130	1012	16.049	11/15/2021	Mon	08:37	Other	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88581137	1013	14.745	11/21/2021	Sun	11:56	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88581125	1014	16.167	11/9/2021	Tue	08:40	Rear End	0	0	7000	DAY	Dry	N	Failed to Yield Right-of-Way
88545031	1015	14.245	9/8/2021	Wed	09:45	Sideswipe	0	0	6000	DAY	Dry	N	No Contributing Action
88545078	1016	15.022	8/21/2021	Sat	15:25	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88545084	1017	15.981	8/25/2021	Wed	18:00	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88545087	1018	17.237	8/28/2021	Sat	14:35	Off Road	0	0	300	DAY	Dry	N	No Contributing Action
88556248	1019	14.279	8/13/2021	Fri	19:10	Sideswipe	0	0	2000	NIGHT	Dry	N	No Contributing Action
83787957	1020	16.205	2/17/2021	Wed	13:00	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Keep in Proper Lane
88545011	1021	14.245	8/26/2021	Thu	07:55	Rear End	0	0	8000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88545053	1022	16.454	10/7/2021	Thu	18:20	Unknown	0	0	2800	DAY	Dry	N	No Contributing Action
88545102	1023	14.230	9/25/2021	Sat	13:40	Off Road	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88545104	1024	16.883	9/26/2021	Sun	18:55	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88545107	1025	16.056	9/28/2021	Tue	19:40	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88545112	1026	16.955	10/7/2021	Thu	16:30	Rear End	0	0	2200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88469252	1027	17.014	3/4/2021	Thu	18:50	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88469253	1028	17.122	3/4/2021	Thu	19:55	Rear End	0	0	1500	NIGHT	Dry	N	Failed to Keep in Proper Lane
88469256	1029	16.724	3/7/2021	Sun	14:48	Unknown	0	3	0	DAY	Dry	N	Failed to Keep in Proper Lane
88469271	1030	16.255	3/17/2021	Wed	14:05	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Keep in Proper Lane
88556256	1031	16.454	8/22/2021	Sun	20:00	Rear End	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88556278	1032	14.028	9/19/2021	Sun	02:50	Off Road	0	1	0	NIGHT	Dry	N	No Contributing Action
88468470	1033	16.463	3/5/2021	Fri	13:53	Sideswipe	0	0	2000	DAY	Dry	N	Improper Passing
88583553	1034	16.636	11/16/2021	Tue	20:07	Rear End	0	2	0	NIGHT	Dry	N	No Contributing Action
88496520	1035	16.458	5/5/2021	Wed	16:48	Rear End	0	0	500	DAY	Dry	N	No Contributing Action
88454219	1036	15.410	4/20/2021	Tue	00:48	Off Road	0	1	0	NIGHT	Wet	N	No Contributing Action
88550573	1037	17.102	9/21/2021	Tue	18:50	Sideswipe	0	0	11000	DAY	Dry	N	Operated MV in Careless or Negligent Manner

88504774	1038	14.431	7/12/2021	Mon	06:10	Rear End	0	0	4000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88484391	1039	16.430	5/1/2021	Sat	15:44	Rear End	0	0	18000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88586093	1040	14.179	10/14/2021	Thu	06:50	Other	0	0	4700	NIGHT	Dry	N	Failed to Yield Right-of-Way
89591069	1041	16.701	12/14/2021	Tue	10:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88562463	1042	16.427	11/20/2021	Sat	01:35	Other	0	0	29500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88510342	1043	16.503	5/22/2021	Sat	07:00	Rear End	0	0	7500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88562811	1044	14.533	10/1/2021	Fri	09:25	Sideswipe	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88451708	1045	15.405	1/20/2021	Wed	19:13	Rear End	0	0	4500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88558408	1046	16.528	9/13/2021	Mon	18:18	Sideswipe	0	0	500	DAY	Wet	N	Other Contributing Action
89574072	1047	16.717	11/16/2021	Tue	11:50	Rear End	0	0	2900	DAY	Dry	N	No Contributing Action
89577388	1048	16.540	12/23/2021	Thu	16:59	Other	0	0	500	DAY	Dry	N	No Contributing Action
88512553	1049	16.821	6/24/2021	Thu	13:55	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88507344	1050	17.017	7/23/2021	Fri	14:30	Rear End	0	0	5400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88488933	1051	14.617	5/29/2021	Sat	12:00	Sideswipe	0	0	1200	DAY	Dry	N	No Contributing Action
88479638	1052	14.279	6/2/2021	Wed	08:07	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88581098	1053	16.658	9/30/2021	Thu	08:22	Sideswipe	0	0	5000	DAY	Dry	N	No Contributing Action
88583445	1054	16.628	12/7/2021	Tue	17:24	Off Road	0	1	0	DAY	Dry	N	No Contributing Action
88558448	1055	16.625	10/22/2021	Fri	19:26	Rear End	0	0	500	NIGHT	Wet	N	Other Contributing Action
88562810	1056	14.440	9/30/2021	Thu	08:00	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88511053	1057	15.759	5/28/2021	Fri	13:29	Rear End	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88584395	1058	16.634	11/5/2021	Fri	20:38	Sideswipe	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88504789	1059	14.742	7/23/2021	Fri	10:15	Sideswipe	0	0	4010	DAY	Dry	N	Failed to Yield Right-of-Way
88484359	1060	14.268	4/7/2021	Wed	19:21	Sideswipe	0	0	2000	NIGHT	Dry	N	No Contributing Action
88498227	1061	16.052	5/15/2021	Sat	20:13	Rear End	0	2	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
88523740	1062	17.061	6/14/2021	Mon	19:00	Rear End	0	0	7800	NIGHT	Dry	N	Failed to Keep in Proper Lane
88522137	1063	15.001	7/1/2021	Thu	07:00	Rear End	0	0	4000	DAY	Wet	N	Failed to Yield Right-of-Way
88583413	1064	14.930	10/31/2021	Sun	14:05	Rear End	0	0	16000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88587163	1065	16.350	12/19/2021	Sun	07:48	Off Road	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88471937	1066	16.634	3/7/2021	Sun	07:36	Rear End	0	1	0	DAY	Dry	N	Other Contributing Action
88412275	1067	13.746	2/6/2021	Sat	12:40	Rear End	0	0	2000	DAY	Dry	N	No Contributing Action
88532652	1068	14.462	8/28/2021	Sat	11:20	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88475002	1069	16.356	5/23/2021	Sun	12:30	Sideswipe	0	0	2500	DAY	Dry	N	Other Contributing Action
88471930	1070	14.448	3/4/2021	Thu	17:49	Sideswipe	0	0	1000	DAY	Dry	N	Other Contributing Action
88488676	1071	16.516	5/11/2021	Tue	06:15	Sideswipe	0	1	0	NIGHT	Dry	N	Other Contributing Action
88474000	1072	16.617	3/20/2021	Sat	18:57	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88531617	1073	16.478	7/22/2021	Thu	20:06	Rear End	0	0	1000	NIGHT	Dry	N	No Contributing Action
88532822	1074	14.364	7/20/2021	Tue	20:33	Sideswipe	0	0	4800	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
88549513	1075	16.652	10/1/2021	Fri	19:36	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89574870	1076	14.726	11/6/2021	Sat	22:28	Sideswipe	0	1	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
88547335	1077	16.808	9/6/2021	Mon	03:38	Sideswipe	0	3	0	NIGHT	Dry	N	Failed to Keep in Proper Lane

	Total No	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Water	Other Non	Ped/Bike	Railway Veh	Parked Car	Motor Veh	Other Non Pos. Pol	Other Fixe
	1077	**5**	**194**	**883**	**510**	**2**	**1**	**330**	**0**	**1**	**0**	8	**0**	7	**3**	**0**	**0**	**761**	**12**	**0**	**77**
	Percent	*0%*	*18%*	*82%*	*47%*	*0%*	*0%*	*31%*	*0%*	*0%*	*0%*	1%	*0%*	1%	*0%*	*0%*	*0%*	*71%*	*1%*	*0%*	*7%*

Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
Total	**681**	**396**	**180**	**896**	**1**	**201**	**506**	**70**	**0**	**0**	**0**	**63**	**8**	**0**	**95**	**1**	**9**	**0**	**65**	0
Percent	*63%*	*37%*	*17%*	*83%*	*0%*	*19%*	*47%*	*6%*	*0%*	*0%*	*0%*	*6%*	*1%*	*0%*	*9%*	*0%*	*1%*	*0%*	*6%*	0%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-270-000** Route No(s): **SR-9** **I-95** Local Name(s): **I-95**

MP **13.724** to MP **17.199** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2022** to **12/ 2022** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
24969521	1	15.968	7/20/2022	Wed	21:00	Sideswipe	0	0	500	NIGHT	Dry	N	Failed to Keep in Proper Lane
24969523	2	15.567	7/21/2022	Thu	16:40	Sideswipe	0	0	801	DAY	Dry	N	Failed to Keep in Proper Lane
24969525	3	14.245	7/22/2022	Fri	16:05	Sideswipe	0	0	1300	DAY	Dry	N	Other Contributing Action
24969541	4	14.645	7/30/2022	Sat	14:50	Off Road	0	3	0	DAY	Dry	N	Other Contributing Action
24969721	5	16.394	6/20/2022	Mon	18:57	Other	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88572939	6	16.124	1/6/2022	Thu	00:42	Sideswipe	0	0	2000	NIGHT	Dry	N	Failed to Keep in Proper Lane
24883952	7	16.067	1/7/2022	Fri	09:50	Sideswipe	0	0	2510	DAY	Dry	N	Failed to Yield Right-of-Way
24964836	8	16.031	8/9/2022	Tue	07:00	Sideswipe	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24890672	9	17.203	1/25/2022	Tue	08:40	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24890682	10	16.454	2/3/2022	Thu	09:45	Rear End	0	0	700	DAY	Dry	N	Failed to Keep in Proper Lane
24890683	11	16.317	2/3/2022	Thu	12:30	Rear End	0	0	1200	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
24890690	12	15.818	2/9/2022	Wed	09:08	Off Road	0	0	2500	DAY	Wet	Y	Operated MV in Careless or Negligent Manner
24964845	13	16.053	8/20/2022	Sat	06:41	Sideswipe	0	0	1500	NIGHT	Dry	N	No Contributing Action
24964822	14	16.734	7/22/2022	Fri	10:51	Rear End	0	5	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24964823	15	16.129	7/23/2022	Sat	05:40	Off Road	0	0	4000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24917017	16	16.049	3/29/2022	Tue	15:06	Sideswipe	0	0	1500	DAY	Dry	N	Improper Passing
24895593	17	14.452	2/11/2022	Fri	20:25	Rear End	0	0	3000	NIGHT	Dry	N	Improper Passing
24984903	18	14.629	8/22/2022	Mon	04:30	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24984912	19	16.167	9/5/2022	Mon	16:20	Sideswipe	0	3	0	DAY	Dry	N	Failed to Keep in Proper Lane
24950522	20	14.245	5/6/2022	Fri	20:20	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24923823	21	16.699	4/11/2022	Mon	14:35	Rear End	0	0	3800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24962284	22	15.697	7/22/2022	Fri	09:18	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Keep in Proper Lane
24950532	23	14.328	5/13/2022	Fri	18:30	Rear End	0	2	0	DAY	Dry	N	No Contributing Action
24950533	24	13.797	5/14/2022	Sat	13:45	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24962258	25	17.151	6/20/2022	Mon	07:56	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24962285	26	16.419	7/23/2022	Sat	05:26	Rear End	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24984922	27	16.105	9/9/2022	Fri	15:20	Rear End	0	0	400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24984925	28	16.180	9/12/2022	Mon	17:15	Sideswipe	0	0	6200	DAY	Dry	N	Failed to Yield Right-of-Way
24961481	29	16.186	6/12/2022	Sun	07:05	Other	0	0	1000	DAY	Dry	N	No Contributing Action
24962294	30	15.367	8/5/2022	Fri	10:58	Sideswipe	0	0	9500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24928776	31	16.167	3/28/2022	Mon	08:50	Sideswipe	0	0	1600	DAY	Dry	N	Failed to Keep in Proper Lane
24928796	32	16.261	4/16/2022	Sat	10:40	Other	0	1	0	DAY	Dry	N	No Contributing Action
24928799	33	14.604	4/21/2022	Thu	08:25	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25033934	34	16.005	12/2/2022	Fri	21:54	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24962277	35	17.105	7/13/2022	Wed	11:00	Sideswipe	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24962278	36	17.205	7/15/2022	Fri	12:08	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24962268	37	16.700	6/30/2022	Thu	12:02	Sideswipe	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24962273	38	17.129	7/7/2022	Thu	10:46	Sideswipe	0	0	800	DAY	Dry	N	Failed to Keep in Proper Lane
24928821	39	16.614	6/3/2022	Fri	09:00	Rear End	0	3	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24949184	40	15.967	6/5/2022	Sun	19:40	Sideswipe	0	0	1300	NIGHT	Dry	N	Failed to Keep in Proper Lane
24975963	41	14.491	9/9/2022	Fri	06:38	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24975956	42	14.472	9/6/2022	Tue	07:35	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24928809	43	16.148	5/8/2022	Sun	12:00	Rear End	0	4	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25026807	44	16.148	12/4/2022	Sun	12:40	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25025072	45	14.728	10/7/2022	Fri	08:35	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Keep in Proper Lane
25025076	46	14.453	10/11/2022	Tue	09:30	Sideswipe	0	0	1100	DAY	Dry	N	Failed to Keep in Proper Lane
25033946	47	16.243	12/17/2022	Sat	22:16	Rear End	0	0	16000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner

24924000	48	16.086	3/21/2022	Mon	21:28	Sideswipe	0	0	1500	NIGHT	Dry	N	Other Contributing Action
24924003	49	15.988	3/24/2022	Thu	18:24	Sideswipe	0	0	1500	DAY	Dry	N	Other Contributing Action
24928838	50	16.280	6/29/2022	Wed	08:35	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24950558	51	16.004	6/2/2022	Thu	19:12	Sideswipe	0	1	0	NIGHT	Dry	N	No Contributing Action
24950559	52	16.311	6/3/2022	Fri	13:07	Off Road	0	0	10500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
25025092	53	14.707	11/6/2022	Sun	22:50	Sideswipe	0	0	1800	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24929218	54	14.801	3/25/2022	Fri	07:00	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Yield Right-of-Way
25025102	55	13.860	11/22/2022	Tue	02:45	Off Road	0	0	4000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
25019151	56	16.550	10/12/2022	Wed	01:45	Other	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25025082	57	14.453	10/19/2022	Wed	07:40	Rear End	0	0	1300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25025086	58	14.566	10/23/2022	Sun	12:35	Off Road	0	0	3300	DAY	Dry	N	No Contributing Action
24936924	59	16.454	7/12/2022	Tue	17:33	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25023082	60	16.965	10/23/2022	Sun	13:40	Rear End	0	0	2200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24950570	61	14.028	6/10/2022	Fri	18:24	Sideswipe	0	0	10000	DAY	Dry	N	Failed to Keep in Proper Lane
25023094	62	17.046	10/29/2022	Sat	19:40	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25023095	63	14.273	10/31/2022	Mon	14:25	Rear End	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25023089	64	15.999	10/27/2022	Thu	17:50	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25023117	65	14.825	11/13/2022	Sun	19:40	Rear End	0	0	3001	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25017491	66	14.538	10/7/2022	Fri	03:55	Off Road	0	0	14000	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
25017493	67	16.354	10/7/2022	Fri	12:15	Sideswipe	0	0	700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25002100	68	16.015	10/12/2022	Wed	02:10	Off Road	0	0	8500	NIGHT	Dry	N	Over-Correcting/Over-Steering
24889309	69	15.878	2/21/2022	Mon	16:55	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24889312	70	15.527	2/25/2022	Fri	18:31	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24889315	71	14.778	2/26/2022	Sat	19:32	Sideswipe	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25025105	72	14.651	11/30/2022	Wed	10:10	Sideswipe	0	0	1300	DAY	Dry	N	No Contributing Action
25025106	73	14.689	11/30/2022	Wed	10:30	Sideswipe	0	0	1700	DAY	Dry	N	Failed to Keep in Proper Lane
89576993	74	14.383	1/15/2022	Sat	11:10	Sideswipe	0	0	1700	DAY	Dry	N	Failed to Yield Right-of-Way
89577409	75	16.206	4/26/2022	Tue	15:23	Rear End	0	0	100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89577423	76	16.208	5/19/2022	Thu	13:58	Rear End	0	0	1100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24950577	77	15.538	6/14/2022	Tue	13:07	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Yield Right-of-Way
89588881	78	14.604	2/22/2022	Tue	07:20	Rear End	0	0	24500	DAY	Dry	N	Other Contributing Action
89588884	79	14.604	2/22/2022	Tue	13:00	Other	0	0	1000	DAY	Dry	N	No Contributing Action
89594186	80	14.726	1/2/2022	Sun	21:27	Rear End	0	0	5500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89574557	81	16.358	1/23/2022	Sun	02:55	Off Road	0	0	7500	NIGHT	Wet	N	Drove Too Fast for Conditions
89594195	82	16.186	1/9/2022	Sun	21:51	Rear End	0	0	10000	NIGHT	Dry	N	Other Contributing Action
89594202	83	14.547	1/16/2022	Sun	00:59	Sideswipe	0	0	2500	NIGHT	Dry	N	Other Contributing Action
24895582	84	16.299	2/5/2022	Sat	14:45	Sideswipe	0	0	20000	DAY	Dry	N	Improper Passing
24895576	85	14.623	1/30/2022	Sun	18:20	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
89594850	86	16.579	12/10/2022	Sat	19:55	Rear End	0	4	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89588887	87	16.985	2/27/2022	Sun	08:40	Off Road	0	0	10800	DAY	Dry	N	Other Contributing Action
89588889	88	14.707	3/1/2022	Tue	06:55	Rear End	0	0	2000	NIGHT	Dry	N	Other Contributing Action
89588891	89	16.167	3/1/2022	Tue	10:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89588892	90	14.811	3/4/2022	Fri	08:50	Rear End	0	0	11000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24884842	91	16.208	1/8/2022	Sat	13:52	Rear End	0	0	1300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24884850	92	14.540	1/15/2022	Sat	19:36	Sideswipe	0	0	1001	NIGHT	Dry	N	No Contributing Action
24884852	93	17.035	1/16/2022	Sun	18:41	Sideswipe	0	0	1001	DAY	Dry	N	Improper Passing
89574565	94	15.818	2/2/2022	Wed	09:01	Rear End	0	0	500	DAY	Dry	N	No Contributing Action
89588908	95	16.280	3/24/2022	Thu	10:35	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Yield Right-of-Way
24883365	96	14.792	1/10/2022	Mon	19:56	Sideswipe	0	0	2000	NIGHT	Dry	N	No Contributing Action
24919210	97	17.089	3/14/2022	Mon	18:20	Sideswipe	0	1	0	DAY	Dry	N	Improper Passing
24922016	98	16.602	3/13/2022	Sun	22:15	Sideswipe	0	0	3000	NIGHT	Dry	N	Improper Passing
24890706	99	15.205	2/26/2022	Sat	06:55	Rear End	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89580099	100	15.704	4/30/2022	Sat	18:25	Sideswipe	0	0	300	DAY	Dry	N	Failed to Keep in Proper Lane
24888120	101	15.527	1/14/2022	Fri	19:39	Rear End	0	0	2000	NIGHT	Dry	N	No Contributing Action
24896993	102	16.186	2/10/2022	Thu	12:16	Sideswipe	0	0	800	DAY	Dry	N	Other Contributing Action

24904696	103	16.223	2/26/2022	Sat	19:38	Sideswipe	0	0	7500	NIGHT	Dry	N	Other Contributing Action
24902483	104	14.718	3/4/2022	Fri	19:02	Sideswipe	0	0	2200	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24992950	105	16.167	8/12/2022	Fri	12:10	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
24992968	106	15.984	8/29/2022	Mon	05:40	Sideswipe	0	0	7600	NIGHT	Wet	N	Other Contributing Action
24992954	107	15.489	8/17/2022	Wed	07:45	Rear End	0	0	10400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24992955	108	16.105	8/17/2022	Wed	08:00	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24890720	109	14.144	3/11/2022	Fri	04:50	Sideswipe	0	0	3300	NIGHT	Dry	N	Other Contributing Action
24890717	110	16.454	3/9/2022	Wed	12:20	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24929101	111	14.754	4/21/2022	Thu	11:41	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24929102	112	14.538	4/22/2022	Fri	08:01	Rear End	0	0	500	DAY	Dry	Y	No Contributing Action
24898496	113	16.181	2/12/2022	Sat	22:57	Sideswipe	0	0	12000	NIGHT	Dry	N	Improper Passing
24896987	114	16.299	2/4/2022	Fri	10:00	Rear End	0	0	12000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24912693	115	16.162	5/4/2022	Wed	12:40	Sideswipe	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24929108	116	14.279	4/27/2022	Wed	05:25	Other	0	0	14000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24929109	117	14.538	4/27/2022	Wed	08:16	Sideswipe	0	0	4000	DAY	Dry	Y	No Contributing Action
24898502	118	16.267	2/27/2022	Sun	21:10	Rear End	0	0	5000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24950584	119	16.110	6/20/2022	Mon	16:17	Rear End	0	1	0	DAY	Dry	N	No Contributing Action
24950586	120	14.945	6/20/2022	Mon	20:44	Sideswipe	0	0	400	NIGHT	Dry	N	No Contributing Action
24950588	121	16.299	6/24/2022	Fri	14:07	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24929121	122	16.167	5/9/2022	Mon	10:40	Unknown	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24965202	123	15.926	8/7/2022	Sun	00:50	Off Road	0	0	10000	NIGHT	Wet	N	Over-Correcting/Over-Steering
24992980	124	14.556	9/10/2022	Sat	11:40	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24992983	125	17.150	9/14/2022	Wed	09:00	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24910484	126	16.223	2/15/2022	Tue	12:10	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24929219	127	16.242	3/25/2022	Fri	12:30	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24882480	128	13.803	1/11/2022	Tue	18:20	Rear End	0	0	6800	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24882482	129	16.012	1/11/2022	Tue	22:00	Off Road	0	0	10500	NIGHT	Wet	N	No Contributing Action
24882485	130	14.399	1/14/2022	Fri	19:20	Rear End	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24882486	131	14.255	1/14/2022	Fri	19:20	Rear End	0	4	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25056802	132	16.144	12/10/2022	Sat	19:50	Rear End	0	1	0	NIGHT	Dry	N	Over-Correcting/Over-Steering
25056803	133	14.224	12/11/2022	Sun	17:45	Off Road	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89594211	134	14.547	1/22/2022	Sat	16:07	Off Road	0	0	2500	DAY	Dry	N	Other Contributing Action
89594217	135	14.726	1/28/2022	Fri	13:32	Rear End	0	0	13500	DAY	Dry	N	Other Contributing Action
89594221	136	16.223	1/29/2022	Sat	13:48	Sideswipe	0	0	1000	DAY	Dry	N	Other Contributing Action
25014388	137	16.454	10/9/2022	Sun	11:55	Rear End	0	0	1700	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24929226	138	14.669	3/31/2022	Thu	11:40	Off Road	0	0	10500	DAY	Dry	N	Other Contributing Action
24929229	139	15.991	4/4/2022	Mon	07:34	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24929230	140	14.566	4/6/2022	Wed	09:10	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24912951	141	16.205	4/25/2022	Mon	09:00	Sideswipe	0	0	2000	DAY	Dry	N	Other Contributing Action
24912953	142	16.148	4/30/2022	Sat	06:15	Off Road	0	0	5000	NIGHT	Wet	N	Ran Off Roadway
24910488	143	16.062	2/23/2022	Wed	11:05	Off Road	0	0	5000	DAY	Dry	N	No Contributing Action
24910491	144	16.186	2/24/2022	Thu	12:15	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24910492	145	16.086	2/26/2022	Sat	07:52	Other	0	0	12000	DAY	Dry	N	No Contributing Action
24910499	146	14.726	3/3/2022	Thu	12:45	Rear End	0	0	9000	DAY	Dry	N	No Contributing Action
24907280	147	16.062	3/2/2022	Wed	18:43	Sideswipe	0	1	0	DAY	Dry	N	Improper Passing
24929285	148	16.205	6/23/2022	Thu	10:10	Sideswipe	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
24929278	149	14.526	6/5/2022	Sun	06:25	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24929284	150	16.223	6/23/2022	Thu	08:40	Sideswipe	0	0	5000	DAY	Dry	N	Failed to Yield Right-of-Way
24929249	151	16.167	4/30/2022	Sat	23:50	Rear End	0	0	17000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24929287	152	14.585	6/27/2022	Mon	07:35	Sideswipe	0	0	4500	DAY	Dry	N	Failed to Yield Right-of-Way
24898308	153	16.567	2/19/2022	Sat	22:34	Off Road	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24929263	154	14.604	5/16/2022	Mon	12:20	Sideswipe	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
24929265	155	16.434	5/27/2022	Fri	08:45	Sideswipe	0	2	0	DAY	Dry	N	Failed to Yield Right-of-Way
24897009	156	14.658	2/28/2022	Mon	06:46	Off Road	0	0	17000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24897010	157	14.377	2/28/2022	Mon	10:00	Rear End	0	0	12000	DAY	Dry	N	Operated MV in Careless or Negligent Manner

24895566	158	13.746	1/26/2022	Wed	15:05	Sideswipe	0	0	5000	DAY	Dry	N	Improper Passing
24929233	159	14.547	4/7/2022	Thu	08:50	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24929237	160	16.223	4/12/2022	Tue	12:00	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24985707	161	16.067	8/18/2022	Thu	09:55	Rear End	0	0	1050	DAY	Dry	N	No Contributing Action
24902398	162	16.205	2/6/2022	Sun	15:10	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24895602	163	17.160	2/16/2022	Wed	18:55	Sideswipe	0	0	10000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24902403	164	14.633	2/24/2022	Thu	17:11	Sideswipe	0	0	5000	DAY	Dry	N	Other Contributing Action
24952477	165	16.210	7/2/2022	Sat	02:15	Sideswipe	0	0	10000	NIGHT	Dry	Y	No Contributing Action
24912958	166	15.093	5/8/2022	Sun	09:20	Off Road	0	1	0	DAY	Dry	N	No Contributing Action
24929518	167	14.645	6/12/2022	Sun	07:00	Off Road	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24908863	168	14.650	5/20/2022	Fri	05:49	Sideswipe	0	0	2200	NIGHT	Wet	N	Failed to Yield Right-of-Way
24908856	169	14.526	5/7/2022	Sat	03:50	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24908860	170	14.547	5/18/2022	Wed	10:15	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24930214	171	16.186	5/11/2022	Wed	16:00	Rear End	0	0	2800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24929873	172	16.233	5/1/2022	Sun	18:56	Rear End	0	0	19000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24929875	173	14.547	5/4/2022	Wed	16:44	Sideswipe	0	0	4000	DAY	Dry	N	Other Contributing Action
24929862	174	16.176	4/27/2022	Wed	20:46	Rear End	0	0	5500	NIGHT	Dry	N	Other Contributing Action
24929866	175	16.186	4/29/2022	Fri	14:21	Rear End	0	0	6500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24897017	176	15.028	3/8/2022	Tue	09:40	Other	0	0	1300	DAY	Dry	N	No Contributing Action
88413321	177	16.029	2/27/2022	Sun	22:54	Unknown	0	0	5000	NIGHT	Dry	N	No Contributing Action
24929859	178	14.726	4/12/2022	Tue	15:40	Sideswipe	0	0	450	DAY	Dry	N	No Contributing Action
24930202	179	16.067	4/19/2022	Tue	18:52	Rear End	0	0	2200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24940338	180	16.351	4/17/2022	Sun	23:44	Sideswipe	0	0	15000	NIGHT	Dry	N	Failed to Keep in Proper Lane
24940351	181	14.674	4/28/2022	Thu	22:00	Sideswipe	0	0	7000	NIGHT	Wet	N	Failed to Keep in Proper Lane
24940355	182	16.821	4/30/2022	Sat	01:59	Rollover	0	2	0	NIGHT	Wet	N	Ran Off Roadway
24940359	183	16.227	5/8/2022	Sun	02:17	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24896013	184	14.491	2/27/2022	Sun	22:40	Off Road	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24955260	185	16.063	7/13/2022	Wed	17:17	Off Road	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24938224	186	16.299	4/13/2022	Wed	11:40	Rear End	0	0	2700	DAY	Dry	N	Other Contributing Action
24940379	187	15.921	5/27/2022	Fri	17:33	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24940382	188	15.783	6/1/2022	Wed	13:41	Other	0	0	1000	DAY	Dry	N	No Contributing Action
89565694	189	14.585	1/3/2022	Mon	18:34	Sideswipe	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24938247	190	15.704	5/30/2022	Mon	06:00	Off Road	0	1	0	NIGHT	Wet	N	Swerved or Avoided
24910503	191	15.527	3/16/2022	Wed	07:10	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24888107	192	15.527	1/2/2022	Sun	21:40	Sideswipe	0	1	0	NIGHT	Dry	N	No Contributing Action
24888110	193	16.223	1/5/2022	Wed	06:35	Sideswipe	0	0	1000	NIGHT	Dry	N	No Contributing Action
24898936	194	14.528	3/8/2022	Tue	06:10	Sideswipe	0	0	8500	NIGHT	Wet	N	Failed to Keep in Proper Lane
24898940	195	14.728	3/9/2022	Wed	11:45	Other	0	0	1700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24910539	196	15.068	5/2/2022	Mon	12:10	Sideswipe	0	0	10000	DAY	Dry	N	No Contributing Action
24910547	197	16.186	5/10/2022	Tue	09:10	Other	0	0	5000	DAY	Dry	N	No Contributing Action
24910527	198	16.067	4/11/2022	Mon	06:25	Rear End	0	0	6000	NIGHT	Dry	N	No Contributing Action
24910529	199	15.028	4/18/2022	Mon	05:30	Sideswipe	0	0	6000	NIGHT	Dry	N	No Contributing Action
24938278	200	14.651	7/24/2022	Sun	23:15	Off Road	0	0	20000	NIGHT	Dry	N	Swerved or Avoided
25017498	201	15.069	10/12/2022	Wed	08:05	Rear End	0	0	900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25017500	202	16.223	10/13/2022	Thu	09:03	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89577400	203	16.073	4/16/2022	Sat	20:07	Rear End	0	0	101	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24933779	204	13.776	5/1/2022	Sun	00:44	Off Road	0	1	0	NIGHT	Dry	N	Over-Correcting/Over-Steering
24888165	205	16.186	3/10/2022	Thu	18:10	Rear End	0	0	600	DAY	Dry	N	Failed to Yield Right-of-Way
24888168	206	16.249	3/11/2022	Fri	21:15	Sideswipe	0	0	10000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24888141	207	16.049	2/11/2022	Fri	18:55	Sideswipe	0	0	3000	DAY	Wet	N	No Contributing Action
24888161	208	16.186	3/3/2022	Thu	18:50	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
24888122	209	16.049	1/16/2022	Sun	04:00	Sideswipe	0	0	1000	NIGHT	Dry	N	No Contributing Action
24888123	210	16.049	1/16/2022	Sun	16:35	Rear End	0	0	1000	DAY	Dry	N	Followed Too Closely
24888124	211	13.746	1/16/2022	Sun	19:55	Rear End	0	0	2000	NIGHT	Dry	N	No Contributing Action
24888013	212	14.510	2/16/2022	Wed	08:41	Rear End	0	0	750	DAY	Dry	N	Operated MV in Careless or Negligent Manner

24888015	213	14.279	2/18/2022	Fri	09:20	Rear End	0	0	4250	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88587601	214	14.719	2/9/2022	Wed	22:39	Sideswipe	0	5	0	NIGHT	Wet	N	No Contributing Action
24936137	215	16.219	6/20/2022	Mon	05:22	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25029562	216	16.705	11/17/2022	Thu	14:08	Sideswipe	0	0	1501	DAY	Dry	N	Other Contributing Action
24936128	217	14.538	6/10/2022	Fri	21:15	Rear End	0	0	200	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24936129	218	16.181	6/11/2022	Sat	02:00	Sideswipe	0	0	12000	NIGHT	Dry	N	Other Contributing Action
88587607	219	16.454	2/23/2022	Wed	15:50	Sideswipe	0	0	900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88587612	220	14.719	3/7/2022	Mon	19:53	Off Road	0	0	10100	NIGHT	Wet	N	Drove Too Fast for Conditions
24962929	221	16.143	7/20/2022	Wed	00:10	Rear End	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24936109	222	16.261	5/16/2022	Mon	11:35	Rear End	0	4	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24936120	223	14.453	6/3/2022	Fri	08:26	Rear End	0	2	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24962941	224	14.547	7/30/2022	Sat	04:20	Sideswipe	0	0	5000	NIGHT	Dry	N	Failed to Yield Right-of-Way
24962935	225	16.214	7/23/2022	Sat	04:30	Sideswipe	0	0	500	NIGHT	Dry	N	Failed to Yield Right-of-Way
24962956	226	14.945	8/23/2022	Tue	10:30	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Yield Right-of-Way
24936095	227	14.415	5/5/2022	Thu	10:29	Sideswipe	0	0	3500	DAY	Dry	N	Other Contributing Action
24936098	228	14.472	5/7/2022	Sat	11:50	Rear End	0	0	16000	DAY	Dry	N	Other Contributing Action
24936100	229	16.653	5/8/2022	Sun	10:06	Rear End	0	4	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24889251	230	16.380	1/5/2022	Wed	15:49	Off Road	0	0	17000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24954490	231	16.208	6/22/2022	Wed	18:31	Rear End	0	0	200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24888017	232	16.242	2/20/2022	Sun	12:10	Rear End	0	0	1100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24888024	233	16.203	3/2/2022	Wed	09:46	Rear End	0	0	1000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24954497	234	14.726	7/1/2022	Fri	21:03	Sideswipe	0	0	1000	NIGHT	Dry	N	Failed to Keep in Proper Lane
24910867	235	14.091	3/22/2022	Tue	16:45	Sideswipe	0	0	9200	DAY	Dry	N	Failed to Keep in Proper Lane
24962962	236	14.604	8/30/2022	Tue	09:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24954479	237	14.726	6/15/2022	Wed	13:54	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
24954476	238	16.223	6/7/2022	Tue	17:25	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24954470	239	14.778	5/29/2022	Sun	16:19	Sideswipe	0	0	1000	DAY	Wet	N	Other Contributing Action
24902393	240	16.015	1/31/2022	Mon	18:42	Other	0	0	500	DAY	Dry	N	Other Contributing Action
24948138	241	14.645	5/1/2022	Sun	11:30	Sideswipe	0	0	6000	DAY	Dry	N	Failed to Yield Right-of-Way
24950590	242	14.538	6/25/2022	Sat	15:17	Rear End	0	0	6000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24910973	243	16.322	3/31/2022	Thu	09:17	Rear End	0	0	7500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24881791	244	15.955	2/12/2022	Sat	16:10	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Yield Right-of-Way
24881799	245	16.105	2/18/2022	Fri	18:50	Rear End	0	2	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
24881808	246	16.419	2/25/2022	Fri	16:30	Sideswipe	0	0	700	DAY	Dry	N	Failed to Yield Right-of-Way
24881809	247	16.454	2/26/2022	Sat	18:45	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24881773	248	15.567	1/26/2022	Wed	19:05	Sideswipe	0	0	1400	NIGHT	Wet	N	No Contributing Action
24985989	249	16.454	7/23/2022	Sat	18:47	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24985983	250	14.279	7/19/2022	Tue	14:39	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Keep in Proper Lane
24936088	251	16.053	4/20/2022	Wed	09:22	Sideswipe	0	0	1500	DAY	Dry	N	Other Contributing Action
24889253	252	15.955	1/7/2022	Fri	17:09	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24971218	253	14.726	8/28/2022	Sun	16:43	Rear End	0	0	5000	DAY	Dry	N	Failed to Keep in Proper Lane
24994161	254	15.205	10/8/2022	Sat	16:14	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24971206	255	16.186	8/19/2022	Fri	18:30	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
24971212	256	14.547	8/22/2022	Mon	13:19	Sideswipe	0	0	400	DAY	Dry	N	Other Contributing Action
24965218	257	16.110	8/28/2022	Sun	00:48	Sideswipe	0	3	0	NIGHT	Wet	N	Improper Passing
25025115	258	14.917	12/7/2022	Wed	11:25	Sideswipe	0	4	0	DAY	Dry	N	Failed to Keep in Proper Lane
24939947	259	14.994	12/24/2022	Sat	04:35	Rear End	0	0	8000	NIGHT	Dry	N	Improper Passing
24929504	260	16.305	5/29/2022	Sun	11:00	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
24929509	261	14.628	6/1/2022	Wed	11:40	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
25025117	262	16.186	12/8/2022	Thu	09:15	Rear End	0	0	1400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25025118	263	16.129	12/12/2022	Mon	09:20	Rear End	0	0	1300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25025121	264	16.148	12/13/2022	Tue	08:50	Rear End	0	0	3800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25025122	265	16.148	12/13/2022	Tue	12:00	Sideswipe	0	0	1800	DAY	Dry	N	No Contributing Action
24946641	266	15.028	6/3/2022	Fri	17:38	Rear End	0	0	550	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24946619	267	17.232	5/15/2022	Sun	18:30	Sideswipe	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner

24946620	268	14.718	5/18/2022	Wed	17:10	Sideswipe	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24946621	269	15.650	5/20/2022	Fri	18:29	Sideswipe	0	0	800	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24915260	270	16.242	2/28/2022	Mon	15:05	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24987251	271	15.918	7/26/2022	Tue	11:01	Sideswipe	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24915266	272	15.955	3/2/2022	Wed	19:08	Sideswipe	0	0	2000	NIGHT	Dry	N	Failed to Yield Right-of-Way
24936676	273	16.454	5/8/2022	Sun	00:55	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24936684	274	16.454	5/16/2022	Mon	18:40	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24936691	275	15.028	5/20/2022	Fri	18:25	Sideswipe	0	0	3500	DAY	Wet	N	Failed to Keep in Proper Lane
24936697	276	16.567	5/24/2022	Tue	15:10	Sideswipe	0	0	3500	DAY	Dry	N	Failed to Keep in Proper Lane
24898296	277	14.028	2/9/2022	Wed	17:11	Sideswipe	0	0	1000	DAY	Dry	N	Other Contributing Action
24987274	278	15.705	8/19/2022	Fri	04:12	Off Road	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24915315	279	16.105	4/23/2022	Sat	20:50	Rear End	0	0	1500	NIGHT	Dry	Y	Failed to Yield Right-of-Way
89566048	280	15.704	1/14/2022	Fri	15:49	Rear End	0	0	2000	DAY	Dry	N	Improper Passing
24898299	281	14.028	2/10/2022	Thu	16:23	Sideswipe	0	0	2000	DAY	Dry	N	Improper Passing
24898301	282	16.261	2/14/2022	Mon	16:13	Rear End	0	0	3000	DAY	Dry	N	Other Contributing Action
24915329	283	16.167	5/6/2022	Fri	17:58	Rear End	0	0	3500	DAY	Dry	N	Failed to Yield Right-of-Way
24936785	284	16.067	6/18/2022	Sat	01:40	Sideswipe	0	0	3000	NIGHT	Dry	N	No Contributing Action
24953854	285	16.223	6/12/2022	Sun	08:10	Sideswipe	0	0	9000	DAY	Dry	N	No Contributing Action
24953858	286	14.245	6/24/2022	Fri	07:25	Sideswipe	0	0	5000	DAY	Dry	N	No Contributing Action
24953859	287	14.245	6/24/2022	Fri	11:35	Sideswipe	0	0	15000	DAY	Dry	N	Failed to Keep in Proper Lane
24915318	288	14.564	4/25/2022	Mon	14:50	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24915319	289	16.186	4/25/2022	Mon	16:10	Sideswipe	0	0	1500	DAY	Dry	Y	Failed to Yield Right-of-Way
24915320	290	16.167	4/25/2022	Mon	17:05	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24915321	291	16.167	4/25/2022	Mon	17:05	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89566230	292	16.015	1/3/2022	Mon	16:05	Rear End	0	0	1300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24953865	293	14.510	7/11/2022	Mon	11:20	Rear End	0	0	14000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24936914	294	15.818	7/7/2022	Thu	16:44	Other	0	0	800	DAY	Dry	N	No Contributing Action
24953851	295	16.049	6/10/2022	Fri	07:05	Off Road	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24971263	296	16.409	7/31/2022	Sun	23:05	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24971264	297	14.542	8/1/2022	Mon	00:28	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24937418	298	16.110	5/29/2022	Sun	01:28	Off Road	0	0	5000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24898281	299	16.148	1/26/2022	Wed	13:29	Rear End	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24898282	300	16.618	1/26/2022	Wed	16:23	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24937253	301	14.528	6/21/2022	Tue	03:15	Other	0	0	2500	NIGHT	Dry	N	No Contributing Action
24937256	302	14.628	6/25/2022	Sat	23:30	Other	0	0	4000	NIGHT	Dry	N	No Contributing Action
25005754	303	16.066	9/2/2022	Fri	08:10	Rear End	0	0	11000	DAY	Dry	N	No Contributing Action
25005755	304	14.245	9/4/2022	Sun	12:25	Rear End	0	0	15000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24953825	305	14.245	5/13/2022	Fri	03:10	Sideswipe	0	0	10000	NIGHT	Dry	N	No Contributing Action
24953829	306	16.567	5/17/2022	Tue	22:25	Sideswipe	0	0	7000	NIGHT	Dry	N	No Contributing Action
24953830	307	16.223	5/19/2022	Thu	23:25	Other	0	0	7000	NIGHT	Dry	N	No Contributing Action
25005784	308	16.186	10/10/2022	Mon	12:45	Sideswipe	0	0	18000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24955163	309	14.817	5/25/2022	Wed	06:12	Rear End	0	0	14500	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
24987275	310	16.567	8/19/2022	Fri	23:45	Sideswipe	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24953880	311	16.223	8/7/2022	Sun	00:45	Off Road	0	0	10000	NIGHT	Wet	N	No Contributing Action
24955200	312	14.117	7/1/2022	Fri	10:21	Rollover	0	1	0	DAY	Dry	N	No Contributing Action
24955229	313	14.547	6/16/2022	Thu	20:00	Sideswipe	0	0	11500	NIGHT	Dry	N	Other Contributing Action
24955232	314	14.547	6/20/2022	Mon	13:01	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24955249	315	14.557	6/30/2022	Thu	16:08	Sideswipe	0	0	3000	DAY	Dry	N	Other Contributing Action
24992133	316	13.746	7/29/2022	Fri	20:21	Rear End	0	0	3500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24955194	317	14.491	6/21/2022	Tue	09:08	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25061062	318	14.345	12/17/2022	Sat	16:50	Rear End	0	0	20000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
25061063	319	14.364	12/17/2022	Sat	18:40	Rear End	0	0	15000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24955242	320	16.219	6/27/2022	Mon	18:51	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24955243	321	15.068	6/28/2022	Tue	14:07	Sideswipe	0	0	6000	DAY	Dry	N	Other Contributing Action
24955245	322	16.223	6/29/2022	Wed	14:23	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner

24955225	323	16.223	6/7/2022	Tue	15:23	Rear End	0	0	4000	DAY	Wet	N	No Contributing Action
24955174	324	14.530	6/8/2022	Wed	09:12	Sideswipe	0	0	3000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
25034440	325	14.510	12/9/2022	Fri	17:23	Other	0	0	2000	DAY	Dry	N	No Contributing Action
25012639	326	16.405	10/13/2022	Thu	16:57	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24994646	327	14.669	9/13/2022	Tue	08:45	Rear End	0	0	5300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24994651	328	14.028	9/15/2022	Thu	07:23	Sideswipe	0	0	5100	DAY	Dry	N	Other Contributing Action
24994652	329	15.705	9/15/2022	Thu	09:11	Rear End	0	0	500	DAY	Dry	N	Other Contributing Action
24968300	330	16.105	6/21/2022	Tue	00:02	Sideswipe	0	0	4000	NIGHT	Wet	N	Other Contributing Action
24968304	331	15.527	6/26/2022	Sun	01:00	Other	0	0	500	NIGHT	Dry	N	No Contributing Action
25065789	332	14.534	12/24/2022	Sat	11:57	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25065790	333	14.491	12/25/2022	Sun	11:00	Head On	0	0	11000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25024295	334	16.705	10/23/2022	Sun	18:20	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25024314	335	14.028	11/7/2022	Mon	17:50	Rear End	0	0	3000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24889261	336	14.339	1/12/2022	Wed	14:25	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24889262	337	16.110	1/13/2022	Thu	15:29	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89576096	338	14.623	2/19/2022	Sat	12:45	Rear End	0	5	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89576097	339	16.129	2/20/2022	Sun	07:50	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89576098	340	16.242	2/20/2022	Sun	12:30	Sideswipe	0	0	500	DAY	Dry	N	No Contributing Action
24913703	341	15.028	3/26/2022	Sat	19:27	Rear End	0	0	3500	NIGHT	Dry	N	Followed Too Closely
25065788	342	16.200	12/24/2022	Sat	06:20	Rear End	0	0	8300	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25024274	343	16.705	10/13/2022	Thu	17:05	Rear End	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89576101	344	14.604	2/28/2022	Mon	07:45	Rear End	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89576102	345	15.991	3/1/2022	Tue	07:35	Unknown	0	0	2800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89576104	346	16.167	3/5/2022	Sat	12:30	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89576108	347	16.162	3/12/2022	Sat	12:00	Rear End	0	4	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25025148	348	16.281	10/31/2022	Mon	07:40	Rear End	0	0	300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25025126	349	16.281	12/16/2022	Fri	12:10	Sideswipe	0	0	1100	DAY	Dry	N	Failed to Keep in Proper Lane
25025127	350	14.322	12/19/2022	Mon	08:15	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25025129	351	16.030	12/20/2022	Tue	08:30	Rear End	0	0	1300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25025131	352	16.281	12/23/2022	Fri	10:50	Sideswipe	0	0	2200	DAY	Dry	N	Failed to Keep in Proper Lane
25025134	353	15.721	12/25/2022	Sun	10:50	Rear End	0	0	2500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
25025138	354	16.243	10/26/2022	Wed	11:50	Sideswipe	0	0	4500	DAY	Dry	N	Failed to Yield Right-of-Way
25025142	355	16.077	10/27/2022	Thu	12:50	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
25064186	356	16.086	12/31/2022	Sat	19:29	Sideswipe	0	0	3500	NIGHT	Dry	N	Other Contributing Action
24918026	357	17.038	3/12/2022	Sat	18:15	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
25064716	358	14.544	12/31/2022	Sat	20:18	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25025456	359	15.028	10/6/2022	Thu	03:10	Sideswipe	0	0	4500	NIGHT	Dry	N	Failed to Keep in Proper Lane
25025460	360	16.505	10/10/2022	Mon	00:50	Other	0	0	2000	NIGHT	Dry	N	No Contributing Action
25024284	361	16.705	10/16/2022	Sun	18:30	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24990635	362	16.705	9/22/2022	Thu	20:50	Rear End	0	0	5000	NIGHT	Dry	N	Failed to Keep in Proper Lane
89576110	363	14.669	3/14/2022	Mon	10:20	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25025473	364	15.528	10/18/2022	Tue	05:10	Off Road	0	0	1500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25227080	365	16.067	11/28/2022	Mon	07:55	Rear End	0	0	500	DAY	Dry	N	No Contributing Action
25054165	366	16.601	12/13/2022	Tue	17:48	Rear End	0	0	350	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25054166	367	14.425	12/16/2022	Fri	18:08	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25033667	368	15.955	12/26/2022	Mon	14:18	Rear End	0	0	7000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24990864	369	16.028	8/26/2022	Fri	16:19	Rear End	0	0	2750	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24990865	370	16.028	8/26/2022	Fri	17:14	Rear End	0	0	2200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24990877	371	14.623	9/3/2022	Sat	22:19	Sideswipe	0	0	500	NIGHT	Dry	N	No Contributing Action
24990974	372	14.624	9/7/2022	Wed	17:49	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
24990979	373	16.223	9/9/2022	Fri	18:18	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24990983	374	15.476	9/20/2022	Tue	18:05	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
24990884	375	17.037	9/11/2022	Sun	01:11	Sideswipe	0	0	4200	NIGHT	Dry	N	Other Contributing Action
25005569	376	16.053	8/29/2022	Mon	17:17	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25005631	377	16.186	10/30/2022	Sun	18:23	Sideswipe	0	0	2000	DAY	Dry	N	Other Contributing Action

25005603	378	14.557	10/10/2022	Mon	03:08	Rear End	0	0	6300	NIGHT	Dry	N	Other Contributing Action
24993092	379	14.828	8/7/2022	Sun	01:52	Sideswipe	0	0	19000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24993094	380	14.345	8/8/2022	Mon	01:28	Sideswipe	0	1	0	NIGHT	Dry	N	Improper Passing
24993095	381	14.754	8/11/2022	Thu	23:37	Off Road	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24993098	382	14.718	8/14/2022	Sun	02:05	Rear End	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24949979	383	15.557	5/14/2022	Sat	22:40	Off Road	0	0	2000	NIGHT	Dry	N	No Contributing Action
25034408	384	14.510	10/30/2022	Sun	21:01	Sideswipe	0	0	8000	NIGHT	Dry	N	No Contributing Action
25034410	385	16.602	11/1/2022	Tue	03:08	Rear End	0	0	12000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24889302	386	15.205	2/19/2022	Sat	13:09	Rear End	0	0	900	DAY	Dry	N	No Contributing Action
24999923	387	16.187	9/8/2022	Thu	21:46	Other	0	0	4000	NIGHT	Wet	N	No Contributing Action
24999924	388	16.709	9/9/2022	Fri	04:17	Off Road	0	0	6500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24999929	389	15.241	9/13/2022	Tue	22:27	Rear End	0	0	5500	NIGHT	Wet	N	Failed to Yield Right-of-Way
24889274	390	16.394	1/21/2022	Fri	16:59	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25034445	391	14.547	12/13/2022	Tue	13:28	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
25017512	392	14.279	10/24/2022	Mon	06:04	Other	0	0	9000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24889291	393	15.818	2/9/2022	Wed	19:02	Rear End	0	0	4000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
25035754	394	15.068	11/23/2022	Wed	10:34	Sideswipe	0	0	11000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25034449	395	14.510	12/14/2022	Wed	06:59	Rear End	0	0	10000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24994659	396	16.318	9/22/2022	Thu	08:50	Sideswipe	0	0	3000	DAY	Dry	N	Other Contributing Action
25035779	397	15.068	12/27/2022	Tue	06:23	Rear End	0	0	7000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24954786	398	16.317	5/16/2022	Mon	02:35	Off Road	0	0	3000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24923288	399	15.313	3/15/2022	Tue	01:17	Sideswipe	0	2	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
25035773	400	16.030	12/23/2022	Fri	05:47	Sideswipe	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24994878	401	14.028	9/14/2022	Wed	15:51	Off Road	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24881761	402	16.167	1/17/2022	Mon	20:06	Other	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24939538	403	15.440	4/12/2022	Tue	09:35	Rear End	0	0	7500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24994894	404	16.223	10/7/2022	Fri	21:01	Sideswipe	0	0	1000	NIGHT	Dry	Y	Failed to Keep in Proper Lane
24994859	405	16.223	8/23/2022	Tue	14:45	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24994860	406	14.245	8/23/2022	Tue	17:01	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24994676	407	16.281	10/26/2022	Wed	11:20	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24994864	408	14.028	8/29/2022	Mon	17:35	Rear End	0	0	16500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24973320	409	16.110	6/27/2022	Mon	18:04	Rear End	0	0	150	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88140274	410	17.208	7/3/2022	Sun	05:52	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88140275	411	14.472	7/3/2022	Sun	05:54	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89576115	412	14.057	3/23/2022	Wed	08:20	Sideswipe	0	0	2400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24973315	413	14.434	6/25/2022	Sat	16:09	Rear End	0	0	3000	DAY	Wet	N	Failed to Yield Right-of-Way
25034456	414	16.642	12/20/2022	Tue	15:34	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24973381	415	14.329	9/5/2022	Mon	19:55	Sideswipe	0	0	5000	NIGHT	Dry	N	No Contributing Action
24939573	416	14.568	6/14/2022	Tue	11:12	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24994906	417	14.500	10/17/2022	Mon	03:51	Off Road	0	1	0	NIGHT	Dry	Y	Failed to Keep in Proper Lane
24973498	418	15.607	8/5/2022	Fri	13:20	Sideswipe	0	0	6200	DAY	Dry	N	Failed to Keep in Proper Lane
24891903	419	14.340	1/20/2022	Thu	23:16	Rear End	0	0	2000	NIGHT	Wet	N	Failed to Yield Right-of-Way
24973558	420	17.066	7/23/2022	Sat	13:25	Rear End	0	0	25000	DAY	Dry	N	Failed to Keep in Proper Lane
24973559	421	16.299	7/23/2022	Sat	15:35	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24973554	422	15.705	7/21/2022	Thu	17:50	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24941362	423	14.245	5/19/2022	Thu	21:01	Off Road	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24918881	424	15.444	3/20/2022	Sun	02:24	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24918882	425	17.195	3/22/2022	Tue	23:36	Sideswipe	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24941372	426	15.704	6/1/2022	Wed	15:31	Sideswipe	0	0	2000	DAY	Dry	N	Improper Passing
25032548	427	14.994	12/12/2022	Mon	04:23	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25032549	428	14.283	12/15/2022	Thu	21:48	Sideswipe	0	0	4000	NIGHT	Dry	N	No Contributing Action
24973580	429	15.704	8/4/2022	Thu	22:30	Off Road	0	1	0	NIGHT	Dry	N	No Contributing Action
24973544	430	13.746	7/13/2022	Wed	18:13	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
24941012	431	14.556	6/26/2022	Sun	00:30	Sideswipe	0	0	1400	NIGHT	Dry	N	No Contributing Action
24941013	432	14.726	6/25/2022	Sat	23:55	Rear End	0	1	0	NIGHT	Dry	N	Other Contributing Action

24918905	433	15.714	4/13/2022	Wed	21:18	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24918908	434	17.103	4/21/2022	Thu	10:23	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24918921	435	16.968	5/12/2022	Thu	07:30	Rear End	0	0	2300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24973588	436	16.110	8/14/2022	Sun	01:20	Sideswipe	0	0	5001	NIGHT	Dry	N	Failed to Keep in Proper Lane
25032219	437	16.394	12/2/2022	Fri	02:50	Rear End	0	2	0	NIGHT	Dry	N	No Contributing Action
25032222	438	14.556	12/7/2022	Wed	21:30	Rear End	0	0	2000	NIGHT	Dry	N	No Contributing Action
24918928	439	15.672	5/17/2022	Tue	12:42	Rear End	0	0	500	DAY	Dry	N	Other Contributing Action
25032203	440	14.547	11/18/2022	Fri	18:20	Rear End	0	0	3000	DAY	Dry	N	Followed Too Closely
25032204	441	16.028	11/18/2022	Fri	18:00	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Keep in Proper Lane
25032205	442	14.339	11/18/2022	Fri	20:38	Rear End	0	0	2000	NIGHT	Dry	N	No Contributing Action
24973519	443	16.618	9/1/2022	Thu	15:45	Rear End	0	0	6300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24973531	444	16.558	6/29/2022	Wed	16:05	Sideswipe	0	0	8000	DAY	Dry	N	Failed to Keep in Proper Lane
25032534	445	15.274	11/24/2022	Thu	18:19	Rear End	0	0	2500	DAY	Dry	N	No Contributing Action
25032504	446	14.427	10/21/2022	Fri	15:32	Rear End	0	0	14000	DAY	Dry	N	Failed to Keep in Proper Lane
25032505	447	16.971	10/25/2022	Tue	11:52	Off Road	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25012644	448	15.647	10/17/2022	Mon	16:16	Off Road	0	0	1000	DAY	Dry	N	Swerved or Avoided
25012651	449	16.299	10/19/2022	Wed	19:18	Rear End	0	0	10000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24882097	450	15.136	1/30/2022	Sun	00:44	Off Road	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24882107	451	16.012	2/17/2022	Thu	03:00	Off Road	0	0	19500	NIGHT	Wet	N	No Contributing Action
89591081	452	14.528	1/1/2022	Sat	07:19	Other	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89591082	453	14.745	1/2/2022	Sun	09:09	Other	0	0	2000	DAY	Dry	N	No Contributing Action
89591084	454	16.205	1/9/2022	Sun	09:04	Rear End	0	2	0	DAY	Wet	N	No Contributing Action
89591085	455	16.205	1/12/2022	Wed	08:24	Sideswipe	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89591120	456	14.528	2/28/2022	Mon	22:20	Rear End	0	0	13000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89591121	457	14.528	2/28/2022	Mon	23:23	Sideswipe	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89591122	458	16.049	3/4/2022	Fri	03:47	Rear End	0	0	18000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89591123	459	14.528	3/5/2022	Sat	04:23	Other	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89591125	460	14.745	3/7/2022	Mon	00:34	Rear End	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89591361	461	14.245	1/15/2022	Sat	12:12	Rear End	0	0	9500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89591362	462	16.351	1/16/2022	Sun	16:14	Sideswipe	0	3	0	DAY	Wet	N	Failed to Keep in Proper Lane
89589549	463	13.746	1/10/2022	Mon	19:50	Rear End	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89589554	464	16.242	1/12/2022	Wed	19:15	Rear End	0	0	11000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89589542	465	15.068	1/4/2022	Tue	19:10	Sideswipe	0	0	4000	NIGHT	Dry	N	Improper Passing
89589539	466	15.973	1/3/2022	Mon	20:15	Sideswipe	0	0	3000	NIGHT	Dry	N	Improper Passing
89589545	467	16.223	1/5/2022	Wed	16:00	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89589350	468	14.658	1/17/2022	Mon	21:36	Other	0	1	0	NIGHT	Dry	N	Other Contributing Action
89591115	469	14.745	2/15/2022	Tue	03:48	Sideswipe	0	0	3000	NIGHT	Dry	N	Improper Passing
89591117	470	14.745	2/19/2022	Sat	04:06	Other	0	0	5000	NIGHT	Dry	N	Other Contributing Action
89573032	471	15.202	1/11/2022	Tue	18:40	Rear End	0	0	2200	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89574544	472	17.025	1/13/2022	Thu	10:42	Sideswipe	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89574429	473	14.801	1/19/2022	Wed	08:00	Sideswipe	0	0	550	DAY	Dry	N	No Contributing Action
24905062	474	16.672	3/16/2022	Wed	23:00	Rear End	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24910960	475	16.738	3/22/2022	Tue	11:02	Sideswipe	0	1	0	DAY	Dry	N	Swerved or Avoided
24907611	476	16.461	3/30/2022	Wed	08:48	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24922061	477	16.205	5/2/2022	Mon	10:07	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24922076	478	14.538	5/18/2022	Wed	07:39	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25061060	479	16.067	12/16/2022	Fri	18:45	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25000170	480	17.203	9/1/2022	Thu	15:42	Rear End	0	0	7000	DAY	Dry	N	Followed Too Closely
24903771	481	15.721	4/30/2022	Sat	00:47	Off Road	0	0	5000	NIGHT	Dry	N	No Contributing Action
24923925	482	14.745	3/26/2022	Sat	19:16	Left Turn	0	1	0	NIGHT	Dry	Y	No Contributing Action
24923928	483	16.195	3/27/2022	Sun	15:48	Rear End	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24923929	484	16.276	3/27/2022	Sun	16:59	Sideswipe	0	0	1700	DAY	Dry	N	Failed to Yield Right-of-Way
89579522	485	15.028	1/2/2022	Sun	12:32	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24923934	486	14.848	3/29/2022	Tue	15:17	Sideswipe	0	0	1500	DAY	Dry	N	No Contributing Action
24923941	487	15.889	4/2/2022	Sat	16:56	Sideswipe	0	0	9500	DAY	Dry	N	No Contributing Action

24926482	488	16.076	3/28/2022	Mon	13:01	Sideswipe	0	0	750	DAY	Dry	N	No Contributing Action
24926565	489	14.481	3/30/2022	Wed	22:20	Other	0	0	5700	NIGHT	Dry	N	Other Contributing Action
24923969	490	16.012	4/20/2022	Wed	13:59	Other	0	1	0	DAY	Dry	N	Drove Too Fast for Conditions
24882093	491	14.369	1/23/2022	Sun	03:46	Off Road	0	0	4000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24921956	492	14.455	4/28/2022	Thu	19:52	Sideswipe	0	0	6500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24904681	493	14.547	2/19/2022	Sat	14:37	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24902438	494	15.028	3/27/2022	Sun	15:43	Sideswipe	0	0	13000	DAY	Dry	N	Failed to Keep in Proper Lane
89579537	495	13.746	1/17/2022	Mon	13:30	Rear End	0	0	5000	DAY	Dry	N	No Contributing Action
24921907	496	16.485	3/16/2022	Wed	18:32	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24921909	497	16.363	3/18/2022	Fri	21:34	Rear End	0	0	2000	NIGHT	Dry	N	No Contributing Action
24921910	498	16.055	3/18/2022	Fri	22:52	Rear End	0	0	12500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24895517	499	13.746	3/15/2022	Tue	15:13	Rear End	0	0	11000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89579559	500	14.547	2/14/2022	Mon	08:35	Sideswipe	0	0	6000	DAY	Dry	N	Failed to Keep in Proper Lane
24921934	501	16.375	4/4/2022	Mon	03:51	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89579548	502	14.028	2/2/2022	Wed	10:05	Rear End	0	0	11000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89579555	503	16.210	2/9/2022	Wed	12:15	Sideswipe	0	0	12000	DAY	Dry	N	Failed to Keep in Proper Lane
89586629	504	14.428	2/19/2022	Sat	17:34	Rear End	0	0	5800	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24903764	505	15.985	4/13/2022	Wed	10:56	Rear End	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89586612	506	15.967	2/7/2022	Mon	14:43	Off Road	0	0	3500	DAY	Dry	N	No Contributing Action
24924039	507	14.726	4/30/2022	Sat	20:53	Sideswipe	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24924042	508	16.186	5/1/2022	Sun	19:30	Sideswipe	0	0	100	NIGHT	Dry	N	Other Contributing Action
24919831	509	15.955	3/24/2022	Thu	15:20	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24919833	510	16.454	3/24/2022	Thu	21:00	Sideswipe	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24924027	511	16.186	4/22/2022	Fri	18:37	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24924028	512	16.186	4/23/2022	Sat	14:21	Off Road	0	0	1000	DAY	Dry	N	Swerved or Avoided
24924033	513	16.223	4/28/2022	Thu	16:03	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
24943441	514	14.383	5/19/2022	Thu	15:29	Sideswipe	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24943453	515	15.878	6/10/2022	Fri	04:30	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24943460	516	14.763	6/18/2022	Sat	22:07	Sideswipe	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25000183	517	14.510	9/8/2022	Thu	19:40	Rear End	0	0	1500	NIGHT	Wet	N	No Contributing Action
25000184	518	17.066	9/8/2022	Thu	20:30	Other	0	0	500	NIGHT	Wet	N	No Contributing Action
25000185	519	17.066	9/8/2022	Thu	21:00	Other	0	0	500	NIGHT	Wet	N	No Contributing Action
25000182	520	14.547	9/8/2022	Thu	19:10	Rear End	0	0	2000	NIGHT	Wet	N	Followed Too Closely
24897023	521	14.366	3/12/2022	Sat	10:30	Sideswipe	0	0	4000	DAY	Dry	N	No Contributing Action
24922028	522	16.029	3/31/2022	Thu	09:14	Rear End	0	0	2000	DAY	Dry	N	No Contributing Action
24922030	523	16.299	4/1/2022	Fri	11:55	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24919849	524	15.955	4/8/2022	Fri	14:56	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24919852	525	16.105	4/11/2022	Mon	16:35	Sideswipe	0	0	1000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
89584120	526	14.510	1/21/2022	Fri	09:30	Rear End	0	0	2600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89584122	527	14.510	1/22/2022	Sat	10:00	Other	0	0	3400	DAY	Dry	N	Other Contributing Action
89584127	528	16.405	1/24/2022	Mon	11:40	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24919867	529	15.567	4/21/2022	Thu	21:45	Rear End	0	0	19000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24919874	530	14.028	4/29/2022	Fri	04:36	Other	0	0	10000	NIGHT	Dry	N	No Contributing Action
25034462	531	16.186	12/22/2022	Thu	16:38	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24926489	532	15.028	4/5/2022	Tue	14:41	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24882472	533	14.462	1/5/2022	Wed	16:00	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24926480	534	16.527	3/27/2022	Sun	16:56	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24943542	535	15.060	6/21/2022	Tue	18:20	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24898279	536	14.028	1/24/2022	Mon	16:50	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24898316	537	14.028	2/27/2022	Sun	22:47	Rear End	0	0	4000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24898317	538	14.028	2/27/2022	Sun	22:33	Rear End	0	0	8000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89586807	539	15.530	1/6/2022	Thu	01:31	Sideswipe	0	0	5000	NIGHT	Dry	Y	No Contributing Action
89586813	540	15.955	1/12/2022	Wed	02:24	Off Road	0	0	7000	NIGHT	Dry	Y	Swerved or Avoided
89591369	541	14.442	1/25/2022	Tue	13:35	Rear End	0	0	8500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89591381	542	14.245	6/25/2022	Sat	15:26	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner

24919212	543	13.995	3/15/2022	Tue	15:20	Off Road	0	0	5000	DAY	Wet	N	No Contributing Action
24919235	544	15.527	4/6/2022	Wed	13:25	Other	0	0	3000	DAY	Dry	N	No Contributing Action
24899673	545	16.105	2/7/2022	Mon	17:22	Sideswipe	0	1	0	DAY	Dry	N	Other Contributing Action
89588482	546	16.086	3/7/2022	Mon	18:05	Sideswipe	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24926998	547	13.746	4/15/2022	Fri	11:15	Sideswipe	0	0	2500	DAY	Wet	N	Improper Passing
89588840	548	15.028	2/17/2022	Thu	02:00	Off Road	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24896929	549	16.999	2/13/2022	Sun	08:00	Rear End	0	0	5200	DAY	Wet	N	Failed to Keep in Proper Lane
24897027	550	16.105	3/14/2022	Mon	11:00	Rear End	0	0	1700	DAY	Dry	N	Other Contributing Action
24898899	551	15.627	1/29/2022	Sat	06:00	Rear End	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24905201	552	16.029	2/15/2022	Tue	22:53	Rear End	0	0	1100	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24924847	553	16.394	5/5/2022	Thu	10:05	Sideswipe	0	0	3500	DAY	Dry	Y	No Contributing Action
24924848	554	15.955	5/6/2022	Fri	09:55	Rear End	0	0	1100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89588817	555	14.628	1/23/2022	Sun	03:30	Sideswipe	0	0	4000	NIGHT	Dry	N	Failed to Yield Right-of-Way
89588859	556	14.547	1/7/2022	Fri	05:20	Sideswipe	0	0	11000	NIGHT	Dry	N	Failed to Yield Right-of-Way
89588491	557	16.223	5/6/2022	Fri	20:32	Rear End	0	0	5000	NIGHT	Dry	N	Other Contributing Action
24904764	558	14.245	3/20/2022	Sun	22:20	Other	0	1	0	NIGHT	Wet	N	Drove Too Fast for Conditions
24924851	559	16.394	5/10/2022	Tue	07:45	Sideswipe	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24925785	560	14.778	3/26/2022	Sat	19:56	Sideswipe	0	0	800	NIGHT	Dry	N	No Contributing Action
24925824	561	16.787	5/25/2022	Wed	23:56	Off Road	0	1	0	NIGHT	Dry	N	Ran Off Roadway
24924536	562	15.205	4/9/2022	Sat	15:55	Rear End	0	2	0	DAY	Dry	N	Failed to Keep in Proper Lane
24924537	563	16.223	4/9/2022	Sat	17:03	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24919199	564	14.763	3/7/2022	Mon	12:55	Sideswipe	0	0	2500	DAY	Dry	N	Improper Passing
24919225	565	16.299	3/30/2022	Wed	17:50	Sideswipe	0	0	3000	DAY	Dry	N	Improper Passing
24919247	566	16.633	4/18/2022	Mon	01:05	Off Road	0	0	6000	NIGHT	Dry	N	Other Contributing Action
24919250	567	17.131	4/21/2022	Thu	21:55	Sideswipe	0	0	5000	NIGHT	Dry	N	Failed to Keep in Proper Lane
24919253	568	15.068	4/23/2022	Sat	21:55	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24898909	569	16.623	2/5/2022	Sat	05:45	Rear End	0	0	8700	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89588436	570	13.998	2/15/2022	Tue	19:08	Other	0	0	25400	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89588467	571	14.547	1/14/2022	Fri	23:01	Off Road	0	0	200	NIGHT	Dry	N	No Contributing Action
24896550	572	16.148	3/20/2022	Sun	03:20	Sideswipe	0	0	6000	NIGHT	Dry	N	Failed to Yield Right-of-Way
24896551	573	14.371	3/23/2022	Wed	01:30	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24926593	574	15.967	5/6/2022	Fri	06:30	Other	0	0	1000	NIGHT	Dry	N	Other Contributing Action
24896513	575	16.454	1/20/2022	Thu	12:20	Rear End	0	0	13000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24903474	576	16.223	2/9/2022	Wed	17:28	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24896566	577	15.388	4/6/2022	Wed	01:50	Off Road	0	0	6000	NIGHT	Dry	N	Over-Correcting/Over-Steering
25017520	578	16.354	10/26/2022	Wed	05:06	Rear End	0	0	5500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24880848	579	16.429	1/1/2022	Sat	18:06	Sideswipe	0	0	3000	DAY	Dry	N	Improper Passing
24983140	580	16.186	8/20/2022	Sat	18:52	Rear End	0	0	1800	DAY	Dry	N	Other Contributing Action
24983141	581	16.176	8/21/2022	Sun	15:35	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24983142	582	16.049	8/21/2022	Sun	20:35	Other	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24880867	583	15.028	1/15/2022	Sat	19:23	Rear End	0	0	11000	NIGHT	Dry	N	Followed Too Closely
24926586	584	14.718	4/30/2022	Sat	05:00	Off Road	0	0	5000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24926587	585	16.305	4/30/2022	Sat	06:30	Sideswipe	0	0	3500	NIGHT	Wet	N	Other Contributing Action
24903498	586	14.510	3/4/2022	Fri	19:23	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24927293	587	14.994	6/8/2022	Wed	16:50	Rear End	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24927294	588	15.818	6/8/2022	Wed	18:26	Rear End	0	0	4300	DAY	Dry	N	No Contributing Action
24927295	589	16.454	6/9/2022	Thu	18:11	Sideswipe	0	0	2000	DAY	Wet	N	No Contributing Action
24905066	590	16.128	3/24/2022	Thu	20:20	Rear End	0	0	2601	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24904997	591	14.428	4/28/2022	Thu	19:00	Rear End	0	0	2000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24927296	592	16.454	6/9/2022	Thu	18:07	Rear End	0	0	1100	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24927301	593	16.261	6/17/2022	Fri	19:28	Sideswipe	0	0	20001	NIGHT	Dry	N	No Contributing Action
25000196	594	14.726	9/18/2022	Sun	19:45	Sideswipe	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25000203	595	16.186	9/24/2022	Sat	20:04	Head On	0	0	19000	NIGHT	Dry	N	No Contributing Action
25000204	596	16.186	9/24/2022	Sat	21:10	Sideswipe	0	0	1000	NIGHT	Dry	N	Failed to Yield Right-of-Way
25000208	597	16.223	10/15/2022	Sat	16:00	Rear End	0	0	1200	DAY	Dry	N	Failed to Yield Right-of-Way

24881760	598	15.955	1/17/2022	Mon	16:05	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24927279	599	14.279	5/23/2022	Mon	15:40	Rear End	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
24905020	600	14.446	2/6/2022	Sun	16:40	Sideswipe	0	2	0	DAY	Dry	N	Failed to Yield Right-of-Way
24905026	601	14.498	2/12/2022	Sat	14:00	Off Road	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24895507	602	16.299	3/8/2022	Tue	16:15	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
24905029	603	16.547	2/13/2022	Sun	16:55	Rear End	0	4	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24905037	604	16.183	2/19/2022	Sat	21:25	Rear End	0	0	700	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24905042	605	14.658	2/23/2022	Wed	22:20	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24905047	606	16.556	3/3/2022	Thu	02:00	Off Road	0	0	10000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24924550	607	14.510	4/23/2022	Sat	04:25	Sideswipe	0	0	8500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24924561	608	16.186	4/30/2022	Sat	22:15	Sideswipe	0	0	3000	NIGHT	Wet	N	No Contributing Action
24924562	609	16.223	4/30/2022	Sat	23:00	Rear End	0	0	3500	NIGHT	Dry	N	No Contributing Action
24924570	610	16.049	5/18/2022	Wed	17:45	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Keep in Proper Lane
24983133	611	16.186	8/14/2022	Sun	16:48	Rear End	0	0	16200	DAY	Wet	N	Other Contributing Action
24983126	612	14.557	8/8/2022	Mon	17:29	Rear End	0	0	5300	DAY	Dry	N	Other Contributing Action
24905058	613	16.971	3/15/2022	Tue	22:00	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24983121	614	16.223	8/5/2022	Fri	18:13	Rear End	0	0	10800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24961241	615	16.011	7/23/2022	Sat	05:20	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24975103	616	14.629	10/2/2022	Sun	05:10	Sideswipe	0	0	9000	NIGHT	Wet	N	Failed to Keep in Proper Lane
24927273	617	14.778	5/1/2022	Sun	18:38	Rear End	0	0	1400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24927274	618	14.279	5/2/2022	Mon	18:57	Sideswipe	0	0	1501	DAY	Dry	N	No Contributing Action
24981336	619	13.797	12/10/2022	Sat	18:15	Sideswipe	0	0	1200	DAY	Dry	N	No Contributing Action
24980904	620	15.784	8/12/2022	Fri	20:51	Other	0	0	4501	NIGHT	Dry	N	No Contributing Action
24980905	621	14.461	8/15/2022	Mon	13:40	Sideswipe	0	0	1300	DAY	Dry	N	Failed to Keep in Proper Lane
24949152	622	16.105	5/1/2022	Sun	19:25	Rear End	0	2	0	NIGHT	Dry	N	Followed Too Closely
24949154	623	16.110	5/7/2022	Sat	14:45	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24949161	624	15.567	5/14/2022	Sat	14:05	Rear End	0	0	400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24961530	625	16.186	8/10/2022	Wed	18:00	Rear End	0	0	3000	DAY	Dry	N	Followed Too Closely
24956564	626	15.028	7/9/2022	Sat	01:00	Rear End	0	0	7000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24956573	627	14.245	7/31/2022	Sun	23:40	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24958665	628	15.244	6/18/2022	Sat	17:48	Rear End	0	0	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24958669	629	16.704	7/1/2022	Fri	15:45	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24958671	630	15.704	7/3/2022	Sun	14:47	Rear End	0	0	33000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24958672	631	15.704	7/3/2022	Sun	16:12	Sideswipe	0	0	1000	DAY	Dry	N	Improper Passing
25001678	632	14.510	10/4/2022	Tue	07:35	Rear End	0	0	400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25001693	633	15.245	10/14/2022	Fri	06:50	Sideswipe	0	1	0	NIGHT	Dry	N	Failed to Yield Right-of-Way
25000771	634	16.105	9/8/2022	Thu	22:45	Rear End	0	0	14500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
25001701	635	14.907	10/25/2022	Tue	10:55	Rear End	0	0	1100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24949168	636	15.567	5/20/2022	Fri	18:05	Other	0	0	3000	DAY	Wet	N	Drove Too Fast for Conditions
25000778	637	16.243	9/17/2022	Sat	05:10	Other	0	0	1500	NIGHT	Wet	N	No Contributing Action
25001795	638	16.243	8/19/2022	Fri	13:02	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25001643	639	14.718	8/19/2022	Fri	09:30	Sideswipe	0	0	800	DAY	Dry	N	Failed to Yield Right-of-Way
24961464	640	14.763	5/26/2022	Thu	19:10	Sideswipe	0	0	2000	NIGHT	Dry	N	No Contributing Action
24949639	641	15.138	7/9/2022	Sat	14:40	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24949640	642	16.166	7/9/2022	Sat	16:35	Rear End	0	1	0	DAY	Dry	N	Failed to Keep in Proper Lane
24961521	643	16.186	7/25/2022	Mon	17:10	Rear End	0	0	400	DAY	Dry	N	Followed Too Closely
24980910	644	16.489	8/18/2022	Thu	15:31	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24974724	645	15.244	6/27/2022	Mon	18:05	Rear End	0	0	2000	DAY	Dry	N	No Contributing Action
24961498	646	16.186	7/2/2022	Sat	20:40	Rear End	0	0	6000	NIGHT	Dry	N	Followed Too Closely
24961499	647	14.547	7/3/2022	Sun	13:35	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
24980922	648	14.812	8/29/2022	Mon	16:27	Rear End	0	0	11500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25003374	649	14.547	10/5/2022	Wed	13:25	Sideswipe	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25003381	650	16.186	10/8/2022	Sat	20:00	Sideswipe	0	0	10000	NIGHT	Dry	N	Improper Passing
25033888	651	14.728	10/24/2022	Mon	17:00	Rear End	0	0	2000	DAY	Dry	N	No Contributing Action
25002832	652	14.428	10/7/2022	Fri	19:15	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner

24974780	653	14.547	8/7/2022	Sun	18:50	Sideswipe	0	0	3000	DAY	Dry	Y	Failed to Keep in Proper Lane
24974781	654	16.522	8/8/2022	Mon	15:05	Rear End	0	0	22000	DAY	Dry	N	Failed to Keep in Proper Lane
24976998	655	16.167	7/29/2022	Fri	12:40	Sideswipe	0	0	1300	DAY	Dry	N	Failed to Keep in Proper Lane
24974790	656	14.028	8/15/2022	Mon	16:50	Rear End	0	0	11000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24974793	657	14.028	8/21/2022	Sun	17:44	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
24974794	658	15.818	8/21/2022	Sun	20:10	Rear End	0	0	3000	NIGHT	Dry	N	No Contributing Action
24974728	659	15.818	6/30/2022	Thu	16:06	Other	0	0	500	DAY	Dry	N	Other Contributing Action
25003856	660	16.624	9/4/2022	Sun	05:50	Sideswipe	0	0	5000	NIGHT	Dry	N	No Contributing Action
25003857	661	14.783	9/4/2022	Sun	12:27	Sideswipe	0	1	0	DAY	Dry	N	Improper Passing
25003859	662	16.067	9/8/2022	Thu	08:50	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25033903	663	16.267	11/3/2022	Thu	18:57	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Yield Right-of-Way
25033904	664	16.795	11/9/2022	Wed	16:00	Rear End	0	0	15000	DAY	Wet	N	Failed to Keep in Proper Lane
25003866	665	14.745	9/11/2022	Sun	08:55	Sideswipe	0	0	5000	DAY	Dry	N	Failed to Keep in Proper Lane
25003888	666	16.067	10/4/2022	Tue	08:20	Sideswipe	0	0	15000	DAY	Dry	N	No Contributing Action
24975048	667	16.459	7/24/2022	Sun	00:10	Other	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24975053	668	16.110	7/25/2022	Mon	22:40	Off Road	0	0	12000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24974742	669	16.567	7/13/2022	Wed	18:55	Unknown	0	0	20000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24928229	670	16.015	3/24/2022	Thu	15:28	Sideswipe	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24977013	671	14.623	8/21/2022	Sun	12:00	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
25003908	672	16.162	10/18/2022	Tue	08:50	Rear End	0	0	11000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25003314	673	16.049	8/25/2022	Thu	18:45	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24974768	674	16.105	7/30/2022	Sat	15:05	Rear End	0	0	4000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
24960145	675	16.202	7/27/2022	Wed	21:14	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24960742	676	14.718	6/9/2022	Thu	21:06	Rear End	0	0	500	NIGHT	Wet	N	No Contributing Action
24960753	677	15.809	6/18/2022	Sat	17:22	Sideswipe	0	0	500	DAY	Dry	N	No Contributing Action
24977009	678	16.281	8/9/2022	Tue	07:20	Sideswipe	0	0	2500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
25003161	679	16.961	9/8/2022	Thu	23:55	Rear End	0	0	7500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
25003364	680	16.049	9/24/2022	Sat	20:40	Off Road	0	0	20000	NIGHT	Wet	N	Drove Too Fast for Conditions
24975644	681	16.454	6/27/2022	Mon	12:40	Sideswipe	0	0	900	DAY	Dry	N	Swerved or Avoided
24975654	682	15.955	7/14/2022	Thu	09:07	Sideswipe	0	0	800	DAY	Dry	N	Other Contributing Action
24960360	683	14.556	6/8/2022	Wed	07:10	Rear End	0	0	400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24977023	684	13.869	8/30/2022	Tue	10:10	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24977028	685	14.604	9/12/2022	Mon	09:00	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24977029	686	14.491	9/12/2022	Mon	11:00	Off Road	0	0	1000	DAY	Dry	N	No Contributing Action
24978106	687	15.777	7/26/2022	Tue	15:27	Other	0	0	9000	DAY	Wet	N	Other Contributing Action
24978116	688	16.383	8/2/2022	Tue	17:13	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24982327	689	16.305	9/11/2022	Sun	13:41	Rear End	0	0	4200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24982336	690	16.105	9/18/2022	Sun	17:56	Rear End	0	0	8000	DAY	Dry	N	No Contributing Action
24960388	691	15.028	7/3/2022	Sun	12:30	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24961044	692	16.205	6/2/2022	Thu	12:54	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24961045	693	16.205	6/6/2022	Mon	05:53	Sideswipe	0	0	2000	NIGHT	Dry	N	No Contributing Action
24961051	694	16.086	6/16/2022	Thu	07:36	Rear End	0	0	2500	DAY	Dry	N	Improper Passing
24960416	695	16.579	8/17/2022	Wed	11:40	Rear End	0	0	1100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24977044	696	14.472	10/3/2022	Mon	11:45	Rear End	0	0	3800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24956767	697	16.271	7/31/2022	Sun	03:30	Sideswipe	0	0	3500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24961067	698	16.197	7/8/2022	Fri	08:07	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24961071	699	16.167	7/12/2022	Tue	13:03	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24961091	700	14.726	8/15/2022	Mon	12:53	Rear End	0	0	5000	DAY	Dry	N	Improper Passing
24975670	701	15.068	8/4/2022	Thu	12:10	Other	0	0	300	DAY	Dry	N	Other Contributing Action
24975924	702	16.299	7/20/2022	Wed	12:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24975679	703	15.567	8/13/2022	Sat	07:10	Off Road	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24975690	704	15.955	8/24/2022	Wed	08:50	Rear End	0	0	2300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24975928	705	16.261	7/23/2022	Sat	04:25	Off Road	0	0	15000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24975938	706	14.536	8/7/2022	Sun	22:10	Rear End	0	0	1000	NIGHT	Dry	N	Other Contributing Action
25014357	707	16.454	9/20/2022	Tue	06:35	Rear End	0	0	1500	NIGHT	Dry	N	Failed to Keep in Proper Lane

25014364	708	16.567	9/25/2022	Sun	07:20	Off Road	0	1	0	DAY	Wet	N	No Contributing Action
25040480	709	15.567	11/14/2022	Mon	04:45	Sideswipe	0	0	900	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25019147	710	14.629	10/8/2022	Sat	22:30	Sideswipe	0	0	3500	NIGHT	Wet	N	Failed to Yield Right-of-Way
25040833	711	14.976	12/2/2022	Fri	19:00	Rear End	0	1	0	NIGHT	Dry	N	Followed Too Closely
25040834	712	14.839	12/2/2022	Fri	19:25	Rear End	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25045316	713	16.299	5/25/2022	Wed	00:00	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25045317	714	15.028	12/1/2022	Thu	13:10	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
25045319	715	17.217	12/2/2022	Fri	15:45	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25014383	716	15.068	10/6/2022	Thu	10:45	Off Road	0	1	0	DAY	Dry	N	Swerved or Avoided
25014396	717	16.454	10/14/2022	Fri	08:05	Rear End	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
25014904	718	14.428	10/18/2022	Tue	15:31	Off Road	0	1	0	DAY	Dry	N	No Contributing Action
25014907	719	16.305	10/19/2022	Wed	15:30	Sideswipe	0	0	300	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24961222	720	16.394	6/22/2022	Wed	06:50	Sideswipe	0	0	3500	NIGHT	Dry	N	No Contributing Action
24961223	721	16.015	6/23/2022	Thu	08:30	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24956727	722	16.226	5/17/2022	Tue	11:55	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
24961209	723	14.528	6/7/2022	Tue	12:15	Other	0	0	1200	DAY	Dry	N	No Contributing Action
24961212	724	14.428	6/9/2022	Thu	09:30	Rear End	0	0	2200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24977588	725	16.073	9/10/2022	Sat	17:38	Sideswipe	0	0	1700	DAY	Dry	N	Failed to Keep in Proper Lane
24977589	726	16.199	9/14/2022	Wed	14:24	Rear End	0	0	2000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
25045346	727	16.110	12/21/2022	Wed	15:20	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24977591	728	16.064	9/14/2022	Wed	18:55	Rear End	0	0	2001	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25045340	729	13.746	12/14/2022	Wed	17:45	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25019129	730	14.968	9/21/2022	Wed	06:30	Sideswipe	0	0	1000	NIGHT	Dry	N	Failed to Keep in Proper Lane
25019140	731	16.015	10/2/2022	Sun	20:15	Rear End	0	0	14500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25040831	732	15.946	12/1/2022	Thu	21:00	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25014407	733	16.317	10/24/2022	Mon	08:05	Sideswipe	0	0	3500	DAY	Dry	N	Failed to Keep in Proper Lane
25014409	734	15.068	10/24/2022	Mon	11:40	Off Road	0	1	0	DAY	Dry	N	Swerved or Avoided
25037445	735	16.601	10/27/2022	Thu	14:04	Sideswipe	0	0	1300	DAY	Dry	N	Failed to Yield Right-of-Way
25037446	736	17.078	10/27/2022	Thu	16:34	Sideswipe	0	0	35050	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25018800	737	16.105	11/28/2022	Mon	08:50	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Yield Right-of-Way
25040974	738	14.556	11/20/2022	Sun	06:30	Off Road	0	2	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
25040982	739	14.934	11/27/2022	Sun	12:40	Rear End	0	0	3500	DAY	Dry	N	Failed to Yield Right-of-Way
25012585	740	16.405	9/10/2022	Sat	18:46	Rear End	0	0	18000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25012593	741	15.868	9/17/2022	Sat	13:50	Rear End	0	0	1100	DAY	Dry	N	Failed to Yield Right-of-Way
25012596	742	16.110	9/18/2022	Sun	14:33	Rear End	0	0	8000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
25012597	743	16.557	9/18/2022	Sun	18:55	Rear End	0	0	10000	DAY	Dry	N	Failed to Yield Right-of-Way
25012599	744	16.299	9/19/2022	Mon	20:32	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25037458	745	14.819	11/5/2022	Sat	06:40	Sideswipe	0	0	1000	NIGHT	Dry	N	No Contributing Action
25037478	746	14.671	11/25/2022	Fri	15:36	Sideswipe	0	0	1200	DAY	Dry	N	No Contributing Action
25037482	747	16.543	11/27/2022	Sun	16:38	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
25038517	748	16.454	10/29/2022	Sat	11:35	Sideswipe	0	0	1300	DAY	Dry	N	Failed to Keep in Proper Lane
25038527	749	16.243	11/5/2022	Sat	10:30	Rear End	0	0	2500	DAY	Dry	N	Failed to Keep in Proper Lane
25047772	750	14.718	12/22/2022	Thu	01:15	Sideswipe	0	0	10800	NIGHT	Dry	N	No Contributing Action
25040997	751	14.339	12/13/2022	Tue	07:45	Sideswipe	0	0	1600	DAY	Dry	N	Failed to Yield Right-of-Way
25014719	752	17.213	10/9/2022	Sun	14:18	Rear End	0	0	7500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
25014720	753	14.623	10/9/2022	Sun	17:39	Rear End	0	0	12000	DAY	Wet	N	Other Contributing Action
25036129	754	15.992	12/21/2022	Wed	07:10	Other	0	0	10000	DAY	Dry	N	Other Contributing Action
25042299	755	16.015	12/6/2022	Tue	07:47	Sideswipe	0	0	200	DAY	Dry	N	Other Contributing Action
25042300	756	14.566	12/6/2022	Tue	09:05	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25042305	757	14.604	12/8/2022	Thu	08:30	Sideswipe	0	0	400	DAY	Dry	N	Other Contributing Action
25042307	758	14.366	12/19/2022	Mon	07:00	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25019167	759	15.528	10/23/2022	Sun	01:20	Rear End	0	0	1000	NIGHT	Dry	N	Other Contributing Action
25014937	760	15.968	11/14/2022	Mon	21:32	Rear End	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25046499	761	16.257	11/26/2022	Sat	05:30	Sideswipe	0	0	9000	NIGHT	Dry	N	Failed to Keep in Proper Lane
25042037	762	16.049	11/24/2022	Thu	05:45	Sideswipe	0	0	10000	NIGHT	Dry	N	No Contributing Action

25042038	763	16.077	11/26/2022	Sat	05:25	Off Road	0	0	1000	NIGHT	Dry	N	Swerved or Avoided
25042040	764	16.186	11/26/2022	Sat	11:10	Rear End	0	0	10000	DAY	Dry	N	No Contributing Action
25042044	765	16.186	11/29/2022	Tue	11:57	Angle	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25046505	766	16.305	12/1/2022	Thu	11:15	Rear End	0	0	7000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
25009077	767	15.639	10/7/2022	Fri	20:10	Rear End	0	0	1600	NIGHT	Dry	N	Failed to Keep in Proper Lane
25009078	768	17.131	10/7/2022	Fri	20:55	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25016192	769	15.182	10/22/2022	Sat	15:05	Rear End	0	0	2800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25046523	770	17.203	12/15/2022	Thu	12:20	Rear End	0	0	2000	DAY	Dry	N	Other Contributing Action
25045560	771	14.629	11/17/2022	Thu	22:44	Rear End	0	0	1400	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25017465	772	14.028	9/18/2022	Sun	12:12	Off Road	0	0	8000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
25017466	773	15.818	9/19/2022	Mon	06:05	Rear End	0	0	500	NIGHT	Dry	N	No Contributing Action
25010791	774	15.068	9/10/2022	Sat	16:26	Rear End	0	0	1700	DAY	Dry	N	No Contributing Action
25035318	775	16.223	11/6/2022	Sun	13:05	Sideswipe	0	0	15000	DAY	Dry	N	Improper Turn
25035320	776	16.086	11/6/2022	Sun	19:45	Sideswipe	0	0	15000	NIGHT	Wet	N	No Contributing Action
25035325	777	13.746	11/12/2022	Sat	15:30	Rear End	0	0	10000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
25035333	778	17.203	11/17/2022	Thu	18:00	Sideswipe	0	0	500	DAY	Dry	N	No Contributing Action
25035334	779	16.049	11/18/2022	Fri	13:00	Sideswipe	0	0	100	DAY	Dry	N	No Contributing Action
25035335	780	15.528	11/18/2022	Fri	15:00	Off Road	0	2	0	DAY	Dry	N	Improper Passing
25035345	781	16.067	11/27/2022	Sun	13:50	Rear End	0	0	20000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25035352	782	15.068	12/4/2022	Sun	18:30	Sideswipe	0	0	1000	DAY	Dry	N	Improper Turn
25035354	783	16.732	12/5/2022	Mon	16:00	Sideswipe	0	0	100	DAY	Dry	N	No Contributing Action
25047233	784	16.167	11/17/2022	Thu	19:40	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25047234	785	16.243	11/18/2022	Fri	15:55	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
25021595	786	16.243	10/2/2022	Sun	16:51	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
25021596	787	16.195	10/2/2022	Sun	20:29	Sideswipe	0	0	9000	NIGHT	Dry	N	No Contributing Action
25039980	788	14.774	11/1/2022	Tue	19:47	Sideswipe	0	0	5000	NIGHT	Dry	N	Other Contributing Action
25039981	789	14.547	11/4/2022	Fri	18:26	Off Road	0	0	9500	DAY	Dry	N	Other Contributing Action
25039982	790	16.223	11/5/2022	Sat	14:08	Rear End	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25049038	791	15.068	12/4/2022	Sun	16:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24915786	792	14.499	3/5/2022	Sat	19:07	Rear End	0	0	2200	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24923998	793	16.616	3/15/2022	Tue	19:18	Rear End	0	0	7000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24928237	794	15.527	3/30/2022	Wed	15:53	Rear End	0	0	2800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25035613	795	16.454	11/18/2022	Fri	14:55	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25035618	796	16.454	11/20/2022	Sun	16:50	Rear End	0	0	4000	DAY	Wet	N	No Contributing Action
25026756	797	16.005	10/11/2022	Tue	11:20	Sideswipe	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24905050	798	14.818	3/5/2022	Sat	04:50	Off Road	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24905061	799	16.894	3/16/2022	Wed	23:10	Rear End	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24928252	800	16.299	4/15/2022	Fri	18:44	Sideswipe	0	0	1300	DAY	Dry	N	No Contributing Action
24984895	801	15.968	8/11/2022	Thu	22:05	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25026778	802	16.405	11/6/2022	Sun	01:00	Off Road	0	0	17000	NIGHT	Wet	N	Drove Too Fast for Conditions
25026782	803	15.068	11/9/2022	Wed	03:25	Rear End	0	0	9500	NIGHT	Wet	N	Drove Too Fast for Conditions
24912914	804	16.205	2/28/2022	Mon	00:45	Off Road	0	0	10000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24912915	805	14.291	3/4/2022	Fri	04:10	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25035642	806	16.705	12/7/2022	Wed	17:10	Rear End	0	0	700	DAY	Dry	N	No Contributing Action
25035578	807	14.028	10/23/2022	Sun	22:25	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24912916	808	16.067	3/7/2022	Mon	01:30	Rear End	0	0	800	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25035599	809	15.567	11/7/2022	Mon	21:10	Sideswipe	0	0	3000	NIGHT	Wet	N	No Contributing Action
24912921	810	16.167	3/13/2022	Sun	22:05	Rear End	0	0	6500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24915775	811	14.428	2/26/2022	Sat	18:36	Rear End	0	0	4900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25258307	812	13.728	12/6/2022	Tue	13:09	Other	0	0	2100	DAY	Dry	N	Improper Backing
24892790	813	14.566	1/18/2022	Tue	09:40	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24892795	814	16.143	1/20/2022	Thu	12:20	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24892796	815	14.489	1/21/2022	Fri	08:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24907759	816	14.245	4/11/2022	Mon	05:22	Rear End	0	0	1500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24908797	817	14.434	2/17/2022	Thu	09:10	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner

24908810	818	14.585	3/10/2022	Thu	08:10	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Yield Right-of-Way
24928257	819	14.495	4/17/2022	Sun	17:00	Sideswipe	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24907728	820	16.055	3/17/2022	Thu	13:15	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24928268	821	16.242	4/27/2022	Wed	16:44	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24928292	822	14.839	5/22/2022	Sun	03:00	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24928293	823	16.015	5/22/2022	Sun	21:28	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24987288	824	14.279	9/6/2022	Tue	08:03	Sideswipe	0	0	2100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25029344	825	16.223	11/29/2022	Tue	14:00	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24928280	826	16.299	5/8/2022	Sun	14:40	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24987304	827	16.223	9/17/2022	Sat	09:07	Rear End	0	0	350	DAY	Wet	N	Operated MV in Careless or Negligent Manner
25042271	828	16.129	11/15/2022	Tue	09:49	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25042294	829	16.281	12/5/2022	Mon	07:56	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25042298	830	14.585	12/5/2022	Mon	13:27	Sideswipe	0	0	1500	DAY	Dry	N	Other Contributing Action
25042295	831	16.356	12/5/2022	Mon	08:20	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25042286	832	14.472	11/30/2022	Wed	09:00	Sideswipe	0	0	800	DAY	Dry	N	Other Contributing Action
25042285	833	14.434	11/29/2022	Tue	10:07	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25042274	834	16.281	11/18/2022	Fri	11:09	Sideswipe	0	0	7000	DAY	Dry	N	Other Contributing Action
24881780	835	16.033	2/4/2022	Fri	16:00	Sideswipe	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89588486	836	14.425	3/13/2022	Sun	19:46	Rear End	0	0	1000	NIGHT	Dry	N	Other Contributing Action
89588488	837	16.563	3/14/2022	Mon	14:38	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24993107	838	14.613	8/28/2022	Sun	21:36	Rear End	0	0	5000	NIGHT	Dry	N	No Contributing Action
24993112	839	14.279	11/20/2022	Sun	18:12	Off Road	0	0	3000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
24993119	840	15.567	12/22/2022	Thu	14:01	Sideswipe	0	0	2800	DAY	Dry	N	Failed to Keep in Proper Lane
88248372	841	14.778	11/2/2022	Wed	08:15	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88244272	842	16.697	6/18/2022	Sat	19:32	Unknown	0	0	600	NIGHT	Dry	Y	No Contributing Action
24910686	843	17.080	4/4/2022	Mon	16:55	Rear End	0	0	1000	DAY	Dry	N	Followed Too Closely
25052434	844	16.062	12/17/2022	Sat	09:35	Rear End	0	0	1000	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
24997828	845	16.522	9/10/2022	Sat	16:17	Rear End	0	0	12000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24997833	846	15.113	9/16/2022	Fri	16:42	Off Road	0	0	45000	DAY	Wet	N	Drove Too Fast for Conditions
24998120	847	16.195	9/21/2022	Wed	08:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24998131	848	14.604	10/4/2022	Tue	07:25	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24998121	849	15.010	9/22/2022	Thu	08:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24998125	850	16.281	9/30/2022	Fri	09:00	Sideswipe	0	0	8000	DAY	Dry	N	Failed to Yield Right-of-Way
24998132	851	16.186	10/4/2022	Tue	09:50	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24998139	852	14.566	10/7/2022	Fri	12:50	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
24998146	853	16.281	10/14/2022	Fri	06:40	Rear End	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24998152	854	14.566	10/16/2022	Sun	12:40	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24999011	855	15.973	9/3/2022	Sat	16:34	Other	0	0	2000	DAY	Dry	N	No Contributing Action
24996879	856	16.243	9/8/2022	Thu	23:30	Rear End	0	0	2000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
24996878	857	16.567	9/8/2022	Thu	23:30	Sideswipe	0	0	5000	NIGHT	Wet	N	No Contributing Action
24999033	858	16.299	10/3/2022	Mon	15:23	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24996887	859	15.245	9/24/2022	Sat	04:45	Sideswipe	0	0	2000	NIGHT	Wet	N	Other Contributing Action
89576109	860	14.283	3/14/2022	Mon	10:15	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89588904	861	16.523	3/21/2022	Mon	09:15	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89588906	862	14.460	3/23/2022	Wed	09:00	Rear End	0	0	12000	DAY	Dry	N	Other Contributing Action
89588927	863	14.654	3/18/2022	Fri	21:33	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24911022	864	16.965	5/31/2022	Tue	12:01	Off Road	0	3	0	DAY	Wet	N	Drove Too Fast for Conditions
24896549	865	16.625	3/19/2022	Sat	02:30	Rear End	0	2	0	NIGHT	Dry	N	Failed to Yield Right-of-Way

	Total No	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Wat	Other Non	Ped/Bike	Railway Veh	Parked Car	Motor Veh	Other Non	Post, Pol	Other Fixe
	865	**0**	**149**	**716**	**437**	**2**	**1**	**285**	**0**	**1**	**0**	2	**0**	7	**0**	**0**	**0**	**761**	**12**	**0**	**77**
	Percent	*0%*	*17%*	*83%*	*51%*	*0%*	*0%*	*33%*	*0%*	*0%*	*0%*	0%	*0%*	1%	*0%*	*0%*	*0%*	*88%*	*1%*	*0%*	*9%*

Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
Total	**558**	**307**	**122**	**743**	**1**	**154**	**506**	**70**	**1**	**0**	**0**	**28**	**8**	**0**	**71**	**1**	**9**	**0**	**65**	1
Percent	*65%*	*35%*	*14%*	*86%*	*0%*	*18%*	*58%*	*8%*	*0%*	*0%*	*0%*	*3%*	*1%*	*0%*	*8%*	*0%*	*1%*	*0%*	*8%*	0%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-270-000** Route No(s): **SR-9** **I-95** Local Name(s): **I-95**

MP **13.724** to MP **17.199** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2023** to **12/ 2023** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
89598150	1	16.167	3/20/2023	Mon	15:43	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89598658	2	16.299	2/13/2023	Mon	10:51	Sideswipe	0	0	1500	DAY	Dry	N	No Contributing Action
89598659	3	16.186	2/13/2023	Mon	12:21	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89598672	4	16.281	2/24/2023	Fri	09:37	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
89598689	5	16.317	3/10/2023	Fri	12:05	Sideswipe	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89598704	6	16.053	3/22/2023	Wed	10:55	Rear End	0	0	4500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89598705	7	16.053	3/22/2023	Wed	11:36	Sideswipe	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89625058	8	15.254	4/3/2023	Mon	02:15	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89624135	9	17.105	4/10/2023	Mon	13:03	Sideswipe	0	1	0	DAY	Wet	N	Swerved or Avoided
89624155	10	17.175	4/27/2023	Thu	18:38	Rear End	0	0	1250	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89623045	11	14.678	4/11/2023	Tue	08:31	Rear End	0	0	9500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89623056	12	14.678	4/23/2023	Sun	00:01	Sideswipe	0	0	500	NIGHT	Dry	N	No Contributing Action
89623064	13	15.704	4/30/2023	Sun	03:18	Off Road	0	0	500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89624430	14	16.356	3/23/2023	Thu	07:23	Rear End	0	0	1700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89624437	15	14.604	3/25/2023	Sat	16:14	Off Road	0	0	1000	DAY	Dry	N	Other Contributing Action
89624439	16	14.547	3/26/2023	Sun	12:45	Off Road	0	0	7000	DAY	Dry	N	No Contributing Action
89624453	17	14.472	4/6/2023	Thu	11:10	Rear End	0	2	0	DAY	Dry	N	Other Contributing Action
89624455	18	14.604	4/12/2023	Wed	08:28	Rear End	0	2	0	DAY	Wet	N	Other Contributing Action
89624462	19	14.585	4/17/2023	Mon	09:00	Rear End	0	0	3500	DAY	Dry	N	Other Contributing Action
89625038	20	16.704	3/19/2023	Sun	22:02	Sideswipe	0	0	8000	NIGHT	Dry	N	No Contributing Action
89625039	21	17.099	3/19/2023	Sun	22:04	Sideswipe	0	0	10000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89720856	22	14.392	11/9/2023	Thu	13:25	Rear End	0	0	3000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89720860	23	15.886	11/13/2023	Mon	12:20	Sideswipe	0	0	2500	DAY	Dry	N	Failed to Yield Right-of-Way
89720863	24	15.955	11/14/2023	Tue	14:00	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25045359	25	16.188	1/8/2023	Sun	17:30	Sideswipe	0	0	15000	DAY	Dry	N	Failed to Keep in Proper Lane
25045363	26	17.038	1/11/2023	Wed	19:15	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25059198	27	17.165	1/28/2023	Sat	17:25	Sideswipe	0	1	0	DAY	Dry	N	No Contributing Action
25059205	28	14.778	1/31/2023	Tue	18:31	Sideswipe	0	1	0	DAY	Dry	Y	Failed to Keep in Proper Lane
25059213	29	15.705	2/7/2023	Tue	09:00	Off Road	0	0	0	DAY	Dry	N	No Contributing Action
25063496	30	17.154	2/5/2023	Sun	14:56	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25063488	31	17.143	1/29/2023	Sun	15:53	Rear End	0	0	1100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25062425	32	15.818	2/19/2023	Sun	17:26	Rear End	0	0	5900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89722649	33	16.153	10/7/2023	Sat	14:49	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89722650	34	17.080	10/7/2023	Sat	19:28	Rear End	0	0	2000	NIGHT	Dry	N	No Contributing Action
89722665	35	14.279	10/19/2023	Thu	16:29	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
89722691	36	15.126	11/18/2023	Sat	18:05	Rear End	0	0	35000	DAY	Dry	N	Other Contributing Action
89722697	37	14.520	11/21/2023	Tue	15:24	Rear End	0	0	10000	DAY	Dry	N	No Contributing Action
25062393	38	15.977	1/17/2023	Tue	14:50	Rear End	0	0	0	DAY	Dry	N	No Contributing Action
25062394	39	15.705	1/17/2023	Tue	14:50	Rear End	0	0	3300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25003542	40	16.214	1/14/2023	Sat	22:50	Rear End	0	5	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25003544	41	16.086	1/15/2023	Sun	04:25	Sideswipe	0	0	3000	NIGHT	Dry	N	Improper Passing
89723008	42	16.223	11/11/2023	Sat	14:38	Sideswipe	0	0	1150	DAY	Dry	N	Other Contributing Action
89723010	43	16.291	11/11/2023	Sat	17:42	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89723174	44	16.957	11/2/2023	Thu	15:45	Rear End	0	0	400	DAY	Dry	N	Followed Too Closely
25062392	45	16.356	1/16/2023	Mon	14:10	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
25062417	46	16.705	2/12/2023	Sun	22:27	Sideswipe	0	0	6800	NIGHT	Dry	N	Failed to Keep in Proper Lane
25062423	47	15.567	2/19/2023	Sun	14:25	Sideswipe	0	0	7500	DAY	Dry	N	No Contributing Action

25045600	48	16.223	1/4/2023	Wed	13:53	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25064198	49	16.233	1/11/2023	Wed	20:16	Sideswipe	0	0	3000	NIGHT	Dry	N	Other Contributing Action
25064204	50	14.510	1/13/2023	Fri	15:16	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25064209	51	16.039	1/14/2023	Sat	19:13	Rear End	0	0	4900	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25065818	52	16.261	1/23/2023	Mon	10:00	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25056838	53	17.163	1/28/2023	Sat	17:19	Head On	0	0	8500	DAY	Dry	N	Failed to Keep in Proper Lane
25065809	54	14.585	1/15/2023	Sun	06:30	Sideswipe	0	0	1500	NIGHT	Dry	N	No Contributing Action
25045355	55	16.690	1/1/2023	Sun	04:19	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25069832	56	14.669	2/12/2023	Sun	05:00	Off Road	0	0	2700	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
25056839	57	17.169	1/28/2023	Sat	19:03	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25068329	58	16.223	1/23/2023	Mon	07:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25074395	59	16.281	2/13/2023	Mon	13:20	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89640637	60	14.726	4/16/2023	Sun	21:45	Other	0	0	6000	NIGHT	Dry	N	No Contributing Action
25063826	61	14.028	2/24/2023	Fri	13:15	Rear End	0	0	6200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25065827	62	16.110	1/31/2023	Tue	08:36	Rear End	0	0	100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89600645	63	14.651	2/19/2023	Sun	13:47	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89600654	64	16.201	3/2/2023	Thu	17:21	Rear End	0	0	2000	DAY	Dry	N	No Contributing Action
89600658	65	16.567	3/4/2023	Sat	16:33	Sideswipe	0	0	1600	DAY	Dry	N	Failed to Keep in Proper Lane
89600633	66	14.028	2/13/2023	Mon	19:14	Sideswipe	0	0	2250	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25051465	67	16.186	1/6/2023	Fri	14:50	Rear End	0	0	2000	DAY	Dry	N	No Contributing Action
25051466	68	14.339	1/6/2023	Fri	18:05	Sideswipe	0	0	8000	DAY	Dry	N	No Contributing Action
25051467	69	14.510	1/6/2023	Fri	21:25	Rear End	0	0	1500	NIGHT	Dry	N	No Contributing Action
25051487	70	15.528	2/9/2023	Thu	15:04	Rear End	0	0	2000	DAY	Dry	N	Followed Too Closely
25072108	71	17.203	2/12/2023	Sun	17:13	Sideswipe	0	0	3000	DAY	Dry	N	Other Contributing Action
89605758	72	16.987	3/1/2023	Wed	12:55	Sideswipe	0	0	13500	DAY	Dry	N	Failed to Keep in Proper Lane
89605764	73	16.967	3/3/2023	Fri	14:20	Rear End	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89605765	74	16.182	3/3/2023	Fri	16:10	Rear End	0	0	12000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89605766	75	14.417	3/3/2023	Fri	17:35	Sideswipe	0	0	4500	DAY	Dry	N	Failed to Keep in Proper Lane
89602457	76	14.547	4/19/2023	Wed	22:43	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89615128	77	16.223	3/8/2023	Wed	08:15	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89602968	78	16.615	2/28/2023	Tue	15:05	Rear End	0	0	1700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89602432	79	14.764	3/2/2023	Thu	19:32	Rear End	0	0	13000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89640643	80	16.049	4/23/2023	Sun	04:45	Rear End	0	0	11000	NIGHT	Dry	N	No Contributing Action
25052696	81	14.778	1/19/2023	Thu	18:33	Sideswipe	0	0	8000	DAY	Dry	N	Improper Passing
25052470	82	15.901	1/19/2023	Thu	06:39	Sideswipe	0	0	1000	NIGHT	Dry	N	No Contributing Action
25058933	83	16.148	1/2/2023	Mon	20:30	Off Road	0	0	1000	NIGHT	Dry	N	Other Contributing Action
25072126	84	16.305	2/25/2023	Sat	19:43	Sideswipe	0	0	3001	NIGHT	Dry	N	Other Contributing Action
25072127	85	16.186	2/26/2023	Sun	17:00	Off Road	0	0	2500	DAY	Dry	N	No Contributing Action
89609733	86	16.201	2/25/2023	Sat	19:10	Sideswipe	0	0	1200	NIGHT	Dry	N	Failed to Keep in Proper Lane
89609734	87	16.015	2/25/2023	Sat	20:20	Sideswipe	0	0	5000	NIGHT	Dry	N	No Contributing Action
89609742	88	14.429	3/15/2023	Wed	18:10	Sideswipe	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25052459	89	14.746	1/10/2023	Tue	09:25	Rear End	0	0	600	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
25052668	90	14.428	1/28/2023	Sat	19:30	Off Road	0	0	20000	NIGHT	Dry	N	No Contributing Action
25068334	91	14.566	1/30/2023	Mon	06:50	Rear End	0	0	3500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25069852	92	14.472	3/9/2023	Thu	08:40	Rear End	0	0	1400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25069853	93	14.491	3/9/2023	Thu	11:00	Rear End	0	0	3200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25069854	94	16.148	3/10/2023	Fri	09:15	Rear End	0	0	1700	DAY	Dry	N	Failed to Keep in Proper Lane
25067674	95	15.744	1/4/2023	Wed	11:30	Rear End	0	1	0	DAY	Dry	N	Swerved or Avoided
25068364	96	15.868	3/1/2023	Wed	00:20	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25058970	97	16.405	2/7/2023	Tue	07:45	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25071946	98	16.454	1/19/2023	Thu	11:50	Sideswipe	0	0	700	DAY	Dry	Y	No Contributing Action
25071951	99	16.186	1/26/2023	Thu	12:25	Sideswipe	0	0	800	DAY	Dry	N	Other Contributing Action
25071984	100	15.818	2/19/2023	Sun	11:40	Rear End	0	1	0	DAY	Dry	N	No Contributing Action
25068361	101	14.604	2/25/2023	Sat	03:55	Off Road	0	0	5000	NIGHT	Dry	N	Other Contributing Action
25052450	102	16.069	1/3/2023	Tue	09:35	Sideswipe	0	0	750	DAY	Dry	Y	Operated MV in Careless or Negligent Manner

25074401	103	16.261	2/22/2023	Wed	06:23	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89754304	104	15.973	12/18/2023	Mon	07:02	Off Road	0	1	0	DAY	Dry	N	No Contributing Action
25068353	105	16.129	2/13/2023	Mon	12:50	Sideswipe	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
25068341	106	16.281	2/5/2023	Sun	05:50	Sideswipe	0	0	3000	NIGHT	Wet	N	No Contributing Action
25068342	107	16.148	2/5/2023	Sun	11:55	Sideswipe	0	2	0	DAY	Dry	N	No Contributing Action
25068346	108	14.726	2/7/2023	Tue	07:55	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25068369	109	14.604	3/5/2023	Sun	01:00	Sideswipe	0	1	0	NIGHT	Dry	N	Other Contributing Action
25068371	110	14.566	3/8/2023	Wed	21:25	Sideswipe	0	0	11000	NIGHT	Dry	N	Other Contributing Action
25042070	111	15.028	1/11/2023	Wed	09:02	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25080212	112	16.305	3/11/2023	Sat	19:13	Rear End	0	0	1300	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25047274	113	16.261	2/18/2023	Sat	23:57	Off Road	0	0	6000	NIGHT	Dry	N	Over-Correcting/Over-Steering
25047281	114	15.991	2/26/2023	Sun	02:48	Rear End	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89725439	115	14.783	10/31/2023	Tue	11:00	Rear End	0	0	200	DAY	Dry	N	Other Contributing Action
25074410	116	14.566	2/27/2023	Mon	08:50	Rear End	0	0	1300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25074414	117	14.651	3/1/2023	Wed	10:45	Sideswipe	0	7	0	DAY	Dry	N	Other Contributing Action
25074415	118	14.651	3/2/2023	Thu	06:00	Sideswipe	0	0	1000	NIGHT	Dry	N	Other Contributing Action
25078670	119	16.243	4/1/2023	Sat	13:16	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Yield Right-of-Way
25078674	120	17.203	4/9/2023	Sun	11:13	Sideswipe	0	0	4000	DAY	Dry	N	No Contributing Action
25078675	121	17.203	4/10/2023	Mon	14:02	Rear End	0	0	5000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
25078625	122	15.205	1/30/2023	Mon	00:55	Sideswipe	0	0	4000	NIGHT	Dry	N	Other Contributing Action
25078627	123	15.744	2/3/2023	Fri	22:37	Sideswipe	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25074536	124	16.257	2/9/2023	Thu	17:24	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25079902	125	14.491	2/20/2023	Mon	07:00	Rear End	0	0	5500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25074544	126	15.028	2/15/2023	Wed	16:22	Other	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25041017	127	14.543	1/16/2023	Mon	08:30	Other	0	0	100	DAY	Dry	Y	Improper Backing
25074408	128	16.243	2/23/2023	Thu	11:40	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25074409	129	16.243	2/23/2023	Thu	12:00	Rear End	0	0	1700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25080173	130	16.105	2/4/2023	Sat	15:59	Sideswipe	0	0	800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25061108	131	16.186	2/4/2023	Sat	00:00	Rear End	0	0	20000	NIGHT	Dry	N	Other Contributing Action
25078409	132	14.543	2/20/2023	Mon	13:49	Rear End	0	0	5500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25078412	133	16.186	2/21/2023	Tue	15:32	Sideswipe	0	0	14000	DAY	Dry	N	Other Contributing Action
25061124	134	14.510	2/16/2023	Thu	04:00	Off Road	0	1	0	NIGHT	Dry	N	No Contributing Action
25078390	135	14.726	1/22/2023	Sun	21:52	Sideswipe	0	0	2900	NIGHT	Dry	N	Other Contributing Action
25074077	136	14.428	1/25/2023	Wed	11:30	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
25064187	137	16.020	1/1/2023	Sun	13:36	Other	0	0	9000	DAY	Dry	N	Other Contributing Action
25074098	138	16.105	2/14/2023	Tue	08:00	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Yield Right-of-Way
25074099	139	16.015	2/14/2023	Tue	10:00	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Yield Right-of-Way
25074100	140	16.015	2/14/2023	Tue	11:00	Sideswipe	0	0	10000	DAY	Dry	N	Failed to Yield Right-of-Way
25074106	141	16.305	2/19/2023	Sun	11:30	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
25074424	142	14.623	3/14/2023	Tue	10:23	Rear End	0	1	0	DAY	Dry	N	No Contributing Action
88437049	143	14.028	3/16/2023	Thu	15:40	Sideswipe	0	0	3500	DAY	Dry	N	Failed to Keep in Proper Lane
89726997	144	15.955	11/24/2023	Fri	14:33	Sideswipe	0	1	0	DAY	Dry	N	No Contributing Action
89726998	145	14.279	11/24/2023	Fri	17:53	Rear End	0	0	9100	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89726999	146	15.048	11/24/2023	Fri	20:56	Rear End	0	0	22500	NIGHT	Wet	N	No Contributing Action
25078638	147	14.547	2/10/2023	Fri	22:07	Sideswipe	0	0	6000	NIGHT	Dry	N	Failed to Yield Right-of-Way
25078656	148	16.067	3/13/2023	Mon	23:36	Sideswipe	0	0	3000	NIGHT	Dry	N	Failed to Yield Right-of-Way
25070443	149	16.405	2/25/2023	Sat	20:20	Sideswipe	0	0	22500	NIGHT	Dry	N	No Contributing Action
25071990	150	16.167	2/26/2023	Sun	10:55	Sideswipe	0	0	5400	DAY	Dry	N	Other Contributing Action
25071993	151	16.454	2/28/2023	Tue	08:05	Rear End	0	0	300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25070403	152	16.005	1/11/2023	Wed	14:36	Rear End	0	0	18000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25070413	153	16.005	1/16/2023	Mon	21:15	Sideswipe	0	1	0	NIGHT	Dry	N	No Contributing Action
88248379	154	14.339	3/1/2023	Wed	09:50	Rear End	0	0	2400	DAY	Dry	N	Followed Too Closely
25043707	155	16.692	1/14/2023	Sat	09:29	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
25043711	156	16.454	1/20/2023	Fri	05:31	Sideswipe	0	0	3000	NIGHT	Dry	N	No Contributing Action
89605773	157	14.345	3/10/2023	Fri	14:00	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner

25043714	158	16.053	1/22/2023	Sun	13:15	Other	0	0	21500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25062377	159	15.818	1/9/2023	Mon	14:55	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89599109	160	14.718	2/28/2023	Tue	06:10	Sideswipe	0	0	200	NIGHT	Dry	N	Other Contributing Action
89599112	161	14.907	3/3/2023	Fri	08:50	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89626805	162	14.510	6/8/2023	Thu	23:35	Rear End	0	0	4500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89626809	163	16.105	6/11/2023	Sun	01:50	Rear End	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25071998	164	14.644	3/4/2023	Sat	11:25	Sideswipe	0	0	300	DAY	Dry	N	No Contributing Action
89663799	165	14.928	7/16/2023	Sun	22:21	Sideswipe	0	0	6000	NIGHT	Wet	N	Failed to Yield Right-of-Way
25059221	166	16.223	2/12/2023	Sun	13:30	Rear End	0	0	13000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25069872	167	14.491	3/30/2023	Thu	08:15	Off Road	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25069873	168	15.890	3/30/2023	Thu	11:30	Rear End	0	0	1300	DAY	Wet	N	Operated MV in Careless or Negligent Manner
25067671	169	14.329	1/3/2023	Tue	10:00	Off Road	0	0	5000	DAY	Dry	N	Swerved or Avoided
89690218	170	15.244	9/1/2023	Fri	22:40	Off Road	0	0	2000	NIGHT	Wet	N	No Contributing Action
89640644	171	16.203	4/23/2023	Sun	21:25	Rear End	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89640645	172	14.745	4/23/2023	Sun	23:45	Rear End	0	0	2000	NIGHT	Dry	N	No Contributing Action
89640646	173	16.067	4/24/2023	Mon	04:30	Off Road	0	0	7000	NIGHT	Dry	N	Swerved or Avoided
89615134	174	14.339	3/10/2023	Fri	08:20	Sideswipe	0	0	500	DAY	Dry	N	Failed to Yield Right-of-Way
89615141	175	14.628	3/17/2023	Fri	07:00	Rear End	0	0	3700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89615142	176	14.651	3/17/2023	Fri	08:10	Sideswipe	0	0	9000	DAY	Dry	N	Failed to Keep in Proper Lane
89615144	177	16.448	3/17/2023	Fri	11:45	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89615155	178	16.139	3/25/2023	Sat	06:40	Other	0	0	20000	NIGHT	Dry	N	Other Contributing Action
89615158	179	14.359	3/28/2023	Tue	07:40	Rear End	0	0	7500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89618763	180	14.728	5/30/2023	Tue	15:30	Sideswipe	0	0	4000	DAY	Dry	N	No Contributing Action
89618755	181	16.405	5/26/2023	Fri	14:15	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89618760	182	14.966	5/28/2023	Sun	17:00	Sideswipe	0	0	16000	DAY	Dry	N	Failed to Yield Right-of-Way
89618761	183	16.110	5/28/2023	Sun	19:50	Sideswipe	0	0	1500	NIGHT	Dry	N	Failed to Yield Right-of-Way
89612379	184	15.527	3/28/2023	Tue	15:15	Sideswipe	0	0	10000	DAY	Dry	N	Improper Passing
89640650	185	16.186	4/29/2023	Sat	21:30	Rear End	0	0	5000	NIGHT	Dry	N	No Contributing Action
89705897	186	14.585	9/8/2023	Fri	08:20	Rear End	0	0	4000	DAY	Dry	N	Failed to Yield Right-of-Way
89705892	187	14.604	9/6/2023	Wed	08:00	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89705894	188	14.604	9/6/2023	Wed	10:45	Sideswipe	0	0	5000	DAY	Dry	N	No Contributing Action
25011158	189	15.819	1/8/2023	Sun	01:20	Sideswipe	0	0	3500	NIGHT	Dry	Y	Failed to Yield Right-of-Way
89605781	190	14.806	3/15/2023	Wed	17:15	Rear End	0	1	0	DAY	Wet	N	Failed to Keep in Proper Lane
89605783	191	16.032	3/16/2023	Thu	18:10	Rear End	0	0	801	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89622467	192	16.454	4/4/2023	Tue	11:50	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25076052	193	14.629	3/6/2023	Mon	09:00	Rear End	0	0	11000	DAY	Dry	N	No Contributing Action
25067967	194	16.223	1/14/2023	Sat	14:43	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25067971	195	16.223	1/18/2023	Wed	17:18	Rear End	0	0	400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89609128	196	16.370	3/17/2023	Fri	23:00	Rear End	0	7	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
89619804	197	16.067	3/17/2023	Fri	22:40	Sideswipe	0	0	2800	NIGHT	Dry	N	Failed to Yield Right-of-Way
89599133	198	15.310	3/27/2023	Mon	06:30	Rear End	0	0	1000	NIGHT	Dry	Y	Operated MV in Careless or Negligent Manner
89599138	199	14.434	3/29/2023	Wed	07:15	Sideswipe	0	0	2700	DAY	Dry	N	Failed to Yield Right-of-Way
89605784	200	14.830	3/16/2023	Thu	21:35	Rear End	0	0	14000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25003536	201	16.305	1/6/2023	Fri	01:45	Sideswipe	0	1	0	NIGHT	Dry	N	Improper Passing
25003538	202	16.049	1/7/2023	Sat	05:30	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25068320	203	14.566	1/11/2023	Wed	08:50	Sideswipe	0	0	200	DAY	Dry	N	Failed to Yield Right-of-Way
25068322	204	14.604	1/15/2023	Sun	05:55	Rear End	0	3	0	NIGHT	Dry	N	No Contributing Action
25079876	205	16.354	2/2/2023	Thu	08:54	Sideswipe	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89625635	206	15.244	6/12/2023	Mon	04:30	Sideswipe	0	1	0	NIGHT	Dry	N	Other Contributing Action
89625639	207	15.028	6/13/2023	Tue	05:15	Off Road	0	0	5000	NIGHT	Wet	N	Swerved or Avoided
89609756	208	16.015	3/26/2023	Sun	05:10	Rear End	0	0	4000	NIGHT	Dry	N	No Contributing Action
89612389	209	16.067	3/30/2023	Thu	18:30	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89619810	210	16.410	3/21/2023	Tue	23:40	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89619823	211	16.067	4/1/2023	Sat	11:00	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89605435	212	15.766	4/30/2023	Sun	12:34	Rear End	0	0	19000	DAY	Dry	N	Operated MV in Careless or Negligent Manner

89609146	213	16.036	4/8/2023	Sat	01:47	Off Road	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89609147	214	16.328	4/8/2023	Sat	04:45	Sideswipe	0	1	0	NIGHT	Wet	N	Failed to Keep in Proper Lane
89609767	215	16.394	4/9/2023	Sun	00:55	Rear End	0	1	0	NIGHT	Dry	N	No Contributing Action
25065812	216	16.053	1/19/2023	Thu	08:49	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89621541	217	16.899	4/14/2023	Fri	23:50	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89621542	218	14.895	4/16/2023	Sun	02:20	Sideswipe	0	2	0	NIGHT	Dry	N	Failed to Yield Right-of-Way
89596672	219	16.454	2/24/2023	Fri	22:14	Sideswipe	0	0	800	NIGHT	Dry	N	No Contributing Action
89596675	220	16.759	2/27/2023	Mon	00:55	Rear End	0	0	0	NIGHT	Dry	N	No Contributing Action
89596681	221	14.278	3/9/2023	Thu	21:59	Rear End	0	0	5000	NIGHT	Dry	N	No Contributing Action
25063070	222	16.279	1/29/2023	Sun	18:40	Rear End	0	0	500	DAY	Dry	N	Followed Too Closely
89640731	223	14.434	5/12/2023	Fri	09:40	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89640727	224	15.028	5/7/2023	Sun	22:30	Sideswipe	0	0	5800	NIGHT	Dry	N	Failed to Yield Right-of-Way
89640730	225	14.434	5/12/2023	Fri	09:40	Off Road	0	0	1000	DAY	Dry	N	No Contributing Action
25063050	226	17.095	1/3/2023	Tue	03:20	Off Road	0	1	0	NIGHT	Dry	N	Other Contributing Action
25063051	227	16.030	1/5/2023	Thu	21:50	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25035796	228	15.810	1/15/2023	Sun	07:18	Off Road	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89627048	229	16.067	4/26/2023	Wed	05:20	Rear End	0	0	11000	NIGHT	Dry	N	Swerved or Avoided
89627064	230	14.745	5/13/2023	Sat	05:45	Sideswipe	0	0	5000	NIGHT	Dry	Y	No Contributing Action
89597326	231	14.245	2/13/2023	Mon	20:10	Rear End	0	0	17000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89597332	232	16.454	2/22/2023	Wed	21:01	Sideswipe	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89597333	233	15.705	2/23/2023	Thu	20:20	Rear End	0	0	15000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89597360	234	15.028	3/17/2023	Fri	15:20	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
89597361	235	15.955	3/17/2023	Fri	19:40	Rear End	0	2	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
89597368	236	15.704	3/22/2023	Wed	17:10	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89600624	237	14.028	2/8/2023	Wed	13:25	Rear End	0	0	700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89619915	238	14.628	5/7/2023	Sun	03:27	Off Road	0	0	5000	NIGHT	Dry	N	No Contributing Action
89622202	239	16.603	4/29/2023	Sat	20:20	Rear End	0	0	1800	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89633726	240	16.243	4/17/2023	Mon	17:48	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89625631	241	14.778	6/11/2023	Sun	02:30	Sideswipe	0	0	1000	NIGHT	Dry	N	Other Contributing Action
89619900	242	14.845	4/20/2023	Thu	22:15	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25040544	243	14.629	2/5/2023	Sun	23:20	Off Road	0	4	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
25072100	244	15.205	1/29/2023	Sun	16:05	Sideswipe	0	0	601	DAY	Dry	N	Other Contributing Action
25072092	245	14.028	1/21/2023	Sat	19:55	Rear End	0	1	0	NIGHT	Dry	N	Other Contributing Action
25076045	246	16.454	3/10/2023	Fri	11:20	Rear End	0	0	16000	DAY	Dry	N	Failed to Keep in Proper Lane
89627072	247	14.745	5/21/2023	Sun	13:00	Rear End	0	0	11000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89601836	248	16.305	5/24/2023	Wed	17:43	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89625600	249	14.279	4/14/2023	Fri	09:10	Rear End	0	0	1700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88547556	250	15.904	4/7/2023	Fri	16:28	Unknown	0	0	6000	DAY	Dry	N	Disregarded Other Traffic Sign
25076072	251	16.167	4/4/2023	Tue	18:50	Sideswipe	0	0	5000	DAY	Dry	N	No Contributing Action
89622481	252	15.955	4/19/2023	Wed	09:30	Rear End	0	0	3300	DAY	Dry	N	Failed to Keep in Proper Lane
25076081	253	15.527	4/14/2023	Fri	10:40	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89601349	254	16.223	4/3/2023	Mon	08:35	Rear End	0	0	3000	DAY	Dry	N	No Contributing Action
89629223	255	16.394	5/8/2023	Mon	06:22	Sideswipe	0	0	4000	NIGHT	Dry	N	No Contributing Action
89629224	256	16.394	5/8/2023	Mon	08:18	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89601331	257	16.223	3/20/2023	Mon	10:25	Sideswipe	0	0	9000	DAY	Dry	N	No Contributing Action
89601333	258	14.547	3/21/2023	Tue	07:35	Rear End	0	0	13000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89601335	259	15.205	3/23/2023	Thu	07:15	Other	0	0	3000	DAY	Dry	N	No Contributing Action
89601846	260	16.704	5/31/2023	Wed	18:28	Sideswipe	0	1	0	DAY	Dry	N	Failed to Keep in Proper Lane
89648810	261	16.243	7/19/2023	Wed	16:26	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89622491	262	15.955	4/27/2023	Thu	11:40	Rear End	0	0	500	DAY	Dry	N	No Contributing Action
89633730	263	16.299	4/20/2023	Thu	19:02	Rear End	0	0	2000	NIGHT	Dry	Y	No Contributing Action
89609908	264	16.029	5/24/2023	Wed	04:20	Sideswipe	0	0	11000	NIGHT	Wet	N	No Contributing Action
89609910	265	15.028	5/26/2023	Fri	00:20	Sideswipe	0	0	6000	NIGHT	Dry	N	No Contributing Action
89609719	266	16.086	2/15/2023	Wed	16:55	Sideswipe	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89609720	267	16.223	2/15/2023	Wed	17:50	Sideswipe	0	0	200	DAY	Dry	N	No Contributing Action

89631168	268	16.162	6/2/2023	Fri	01:41	Rear End	0	1	0	NIGHT	Dry	N	Failed to Yield Right-of-Way
89634521	269	14.968	5/5/2023	Fri	07:30	Off Road	0	0	5400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89634524	270	14.845	5/8/2023	Mon	06:14	Other	0	0	2500	NIGHT	Dry	N	Other Contributing Action
89621565	271	14.566	5/19/2023	Fri	08:50	Rear End	0	0	9000	DAY	Dry	N	No Contributing Action
89631174	272	14.028	6/6/2023	Tue	00:07	Sideswipe	0	0	7500	NIGHT	Dry	N	No Contributing Action
89631175	273	16.432	6/6/2023	Tue	02:57	Other	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
25076424	274	14.950	3/12/2023	Sun	22:29	Sideswipe	0	0	3000	NIGHT	Dry	N	No Contributing Action
25077588	275	15.996	1/29/2023	Sun	16:45	Other	0	3	0	DAY	Dry	N	Disregarded Other Traffic Sign
89640743	276	15.244	5/26/2023	Fri	09:20	Other	0	0	200	DAY	Dry	N	Other Contributing Action
25077566	277	16.162	1/14/2023	Sat	17:30	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
25077574	278	17.013	1/19/2023	Thu	18:05	Off Road	0	1	0	DAY	Dry	N	No Contributing Action
89698614	279	16.267	8/20/2023	Sun	02:35	Rear End	0	0	8000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89606283	280	15.698	2/17/2023	Fri	18:38	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89637152	281	16.405	4/25/2023	Tue	17:28	Sideswipe	0	0	4000	DAY	Dry	N	No Contributing Action
89637154	282	14.245	4/28/2023	Fri	18:14	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89626981	283	14.543	4/22/2023	Sat	16:19	Off Road	0	0	12500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89634528	284	16.625	5/9/2023	Tue	09:00	Rear End	0	0	1000	DAY	Dry	N	Other Contributing Action
89634531	285	14.428	5/11/2023	Thu	08:00	Rear End	0	0	2200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89605463	286	16.243	2/22/2023	Wed	10:15	Rear End	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89605517	287	16.704	4/18/2023	Tue	08:50	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89629193	288	16.181	3/30/2023	Thu	06:26	Sideswipe	0	0	3500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89629197	289	16.015	4/5/2023	Wed	08:05	Rear End	0	0	500	DAY	Dry	N	No Contributing Action
89629978	290	16.422	6/17/2023	Sat	16:40	Rear End	0	0	2500	DAY	Dry	N	Failed to Keep in Proper Lane
89606285	291	16.948	2/18/2023	Sat	16:16	Sideswipe	0	0	30000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89606326	292	16.028	3/30/2023	Thu	14:22	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89606316	293	14.623	3/22/2023	Wed	14:12	Rear End	0	0	1750	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89606321	294	16.519	3/23/2023	Thu	19:52	Rear End	0	0	5500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89606898	295	15.068	4/3/2023	Mon	17:29	Rear End	0	0	5000	DAY	Dry	N	Other Contributing Action
89634536	296	16.385	5/14/2023	Sun	00:00	Rear End	0	0	5500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89612370	297	14.510	3/22/2023	Wed	17:15	Sideswipe	0	0	25000	DAY	Dry	N	No Contributing Action
89627035	298	14.745	4/9/2023	Sun	01:00	Sideswipe	0	1	0	NIGHT	Dry	N	No Contributing Action
89627036	299	16.067	4/9/2023	Sun	01:20	Rear End	0	0	20000	NIGHT	Dry	N	No Contributing Action
89633721	300	15.973	4/10/2023	Mon	13:50	Rear End	0	0	2000	DAY	Wet	N	No Contributing Action
89633767	301	16.167	5/19/2023	Fri	19:20	Sideswipe	0	0	14000	NIGHT	Dry	N	Failed to Yield Right-of-Way
89633770	302	16.243	5/21/2023	Sun	16:05	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89634518	303	14.628	5/3/2023	Wed	08:00	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89621575	304	14.821	5/29/2023	Mon	06:05	Rear End	0	0	2000	NIGHT	Dry	N	No Contributing Action
89614608	305	15.527	3/17/2023	Fri	21:09	Rear End	0	1	0	NIGHT	Dry	N	Followed Too Closely
89614623	306	14.070	3/25/2023	Sat	16:54	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89614626	307	16.257	3/29/2023	Wed	04:19	Off Road	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89621551	308	14.783	5/10/2023	Wed	00:10	Sideswipe	0	0	3000	NIGHT	Dry	N	No Contributing Action
89621521	309	16.280	3/23/2023	Thu	07:15	Sideswipe	0	0	18000	DAY	Dry	N	No Contributing Action
89621529	310	14.566	3/30/2023	Thu	08:05	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
89621533	311	16.143	4/2/2023	Sun	12:20	Unknown	0	0	11000	DAY	Dry	N	Failed to Yield Right-of-Way
89615118	312	16.614	3/1/2023	Wed	11:20	Sideswipe	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89657142	313	14.628	7/14/2023	Fri	11:00	Sideswipe	0	0	200	DAY	Dry	N	Failed to Yield Right-of-Way
89726280	314	14.202	10/8/2023	Sun	02:00	Off Road	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89619530	315	15.975	4/2/2023	Sun	18:33	Off Road	0	0	8001	DAY	Dry	N	Ran Off Roadway
89619508	316	14.279	3/18/2023	Sat	20:35	Rear End	0	0	8000	NIGHT	Dry	N	No Contributing Action
89619511	317	16.317	3/19/2023	Sun	18:36	Rear End	0	0	6000	DAY	Dry	N	Improper Passing
89619512	318	14.651	3/19/2023	Sun	19:18	Rear End	0	0	1500	NIGHT	Dry	N	No Contributing Action
89619548	319	15.955	4/18/2023	Tue	16:49	Sideswipe	0	0	1600	DAY	Dry	N	Failed to Keep in Proper Lane
89619549	320	16.299	4/19/2023	Wed	18:16	Rear End	0	0	10000	DAY	Dry	N	Followed Too Closely
89619550	321	16.454	4/20/2023	Thu	13:37	Rear End	0	0	6000	DAY	Dry	N	Improper Passing
89628525	322	16.535	5/22/2023	Mon	13:20	Rear End	0	0	5700	DAY	Dry	N	Operated MV in Careless or Negligent Manner

89619515	323	16.704	3/21/2023	Tue	16:59	Rear End	0	0	0	DAY	Dry	N	Followed Too Closely
89634495	324	16.616	4/19/2023	Wed	10:00	Rear End	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
89622615	325	16.105	5/26/2023	Fri	16:07	Sideswipe	0	0	4500	DAY	Wet	N	Other Contributing Action
89622622	326	16.167	6/12/2023	Mon	12:57	Rear End	0	0	200	DAY	Dry	N	Other Contributing Action
89643755	327	15.527	5/31/2023	Wed	06:42	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89636933	328	16.067	6/3/2023	Sat	14:20	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89619504	329	16.405	3/17/2023	Fri	21:09	Rear End	0	1	0	NIGHT	Dry	N	Followed Too Closely
89644986	330	14.994	6/15/2023	Thu	22:10	Sideswipe	0	0	2000	NIGHT	Dry	N	Failed to Keep in Proper Lane
89644989	331	15.765	6/17/2023	Sat	03:20	Off Road	0	1	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
89634488	332	15.878	4/9/2023	Sun	05:00	Sideswipe	0	0	3500	NIGHT	Dry	N	Other Contributing Action
89622601	333	14.628	5/7/2023	Sun	03:10	Rear End	0	2	0	NIGHT	Dry	N	Other Contributing Action
89724813	334	17.110	11/6/2023	Mon	11:24	Rear End	0	0	7500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89732248	335	14.377	11/24/2023	Fri	10:35	Sideswipe	0	0	3000	DAY	Dry	N	Other Contributing Action
89636884	336	14.510	4/21/2023	Fri	15:15	Rear End	0	0	15000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89637198	337	14.445	6/24/2023	Sat	20:55	Rear End	0	0	4000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89644998	338	15.459	7/2/2023	Sun	03:50	Rear End	1	3	0	NIGHT	Dry	N	Operated MV in Erratic, Reckless or Aggressive Manner
89656693	339	14.279	5/30/2023	Tue	19:15	Rear End	0	0	6000	NIGHT	Dry	N	Other Contributing Action
89629578	340	14.934	3/26/2023	Sun	02:30	Sideswipe	0	2	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
89622611	341	14.628	5/20/2023	Sat	21:09	Rear End	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89622443	342	15.818	3/12/2023	Sun	07:50	Sideswipe	0	0	1100	DAY	Dry	N	Other Contributing Action
89640935	343	14.628	5/11/2023	Thu	08:00	Rear End	0	0	2000	DAY	Dry	N	No Contributing Action
89629623	344	14.028	3/31/2023	Fri	16:36	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89629625	345	16.454	4/1/2023	Sat	16:35	Sideswipe	0	0	32000	DAY	Dry	N	Failed to Keep in Proper Lane
89629639	346	16.243	4/14/2023	Fri	16:50	Rear End	0	0	1400	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89605749	347	14.350	2/21/2023	Tue	19:30	Rear End	0	0	7700	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89643762	348	15.527	6/3/2023	Sat	08:44	Other	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89648801	349	15.527	7/9/2023	Sun	19:46	Sideswipe	0	0	401	NIGHT	Dry	N	Other Contributing Action
89649558	350	16.305	6/6/2023	Tue	14:29	Rear End	0	0	4000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89649559	351	14.828	6/6/2023	Tue	15:44	Rear End	0	0	3800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89649565	352	14.472	6/8/2023	Thu	17:20	Sideswipe	0	2	0	DAY	Dry	N	Improper Passing
89607788	353	16.190	4/8/2023	Sat	14:00	Sideswipe	0	0	1300	DAY	Dry	N	Failed to Keep in Proper Lane
89656698	354	14.994	5/31/2023	Wed	19:42	Rear End	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89658390	355	16.233	6/22/2023	Thu	13:03	Rear End	0	0	2100	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89656703	356	14.495	6/5/2023	Mon	15:39	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89647211	357	14.538	6/28/2023	Wed	12:00	Rear End	0	0	1000	DAY	Dry	N	No Contributing Action
89647214	358	16.201	7/5/2023	Wed	07:25	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89647217	359	14.707	7/6/2023	Thu	06:20	Rear End	0	0	7000	NIGHT	Dry	N	No Contributing Action
89660330	360	14.643	7/29/2023	Sat	01:45	Rear End	0	0	5300	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89660331	361	14.462	7/29/2023	Sat	00:25	Sideswipe	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89631148	362	15.244	5/2/2023	Tue	16:15	Rear End	0	0	1200	DAY	Dry	N	No Contributing Action
89631150	363	16.454	5/4/2023	Thu	15:43	Sideswipe	0	0	4300	DAY	Dry	N	Failed to Yield Right-of-Way
89631153	364	14.279	5/4/2023	Thu	18:50	Rear End	0	0	500	DAY	Dry	N	No Contributing Action
89690247	365	15.527	10/11/2023	Wed	21:20	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89647204	366	16.143	6/24/2023	Sat	08:55	Off Road	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89660320	367	14.378	7/16/2023	Sun	05:15	Rollover	0	1	0	NIGHT	Dry	N	Over-Correcting/Over-Steering
89605392	368	16.032	2/26/2023	Sun	01:15	Off Road	0	1	0	NIGHT	Dry	N	No Contributing Action
89605395	369	14.944	3/4/2023	Sat	03:49	Sideswipe	0	0	18000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89632729	370	14.896	5/12/2023	Fri	21:00	Other	0	0	100	NIGHT	Dry	N	No Contributing Action
89649576	371	16.105	6/16/2023	Fri	20:21	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89656678	372	16.055	5/17/2023	Wed	15:38	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89658394	373	14.538	6/25/2023	Sun	18:34	Rear End	0	0	3700	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89605405	374	14.791	3/22/2023	Wed	09:50	Rear End	0	0	18000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89732255	375	16.091	12/1/2023	Fri	13:09	Rear End	0	0	550	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89732257	376	14.604	12/7/2023	Thu	08:14	Rear End	0	0	200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89647748	377	16.507	6/10/2023	Sat	14:25	Unknown	0	0	1300	DAY	Dry	N	Failed to Keep in Proper Lane

89658184	378	16.005	7/20/2023	Thu	16:36	Unknown	0	0	15500	DAY	Dry	N	No Contributing Action
89649580	379	16.305	6/17/2023	Sat	19:31	Rear End	0	0	5000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89649582	380	14.689	6/21/2023	Wed	14:05	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89656724	381	16.223	6/16/2023	Fri	18:50	Rear End	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89658163	382	16.317	7/5/2023	Wed	22:24	Off Road	0	0	1500	NIGHT	Dry	N	Swerved or Avoided
89658170	383	14.279	7/12/2023	Wed	15:06	Rear End	0	0	750	DAY	Dry	N	Followed Too Closely
89658406	384	16.233	7/18/2023	Tue	21:46	Rear End	0	0	4500	NIGHT	Dry	N	Other Contributing Action
89647765	385	16.156	6/24/2023	Sat	20:55	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89643785	386	14.491	6/23/2023	Fri	08:43	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89656683	387	14.245	5/19/2023	Fri	18:47	Other	0	0	3000	DAY	Dry	N	No Contributing Action
89656734	388	14.028	6/24/2023	Sat	15:35	Sideswipe	0	0	4500	DAY	Dry	N	Other Contributing Action
89658976	389	14.645	6/20/2023	Tue	13:29	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89645011	390	16.539	7/26/2023	Wed	10:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89651436	391	15.818	8/4/2023	Fri	22:21	Sideswipe	0	0	10000	NIGHT	Wet	N	Improper Passing
89633439	392	16.124	5/31/2023	Wed	06:50	Rear End	0	5	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
89633396	393	16.167	4/14/2023	Fri	13:20	Sideswipe	0	0	900	DAY	Dry	N	Failed to Keep in Proper Lane
89633404	394	16.086	4/23/2023	Sun	11:25	Off Road	0	3	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89652308	395	16.454	5/20/2023	Sat	07:00	Rear End	0	0	400	DAY	Dry	N	No Contributing Action
89673171	396	17.099	8/14/2023	Mon	14:58	Rear End	0	0	22500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89673176	397	15.527	8/19/2023	Sat	12:08	Rear End	0	0	17000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89673159	398	15.948	8/4/2023	Fri	02:06	Other	0	0	7000	NIGHT	Dry	N	Other Contributing Action
89673164	399	17.148	8/6/2023	Sun	15:25	Rear End	0	0	7000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89663787	400	16.005	7/8/2023	Sat	21:54	Sideswipe	0	2	0	NIGHT	Dry	N	Improper Passing
89673781	401	16.454	6/22/2023	Thu	12:25	Sideswipe	0	0	700	DAY	Dry	N	Other Contributing Action
89673786	402	16.394	6/27/2023	Tue	12:25	Rear End	0	0	1100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89656450	403	14.769	5/24/2023	Wed	09:00	Sideswipe	0	0	4500	DAY	Dry	N	No Contributing Action
89673792	404	15.068	7/8/2023	Sat	21:58	Sideswipe	0	0	1000	NIGHT	Dry	N	Failed to Keep in Proper Lane
89673802	405	15.955	7/16/2023	Sun	21:45	Rear End	0	0	700	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89611718	406	16.705	3/4/2023	Sat	18:42	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89611720	407	16.233	3/5/2023	Sun	15:15	Rear End	0	0	5600	DAY	Dry	N	No Contributing Action
89611723	408	16.454	3/8/2023	Wed	12:24	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89611730	409	16.091	3/15/2023	Wed	19:20	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
24993136	410	16.375	5/9/2023	Tue	17:00	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89611738	411	16.454	3/18/2023	Sat	19:55	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89611745	412	15.818	3/21/2023	Tue	17:58	Sideswipe	0	0	3600	DAY	Dry	N	Failed to Yield Right-of-Way
89611753	413	14.028	3/28/2023	Tue	18:35	Rear End	0	0	5350	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89663814	414	15.028	8/7/2023	Mon	15:18	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89611756	415	15.955	3/31/2023	Fri	20:30	Rear End	0	0	1400	NIGHT	Dry	N	No Contributing Action
89644166	416	15.618	6/16/2023	Fri	08:12	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Keep in Proper Lane
89611708	417	15.955	3/2/2023	Thu	14:10	Rear End	0	0	930	DAY	Dry	N	No Contributing Action
89611709	418	14.778	3/2/2023	Thu	15:31	Sideswipe	0	0	4100	DAY	Dry	N	No Contributing Action
89636607	419	15.252	6/4/2023	Sun	08:35	Off Road	0	0	35000	DAY	Wet	N	Drove Too Fast for Conditions
89643744	420	14.566	5/18/2023	Thu	08:56	Sideswipe	0	0	14000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89658421	421	14.773	8/3/2023	Thu	02:05	Off Road	0	0	4000	NIGHT	Dry	N	No Contributing Action
89660311	422	13.954	7/8/2023	Sat	01:00	Off Road	0	0	25000	NIGHT	Dry	N	Over-Correcting/Over-Steering
89673822	423	15.068	8/13/2023	Sun	00:05	Sideswipe	0	0	2000	NIGHT	Wet	N	No Contributing Action
89673827	424	15.818	8/20/2023	Sun	02:28	Sideswipe	0	0	800	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89673828	425	15.068	8/20/2023	Sun	02:40	Rear End	0	0	5500	NIGHT	Wet	N	No Contributing Action
89660852	426	15.567	7/9/2023	Sun	19:50	Off Road	0	0	6000	NIGHT	Wet	N	No Contributing Action
89652294	427	16.110	5/11/2023	Thu	13:10	Rear End	0	0	1200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89698619	428	15.973	8/21/2023	Mon	21:30	Rear End	0	0	1500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89690137	429	14.628	8/12/2023	Sat	15:35	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89690150	430	16.305	8/20/2023	Sun	21:18	Sideswipe	0	0	2100	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89689026	431	14.269	8/18/2023	Fri	08:00	Rear End	0	0	2800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89689104	432	16.257	7/24/2023	Mon	09:46	Sideswipe	0	0	900	DAY	Dry	N	Other Contributing Action

89689111	433	14.472	7/30/2023	Sun	07:25	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
89689123	434	16.257	8/13/2023	Sun	02:00	Off Road	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89689125	435	16.162	8/20/2023	Sun	03:10	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89689126	436	16.471	8/20/2023	Sun	02:40	Off Road	0	0	1500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89689137	437	14.585	9/8/2023	Fri	08:20	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89689138	438	14.595	9/8/2023	Fri	08:20	Rear End	0	0	1700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89689146	439	15.826	9/17/2023	Sun	07:55	Rear End	0	0	8000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89689147	440	16.091	9/20/2023	Wed	08:15	Sideswipe	0	1	0	DAY	Dry	N	Other Contributing Action
89658362	441	16.233	5/25/2023	Thu	18:06	Angle	0	0	2000	DAY	Dry	N	Other Contributing Action
89689151	442	14.707	9/22/2023	Fri	06:49	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89689158	443	14.491	9/28/2023	Thu	06:55	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89689160	444	14.434	9/29/2023	Fri	06:38	Rear End	0	0	4000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89706517	445	14.279	10/11/2023	Wed	17:43	Off Road	0	1	0	DAY	Wet	N	Failed to Keep in Proper Lane
89706518	446	13.875	10/11/2023	Wed	19:32	Rear End	0	1	0	NIGHT	Dry	N	No Contributing Action
89622215	447	16.305	5/7/2023	Sun	14:10	Rear End	0	0	1300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89622218	448	17.085	5/8/2023	Mon	18:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
24993151	449	16.356	11/21/2023	Tue	15:18	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Keep in Proper Lane
89698106	450	14.628	8/30/2023	Wed	17:36	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89698112	451	16.505	9/1/2023	Fri	18:05	Rear End	0	0	8000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89690996	452	15.959	9/1/2023	Fri	22:50	Rear End	0	0	8000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89693069	453	14.628	8/4/2023	Fri	19:00	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89732268	454	16.219	12/17/2023	Sun	07:40	Sideswipe	0	0	10000	DAY	Wet	N	Other Contributing Action
89643721	455	14.530	4/27/2023	Thu	08:00	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89691518	456	16.109	9/9/2023	Sat	18:00	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89691531	457	15.828	9/20/2023	Wed	18:07	Rear End	0	0	3000	DAY	Wet	N	No Contributing Action
88472446	458	14.370	8/17/2023	Thu	08:59	Rear End	0	0	16000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89639884	459	16.105	7/13/2023	Thu	12:00	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89691540	460	16.258	9/27/2023	Wed	20:16	Rear End	0	0	2500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89675054	461	15.028	10/16/2023	Mon	07:40	Rear End	0	0	13000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89640654	462	16.515	5/1/2023	Mon	21:30	Sideswipe	0	0	2000	NIGHT	Dry	N	No Contributing Action
89640657	463	16.186	5/6/2023	Sat	21:45	Rear End	0	0	5000	NIGHT	Dry	N	No Contributing Action
89706528	464	16.454	10/25/2023	Wed	14:37	Sideswipe	0	0	5000	DAY	Dry	N	No Contributing Action
89706534	465	14.028	10/27/2023	Fri	18:43	Sideswipe	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
89674982	466	16.110	6/24/2023	Sat	00:00	Sideswipe	0	0	1600	NIGHT	Dry	N	Swerved or Avoided
89674984	467	16.489	6/24/2023	Sat	21:50	Rear End	0	0	7200	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89696646	468	16.186	8/6/2023	Sun	15:35	Rear End	0	0	1000	DAY	Wet	N	Followed Too Closely
89696653	469	16.394	8/12/2023	Sat	20:55	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89696654	470	14.934	8/13/2023	Sun	14:00	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
89696661	471	16.394	8/20/2023	Sun	19:10	Rear End	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89696663	472	16.257	8/23/2023	Wed	18:30	Rear End	0	0	5000	DAY	Dry	N	Followed Too Closely
89640667	473	16.223	5/17/2023	Wed	21:20	Rear End	0	0	5000	NIGHT	Dry	N	No Contributing Action
89640671	474	16.049	5/24/2023	Wed	04:35	Rear End	0	0	12000	NIGHT	Dry	N	No Contributing Action
89640674	475	16.223	5/28/2023	Sun	04:55	Rear End	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89640679	476	14.547	6/4/2023	Sun	02:10	Off Road	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89649547	477	16.305	5/25/2023	Thu	16:45	Sideswipe	0	0	600	DAY	Dry	N	Failed to Yield Right-of-Way
89732339	478	14.778	11/6/2023	Mon	14:30	Rear End	0	0	12000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89698624	479	15.028	8/27/2023	Sun	01:34	Off Road	0	0	10000	NIGHT	Wet	N	No Contributing Action
89698625	480	15.028	8/27/2023	Sun	03:09	Rear End	0	0	6500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89698631	481	16.110	9/5/2023	Tue	15:03	Sideswipe	0	0	6000	DAY	Dry	N	Failed to Yield Right-of-Way
89699968	482	15.527	9/17/2023	Sun	08:38	Other	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89699971	483	16.129	9/19/2023	Tue	08:55	Sideswipe	0	0	2000	DAY	Dry	N	Improper Passing
89699973	484	16.067	9/22/2023	Fri	13:08	Sideswipe	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89700089	485	15.028	10/12/2023	Thu	20:00	Sideswipe	0	0	5600	NIGHT	Dry	N	No Contributing Action
89562577	486	14.680	2/9/2023	Thu	09:27	Rear End	0	0	3200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89704780	487	16.287	8/22/2023	Tue	20:34	Other	0	0	43000	NIGHT	Wet	N	Other Contributing Action

89618722	488	16.299	3/23/2023	Thu	18:17	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89618724	489	14.642	3/28/2023	Tue	16:53	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89618750	490	14.728	5/16/2023	Tue	17:26	Rear End	0	0	12240	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89618744	491	16.005	5/13/2023	Sat	18:46	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89655241	492	14.689	7/2/2023	Sun	11:00	Sideswipe	0	0	250	DAY	Dry	N	Other Contributing Action
89675417	493	14.745	7/17/2023	Mon	09:24	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89561802	494	16.454	2/25/2023	Sat	20:06	Rear End	0	0	9900	NIGHT	Dry	N	Failed to Yield Right-of-Way
89706536	495	14.245	10/29/2023	Sun	18:40	Off Road	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89675392	496	14.510	6/26/2023	Mon	07:25	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89675401	497	14.651	7/2/2023	Sun	07:49	Rear End	0	0	6000	DAY	Dry	N	Improper Passing
89703477	498	14.339	8/19/2023	Sat	12:15	Sideswipe	0	0	14000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89703479	499	14.428	8/23/2023	Wed	09:00	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89703483	500	15.627	8/25/2023	Fri	06:00	Rear End	0	0	3500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89708664	501	14.472	9/9/2023	Sat	04:15	Sideswipe	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89703486	502	14.645	9/2/2023	Sat	05:00	Off Road	0	0	5000	NIGHT	Wet	N	Other Contributing Action
89703487	503	14.718	9/2/2023	Sat	07:00	Off Road	0	0	1000	DAY	Wet	N	Other Contributing Action
89703033	504	15.527	8/25/2023	Fri	19:55	Off Road	0	0	10000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89576118	505	14.434	4/6/2023	Thu	11:15	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89724820	506	16.148	11/14/2023	Tue	07:25	Sideswipe	0	0	1000	DAY	Dry	N	Improper Passing
89724821	507	16.091	11/14/2023	Tue	08:25	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89657094	508	16.536	5/17/2023	Wed	00:45	Sideswipe	0	0	1000	NIGHT	Dry	N	Other Contributing Action
89657095	509	14.422	5/17/2023	Wed	23:00	Sideswipe	0	0	1000	NIGHT	Dry	N	Failed to Yield Right-of-Way
89651858	510	13.729	8/26/2023	Sat	06:10	Unknown	0	1	0	NIGHT	Dry	N	Failed to Keep in Proper Lane
89658122	511	14.028	5/20/2023	Sat	13:44	Rear End	0	0	15000	DAY	Dry	N	Followed Too Closely
89675420	512	16.067	7/19/2023	Wed	13:19	Sideswipe	0	0	5000	DAY	Dry	N	Failed to Yield Right-of-Way
89691543	513	15.073	9/30/2023	Sat	23:25	Rear End	0	0	2000	NIGHT	Dry	N	No Contributing Action
89691545	514	16.031	10/1/2023	Sun	23:51	Off Road	0	3	0	NIGHT	Wet	N	Drove Too Fast for Conditions
89698644	515	16.405	9/15/2023	Fri	14:53	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Yield Right-of-Way
89698651	516	16.299	9/20/2023	Wed	15:50	Sideswipe	0	0	4000	DAY	Wet	N	No Contributing Action
89688681	517	16.298	8/31/2023	Thu	18:58	Rear End	0	0	2000	DAY	Wet	N	No Contributing Action
89657099	518	15.466	5/21/2023	Sun	01:25	Sideswipe	1	0	0	NIGHT	Dry	N	No Contributing Action
89703517	519	16.299	9/30/2023	Sat	21:00	Sideswipe	0	0	800	NIGHT	Dry	N	Failed to Keep in Proper Lane
89703518	520	15.627	10/3/2023	Tue	23:20	Sideswipe	0	0	7500	NIGHT	Dry	N	Failed to Keep in Proper Lane
89657107	521	16.470	5/28/2023	Sun	01:45	Sideswipe	0	0	1700	NIGHT	Dry	N	Other Contributing Action
89657110	522	14.392	5/31/2023	Wed	03:00	Off Road	0	0	1200	NIGHT	Dry	N	No Contributing Action
89658131	523	14.279	6/2/2023	Fri	18:08	Rear End	0	0	7000	DAY	Dry	N	Followed Too Closely
89700095	524	15.028	10/18/2023	Wed	15:50	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89698665	525	15.965	10/31/2023	Tue	17:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89698666	526	15.959	10/31/2023	Tue	18:20	Off Road	0	1	0	DAY	Dry	N	Ran Off Roadway
89698667	527	16.267	11/3/2023	Fri	13:54	Sideswipe	0	0	21000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89698672	528	14.728	11/7/2023	Tue	16:10	Sideswipe	0	0	2500	DAY	Dry	N	Swerved or Avoided
89705906	529	16.143	9/16/2023	Sat	09:45	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
89658133	530	16.317	6/3/2023	Sat	14:42	Rear End	0	0	9000	DAY	Dry	N	Followed Too Closely
89658138	531	14.279	6/9/2023	Fri	00:16	Sideswipe	0	0	55000	NIGHT	Dry	N	Improper Passing
89658141	532	14.428	6/11/2023	Sun	01:35	Rear End	0	0	40000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89580059	533	15.528	3/11/2023	Sat	07:35	Sideswipe	0	0	3400	DAY	Dry	N	Failed to Keep in Proper Lane
89708609	534	14.689	9/16/2023	Sat	11:35	Sideswipe	0	0	1100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89689000	535	14.538	8/1/2023	Tue	10:00	Rear End	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89689004	536	15.467	8/3/2023	Thu	09:50	Off Road	0	0	1000	DAY	Dry	N	Other Contributing Action
89580110	537	16.949	2/13/2023	Mon	19:00	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89709642	538	15.704	9/27/2023	Wed	09:05	Sideswipe	0	0	2500	DAY	Dry	N	Failed to Keep in Proper Lane
89709643	539	14.745	9/27/2023	Wed	12:05	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89688999	540	15.867	8/1/2023	Tue	09:30	Sideswipe	0	0	5000	DAY	Dry	N	Other Contributing Action
89689014	541	14.556	8/12/2023	Sat	05:45	Off Road	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89689017	542	14.339	8/13/2023	Sun	12:00	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner

89689008	543	16.305	8/9/2023	Wed	06:00	Sideswipe	0	0	500	NIGHT	Dry	N	Other Contributing Action
89675780	544	14.623	7/25/2023	Tue	17:05	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89675783	545	14.279	7/26/2023	Wed	16:10	Sideswipe	0	0	4000	DAY	Dry	N	No Contributing Action
89622502	546	16.162	5/5/2023	Fri	09:25	Sideswipe	0	0	200	DAY	Dry	Y	No Contributing Action
89708593	547	14.585	9/1/2023	Fri	10:30	Rear End	0	0	7700	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89716937	548	14.594	11/3/2023	Fri	10:20	Other	0	0	4000	DAY	Dry	N	Other Contributing Action
89733991	549	16.317	12/1/2023	Fri	18:55	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89708613	550	14.604	9/20/2023	Wed	07:40	Sideswipe	0	0	2300	DAY	Dry	N	No Contributing Action
89703502	551	14.718	9/15/2023	Fri	10:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89657131	552	15.427	7/10/2023	Mon	11:30	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89657133	553	14.339	7/11/2023	Tue	10:00	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89657134	554	16.351	7/11/2023	Tue	12:00	Rear End	0	0	300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89698130	555	16.428	9/20/2023	Wed	17:47	Rear End	0	2	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89698138	556	14.728	9/27/2023	Wed	16:28	Sideswipe	0	0	2000	DAY	Wet	N	No Contributing Action
89710706	557	15.591	10/7/2023	Sat	22:00	Rear End	0	2	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89716924	558	16.053	10/23/2023	Mon	07:34	Rear End	0	0	6000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89716927	559	16.015	10/24/2023	Tue	08:31	Pedestrian	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89716947	560	14.623	11/9/2023	Thu	11:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89676073	561	15.973	8/20/2023	Sun	02:56	Rear End	0	0	3000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89698143	562	15.904	9/30/2023	Sat	11:22	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89689423	563	17.066	7/21/2023	Fri	17:15	Sideswipe	0	0	600	DAY	Dry	N	Failed to Yield Right-of-Way
89716902	564	14.472	10/2/2023	Mon	09:15	Sideswipe	0	0	3350	DAY	Wet	N	Other Contributing Action
89716908	565	16.053	10/7/2023	Sat	12:57	Sideswipe	0	0	700	DAY	Dry	N	Other Contributing Action
89716910	566	14.604	10/10/2023	Tue	07:21	Sideswipe	0	0	4500	DAY	Dry	N	Other Contributing Action
89716914	567	16.157	10/14/2023	Sat	06:35	Sideswipe	0	0	3000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89703492	568	14.428	9/4/2023	Mon	11:45	Sideswipe	0	0	5200	DAY	Dry	N	Other Contributing Action
89703496	569	14.434	9/5/2023	Tue	11:20	Rear End	0	0	7000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89705922	570	14.604	9/29/2023	Fri	08:00	Rear End	0	0	6000	DAY	Dry	N	No Contributing Action
89732343	571	16.305	11/10/2023	Fri	19:32	Rear End	0	0	1500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89710702	572	16.702	9/30/2023	Sat	22:00	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89655257	573	16.124	7/15/2023	Sat	11:00	Off Road	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89624165	574	17.222	5/6/2023	Sat	18:08	Other	0	0	5000	DAY	Dry	N	No Contributing Action
89655214	575	14.783	5/22/2023	Mon	04:40	Other	0	0	100	NIGHT	Dry	N	No Contributing Action
89676261	576	14.273	9/17/2023	Sun	15:20	Sideswipe	0	1	0	DAY	Dry	N	Improper Turn
89696680	577	16.015	9/16/2023	Sat	19:15	Rear End	0	0	2000	NIGHT	Dry	N	Followed Too Closely
89699947	578	14.745	8/25/2023	Fri	06:59	Sideswipe	0	0	6000	NIGHT	Dry	N	Improper Passing
89624480	579	14.547	5/1/2023	Mon	07:30	Sideswipe	0	2	0	DAY	Dry	N	Other Contributing Action
89624485	580	16.053	5/5/2023	Fri	13:10	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89704240	581	16.354	10/11/2023	Wed	08:29	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89625091	582	13.746	5/6/2023	Sat	18:30	Rear End	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
89625092	583	16.110	5/7/2023	Sun	19:15	Sideswipe	0	0	9000	NIGHT	Dry	N	Failed to Keep in Proper Lane
89626794	584	14.361	5/21/2023	Sun	12:35	Sideswipe	0	0	6000	DAY	Dry	N	Improper Passing
89705928	585	16.280	10/2/2023	Mon	06:30	Rear End	0	0	19300	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89708623	586	14.472	9/29/2023	Fri	06:50	Rear End	0	0	1300	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89699987	587	16.049	10/5/2023	Thu	08:16	Other	0	2	0	DAY	Dry	N	No Contributing Action
89699990	588	15.527	10/10/2023	Tue	12:48	Sideswipe	0	0	4000	DAY	Dry	N	Failed to Yield Right-of-Way
89732351	589	15.967	11/14/2023	Tue	17:35	Off Road	0	0	11000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89699993	590	15.205	10/11/2023	Wed	11:50	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89704245	591	14.028	10/14/2023	Sat	13:18	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89726312	592	14.390	11/15/2023	Wed	14:31	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89692723	593	16.394	10/17/2023	Tue	15:28	Sideswipe	0	0	5000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89726321	594	14.436	11/16/2023	Thu	18:31	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89699999	595	16.067	10/16/2023	Mon	08:20	Sideswipe	0	0	4000	DAY	Dry	N	Improper Passing
89734056	596	16.167	12/15/2023	Fri	08:15	Sideswipe	0	0	10500	DAY	Dry	N	No Contributing Action
89722191	597	16.049	9/25/2023	Mon	18:15	Rear End	0	0	1000	DAY	Dry	N	Failed to Yield Right-of-Way

89754298	598	14.773	12/11/2023	Mon	06:26	Rear End	0	4	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89704920	599	16.105	10/2/2023	Mon	01:43	Off Road	0	0	8000	NIGHT	Wet	N	Other Contributing Action
89728335	600	14.279	12/4/2023	Mon	23:44	Sideswipe	0	0	6000	NIGHT	Dry	N	Improper Passing
89728336	601	14.028	12/5/2023	Tue	01:04	Rear End	0	0	50000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89725423	602	14.510	10/17/2023	Tue	07:20	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89725424	603	14.669	10/17/2023	Tue	11:50	Sideswipe	0	0	1500	DAY	Dry	N	Failed to Yield Right-of-Way
89726991	604	16.454	11/17/2023	Fri	18:31	Sideswipe	0	0	1200	DAY	Dry	Y	No Contributing Action
89704932	605	16.223	10/22/2023	Sun	22:57	Rear End	0	0	800	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89726335	606	14.488	12/13/2023	Wed	23:10	Rear End	0	0	2000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89722203	607	16.299	10/24/2023	Tue	16:22	Sideswipe	0	0	4000	DAY	Dry	N	No Contributing Action
89638624	608	16.053	6/13/2023	Tue	02:52	Other	0	0	10001	NIGHT	Dry	N	Drove Too Fast for Conditions
89722213	609	16.034	11/11/2023	Sat	20:09	Sideswipe	0	0	7000	NIGHT	Dry	N	Failed to Yield Right-of-Way
89722216	610	16.148	11/16/2023	Thu	14:46	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
89708632	611	14.585	10/9/2023	Mon	08:10	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89658155	612	16.223	6/24/2023	Sat	22:19	Rear End	0	1	0	NIGHT	Dry	N	Followed Too Closely
89658161	613	14.628	7/4/2023	Tue	22:49	Rear End	0	0	7000	NIGHT	Dry	N	Improper Passing
89725429	614	15.992	10/21/2023	Sat	07:05	Off Road	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
89725432	615	14.801	10/24/2023	Tue	07:15	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
89726989	616	16.454	11/17/2023	Fri	14:50	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89722227	617	15.567	11/27/2023	Mon	18:15	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89588511	618	14.726	2/13/2023	Mon	13:23	Rear End	0	0	6000	DAY	Dry	N	Failed to Keep in Proper Lane
89704925	619	15.068	10/8/2023	Sun	00:29	Sideswipe	0	0	5500	NIGHT	Wet	N	Other Contributing Action
89724167	620	15.527	10/23/2023	Mon	21:09	Sideswipe	0	0	3000	NIGHT	Dry	N	No Contributing Action
89724171	621	14.623	10/28/2023	Sat	02:45	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89724173	622	15.028	10/29/2023	Sun	03:51	Sideswipe	0	0	30000	NIGHT	Dry	N	No Contributing Action
89743840	623	14.745	11/10/2023	Fri	20:37	Sideswipe	0	0	3000	NIGHT	Dry	N	No Contributing Action
89734003	624	15.205	12/8/2023	Fri	20:25	Sideswipe	0	0	3000	NIGHT	Dry	N	No Contributing Action
89754211	625	14.279	12/2/2023	Sat	18:30	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
26284334	626	15.068	12/24/2023	Sun	17:38	Other	0	0	1000	DAY	Dry	N	No Contributing Action
26284333	627	14.547	12/24/2023	Sun	17:18	Rear End	0	0	3001	DAY	Wet	N	Operated MV in Careless or Negligent Manner
26284443	628	14.728	12/30/2023	Sat	20:55	Rear End	0	0	7000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89725460	629	16.223	11/20/2023	Mon	13:00	Rear End	0	0	8000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
26287310	630	16.280	12/31/2023	Sun	10:00	Sideswipe	0	0	6000	DAY	Dry	N	Failed to Yield Right-of-Way
89725468	631	14.821	12/13/2023	Wed	07:45	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89708642	632	16.148	10/21/2023	Sat	10:00	Sideswipe	0	0	1300	DAY	Dry	N	No Contributing Action
89708644	633	14.453	10/23/2023	Mon	07:45	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89708647	634	14.604	11/14/2023	Tue	06:30	Rear End	0	0	2300	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89754223	635	14.778	12/10/2023	Sun	17:00	Rear End	0	0	1500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89754227	636	14.778	12/12/2023	Tue	21:17	Rear End	0	0	9500	NIGHT	Dry	N	Failed to Keep in Proper Lane
89754385	637	16.114	12/14/2023	Thu	06:26	Other	0	0	8000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89754389	638	16.167	12/18/2023	Mon	10:22	Other	0	0	700	DAY	Dry	N	Other Contributing Action
89734031	639	14.651	11/19/2023	Sun	07:15	Off Road	0	0	2900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89734032	640	14.934	11/19/2023	Sun	09:00	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
89754381	641	16.029	12/11/2023	Mon	10:20	Other	0	1	0	DAY	Dry	N	Other Contributing Action
89696638	642	16.394	8/4/2023	Fri	14:24	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89696643	643	16.015	8/5/2023	Sat	13:45	Rear End	0	0	2000	DAY	Dry	N	Followed Too Closely
26283210	644	14.659	12/23/2023	Sat	16:00	Sideswipe	0	0	700	DAY	Dry	N	Failed to Keep in Proper Lane
89754399	645	16.201	12/28/2023	Thu	12:55	Sideswipe	0	0	1600	DAY	Wet	N	Other Contributing Action
89754438	646	16.195	11/30/2023	Thu	20:39	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89754439	647	16.195	11/30/2023	Thu	20:45	Rear End	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89754444	648	14.420	12/6/2023	Wed	15:30	Rear End	0	0	4500	DAY	Dry	N	No Contributing Action
89754364	649	16.110	12/4/2023	Mon	06:19	Rear End	0	0	4000	NIGHT	Dry	N	Other Contributing Action
89653011	650	16.704	6/27/2023	Tue	16:17	Rear End	0	0	200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
26282867	651	15.704	12/23/2023	Sat	21:34	Rear End	0	0	500	NIGHT	Dry	N	No Contributing Action
89727814	652	17.084	12/2/2023	Sat	19:15	Sideswipe	0	3	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner

89754471	653	16.166	12/22/2023	Fri	19:01	Sideswipe	0	0	2000	NIGHT	Dry	N	Other Contributing Action
89754480	654	16.610	12/25/2023	Mon	16:30	Rear End	0	0	3000	DAY	Wet	N	No Contributing Action
89740562	655	15.405	11/27/2023	Mon	11:50	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89728989	656	16.953	12/2/2023	Sat	01:51	Sideswipe	0	1	0	NIGHT	Dry	N	Failed to Yield Right-of-Way
89696686	657	16.394	10/2/2023	Mon	14:20	Rear End	0	0	5000	DAY	Dry	N	No Contributing Action
89696689	658	14.745	10/2/2023	Mon	19:45	Other	0	0	3000	NIGHT	Dry	N	Failed to Yield Right-of-Way
89696701	659	14.718	10/12/2023	Thu	19:25	Rear End	0	0	5000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89696707	660	16.015	10/21/2023	Sat	15:33	Sideswipe	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89696708	661	16.015	10/20/2023	Fri	16:00	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89696711	662	16.257	10/28/2023	Sat	04:55	Other	0	1	0	NIGHT	Dry	N	No Contributing Action
89653000	663	16.704	6/19/2023	Mon	18:35	Other	0	0	2000	DAY	Dry	N	No Contributing Action
89734057	664	14.645	12/16/2023	Sat	12:20	Off Road	0	0	2500	DAY	Wet	N	Other Contributing Action
89730232	665	15.567	12/10/2023	Sun	12:36	Sideswipe	0	0	800	DAY	Dry	N	No Contributing Action
26284336	666	15.527	12/27/2023	Wed	18:30	Rear End	0	0	2001	DAY	Dry	N	Other Contributing Action
26284337	667	14.651	12/27/2023	Wed	20:50	Other	0	0	4000	NIGHT	Dry	N	No Contributing Action
89740545	668	15.068	11/6/2023	Mon	22:55	Sideswipe	0	0	3000	NIGHT	Dry	N	Failed to Keep in Proper Lane
89740546	669	15.467	11/6/2023	Mon	23:10	Sideswipe	0	0	21000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89729000	670	16.267	12/10/2023	Sun	01:39	Rear End	0	0	50000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89740551	671	14.634	11/14/2023	Tue	04:15	Off Road	0	0	18000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89754842	672	16.299	12/14/2023	Thu	14:48	Rear End	0	0	5000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89700202	673	16.304	9/6/2023	Wed	16:25	Sideswipe	0	0	810	DAY	Dry	N	Failed to Yield Right-of-Way
89700204	674	16.970	9/7/2023	Thu	13:35	Rear End	0	0	2000	DAY	Dry	N	Failed to Keep in Proper Lane
89700205	675	16.100	9/7/2023	Thu	16:15	Sideswipe	0	0	1600	DAY	Dry	N	Failed to Yield Right-of-Way
26284428	676	16.299	12/20/2023	Wed	14:54	Rear End	0	0	4000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
26284432	677	15.867	12/22/2023	Fri	22:42	Sideswipe	0	0	6000	NIGHT	Dry	N	Failed to Keep in Proper Lane
89735960	678	15.514	11/18/2023	Sat	14:15	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89735970	679	17.100	11/30/2023	Thu	19:40	Rear End	0	0	8000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89740589	680	15.527	12/24/2023	Sun	03:20	Sideswipe	0	0	39000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89731534	681	15.405	12/26/2023	Tue	10:28	Sideswipe	0	0	500	DAY	Dry	N	Improper Passing
26283847	682	16.454	12/27/2023	Wed	14:20	Rear End	0	0	200	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89735978	683	16.720	12/7/2023	Thu	20:40	Rear End	0	0	3500	NIGHT	Dry	N	Operated MV in Erratic, Reckless or Aggressive Manner
89729005	684	15.567	12/15/2023	Fri	22:11	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
26283851	685	16.454	12/28/2023	Thu	16:00	Rear End	0	0	6500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89739289	686	14.527	11/25/2023	Sat	16:15	Rear End	0	0	300	DAY	Dry	N	Followed Too Closely
89746933	687	16.005	12/13/2023	Wed	18:40	Sideswipe	0	0	23000	DAY	Wet	N	Failed to Yield Right-of-Way
89655833	688	16.223	6/19/2023	Mon	14:23	Sideswipe	0	0	1500	DAY	Wet	N	Failed to Yield Right-of-Way
89708725	689	14.623	12/4/2023	Mon	12:10	Sideswipe	0	0	5300	DAY	Dry	N	Failed to Yield Right-of-Way
89758803	690	14.339	12/5/2023	Tue	12:30	Sideswipe	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89655828	691	16.394	6/13/2023	Tue	14:05	Sideswipe	0	0	1000	DAY	Dry	N	Disregarded Other Traffic Sign
89655829	692	14.547	6/13/2023	Tue	15:55	Sideswipe	0	0	500	DAY	Dry	N	No Contributing Action
89655813	693	16.015	5/21/2023	Sun	08:30	Rear End	0	0	6000	DAY	Dry	N	No Contributing Action
89739753	694	14.279	12/8/2023	Fri	20:32	Rear End	0	0	2300	NIGHT	Dry	N	No Contributing Action
89739755	695	14.495	12/12/2023	Tue	15:04	Sideswipe	0	1	0	DAY	Dry	N	No Contributing Action
89739758	696	15.567	12/16/2023	Sat	00:13	Off Road	0	0	1050	NIGHT	Wet	N	Swerved or Avoided
89746922	697	16.405	12/5/2023	Tue	18:12	Sideswipe	0	0	4500	DAY	Dry	N	No Contributing Action
89739765	698	14.495	12/25/2023	Mon	17:22	Sideswipe	0	0	800	DAY	Wet	N	No Contributing Action
89746903	699	16.567	11/14/2023	Tue	16:15	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89655859	700	16.015	7/21/2023	Fri	15:05	Rear End	0	0	2000	DAY	Dry	N	Followed Too Closely
89747350	701	16.317	11/24/2023	Fri	19:45	Sideswipe	0	0	4000	NIGHT	Dry	N	Other Contributing Action
89755690	702	16.086	12/6/2023	Wed	06:30	Sideswipe	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89699259	703	17.002	8/14/2023	Mon	21:19	Other	0	0	2500	NIGHT	Dry	N	No Contributing Action
89650937	704	16.028	5/29/2023	Mon	21:55	Sideswipe	0	0	1000	NIGHT	Dry	N	Failed to Yield Right-of-Way
89699293	705	15.527	9/14/2023	Thu	20:42	Rear End	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89699303	706	16.744	9/23/2023	Sat	20:14	Rear End	0	0	3000	NIGHT	Dry	N	No Contributing Action
89732077	707	17.118	10/30/2023	Mon	08:10	Sideswipe	0	0	300	DAY	Dry	N	Operated MV in Careless or Negligent Manner

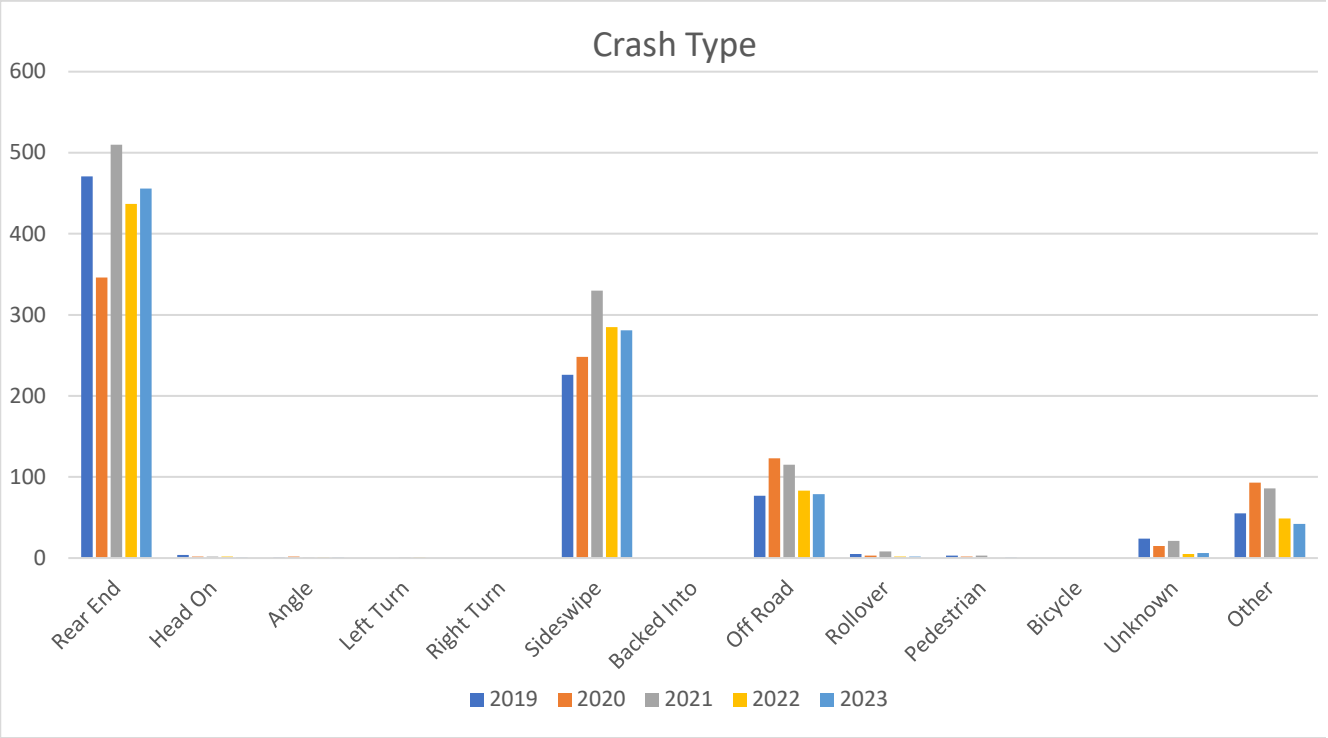
89732082	708	15.028	11/4/2023	Sat	09:40	Rear End	0	0	3500	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89732089	709	16.535	11/7/2023	Tue	08:35	Sideswipe	0	0	1000	DAY	Dry	Y	No Contributing Action
89732090	710	14.245	11/10/2023	Fri	09:03	Sideswipe	0	0	3500	DAY	Dry	N	No Contributing Action
89732093	711	16.243	11/12/2023	Sun	09:40	Off Road	0	0	6000	DAY	Dry	N	Failed to Keep in Proper Lane
89732101	712	15.955	11/20/2023	Mon	11:34	Rear End	0	0	3500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89732114	713	15.244	12/15/2023	Fri	09:02	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89650923	714	15.146	5/15/2023	Mon	22:07	Rear End	0	0	7000	NIGHT	Dry	N	No Contributing Action
89650929	715	15.028	5/22/2023	Mon	04:27	Sideswipe	0	0	8000	NIGHT	Dry	N	Other Contributing Action
89699276	716	16.557	8/28/2023	Mon	19:36	Unknown	0	0	5000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89699279	717	16.657	8/30/2023	Wed	17:47	Rear End	0	0	4100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89732238	718	14.585	11/13/2023	Mon	09:24	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89732239	719	14.585	11/13/2023	Mon	09:24	Rear End	0	0	3300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89731875	720	14.778	11/21/2023	Tue	20:30	Rear End	0	0	15000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89699308	721	14.764	10/2/2023	Mon	03:42	Sideswipe	0	0	4000	NIGHT	Dry	N	No Contributing Action
89699320	722	14.689	10/16/2023	Mon	21:33	Sideswipe	0	0	2500	NIGHT	Dry	N	No Contributing Action
89650950	723	14.819	6/19/2023	Mon	17:17	Rear End	0	0	8250	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89650964	724	14.718	6/27/2023	Tue	18:19	Sideswipe	0	0	1250	DAY	Dry	N	Other Contributing Action
89755705	725	15.244	12/26/2023	Tue	04:32	Sideswipe	0	0	6500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89677901	726	15.028	8/12/2023	Sat	08:10	Off Road	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89677921	727	14.718	8/27/2023	Sun	06:30	Off Road	0	0	6000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89733431	728	16.195	11/26/2023	Sun	07:18	Other	0	1	0	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
89733435	729	16.029	11/27/2023	Mon	11:21	Sideswipe	0	0	4000	DAY	Dry	N	Improper Passing
89733438	730	16.067	12/3/2023	Sun	07:26	Off Road	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89733439	731	15.744	12/5/2023	Tue	09:16	Sideswipe	0	0	5000	DAY	Dry	N	No Contributing Action
89733450	732	16.029	12/27/2023	Wed	06:40	Rear End	0	0	4000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89677877	733	14.707	7/19/2023	Wed	12:40	Sideswipe	0	0	50	DAY	Dry	N	Failed to Yield Right-of-Way
89677893	734	14.623	8/5/2023	Sat	12:50	Rear End	0	0	3500	DAY	Dry	Y	Operated MV in Careless or Negligent Manner
89735046	735	15.527	12/16/2023	Sat	18:04	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89735047	736	16.129	12/16/2023	Sat	19:39	Sideswipe	0	1	0	NIGHT	Wet	N	No Contributing Action
89735051	737	15.505	12/20/2023	Wed	18:32	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89758809	738	14.339	12/18/2023	Mon	11:25	Rear End	0	0	18000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89734995	739	13.728	10/23/2023	Mon	00:39	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89735000	740	14.228	10/31/2023	Tue	18:32	Rear End	0	0	8000	DAY	Dry	N	No Contributing Action
89704818	741	16.028	9/25/2023	Mon	16:22	Rear End	0	0	3000	DAY	Dry	N	No Contributing Action
89756242	742	16.317	11/29/2023	Wed	17:30	Rear End	0	4	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89756257	743	16.067	12/13/2023	Wed	13:30	Rear End	0	0	9000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89756259	744	15.955	12/13/2023	Wed	19:45	Rear End	0	0	9000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89704841	745	15.527	10/8/2023	Sun	14:48	Rear End	0	0	3000	DAY	Dry	N	No Contributing Action
89707272	746	14.745	9/5/2023	Tue	07:00	Rear End	0	0	10500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89708633	747	14.472	10/9/2023	Mon	08:10	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89708636	748	14.464	10/16/2023	Mon	08:50	Sideswipe	0	0	1100	DAY	Dry	N	Failed to Keep in Proper Lane
88248384	749	14.495	5/18/2023	Thu	10:20	Sideswipe	0	0	1300	DAY	Dry	N	No Contributing Action
88248386	750	16.299	7/24/2023	Mon	12:00	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Yield Right-of-Way
88248392	751	16.223	10/16/2023	Mon	07:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89708689	752	14.339	10/20/2023	Fri	09:50	Sideswipe	0	0	50	DAY	Dry	N	Failed to Yield Right-of-Way
89701997	753	17.014	10/30/2023	Mon	17:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89705934	754	16.280	10/10/2023	Tue	08:25	Sideswipe	0	0	7500	DAY	Dry	N	Failed to Yield Right-of-Way
89705935	755	16.261	10/10/2023	Tue	11:20	Rear End	0	1	0	DAY	Dry	N	Failed to Yield Right-of-Way
89708650	756	15.991	11/15/2023	Wed	09:35	Off Road	0	0	5000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89708651	757	14.472	11/17/2023	Fri	07:40	Sideswipe	0	0	1000	DAY	Dry	N	Failed to Keep in Proper Lane
89707297	758	16.067	9/20/2023	Wed	12:00	Sideswipe	0	0	3000	DAY	Dry	N	Other Contributing Action
89742267	759	16.223	12/3/2023	Sun	21:05	Other	0	0	0	NIGHT	Dry	N	No Contributing Action
89759403	760	14.415	12/31/2023	Sun	11:24	Sideswipe	0	1	0	DAY	Dry	N	No Contributing Action
89751065	761	16.396	12/6/2023	Wed	16:24	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89751066	762	16.249	12/6/2023	Wed	16:38	Rear End	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner

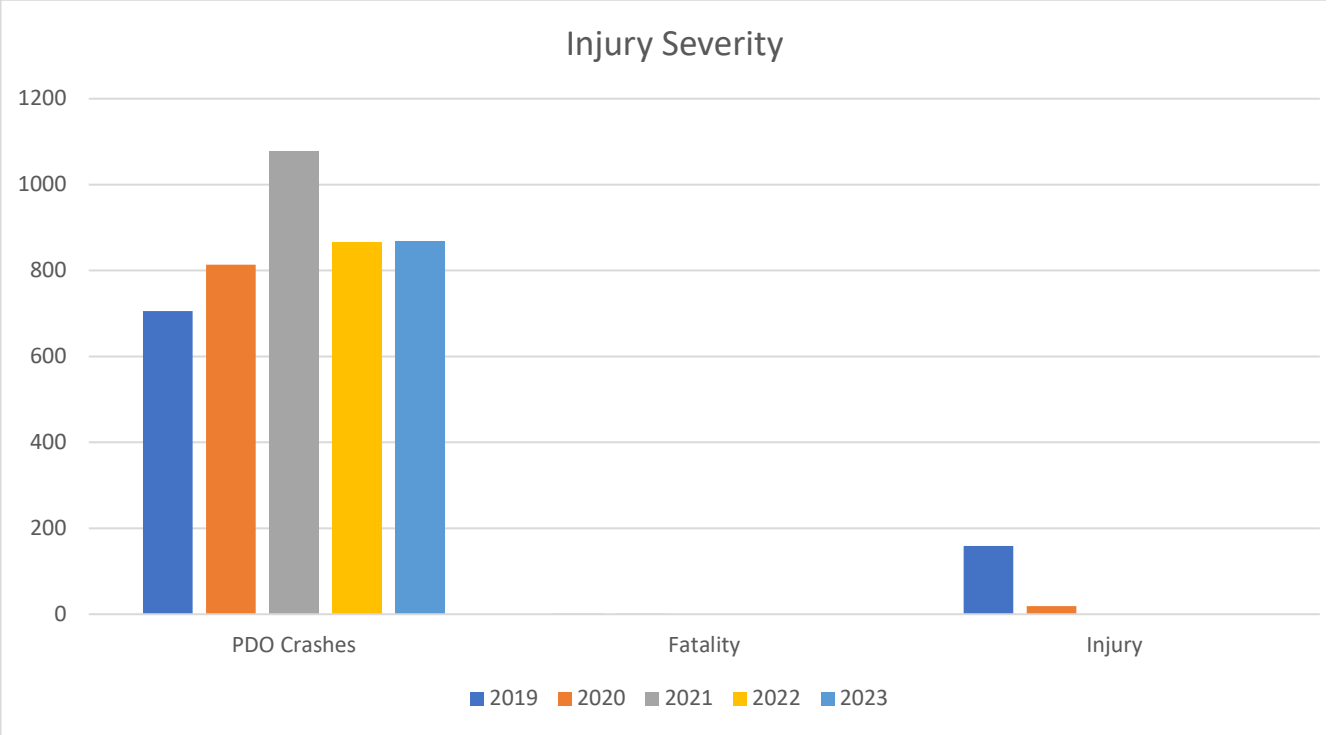
89751076	763	16.147	12/13/2023	Wed	20:48	Sideswipe	0	0	7000	NIGHT	Dry	N	No Contributing Action
89706278	764	14.566	8/15/2023	Tue	14:07	Other	0	0	5500	DAY	Dry	N	Other Contributing Action
89706281	765	14.778	8/17/2023	Thu	20:59	Other	0	1	0	NIGHT	Wet	N	No Contributing Action
89751103	766	16.155	12/30/2023	Sat	15:36	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89706314	767	16.110	9/17/2023	Sun	03:39	Off Road	0	1	0	NIGHT	Wet	N	Swerved or Avoided
89671402	768	14.669	7/6/2023	Thu	06:20	Rear End	0	0	4600	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89671408	769	16.124	7/10/2023	Mon	23:30	Other	0	0	1500	NIGHT	Dry	N	Failed to Keep in Proper Lane
89671411	770	13.821	7/15/2023	Sat	23:40	Off Road	0	0	2000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89671421	771	14.689	7/29/2023	Sat	00:25	Other	0	1	0	NIGHT	Dry	N	No Contributing Action
89671422	772	14.689	7/29/2023	Sat	00:30	Rear End	0	2	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89671426	773	14.604	7/31/2023	Mon	22:00	Sideswipe	0	0	1600	NIGHT	Dry	N	Failed to Keep in Proper Lane
89671428	774	14.472	8/7/2023	Mon	08:35	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89708702	775	14.680	10/31/2023	Tue	10:35	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89708705	776	14.651	11/3/2023	Fri	10:50	Rear End	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89668677	777	16.167	6/10/2023	Sat	20:20	Rear End	0	0	3500	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89666425	778	15.028	6/6/2023	Tue	16:25	Sideswipe	0	2	0	DAY	Dry	N	Improper Turn
89668697	779	13.746	6/26/2023	Mon	20:15	Rear End	0	0	1500	NIGHT	Dry	N	No Contributing Action
89668704	780	16.243	7/13/2023	Thu	13:10	Rear End	0	0	3000	DAY	Wet	N	Failed to Yield Right-of-Way
89668713	781	16.029	8/13/2023	Sun	00:05	Sideswipe	0	0	3000	NIGHT	Wet	N	No Contributing Action
89668722	782	14.538	8/27/2023	Sun	01:34	Rear End	0	0	6000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89665614	783	16.605	6/29/2023	Thu	15:40	Rear End	0	0	3000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89665616	784	16.005	6/29/2023	Thu	19:55	Rear End	0	0	3000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89665622	785	14.328	7/7/2023	Fri	16:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89665633	786	14.445	7/25/2023	Tue	17:48	Off Road	0	0	1000	DAY	Dry	N	No Contributing Action
89665642	787	16.110	7/31/2023	Mon	18:30	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89666471	788	16.067	7/13/2023	Thu	00:45	Rear End	0	0	1000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89666476	789	16.067	7/19/2023	Wed	22:30	Off Road	0	0	15000	NIGHT	Dry	N	No Contributing Action
89666481	790	16.067	7/27/2023	Thu	01:20	Rollover	0	1	0	NIGHT	Wet	N	No Contributing Action
89666484	791	14.745	7/29/2023	Sat	00:40	Off Road	0	0	20000	NIGHT	Dry	N	No Contributing Action
89666498	792	16.067	8/19/2023	Sat	17:15	Off Road	0	0	100	DAY	Dry	N	No Contributing Action
89671444	793	14.585	8/22/2023	Tue	11:20	Sideswipe	0	0	2300	DAY	Dry	N	Failed to Keep in Proper Lane
89671452	794	14.566	8/29/2023	Tue	07:30	Rear End	0	0	3300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89668824	795	15.391	6/18/2023	Sun	23:00	Rear End	0	0	7000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89668825	796	15.018	6/18/2023	Sun	04:00	Sideswipe	0	1	0	NIGHT	Wet	N	No Contributing Action
89668831	797	16.386	6/24/2023	Sat	21:00	Rear End	0	1	0	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89668832	798	16.046	6/25/2023	Sun	00:00	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89664585	799	14.245	6/11/2023	Sun	14:48	Sideswipe	0	0	1400	DAY	Dry	N	No Contributing Action
89664586	800	14.279	6/12/2023	Mon	13:36	Rear End	0	0	3200	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89708715	801	15.028	11/14/2023	Tue	12:20	Other	0	2	0	DAY	Dry	N	Improper Turn
89664625	802	14.279	8/18/2023	Fri	13:27	Rear End	0	0	800	DAY	Dry	N	No Contributing Action
89664626	803	14.994	8/19/2023	Sat	14:27	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89664627	804	15.818	8/20/2023	Sun	18:30	Rear End	0	2	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89664630	805	14.279	8/24/2023	Thu	19:41	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89664632	806	14.778	8/26/2023	Sat	18:06	Rear End	0	0	5900	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89666699	807	14.416	7/16/2023	Sun	21:25	Rear End	0	7	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89666702	808	16.601	7/17/2023	Mon	19:55	Other	0	4	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89666715	809	14.377	7/29/2023	Sat	18:35	Rear End	0	2	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89664640	810	15.955	9/15/2023	Fri	19:49	Rear End	0	0	700	NIGHT	Dry	N	No Contributing Action
89671611	811	14.920	8/9/2023	Wed	19:20	Sideswipe	0	0	2501	NIGHT	Dry	N	Failed to Keep in Proper Lane
89671618	812	16.564	8/15/2023	Tue	14:55	Rear End	0	0	1600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89665188	813	16.067	7/28/2023	Fri	01:00	Other	0	1	0	NIGHT	Wet	N	Swerved or Avoided
89665190	814	14.529	7/29/2023	Sat	01:00	Off Road	0	0	15000	NIGHT	Dry	N	Swerved or Avoided
89664282	815	15.951	6/29/2023	Thu	17:07	Rear End	0	0	12000	DAY	Dry	N	Failed to Yield Right-of-Way
89664284	816	16.405	7/3/2023	Mon	13:15	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89664287	817	16.162	7/3/2023	Mon	19:45	Sideswipe	0	0	15000	NIGHT	Dry	N	Failed to Yield Right-of-Way

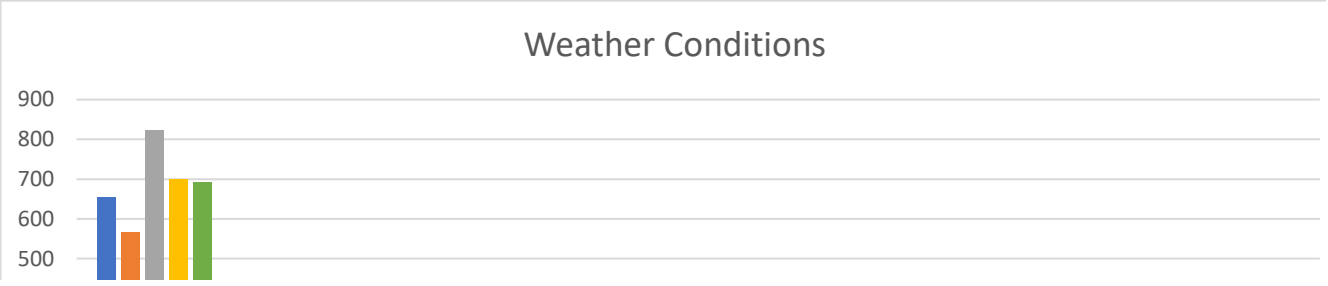
89664288	818	16.044	7/4/2023	Tue	15:10	Off Road	0	0	500	DAY	Dry	N	Swerved or Avoided
89664295	819	16.005	7/7/2023	Fri	14:00	Sideswipe	0	0	8000	DAY	Wet	N	Swerved or Avoided
89664296	820	16.110	7/7/2023	Fri	14:45	Sideswipe	0	0	1500	DAY	Wet	N	Swerved or Avoided
89664302	821	14.545	7/15/2023	Sat	05:10	Off Road	0	0	0	NIGHT	Dry	N	No Contributing Action
89666847	822	14.764	6/24/2023	Sat	20:57	Rear End	0	0	3000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89666853	823	14.328	7/2/2023	Sun	21:02	Rear End	0	0	9000	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89664313	824	16.110	7/26/2023	Wed	18:05	Rear End	0	0	9000	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89666859	825	14.328	7/7/2023	Fri	16:24	Rear End	0	0	2700	DAY	Dry	N	Improper Passing
89666861	826	14.689	7/8/2023	Sat	20:35	Rear End	0	0	2500	NIGHT	Wet	N	Failed to Yield Right-of-Way
89666863	827	16.332	7/15/2023	Sat	18:52	Rear End	0	1	0	DAY	Dry	N	No Contributing Action
89666865	828	16.305	7/16/2023	Sun	20:01	Rear End	0	0	5000	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89666867	829	14.545	7/18/2023	Tue	13:58	Sideswipe	0	0	3100	DAY	Dry	N	Failed to Keep in Proper Lane
89666869	830	16.429	7/18/2023	Tue	19:42	Sideswipe	0	0	500	NIGHT	Dry	N	No Contributing Action
89666878	831	14.566	7/29/2023	Sat	18:35	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89666880	832	17.003	7/31/2023	Mon	14:19	Sideswipe	0	0	2500	DAY	Dry	N	No Contributing Action
89671395	833	16.156	6/30/2023	Fri	13:00	Rear End	0	0	10000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89671389	834	13.836	6/24/2023	Sat	09:25	Sideswipe	0	0	1700	DAY	Dry	N	Failed to Keep in Proper Lane
89671390	835	13.821	6/24/2023	Sat	09:30	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89682435	836	16.970	8/18/2023	Fri	20:15	Sideswipe	0	0	501	NIGHT	Dry	N	Failed to Keep in Proper Lane
89682449	837	16.954	8/31/2023	Thu	18:00	Rear End	0	0	900	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89680752	838	14.806	7/15/2023	Sat	06:20	Off Road	0	1	0	NIGHT	Dry	N	No Contributing Action
89680758	839	16.243	7/18/2023	Tue	09:20	Rear End	0	0	11000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89680802	840	16.143	8/23/2023	Wed	07:10	Sideswipe	0	0	2700	DAY	Dry	N	Failed to Yield Right-of-Way
89680803	841	14.566	8/23/2023	Wed	07:55	Rear End	0	0	2500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89681438	842	14.279	7/6/2023	Thu	16:42	Rear End	0	0	2000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89681441	843	14.595	7/7/2023	Fri	15:05	Sideswipe	0	0	2000	DAY	Dry	N	No Contributing Action
89681442	844	14.428	7/7/2023	Fri	16:22	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89681459	845	16.305	7/22/2023	Sat	13:07	Rear End	0	0	1800	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89681462	846	16.167	7/23/2023	Sun	15:01	Rear End	0	2	0	DAY	Dry	N	Other Contributing Action
89681466	847	16.305	7/25/2023	Tue	15:28	Other	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89681467	848	16.305	7/25/2023	Tue	17:07	Sideswipe	0	0	1000	DAY	Dry	N	No Contributing Action
89681476	849	16.105	8/7/2023	Mon	17:17	Rear End	0	1	0	DAY	Dry	N	Other Contributing Action
89681483	850	14.678	8/11/2023	Fri	19:15	Sideswipe	0	0	1500	NIGHT	Dry	N	No Contributing Action
89682210	851	16.454	7/16/2023	Sun	20:00	Rear End	0	1	0	NIGHT	Wet	N	Operated MV in Careless or Negligent Manner
89684397	852	16.164	8/26/2023	Sat	13:00	Rear End	0	0	3000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89678799	853	15.955	9/30/2023	Sat	20:55	Rear End	0	0	3500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89680476	854	15.955	9/25/2023	Mon	17:39	Rear End	0	0	1000	DAY	Wet	N	No Contributing Action
89680478	855	15.955	9/26/2023	Tue	17:46	Rear End	0	1	0	DAY	Wet	N	Operated MV in Careless or Negligent Manner
89680484	856	16.454	10/4/2023	Wed	17:20	Rear End	0	0	4100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89680485	857	16.454	10/4/2023	Wed	18:56	Rear End	0	1	0	DAY	Dry	N	No Contributing Action
89678822	858	14.328	11/9/2023	Thu	09:50	Rear End	0	0	9500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89678836	859	17.247	11/28/2023	Tue	23:35	Rear End	0	0	17500	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
89713227	860	16.280	9/6/2023	Wed	10:50	Rear End	0	0	500	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89714929	861	16.621	10/16/2023	Mon	10:00	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89714958	862	17.108	11/8/2023	Wed	12:55	Other	0	0	200	DAY	Dry	N	No Contributing Action
89713243	863	16.454	9/18/2023	Mon	07:35	Sideswipe	0	0	900	DAY	Dry	N	Other Contributing Action
89712335	864	14.628	10/2/2023	Mon	08:35	Sideswipe	0	0	12500	DAY	Dry	N	No Contributing Action
89712339	865	15.938	10/3/2023	Tue	11:27	Off Road	0	0	1000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89712344	866	14.736	10/9/2023	Mon	08:23	Sideswipe	0	0	600	DAY	Dry	N	Failed to Yield Right-of-Way
89712349	867	15.028	10/16/2023	Mon	07:44	Rear End	0	0	9000	DAY	Dry	N	Operated MV in Careless or Negligent Manner
89711933	868	16.898	9/27/2023	Wed	01:32	Off Road	0	0	3000	NIGHT	Wet	N	No Contributing Action
89711934	869	16.167	9/27/2023	Wed	23:20	Sideswipe	0	1	0	NIGHT	Dry	N	Failed to Keep in Proper Lane

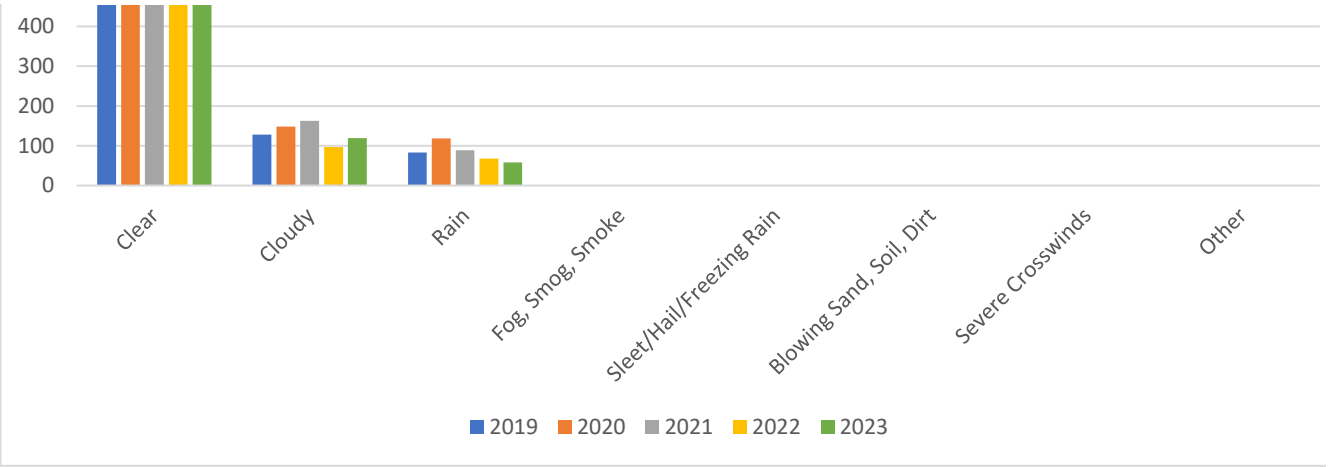
	Total No	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Wat	Other Non	Ped/Bike	Railway Veh	Parked Car	Motor Veh	Other Non	Post, Pol	Other Fixe
	869	**2**	**175**	**694**	**456**	**1**	**1**	**281**	**0**	**0**	**0**	2	**0**	7	**1**	**0**	**0**	**761**	**12**	**0**	**77**
	Percent	*0%*	*20%*	*80%*	*52%*	*0%*	*0%*	*32%*	*0%*	*0%*	*0%*	*0%*	*0%*	*1%*	*0%*	*0%*	*0%*	*88%*	*1%*	*0%*	*9%*

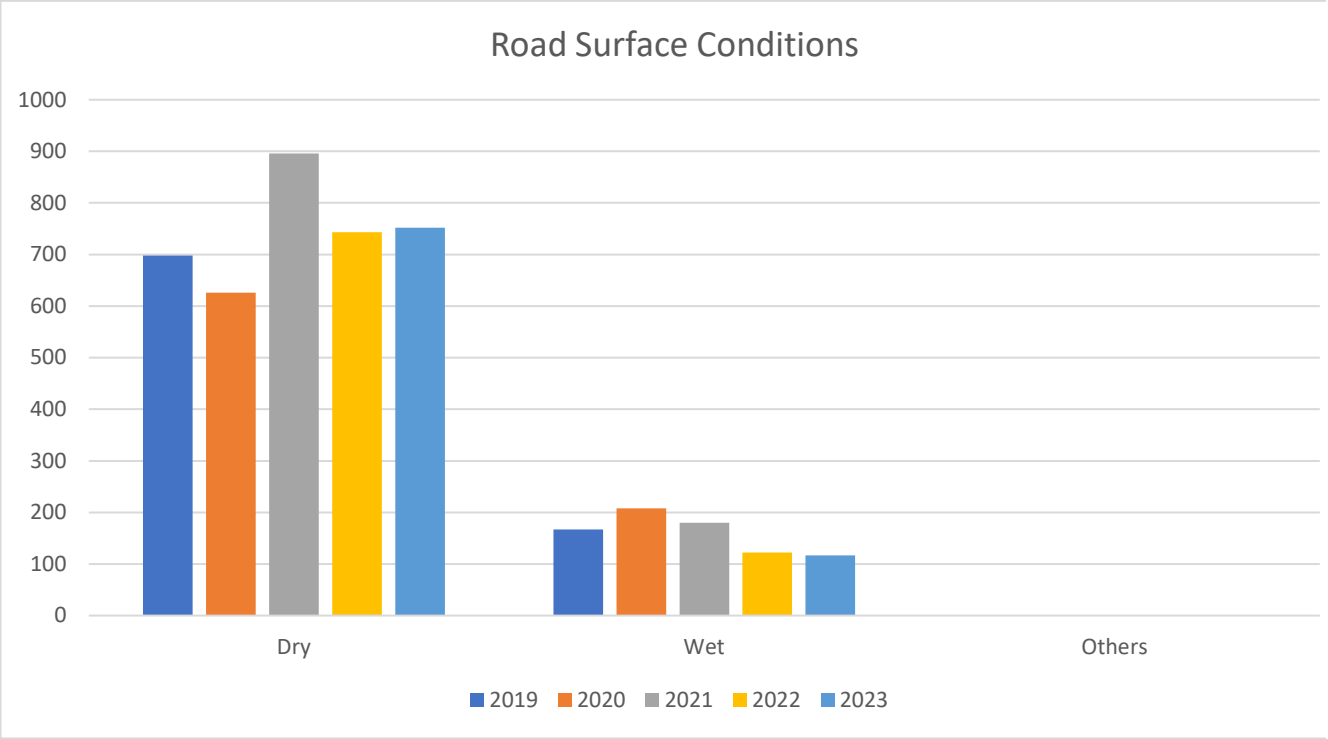
	Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
	Total	**546**	**323**	**117**	**752**	**1**	**188**	**506**	**70**	**1**	**0**	**0**	**21**	**8**	**0**	**58**	**1**	**9**	**0**	**65**	0
	Percent	*63%*	*37%*	*13%*	*87%*	*0%*	*22%*	*58%*	*8%*	*0%*	*0%*	*0%*	*2%*	*1%*	*0%*	*7%*	*0%*	*1%*	*0%*	*7%*	0%

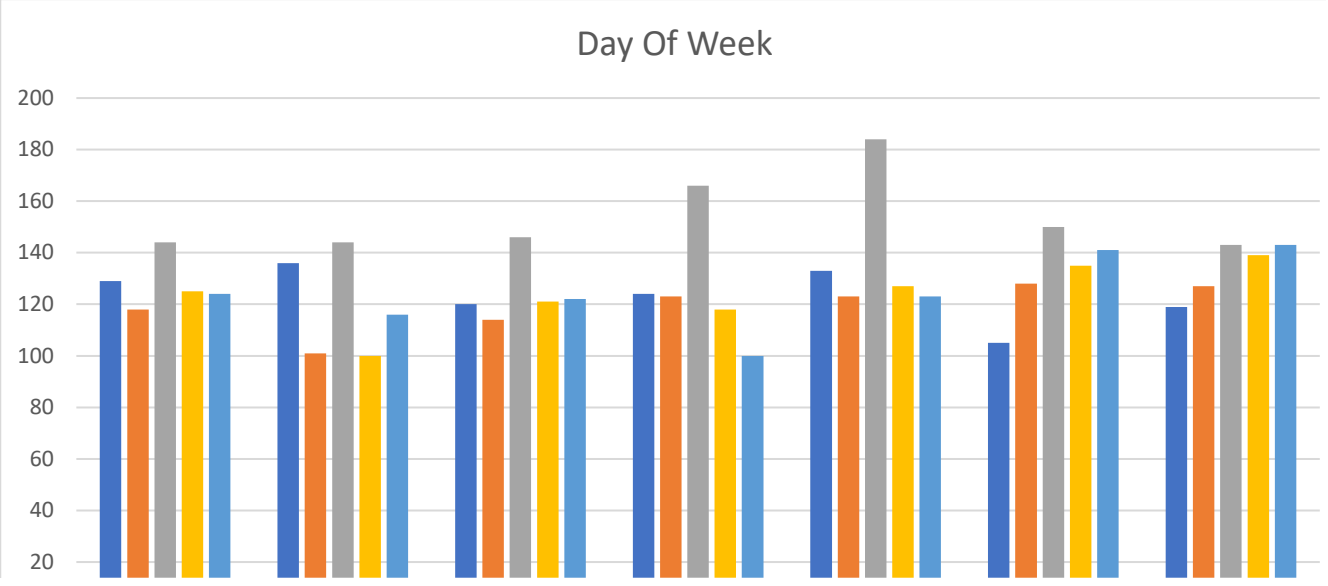

Crash Type
600
500
400
300
200
100
0
Rear End
Head On
Angle
Left Turn
Right Turn
Sideswipe
Backed Into
Off Road
Rollover
Pedestrian
Bicycle
Unknown
Other
2019
2020
2021
2022
2023

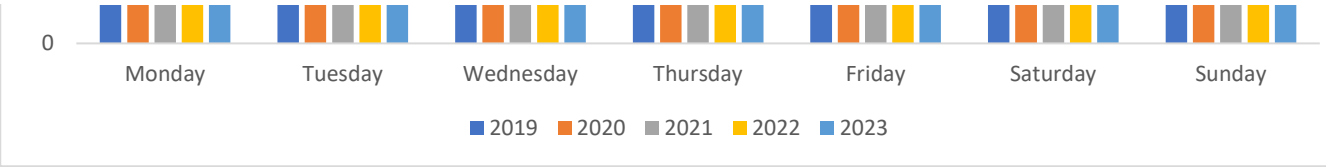

Injury Severity
1200
1000
800
600
400
200
0
PDO Crashes
Fatality
Injury
2019
2020
2021
2022
2023

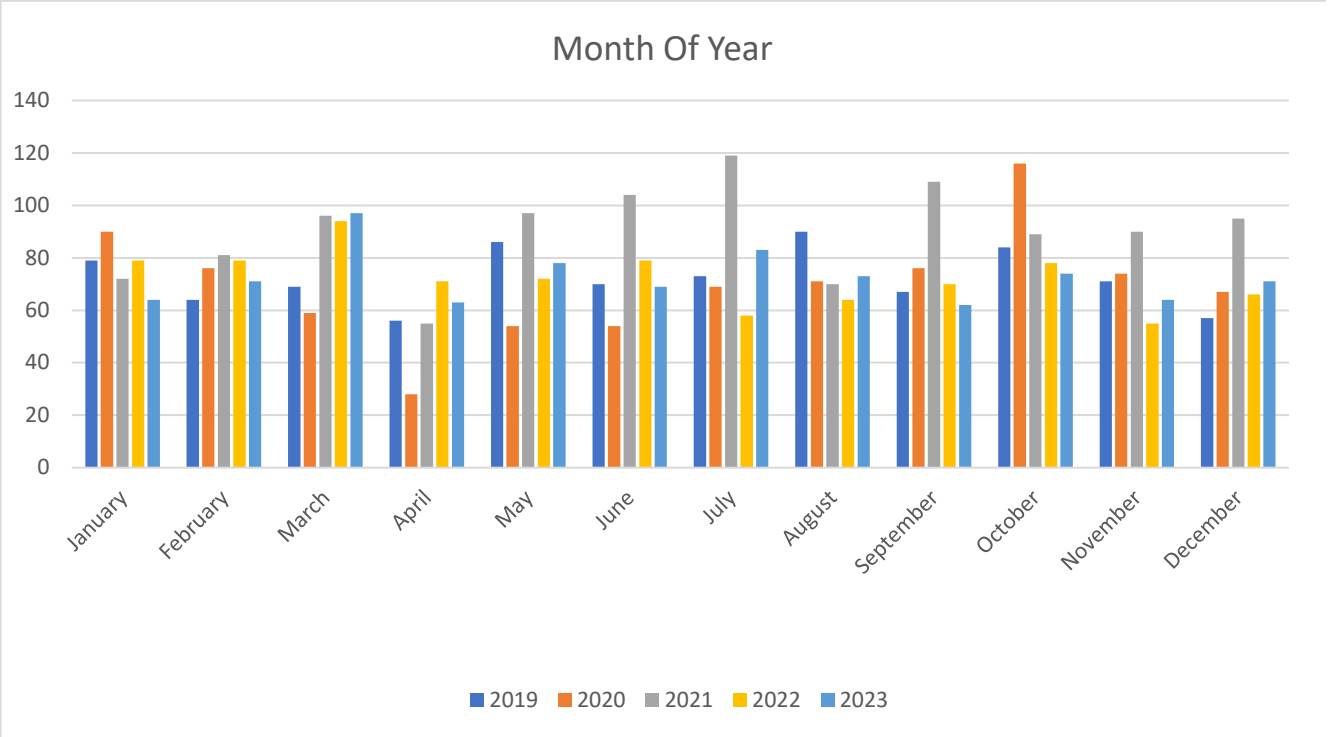

Weather Conditions
900
800
700
600
500

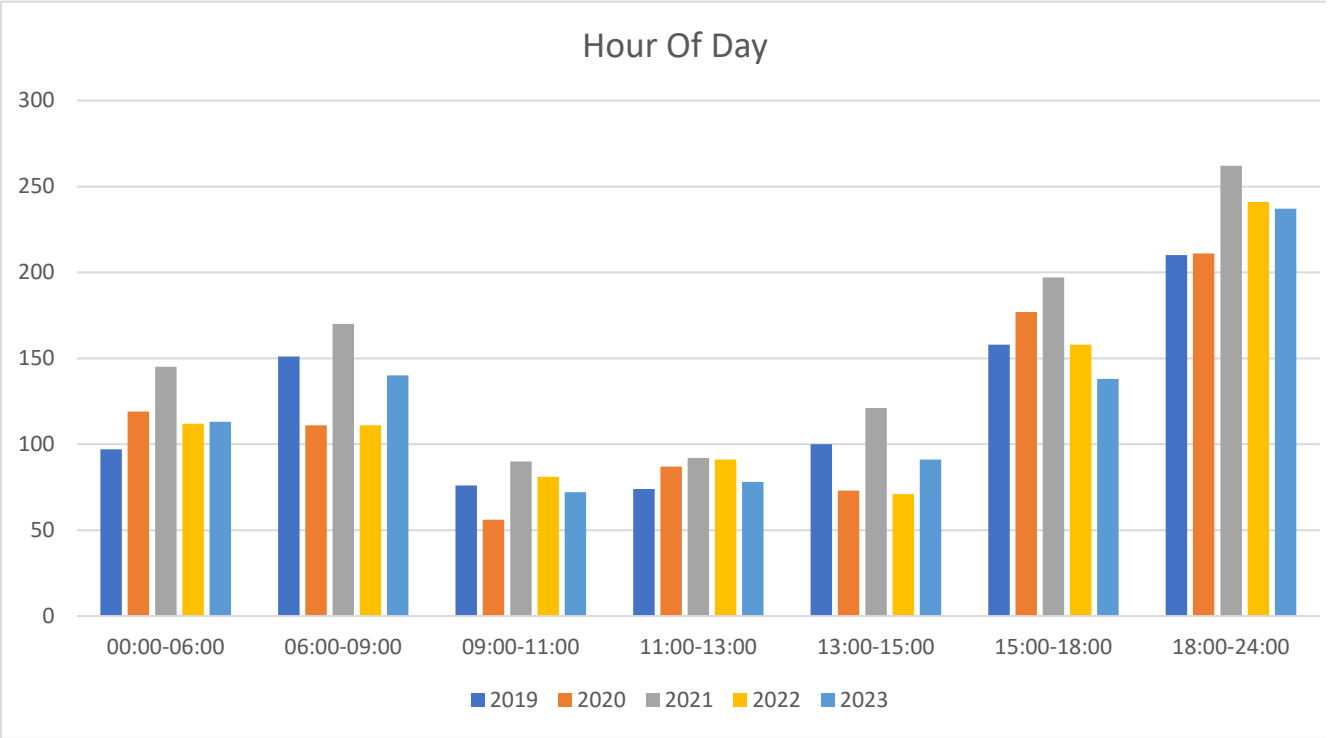

400
300
200
100
0
Clear
Cloudy
Rain
Fog, Smog, Smoke
Sleet/Hail/Freezing Rain
Blowing Sand, Soil, Dirt
Severe Crosswinds
Other
2019
2020
2021
2022
2023


Road Surface Conditions
1000
900
800
700
600
500
400
300
200
100
0
Dry
Wet
Others
2019
2020
2021
2022
2023


Day Of Week
200
180
160
140
120
100
80
60
40
20


0
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
2019
2020
2021
2022
2023


Month Of Year
140
120
100
80
60
40
20
0
January
February
March
April
May
June
July
August
September
October
November
December
2019
2020
2021
2022
2023


Hour Of Day
300
250
200
150
100
50
0
00:00-06:00
06:00-09:00
09:00-11:00
11:00-13:00
13:00-15:00
15:00-18:00
18:00-24:00
2019
2020
2021
2022
2023

Ives Dairy Rd.		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2019	2020	2021	2022	2023			
CRASH TYPE	Rear End	78	55	70	47	57	307	61	46.3%
	Head On	0	1	2	0	1	4	1	0.6%
	Angle	5	5	4	1	1	16	3	2.4%
	Left Turn	7	10	12	10	9	48	10	7.2%
	Right Turn	2	1	1	1	0	5	1	0.8%
	Sideswipe	48	44	45	39	33	209	42	31.5%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Off Road	3	6	4	2	5	20	4	3.0%
	Rollover	0	0	1	0	1	2	0	0.3%
	Pedestrian	0	0	0	0	1	1	0	0.2%
	Bicycle	0	0	0	1	0	1	0	0.2%
	Unknown	0	1	2	5	0	8	2	1.2%
	Other	11	4	12	9	6	42	8	6.3%
	Collision With Fixed Object	*3*	*6*	*4*	*2*	*5*	20	4	3.0%
	Impact Attenuator/Crash Cushion	1	0	0	0	0	1	0	0.2%
	Bridge Overhead Structure	0	0	0	0	0	0	0	0.0%
	Bridge Pier or Support	0	0	0	0	0	0	0	0.0%
	Bridge Rail	0	0	0	0	0	0	0	0.0%
	Culvert	0	0	0	0	0	0	0	0.0%
	Curb	0	0	1	0	0	1	0	0.2%
	Ditch	0	0	0	0	0	0	0	0.0%
	Embankment	0	0	0	0	0	0	0	0.0%
	Guardrail Face	0	0	0	0	0	0	0	0.0%
	Guardrail End	0	0	0	0	0	0	0	0.0%
	Cable Barrier	0	0	0	0	0	0	0	0.0%
	Concrete Traffic Barrier	0	3	2	2	0	7	1	1.1%
	Other Traffic Barrier	0	1	0	0	2	3	1	0.5%
	Tree (Standing)	0	0	0	0	1	1	0	0.2%
	Utility Pole/Light Support	1	0	0	0	1	2	0	0.3%
	Traffic Sign Support	1	0	0	0	0	1	0	0.2%
	Traffic Signal Support	0	0	0	0	0	0	0	0.0%
	Other Post, Pole Or Support	0	0	0	0	0	0	0	0.0%
	Fence	0	1	0	0	1	2	0	0.3%
	Mailbox	0	0	0	0	0	0	0	0.0%
	Other Fixed Object	0	1	1	0	0	2	0	0.3%
	Collision Non-Fixed Object	150	121	148	111	108	638	128	96.2%
	Pedestrian	0	0	0	0	1	1	0	0.2%
	Pedalcycle	0	0	0	1	0	1	0	0.2%
	Railway Vehicle (Train, Engine)	0	0	0	0	0	0	0	0.0%
	Animal	0	0	0	0	0	0	0	0.0%
	Motor Vehicle in Transport	148	121	146	109	106	630	126	95.0%
	Parked Motor Vehicle	2	0	0	0	0	2	0	0.3%
	Work Zone/Maintenance Equipment	0	0	0	0	0	0	0	0.0%
	Struck by Falling, Shifting Cargo	0	0	0	0	1	1	0	0.2%
	Other Non-Fixed Object	0	0	2	1	0	3	1	0.5%
	Non-Collisions								0.0%
	Overturn/Rollover	0	0	1	0	1	2	0	0.3%
	Fire/Explosion	0	0	0	1	0	1	0	0.2%
	Immersion	0	0	0	0	0	0	0	0.0%
	Jackknife	0	0	0	1	0	1	0	0.2%
	Cargo/Equipment Loss or Shift	0	0	0	0	0	0	0	0.0%
	Fell/Jumped from Motor Vehicle	0	0	0	0	0	0	0	0.0%
	Thrown or Falling Object	0	0	0	0	0	0	0	0.0%
	Ran into Water/Canal	0	0	0	0	0	0	0	0.0%
	Other Non-Collision	1	0	0	0	0	1	0	0.2%
	Total Crashes	**154**	**127**	**153**	**115**	**114**	**663**	**133**	100.0%
INJURY SEVERITY	PDO Crashes	132	114	137	97	97	577	115	87.0%
	Fatality	0	0	0	0	1	1	0	0.2%
	Injury	22	13	16	18	16	85	17	12.8%

LIGHTING CONDITIONS	Daylight	100	93	105	81	78	457	91	68.9%
	Dusk	3	4	2	0	1	10	2	1.5%
	Dawn	2	0	0	1	2	5	1	0.8%
	Dark - Not Lighted	7	1	2	0	0	10	2	1.5%
	Dark - Lighted	42	29	44	31	33	179	36	27.0%
	Other,Explain in Narrative	0	0	0	0	0	0	0	0.0%
	Unknown	0	0	0	2	0	2	0	0.3%
ROAD SURFACE CONDITIONS	Dry	137	107	139	97	99	579	116	87.3%
	Wet	17	20	14	17	15	83	17	12.5%
	Others	0	0	0	1	0	1	0	0.2%
MONTH OF YEAR	January	15	21	4	7	11	58	12	8.7%
	February	13	17	15	8	5	58	12	8.7%
	March	8	5	11	5	13	42	8	6.3%
	April	5	3	12	6	3	29	6	4.4%
	May	15	1	16	5	8	45	9	6.8%
	June	5	11	14	13	15	58	12	8.7%
	July	13	5	10	15	10	53	11	8.0%
	August	16	8	14	11	13	62	12	9.4%
	September	16	8	16	11	9	60	12	9.0%
	October	12	26	12	14	11	75	15	11.3%
	November	14	7	11	8	5	45	9	6.8%
	December	22	15	18	12	11	78	16	11.8%
DAY OF WEEK	Monday	20	22	21	20	13	96	19	14.5%
	Tuesday	25	21	21	16	21	104	21	15.7%
	Wednesday	15	17	21	22	12	87	17	13.1%
	Thursday	27	25	21	12	26	111	22	16.7%
	Friday	28	21	32	13	19	113	23	17.0%
	Saturday	19	11	18	19	12	79	16	11.9%
	Sunday	20	10	19	13	11	73	15	11.0%
HOUR OF DAY	00:00-06:00	10	9	16	11	12	58	12	8.7%
	06:00-09:00	20	18	20	9	14	81	16	12.2%
	09:00-11:00	16	14	10	20	10	70	14	10.6%
	11:00-13:00	10	9	24	17	15	75	15	11.3%
	13:00-15:00	22	21	21	17	16	97	19	14.6%
	15:00-18:00	25	33	23	16	18	115	23	17.3%
	18:00-24:00	51	23	39	25	29	167	33	25.2%
DRIVERS ACTIONS AT TIME OF THE CRASH	No Contributing Action	18	18	23	8	14	81	16	12.2%
	Operated MV in Careless or Negligent Manner	92	61	68	59	40	320	64	48.3%
	Failed to Yield Right-Of-Way	19	24	19	12	11	85	17	12.8%
	Improper Backing	1	0	2	0	3	6	1	0.9%
	Improper Turn	2	0	1	3	1	7	1	1.1%
	Followed too Closely	0	0	1	5	11	17	3	2.6%
	Ran Red Light	5	3	3	1	2	14	3	2.1%
	Drove too Fast for Conditions	0	0	0	0	0	0	0	0.0%
	Ran Stop Sign	0	0	0	0	0	0	0	0.0%
	Improper Passing	3	2	3	5	8	21	4	3.2%
	Exceeded Posted Speed	0	0	0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	0	0	0	0	0	0	0	0.0%
	Failed To Keep In Proper Lane	6	9	16	7	4	42	8	6.3%
	Ran Off Roadway	0	0	0	0	2	2	0	0.3%
	Disregarded Other Traffic Sign	0	0	0	1	1	2	0	0.3%
	Disregarded other Road Markings	1	0	1	0	0	2	0	0.3%
	Over-Correcting/Over-Steering	0	0	1	0	0	1	0	0.2%
	Swerved Or Avoided	0	0	1	0	0	1	0	0.2%
	perated MV in Erratic, Reckless or Aggressive Manne	0	1	1	0	0	2	0	0.3%
	Other Contributing Action	7	9	13	14	17	60	12	9.0%
WEATHER CONDITIONS	Clear	123	99	126	90	96	534	107	80.5%
	Cloudy	21	17	19	10	14	81	16	12.2%
	Rain	10	11	8	14	4	47	9	7.1%
	Fog, Smog, Smoke	0	0	0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	0	0	0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	0	0	0	0	0	0	0	0.0%
	Severe Crosswinds	0	0	0	0	0	0	0	0.0%
	Other	0	0	0	1	0	1	0	0.2%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-013-000** Route No(s): **SR-9** **I-95** Local Name(s): **Ives Dairy Rd**

MP **2.305** to MP **2.887** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2019** to **12/ 2019** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
88059144	1	2.743	3/15/2019	Fri	23:15	Rear End	0	0	1400	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88051336	2	2.717	1/8/2019	Tue	09:20	Sideswipe	0	0	600	DAY	Dry	N	No Contributing Action
88243170	3	2.718	12/16/2019	Mon	22:15	Left Turn	0	2	0	NIGHT	Dry	Y	Ran Red Light
88051354	4	2.717	2/1/2019	Fri	13:00	Sideswipe	0	0	2000	DAY	Dry	N	Failed to Yield Right-of-Way
88108144	5	2.596	4/15/2019	Mon	07:00	Rear End	0	0	800	DAY	Dry	N	No Contributing Action
88175946	6	2.726	8/4/2019	Sun	09:00	Rear End	0	0	300	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88051360	7	2.717	2/13/2019	Wed	08:20	Rear End	0	0	400	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88157186	8	2.650	6/22/2019	Sat	07:50	Rear End	0	0	1100	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88194308	9	2.357	9/15/2019	Sun	08:10	Sideswipe	0	0	1900	DAY	Dry	N	No Contributing Action
88192551	10	2.766	9/19/2019	Thu	12:35	Left Turn	0	1	0	DAY	Dry	N	Other Contributing Action
88133605	11	2.706	7/1/2019	Mon	18:40	Rear End	0	0	150	DAY	Dry	N	No Contributing Action
88147225	12	2.305	7/19/2019	Fri	21:00	Off Road	0	0	13000	NIGHT	Dry	N	No Contributing Action
88231315	13	2.835	11/23/2019	Sat	18:42	Rear End	0	0	600	DAY	Dry	N	No Contributing Action
88252532	14	2.860	12/24/2019	Tue	21:33	Left Turn	0	2	0	NIGHT	Dry	N	Failed to Yield Right-of-Way
88252543	15	2.768	12/30/2019	Mon	18:53	Left Turn	0	4	0	DAY	Dry	Y	Ran Red Light
88252544	16	2.727	12/30/2019	Mon	19:10	Sideswipe	0	0	1000	NIGHT	Dry	N	No Contributing Action
88097808	17	2.628	3/31/2019	Sun	18:12	Rear End	0	0	1200	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88060218	18	2.405	3/1/2019	Fri	22:15	Rear End	0	2	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88167679	19	2.717	8/25/2019	Sun	02:16	Angle	0	0	7000	NIGHT	Dry	0	Ran Red Light
88119690	20	2.717	5/16/2019	Thu	08:15	Rear End	0	0	1050	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88210613	21	2.856	10/15/2019	Tue	19:37	Sideswipe	0	0	2000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88210620	22	2.823	10/24/2019	Thu	13:30	Sideswipe	0	0	2000	DAY	Dry	0	Failed to Keep in Proper Lane
88136569	23	2.717	6/26/2019	Wed	13:59	Sideswipe	0	0	400	DAY	Dry	0	No Contributing Action
88076618	24	2.561	2/6/2019	Wed	18:20	Rear End	0	0	17000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88121637	25	2.691	8/16/2019	Fri	09:39	Other	0	0	1020	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88121817	26	2.837	6/30/2019	Sun	14:30	Rear End	0	2	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88128480	27	2.845	5/13/2019	Mon	13:21	Other	0	0	1900	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88240460	28	2.368	12/31/2019	Tue	07:20	Rear End	0	0	2400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89511851	29	2.391	12/20/2019	Fri	21:30	Sideswipe	0	0	500	NIGHT	Dry	0	No Contributing Action
88207478	30	2.371	9/25/2019	Wed	21:30	Rear End	0	0	2500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88164974	31	2.778	7/4/2019	Thu	10:20	Sideswipe	0	0	800	DAY	Dry	0	Failed to Keep in Proper Lane
88041906	32	2.661	1/24/2019	Thu	08:26	Sideswipe	0	0	4000	DAY	Dry	0	Improper Passing
88143595	33	2.714	7/3/2019	Wed	16:28	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88132626	34	2.849	5/10/2019	Fri	14:33	Other	0	0	500	DAY	Dry	0	No Contributing Action
88053894	35	2.862	1/31/2019	Thu	23:10	Left Turn	0	0	2700	NIGHT	Dry	0	Other Contributing Action
88256020	36	2.695	12/29/2019	Sun	13:16	Sideswipe	0	1	0	DAY	Dry	0	Other Contributing Action
88896077	37	2.314	9/30/2019	Mon	14:23	Other	0	0	210	DAY	Dry	0	Improper Backing
88066948	38	2.881	2/22/2019	Fri	09:36	Rear End	0	1	0	DAY	Dry	0	No Contributing Action
88246884	39	2.736	12/12/2019	Thu	02:15	Off Road	0	0	500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88247278	40	2.488	12/31/2019	Tue	13:00	Rear End	0	0	6000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88213239	41	2.743	11/24/2019	Sun	22:14	Rear End	0	3	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88225457	42	2.684	12/31/2019	Tue	21:50	Other	0	0	700	NIGHT	Dry	0	Improper Turn
88249225	43	2.824	12/3/2019	Tue	06:50	Rear End	0	0	1500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88249229	44	2.843	12/8/2019	Sun	09:50	Other	0	1	0	DAY	Dry	0	Improper Turn
87258411	45	2.580	1/5/2019	Sat	02:25	Other	0	0	10000	NIGHT	Dry	0	Ran Red Light
88213589	46	2.629	10/28/2019	Mon	16:29	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88249232	47	2.680	12/15/2019	Sun	04:40	Left Turn	0	2	0	NIGHT	Dry	0	Failed to Yield Right-of-Way

88231290	48	2.878	10/31/2019	Thu	16:43	Other	0	0	800	DAY	Dry	0	No Contributing Action
88249365	49	2.614	12/4/2019	Wed	12:48	Sideswipe	0	0	4000	DAY	Dry	0	Other Contributing Action
88249238	50	2.856	12/21/2019	Sat	05:15	Sideswipe	0	0	1000	NIGHT	Wet	0	Failed to Yield Right-of-Way
88249375	51	2.887	12/19/2019	Thu	12:28	Angle	0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88163442	52	2.871	8/26/2019	Mon	08:53	Sideswipe	0	0	1000	DAY	Dry	0	Other Contributing Action
88163444	53	2.623	8/26/2019	Mon	11:00	Rear End	0	0	100	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88132309	54	2.610	5/23/2019	Thu	07:35	Rear End	0	0	250	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88081698	55	2.832	2/19/2019	Tue	08:55	Sideswipe	0	0	1600	DAY	Dry	0	Failed to Yield Right-of-Way
88101961	56	2.784	5/9/2019	Thu	14:00	Sideswipe	0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88094787	57	2.554	5/7/2019	Tue	08:27	Angle	0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88252042	58	2.717	11/20/2019	Wed	18:32	Rear End	0	0	5000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88252052	59	2.717	11/28/2019	Thu	18:00	Sideswipe	0	0	3200	DAY	Dry	0	Failed to Yield Right-of-Way
88212026	60	2.717	11/4/2019	Mon	15:03	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88212021	61	2.887	10/29/2019	Tue	13:28	Sideswipe	0	0	1000	DAY	Dry	0	Failed to Yield Right-of-Way
88139090	62	2.614	6/17/2019	Mon	08:00	Sideswipe	0	0	1900	DAY	Wet	0	No Contributing Action
88082025	63	2.554	3/2/2019	Sat	17:45	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88194301	64	2.614	9/10/2019	Tue	08:40	Rear End	0	0	130	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88147233	65	2.717	7/23/2019	Tue	15:50	Sideswipe	0	0	250	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88139073	66	2.350	5/31/2019	Fri	09:40	Rear End	0	0	5300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88077038	67	2.700	3/14/2019	Thu	11:35	Rear End	0	0	1700	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88182505	68	2.628	8/10/2019	Sat	19:15	Rear End	0	0	2800	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88168643	69	2.305	12/26/2019	Thu	13:18	Left Turn	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
88213804	70	2.714	11/14/2019	Thu	19:57	Rear End	0	0	0	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88140023	71	2.772	9/8/2019	Sun	02:45	Sideswipe	0	0	850	NIGHT	Dry	0	Ran Red Light
88242736	72	2.375	11/30/2019	Sat	20:29	Rear End	0	0	1200	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88169573	73	2.554	7/7/2019	Sun	19:53	Off Road	0	0	1700	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88242729	74	2.883	11/27/2019	Wed	20:13	Sideswipe	0	0	700	NIGHT	Dry	0	Improper Passing
88184740	75	2.717	8/21/2019	Wed	14:05	Rear End	0	0	1500	DAY	Dry	0	Disregarded Other Road Markings
88250084	76	2.731	11/19/2019	Tue	04:55	Rear End	0	0	450	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88252045	77	2.486	11/21/2019	Thu	20:09	Rear End	0	0	1800	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88041945	78	2.605	1/19/2019	Sat	18:04	Rear End	0	0	5500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88184753	79	2.717	8/29/2019	Thu	14:15	Rear End	0	0	1800	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88061386	80	2.660	1/23/2019	Wed	18:14	Rear End	0	0	7500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88061277	81	2.856	1/27/2019	Sun	19:52	Rear End	0	0	1000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88023994	82	2.456	1/18/2019	Fri	12:50	Rear End	0	0	500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88198379	83	2.583	10/8/2019	Tue	22:34	Right Turn	0	3	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88173575	84	2.714	7/31/2019	Wed	19:06	Other	0	0	400	NIGHT	Dry	0	No Contributing Action
88210651	85	2.831	11/20/2019	Wed	14:49	Rear End	0	0	3000	DAY	Dry	0	Failed to Keep in Proper Lane
88067157	86	2.703	1/11/2019	Fri	22:11	Rear End	0	2	0	NIGHT	Dry	0	Failed to Keep in Proper Lane
88063550	87	2.500	1/13/2019	Sun	19:15	Sideswipe	0	0	2000	NIGHT	Dry	0	No Contributing Action
88859812	88	2.321	1/18/2019	Fri	17:50	Other	0	0	1100	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88041907	89	2.688	1/25/2019	Fri	07:33	Rear End	0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88084001	90	2.834	3/17/2019	Sun	00:55	Sideswipe	0	0	550	NIGHT	Wet	0	Other Contributing Action
88088570	91	2.425	4/13/2019	Sat	17:00	Rear End	0	0	16500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88126089	92	2.736	4/30/2019	Tue	18:11	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88126911	93	2.721	5/22/2019	Wed	14:32	Rear End	0	0	1200	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88126917	94	2.688	5/23/2019	Thu	17:26	Rear End	0	0	4500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88136887	95	2.748	5/16/2019	Thu	19:05	Sideswipe	0	0	1000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88138782	96	2.884	7/4/2019	Thu	09:02	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88147227	97	2.566	7/20/2019	Sat	17:20	Rear End	0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88169539	98	2.711	8/30/2019	Fri	16:24	Sideswipe	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88173655	99	2.417	9/24/2019	Tue	18:25	Rear End	0	0	5000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88199680	100	2.582	9/22/2019	Sun	00:40	Angle	0	1	0	NIGHT	Dry	0	Failed to Yield Right-of-Way
88205717	101	2.826	9/1/2019	Sun	17:05	Rear End	0	0	400	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88205716	102	2.792	9/1/2019	Sun	12:05	Sideswipe	0	1	0	DAY	Wet	0	Failed to Yield Right-of-Way

88205767	103	2.626	11/1/2019		Fri	09:20	Rear End			0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88210677	104	2.686	10/10/2019		Thu	19:45	Rear End			0	0	700	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner						
88213131	105	2.629	9/29/2019		Sun	16:39	Sideswipe			0	0	1500	DAY	Dry	0	Failed to Yield Right-of-Way						
88213157	106	2.321	10/26/2019		Sat	01:37	Rear End			0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner						
88895893	107	2.332	10/3/2019		Thu	09:48	Right Turn			0	0	1300	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88243178	108	2.724	12/21/2019		Sat	22:00	Rear End			0	2	0	NIGHT	Dry	0	No Contributing Action						
88155940	109	2.884	8/23/2019		Fri	20:58	Sideswipe			0	0	500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner						
88883864	110	2.315	7/30/2019		Tue	22:12	Sideswipe			0	1	0	NIGHT	Dry	0	Improper Passing						
88052125	111	2.330	2/1/2019		Fri	08:30	Angle			0	0	101	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88203455	112	2.371	11/4/2019		Mon	23:36	Rear End			0	0	4800	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner						
88056333	113	2.594	1/28/2019		Mon	15:45	Sideswipe			0	0	2000	DAY	Dry	0	Failed to Yield Right-of-Way						
88892398	114	2.432	9/3/2019		Tue	14:07	Other			0	0	900	DAY	Dry	0	No Contributing Action						
88174361	115	2.612	10/6/2019		Sun	22:20	Sideswipe			0	2	0	NIGHT	Wet	0	No Contributing Action						
88263604	116	2.356	12/13/2019		Fri	16:43	Rear End			0	0	850	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88048926	117	2.374	2/18/2019		Mon	22:07	Rear End			0	0	1100	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner						
88173650	118	2.717	9/20/2019		Fri	17:00	Rear End			0	0	1100	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88106049	119	2.856	3/16/2019		Sat	17:50	Rear End			0	0	800	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88246832	120	2.717	11/8/2019		Fri	18:10	Rear End			0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88250394	121	2.554	12/16/2019		Mon	22:12	Rear End			0	0	200	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner						
88134912	122	2.721	6/3/2019		Mon	10:00	Sideswipe			0	0	1500	DAY	Dry	0	Failed to Yield Right-of-Way						
88197875	123	2.614	8/31/2019		Sat	16:10	Rear End			0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88246888	124	2.554	12/14/2019		Sat	23:34	Sideswipe			0	0	1000	NIGHT	Dry	0	Failed to Yield Right-of-Way						
88208619	125	2.829	10/11/2019		Fri	09:30	Sideswipe			0	0	1000	DAY	Dry	0	Failed to Yield Right-of-Way						
88113667	126	2.554	3/24/2019		Sun	14:42	Sideswipe			0	0	510	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
87258409	127	2.391	1/3/2019		Thu	22:16	Sideswipe			0	0	5000	NIGHT	Dry	0	No Contributing Action						
87204158	128	2.850	2/15/2019		Fri	15:25	Rear End			0	0	2050	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88086720	129	2.887	5/1/2019		Wed	23:25	Sideswipe			0	0	1000	NIGHT	Wet	0	No Contributing Action						
88172483	130	2.866	8/24/2019		Sat	20:09	Sideswipe			0	0	2000	NIGHT	Dry	0	No Contributing Action						
88172526	131	2.887	9/6/2019		Fri	14:40	Sideswipe			0	0	3000	DAY	Dry	0	Failed to Keep in Proper Lane						
88178628	132	2.717	8/3/2019		Sat	18:17	Rear End			0	0	1500	DAY	Wet	0	Operated MV in Careless or Negligent Manner						
88053135	133	2.857	2/22/2019		Fri	16:25	Sideswipe			0	0	5300	DAY	Dry	0	No Contributing Action						
88174381	134	2.386	7/15/2019		Mon	16:37	Rear End			0	0	1500	DAY	Dry	0	Failed to Yield Right-of-Way						
88196995	135	2.603	10/10/2019		Thu	16:04	Sideswipe			0	0	150	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88092560	136	2.554	2/12/2019		Tue	09:50	Rear End			0	0	2500	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88029083	137	2.554	2/4/2019		Mon	06:54	Sideswipe			0	0	800	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner						
88142018	138	2.712	7/2/2019		Tue	21:00	Sideswipe			0	0	2000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner						
88056338	139	2.887	1/31/2019		Thu	14:28	Rear End			0	0	1600	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88205163	140	2.868	8/29/2019		Thu	08:50	Sideswipe			0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88201107	141	2.554	9/6/2019		Fri	08:21	Rear End			0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88201110	142	2.887	9/12/2019		Thu	09:15	Rear End			0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88130757	143	2.791	4/23/2019		Tue	12:30	Sideswipe			0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88128485	144	2.859	5/20/2019		Mon	14:43	Rear End			0	0	600	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88128487	145	2.833	5/21/2019		Tue	17:40	Rear End			0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88128490	146	2.883	5/22/2019		Wed	18:06	Rear End			0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88128476	147	2.849	5/10/2019		Fri	15:06	Rear End			0	0	901	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88157227	148	2.657	8/3/2019		Sat	12:00	Rear End			0	0	3500	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88253337	149	2.648	12/27/2019		Fri	13:25	Rear End			0	0	500	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
83799601	150	2.614	8/20/2019		Tue	06:49	Rear End			0	0	1500	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner						
88056061	151	2.862	2/9/2019		Sat	10:50	Sideswipe			0	0	1500	DAY	Dry	0	Failed to Yield Right-of-Way						
88138424	152	2.880	7/30/2019		Tue	12:50	Sideswipe			0	0	2500	DAY	Dry	0	Other Contributing Action						
88076610	153	2.782	2/1/2019		Fri	17:26	Rear End			0	1	0	DAY	Dry	0	Failed to Keep in Proper Lane						
88082448	154	2.822	4/16/2019		Tue	10:55	Rear End			0	0	7000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
	Total No.	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Water	Other Non-Collision	Ped/Bike	Railway Vehicle	Parked Car	Motor Vehicle in Transport	Other Non-Fixed Objects	Post, Pole or Support	Other Fixed Object	

	154	0	23	131	78	0	5	48	0	7	2	0	0	1	0	0	0	148	0	0	3
	Percent	*0%*	*15%*	*85%*	*51%*	*0%*	*3%*	*31%*	*0%*	*5%*	*1%*	0%	*0%*	1%	*0%*	*0%*	*0%*	*96%*	*0%*	*0%*	*2%*
	Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
	Total	**104**	**50**	**17**	**137**	**0**	**22**	**92**	**24**	**1**	**0**	**0**	**3**	**0**	**0**	**6**	**1**	**0**	**0**	**7**	0
	Percent	*68%*	*32%*	*11%*	*89%*	*0%*	*14%*	*60%*	*16%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*4%*	*1%*	*0%*	*0%*	*5%*	0%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-013-000** Route No(s): **SR-9** **I-95** Local Name(s): **Ives Dairy Rd**

MP **2.305** to MP **2.887** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2020** to **12/ 2020** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
88286485	1	2.717	2/20/2020	Thu	20:00	Rear End	0	0	1000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88286499	2	2.353	2/29/2020	Sat	15:50	Sideswipe	0	0	700	DAY	Dry	0	Failed to Yield Right-of-Way
88275039	3	2.814	2/15/2020	Sat	14:30	Rear End	0	0	200	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88299315	4	2.709	2/27/2020	Thu	22:10	Other	0	0	1600	NIGHT	Dry	0	Ran Red Light
88338109	5	2.538	9/18/2020	Fri	08:20	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88371401	6	2.626	8/31/2020	Mon	01:05	Off Road	0	0	2000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88297919	7	2.856	3/9/2020	Mon	07:10	Angle	0	0	2520	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88371421	8	2.717	10/27/2020	Tue	12:40	Sideswipe	0	0	6000	DAY	Dry	0	No Contributing Action
88297905	9	2.717	2/20/2020	Thu	09:00	Rear End	0	0	400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88341844	10	2.373	6/26/2020	Fri	13:21	Sideswipe	0	0	1000	DAY	Dry	0	No Contributing Action
88413184	11	2.717	11/2/2020	Mon	18:49	Rear End	0	0	11000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88331321	12	2.717	6/15/2020	Mon	17:50	Rear End	0	0	2900	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88384179	13	2.717	10/7/2020	Wed	18:10	Rear End	0	0	3500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88331330	14	2.717	6/23/2020	Tue	13:51	Sideswipe	0	0	550	DAY	Dry	0	Failed to Yield Right-of-Way
88331331	15	2.717	6/23/2020	Tue	16:32	Rear End	0	0	2400	DAY	Dry	0	Failed to Yield Right-of-Way
88187273	16	2.612	11/3/2020	Tue	13:08	Left Turn	0	0	13000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88383350	17	2.544	10/6/2020	Tue	22:06	Other	0	0	4000	NIGHT	Wet	0	Failed to Yield Right-of-Way
88381333	18	2.554	10/16/2020	Fri	07:35	Rear End	0	1	0	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88320935	19	2.370	3/11/2020	Wed	09:18	Rear End	0	0	2500	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88400066	20	2.717	10/29/2020	Thu	16:00	Rear End	0	0	2500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88409718	21	2.595	10/26/2020	Mon	12:37	Rear End	0	0	900	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89513756	22	2.887	1/27/2020	Mon	17:35	Off Road	0	0	9000	DAY	Dry	0	Operated MV in Erratic, Reckless or Aggressive Manner
88345967	23	2.811	8/6/2020	Thu	13:05	Sideswipe	0	0	2500	DAY	Dry	0	Failed to Yield Right-of-Way
88282354	24	2.717	1/7/2020	Tue	05:50	Rear End	0	0	5000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88416750	25	2.616	12/10/2020	Thu	15:50	Sideswipe	0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88399854	26	2.554	10/30/2020	Fri	09:57	Sideswipe	0	0	1000	DAY	Dry	0	Improper Passing
88286441	27	2.882	1/18/2020	Sat	15:00	Sideswipe	0	0	2200	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88338601	28	2.717	7/6/2020	Mon	08:40	Rear End	0	0	3500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88338605	29	2.717	7/8/2020	Wed	10:40	Rear End	0	0	450	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88337024	30	2.333	12/9/2020	Wed	10:00	Rear End	0	0	1600	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88375748	31	2.623	10/5/2020	Mon	17:33	Sideswipe	0	0	900	DAY	Dry	0	No Contributing Action
88338606	32	2.408	7/9/2020	Thu	12:30	Sideswipe	0	0	2000	DAY	Dry	0	Failed to Yield Right-of-Way
88375514	33	2.759	9/24/2020	Thu	14:30	Angle	0	1	0	DAY	Wet	0	Failed to Yield Right-of-Way
88276401	34	2.685	2/2/2020	Sun	20:30	Sideswipe	0	0	800	NIGHT	Dry	0	Other Contributing Action
88381311	35	2.325	9/17/2020	Thu	08:40	Unknown	0	0	3000	DAY	Dry	0	Failed to Yield Right-of-Way
88285258	36	2.842	1/19/2020	Sun	19:25	Sideswipe	0	0	800	NIGHT	Dry	0	No Contributing Action
89515949	37	2.869	1/27/2020	Mon	17:35	Sideswipe	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88285304	38	2.689	2/18/2020	Tue	13:35	Rear End	0	0	200	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88296261	39	2.617	4/10/2020	Fri	23:58	Sideswipe	0	0	3500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88305721	40	2.384	3/2/2020	Mon	14:00	Rear End	0	0	700	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88369396	41	2.592	10/7/2020	Wed	08:35	Rear End	0	0	600	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88328808	42	2.717	4/13/2020	Mon	14:45	Left Turn	0	0	7000	DAY	Dry	0	Failed to Yield Right-of-Way
88337011	43	2.830	10/12/2020	Mon	09:35	Sideswipe	0	0	2700	DAY	Dry	0	Failed to Keep in Proper Lane
88338368	44	2.701	6/15/2020	Mon	07:50	Sideswipe	0	0	11000	DAY	Dry	0	No Contributing Action
88249244	45	2.360	1/7/2020	Tue	06:30	Sideswipe	0	0	2500	NIGHT	Dry	0	Failed to Yield Right-of-Way
88399867	46	2.613	11/25/2020	Wed	06:23	Angle	0	0	4000	NIGHT	Wet	0	Ran Red Light
88369527	47	2.714	9/9/2020	Wed	10:50	Rear End	0	0	7500	DAY	Wet	0	Operated MV in Careless or Negligent Manner

88371224	48	2.717	10/24/2020	Sat	17:00	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88369539	49	2.717	10/1/2020	Thu	05:50	Off Road	0	0	2500	NIGHT	Wet	0	No Contributing Action
88277145	50	2.667	1/22/2020	Wed	06:10	Sideswipe	0	0	1800	NIGHT	Dry	0	No Contributing Action
88401373	51	2.717	10/2/2020	Fri	16:21	Rear End	0	0	11650	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88376865	52	2.689	10/11/2020	Sun	22:20	Rear End	0	0	600	NIGHT	Wet	0	Other Contributing Action
88365239	53	2.858	8/5/2020	Wed	21:00	Left Turn	0	1	0	NIGHT	Wet	0	Failed to Yield Right-of-Way
88274136	54	2.717	1/27/2020	Mon	14:11	Rear End	0	0	1100	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88274150	55	2.717	2/3/2020	Mon	13:00	Rear End	0	0	1300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88346097	56	2.744	10/5/2020	Mon	04:15	Sideswipe	0	0	800	NIGHT	Dry	0	Other Contributing Action
88341835	57	2.386	6/16/2020	Tue	16:25	Rear End	0	0	601	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88411411	58	2.717	12/24/2020	Thu	05:49	Off Road	0	0	1000	NIGHT	Dry	0	No Contributing Action
88401420	59	2.717	11/27/2020	Fri	04:45	Sideswipe	0	0	800	NIGHT	Dry	0	No Contributing Action
88417861	60	2.362	12/19/2020	Sat	18:35	Sideswipe	0	0	1000	DAY	Dry	0	No Contributing Action
88400063	61	2.717	10/28/2020	Wed	16:00	Sideswipe	0	0	3500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88272951	62	2.448	1/4/2020	Sat	17:50	Left Turn	0	0	7000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88362781	63	2.879	8/11/2020	Tue	14:20	Angle	0	0	900	DAY	Dry	0	Failed to Yield Right-of-Way
88429862	64	2.878	12/26/2020	Sat	21:07	Sideswipe	0	0	4000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88420959	65	2.669	12/13/2020	Sun	22:00	Left Turn	0	1	0	NIGHT	Dry	0	Failed to Yield Right-of-Way
88404499	66	2.883	11/30/2020	Mon	11:15	Left Turn	0	0	5500	DAY	Dry	0	Other Contributing Action
88400104	67	2.717	11/18/2020	Wed	16:41	Sideswipe	0	0	850	DAY	Dry	0	No Contributing Action
88282359	68	2.449	1/10/2020	Fri	07:25	Rear End	0	0	6000	DAY	Dry	0	Failed to Keep in Proper Lane
88282363	69	2.738	1/13/2020	Mon	13:00	Rear End	0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88289856	70	2.717	2/5/2020	Wed	09:15	Rear End	0	0	100	DAY	Dry	0	Failed to Keep in Proper Lane
88373636	71	2.717	8/13/2020	Thu	21:30	Off Road	0	0	400	NIGHT	Dry	0	No Contributing Action
88273402	72	2.563	1/2/2020	Thu	22:39	Sideswipe	0	0	1400	NIGHT	Dry	0	Other Contributing Action
88286475	73	2.717	2/13/2020	Thu	12:45	Sideswipe	0	0	600	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88377950	74	2.622	10/2/2020	Fri	13:00	Rear End	0	0	12000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88275913	75	2.880	1/21/2020	Tue	14:50	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88292172	76	2.368	3/10/2020	Tue	08:50	Sideswipe	0	0	4000	DAY	Dry	0	No Contributing Action
88300131	77	2.688	3/6/2020	Fri	07:00	Sideswipe	0	0	3000	DAY	Dry	0	Failed to Yield Right-of-Way
88366415	78	2.650	9/6/2020	Sun	20:25	Rear End	0	0	2200	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88373746	79	2.605	7/27/2020	Mon	12:45	Sideswipe	0	0	1000	DAY	Dry	0	Failed to Yield Right-of-Way
88393103	80	2.717	10/13/2020	Tue	17:35	Rear End	0	0	2600	DAY	Dry	0	No Contributing Action
88373802	81	2.353	12/10/2020	Thu	11:25	Sideswipe	0	0	5500	DAY	Dry	0	Failed to Yield Right-of-Way
88338085	82	2.614	7/7/2020	Tue	09:32	Rear End	0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88272976	83	2.717	1/19/2020	Sun	17:55	Sideswipe	0	0	2800	DAY	Dry	0	Failed to Keep in Proper Lane
88280685	84	2.353	2/7/2020	Fri	06:50	Rear End	0	0	6000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88263645	85	2.394	1/22/2020	Wed	19:24	Sideswipe	0	0	1250	NIGHT	Dry	0	Failed to Keep in Proper Lane
88286452	86	2.702	1/29/2020	Wed	15:50	Sideswipe	0	0	500	DAY	Dry	0	No Contributing Action
88365259	87	2.717	8/20/2020	Thu	16:00	Sideswipe	0	0	2400	DAY	Dry	0	Failed to Yield Right-of-Way
88347015	88	2.864	10/10/2020	Sat	11:50	Right Turn	0	0	3000	DAY	Dry	0	Failed to Yield Right-of-Way
89529336	89	2.858	6/16/2020	Tue	11:00	Left Turn	0	1	0	DAY	Dry	0	Other Contributing Action
88408769	90	2.523	12/3/2020	Thu	13:10	Sideswipe	0	0	700	DAY	Dry	0	Failed to Yield Right-of-Way
88408752	91	2.458	10/30/2020	Fri	10:15	Sideswipe	0	0	100	DAY	Dry	0	Failed to Yield Right-of-Way
88391516	92	2.390	10/23/2020	Fri	16:39	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88297902	93	2.694	2/19/2020	Wed	08:00	Rear End	0	0	100	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88297904	94	2.859	2/20/2020	Thu	07:05	Left Turn	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
88297946	95	2.691	6/2/2020	Tue	16:05	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88296573	96	2.653	4/27/2020	Mon	01:47	Left Turn	0	0	8000	NIGHT	Dry	0	Ran Red Light
88297948	97	2.747	6/5/2020	Fri	14:30	Sideswipe	0	0	1200	DAY	Dry	0	Failed to Yield Right-of-Way
88375504	98	2.717	9/10/2020	Thu	14:30	Rear End	0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88301514	99	2.454	5/12/2020	Tue	17:18	Rear End	0	0	8400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88365198	100	2.717	6/28/2020	Sun	18:29	Rear End	0	0	1300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88365202	101	2.717	6/30/2020	Tue	17:50	Rear End	0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88382908	102	2.758	10/2/2020	Fri	17:36	Sideswipe	0	0	1000	DAY	Dry	0	Failed to Keep in Proper Lane

88421774	103	2.578	12/29/2020	Tue	16:56	Sideswipe	0	0	401	DAY	Dry	0	Improper Passing
88425331	104	2.702	12/18/2020	Fri	16:33	Rear End	0	2	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88425341	105	2.662	12/28/2020	Mon	15:10	Sideswipe	0	0	700	DAY	Dry	0	Failed to Keep in Proper Lane
88386141	106	2.652	10/23/2020	Fri	04:40	Sideswipe	0	0	700	NIGHT	Dry	0	Failed to Yield Right-of-Way
88100168	107	2.717	10/20/2020	Tue	17:10	Rear End	0	0	4700	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88416760	108	2.698	12/23/2020	Wed	16:17	Rear End	0	0	5000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88100202	109	2.717	12/17/2020	Thu	18:45	Rear End	0	0	1100	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88386105	110	2.686	9/18/2020	Fri	16:00	Sideswipe	0	0	20	DAY	Dry	0	No Contributing Action
88387506	111	2.856	10/8/2020	Thu	14:41	Rear End	0	0	2300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88386118	112	2.572	10/3/2020	Sat	05:10	Off Road	0	0	5000	NIGHT	Wet	0	No Contributing Action
88425332	113	2.717	12/18/2020	Fri	17:44	Other	0	0	1000	DAY	Dry	0	Failed to Keep in Proper Lane
88425301	114	2.717	11/29/2020	Sun	17:00	Rear End	0	0	700	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88387490	115	2.717	9/13/2020	Sun	19:00	Sideswipe	0	0	2000	NIGHT	Dry	0	Failed to Yield Right-of-Way
88269494	116	2.397	1/10/2020	Fri	09:00	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88230123	117	2.839	1/11/2020	Sat	09:40	Rear End	0	3	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88240464	118	2.845	1/2/2020	Thu	09:30	Rear End	0	0	110	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88331642	119	2.717	8/18/2020	Tue	17:30	Rear End	0	0	2750	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88292057	120	2.860	2/2/2020	Sun	19:29	Other	0	0	850	NIGHT	Dry	0	Other Contributing Action
88292153	121	2.535	2/20/2020	Thu	08:45	Angle	0	0	5000	DAY	Dry	0	Failed to Keep in Proper Lane
88271530	122	2.323	2/21/2020	Fri	18:45	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89519263	123	2.877	2/27/2020	Thu	08:53	Sideswipe	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88301592	124	2.339	8/22/2020	Sat	20:41	Left Turn	0	1	0	NIGHT	Dry	0	Other Contributing Action
88275414	125	2.595	1/22/2020	Wed	10:30	Rear End	0	0	0	DAY	Dry	0	Other Contributing Action
88436835	126	2.767	12/28/2020	Mon	13:00	Rear End	0	2	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88276391	127	2.319	1/30/2020	Thu	14:05	Head On	0	0	1500	DAY	Dry	0	No Contributing Action

	Total No.	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Water	Other Non-Collision	Ped/Bike	Railway Vehicle	Parked Car	Motor Vehicle in Transport	Other Non-Fixed Objects	Post, Pole or Support	Other Fixed Object
	127	**0**	**14**	**113**	**55**	**1**	**5**	**44**	**0**	**10**	**1**	0	**0**	0	**0**	**0**	**0**	**121**	**0**	**0**	**6**
	Percent	*0%*	*11%*	*89%*	*43%*	*1%*	*4%*	*35%*	*0%*	*8%*	*1%*	0%	*0%*	0%	*0%*	*0%*	*0%*	*95%*	*0%*	*0%*	*5%*
	Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
	Total	**97**	**30**	**20**	**107**	**0**	**19**	**62**	**27**	**0**	**0**	**0**	**2**	**0**	**0**	**9**	**0**	**0**	**0**	**9**	1
	Percent	*76%*	*24%*	*16%*	*84%*	*0%*	*15%*	*49%*	*21%*	*0%*	*0%*	*0%*	*2%*	*0%*	*0%*	*7%*	*0%*	*0%*	*0%*	*7%*	1%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-013-000** Route No(s): **SR-9** **I-95** Local Name(s): **Ives Dairy Rd**

MP **2.305** to MP **2.887** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2021** to **12/ 2021** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
88507930	1	2.717	6/3/2021	Thu	19:00	Rear End	0	0	200	NIGHT	Dry	0	Operated MV in Erratic, Reckless or Aggressive Manner
88408784	2	2.305	1/13/2021	Wed	07:50	Left Turn	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
88518109	3	2.858	7/26/2021	Mon	14:10	Sideswipe	0	0	2000	DAY	Dry	0	No Contributing Action
88469302	4	2.717	4/2/2021	Fri	16:00	Sideswipe	0	0	2200	DAY	Dry	0	Failed to Keep in Proper Lane
88569187	5	2.717	9/28/2021	Tue	18:02	Rear End	0	2	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88498203	6	2.717	5/1/2021	Sat	20:51	Rear End	0	0	4000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88544966	7	2.369	7/23/2021	Fri	07:45	Rear End	0	0	6000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88498237	8	2.362	7/13/2021	Tue	23:23	Sideswipe	0	0	2000	NIGHT	Dry	0	No Contributing Action
88437802	9	2.717	4/16/2021	Fri	22:00	Sideswipe	0	0	4000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88504780	10	2.307	7/16/2021	Fri	11:00	Rear End	0	1	0	DAY	Dry	0	No Contributing Action
88479591	11	2.489	4/13/2021	Tue	08:55	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88525996	12	2.717	6/26/2021	Sat	20:40	Rear End	0	0	7000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88437008	13	2.767	7/23/2021	Fri	14:42	Sideswipe	0	0	2000	DAY	Dry	0	No Contributing Action
88437009	14	2.500	7/23/2021	Fri	18:01	Sideswipe	0	0	2000	DAY	Dry	0	Improper Passing
89576939	15	2.717	11/16/2021	Tue	07:20	Other	0	0	500	DAY	Dry	0	No Contributing Action
88429785	16	2.554	1/29/2021	Fri	13:32	Sideswipe	0	0	1000	DAY	Dry	0	No Contributing Action
24385428	17	2.340	12/31/2021	Fri	21:47	Left Turn	0	0	4000	NIGHT	Dry	0	Ran Red Light
88504009	18	2.717	5/25/2021	Tue	12:28	Sideswipe	0	0	7000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88488263	19	2.717	6/2/2021	Wed	16:30	Rear End	0	0	14500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24382667	20	2.871	12/8/2021	Wed	11:15	Rear End	0	0	400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88520878	21	2.717	8/8/2021	Sun	22:38	Sideswipe	0	0	2400	NIGHT	Dry	0	Failed to Keep in Proper Lane
88566920	22	2.611	9/7/2021	Tue	03:56	Sideswipe	0	0	15000	NIGHT	Dry	0	Failed to Keep in Proper Lane
88475007	23	2.667	6/5/2021	Sat	11:55	Unknown	0	0	4700	DAY	Dry	0	No Contributing Action
88436013	24	2.750	3/15/2021	Mon	06:35	Sideswipe	0	0	3000	NIGHT	Dry	0	No Contributing Action
88467200	25	2.554	4/16/2021	Fri	11:30	Rear End	0	0	2000	DAY	Dry	0	No Contributing Action
88471983	26	2.640	4/27/2021	Tue	17:39	Rear End	0	0	1000	DAY	Dry	0	Other Contributing Action
24376320	27	2.638	11/8/2021	Mon	14:05	Other	0	0	3500	DAY	Dry	0	Failed to Keep in Proper Lane
88440146	28	2.378	1/27/2021	Wed	20:57	Sideswipe	0	0	1600	NIGHT	Dry	0	Other Contributing Action
24381341	29	2.359	12/7/2021	Tue	12:03	Rear End	0	0	1000	DAY	Dry	0	No Contributing Action
88468464	30	2.407	3/3/2021	Wed	17:50	Sideswipe	0	0	1600	DAY	Dry	0	Improper Passing
88558844	31	2.717	10/25/2021	Mon	07:40	Rear End	0	0	200	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88443058	32	2.779	2/2/2021	Tue	19:45	Rear End	0	0	1000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88558849	33	2.856	11/2/2021	Tue	12:05	Sideswipe	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88488256	34	2.717	5/22/2021	Sat	20:15	Sideswipe	0	0	5000	NIGHT	Dry	0	Failed to Yield Right-of-Way
88488257	35	2.717	5/23/2021	Sun	14:15	Rear End	0	0	400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88558764	36	2.717	12/14/2021	Tue	22:16	Sideswipe	0	0	12000	NIGHT	Dry	0	Other Contributing Action
88558802	37	2.717	9/4/2021	Sat	01:10	Other	0	0	800	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88558790	38	2.717	8/23/2021	Mon	07:50	Sideswipe	0	0	1300	DAY	Dry	0	Failed to Yield Right-of-Way
88456392	39	2.554	3/21/2021	Sun	00:44	Sideswipe	0	0	2000	NIGHT	Dry	0	Failed to Keep in Proper Lane
88558813	40	2.717	9/14/2021	Tue	02:15	Rear End	0	0	500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88488245	41	2.717	5/16/2021	Sun	13:50	Sideswipe	0	0	4000	DAY	Dry	0	Failed to Yield Right-of-Way
88488242	42	2.717	5/14/2021	Fri	21:00	Unknown	0	0	30500	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
24880842	43	2.717	12/26/2021	Sun	19:03	Rear End	0	0	6000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24880843	44	2.717	12/26/2021	Sun	19:26	Rear End	0	0	6000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24372186	45	2.305	11/25/2021	Thu	22:36	Rear End	0	0	500	NIGHT	Dry	0	Other Contributing Action
88474509	46	2.305	5/9/2021	Sun	10:10	Rear End	0	0	2400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88474474	47	2.305	4/1/2021	Thu	12:00	Left Turn	0	3	0	DAY	Dry	0	Failed to Yield Right-of-Way

88504193	48	2.717	9/14/2021	Tue	23:50	Off Road	0	0	8000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88448589	49	2.717	2/13/2021	Sat	18:50	Sideswipe	0	0	500	DAY	Dry	0	Failed to Yield Right-of-Way
88503722	50	2.682	6/12/2021	Sat	01:53	Rear End	0	0	2000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88448575	51	2.717	2/3/2021	Wed	19:34	Sideswipe	0	0	1500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88448580	52	2.717	2/6/2021	Sat	19:11	Rear End	0	1	0	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88455399	53	2.368	2/3/2021	Wed	10:25	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24348283	54	2.313	3/14/2021	Sun	15:15	Rear End	0	0	850	DAY	Dry	0	Failed to Yield Right-of-Way
88493665	55	2.343	6/4/2021	Fri	06:57	Sideswipe	0	0	600	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88550591	56	2.717	10/2/2021	Sat	18:26	Rear End	0	0	2500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88508376	57	2.554	7/23/2021	Fri	02:48	Right Turn	0	0	2300	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88486620	58	2.428	4/17/2021	Sat	13:57	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88523515	59	2.880	6/13/2021	Sun	15:36	Other	0	0	5000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88481828	60	2.717	5/20/2021	Thu	11:20	Rear End	0	0	4000	DAY	Dry	0	Failed to Yield Right-of-Way
88481834	61	2.717	5/26/2021	Wed	11:20	Rear End	0	0	500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88532214	62	2.717	8/10/2021	Tue	23:26	Sideswipe	0	0	6000	NIGHT	Dry	0	No Contributing Action
24369389	63	2.858	9/30/2021	Thu	10:12	Sideswipe	0	0	5500	DAY	Dry	0	Other Contributing Action
88510340	64	2.353	5/20/2021	Thu	11:50	Rear End	0	0	1400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88510348	65	2.315	5/28/2021	Fri	09:00	Rear End	0	0	800	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88494136	66	2.614	5/3/2021	Mon	12:40	Other	0	0	2300	DAY	Dry	0	No Contributing Action
88532491	67	2.777	7/18/2021	Sun	16:50	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88504736	68	2.554	5/17/2021	Mon	23:00	Other	0	0	10000	NIGHT	Dry	0	No Contributing Action
88522148	69	2.717	7/17/2021	Sat	11:34	Sideswipe	0	0	900	DAY	Dry	0	Failed to Yield Right-of-Way
88522176	70	2.856	8/13/2021	Fri	10:30	Sideswipe	0	0	200	DAY	Dry	0	Failed to Yield Right-of-Way
88443077	71	2.616	2/12/2021	Fri	15:00	Sideswipe	0	0	1000	DAY	Dry	0	Failed to Keep in Proper Lane
88494183	72	2.554	6/5/2021	Sat	04:48	Left Turn	0	2	0	NIGHT	Wet	0	Other Contributing Action
88550819	73	2.554	8/12/2021	Thu	13:25	Left Turn	0	0	16000	DAY	Dry	0	Other Contributing Action
88107258	74	2.717	2/20/2021	Sat	21:40	Rollover	0	1	0	NIGHT	Dry	0	Swerved or Avoided
24378526	75	2.830	11/5/2021	Fri	08:43	Rear End	0	0	1600	DAY	Wet	0	Failed to Keep in Proper Lane
88508969	76	2.717	6/21/2021	Mon	13:15	Sideswipe	0	0	3000	DAY	Dry	0	Other Contributing Action
88508973	77	2.717	6/22/2021	Tue	18:15	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88481781	78	2.856	3/24/2021	Wed	10:00	Sideswipe	0	0	500	DAY	Dry	0	Failed to Yield Right-of-Way
24376966	79	2.616	11/18/2021	Thu	22:27	Other	0	0	2000	NIGHT	Wet	0	No Contributing Action
88549235	80	2.717	8/7/2021	Sat	01:25	Rear End	0	0	9500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88562513	81	2.711	9/1/2021	Wed	11:55	Other	0	0	1700	DAY	Dry	0	Improper Backing
88565426	82	2.777	9/24/2021	Fri	14:21	Sideswipe	0	2	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88506964	83	2.305	5/21/2021	Fri	16:28	Left Turn	0	3	0	DAY	Dry	0	Failed to Yield Right-of-Way
88562506	84	2.554	8/27/2021	Fri	09:30	Sideswipe	0	0	1800	DAY	Dry	0	Failed to Yield Right-of-Way
88579109	85	2.717	10/6/2021	Wed	12:45	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88579111	86	2.777	10/7/2021	Thu	18:30	Rear End	0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88579120	87	2.717	10/14/2021	Thu	13:15	Rear End	0	0	29000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88579122	88	2.717	10/14/2021	Thu	17:00	Rear End	0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88579131	89	2.717	10/21/2021	Thu	21:00	Other	0	0	1000	NIGHT	Dry	0	Other Contributing Action
88579168	90	2.717	11/10/2021	Wed	20:45	Other	0	0	3500	NIGHT	Dry	0	No Contributing Action
88540956	91	2.652	7/30/2021	Fri	09:40	Sideswipe	0	0	2000	DAY	Dry	0	Improper Passing
88559165	92	2.692	9/20/2021	Mon	11:15	Sideswipe	0	0	1200	DAY	Dry	0	Other Contributing Action
88549326	93	2.309	8/27/2021	Fri	18:50	Rear End	0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89571599	94	2.551	12/17/2021	Fri	15:00	Sideswipe	0	0	1600	DAY	Dry	0	Failed to Keep in Proper Lane
88562595	95	2.554	9/22/2021	Wed	08:00	Rear End	0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88496138	96	2.717	4/30/2021	Fri	11:24	Rear End	0	0	2200	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88498110	97	2.717	6/24/2021	Thu	13:40	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88471975	98	2.711	4/19/2021	Mon	18:50	Left Turn	0	2	0	DAY	Dry	0	Failed to Keep in Proper Lane
24380137	99	2.657	11/17/2021	Wed	10:26	Left Turn	0	0	2300	DAY	Dry	0	Failed to Yield Right-of-Way
24368302	100	2.616	9/5/2021	Sun	23:50	Sideswipe	0	0	600	NIGHT	Dry	0	Improper Turn
88437048	101	2.857	8/30/2021	Mon	21:20	Sideswipe	0	0	1000	NIGHT	Wet	0	No Contributing Action
88518118	102	2.368	8/2/2021	Mon	19:00	Rear End	0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner

24378857	103	2.849	11/8/2021	Mon	12:13	Rear End			0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88436892	104	2.554	5/5/2021	Wed	08:50	Rear End			0	0	200	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88515513	105	2.717	6/12/2021	Sat	04:10	Head On			0	0	5000	NIGHT	Dry	0	No Contributing Action						
88350869	106	2.554	3/8/2021	Mon	16:10	Rear End			0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
24368426	107	2.449	10/2/2021	Sat	05:12	Head On			0	0	2000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner						
24380982	108	2.447	11/21/2021	Sun	12:46	Rear End			0	0	200	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88526001	109	2.717	6/29/2021	Tue	16:15	Rear End			0	0	8500	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88446547	110	2.559	1/6/2021	Wed	07:45	Angle			0	0	6000	DAY	Dry	0	Ran Red Light						
88507761	111	2.554	8/14/2021	Sat	18:26	Left Turn			0	0	10000	DAY	Dry	0	No Contributing Action						
88446597	112	2.554	3/3/2021	Wed	12:25	Sideswipe			0	0	6000	DAY	Dry	0	No Contributing Action						
88446598	113	2.777	3/4/2021	Thu	06:10	Off Road			0	0	4000	NIGHT	Dry	0	No Contributing Action						
88446593	114	2.856	2/26/2021	Fri	08:15	Sideswipe			0	0	6000	DAY	Dry	0	Failed to Keep in Proper Lane						
88445132	115	2.685	2/11/2021	Thu	15:33	Rear End			0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88481800	116	2.878	4/19/2021	Mon	00:15	Left Turn			0	0	7000	NIGHT	Dry	0	Failed to Yield Right-of-Way						
88449994	117	2.717	2/4/2021	Thu	01:48	Sideswipe			0	0	0	NIGHT	Dry	0	No Contributing Action						
88523768	118	2.614	6/28/2021	Mon	16:40	Rear End			0	0	4500	DAY	Wet	0	Operated MV in Careless or Negligent Manner						
24377762	119	2.811	10/29/2021	Fri	17:02	Rear End			0	0	1200	DAY	Dry	0	No Contributing Action						
88445117	120	2.554	2/4/2021	Thu	15:21	Rear End			0	0	600	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
89582255	121	2.717	12/3/2021	Fri	15:30	Rear End			0	0	6000	DAY	Dry	0	Failed to Yield Right-of-Way						
89582258	122	2.717	12/5/2021	Sun	13:45	Rear End			0	0	6500	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88435992	123	2.717	2/8/2021	Mon	09:20	Rear End			0	2	0	DAY	Wet	0	Operated MV in Careless or Negligent Manner						
88435999	124	2.717	2/23/2021	Tue	11:25	Rear End			0	3	0	DAY	Dry	0	Failed to Keep in Proper Lane						
24382967	125	2.633	12/5/2021	Sun	16:40	Rear End			0	0	0	DAY	Dry	0	Other Contributing Action						
88460017	126	2.856	2/23/2021	Tue	13:30	Rear End			0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88473544	127	2.717	2/25/2021	Thu	05:00	Off Road			0	0	4000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner						
24381971	128	2.711	12/7/2021	Tue	07:15	Sideswipe			0	0	550	DAY	Dry	0	Failed to Keep in Proper Lane						
88554909	129	2.717	9/6/2021	Mon	18:13	Sideswipe			0	0	1300	DAY	Dry	0	Failed to Keep in Proper Lane						
24369912	130	2.614	9/3/2021	Fri	14:40	Rear End			0	0	300	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88573371	131	2.717	9/22/2021	Wed	06:10	Rear End			0	0	3000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner						
88473564	132	2.777	3/11/2021	Thu	04:24	Rear End			0	0	3700	NIGHT	Wet	0	No Contributing Action						
88473575	133	2.717	3/29/2021	Mon	14:50	Angle			0	0	2500	DAY	Dry	0	Failed to Yield Right-of-Way						
88564830	134	2.777	9/18/2021	Sat	13:03	Sideswipe			0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88564869	135	2.717	11/4/2021	Thu	07:54	Rear End			0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
24370650	136	2.698	10/12/2021	Tue	07:40	Rear End			0	0	1000	DAY	Wet	0	Operated MV in Careless or Negligent Manner						
24384683	137	2.878	12/22/2021	Wed	14:53	Rear End			0	0	350	DAY	Dry	0	Other Contributing Action						
24383560	138	2.878	12/10/2021	Fri	20:00	Sideswipe			0	0	1000	NIGHT	Dry	0	Failed to Keep in Proper Lane						
24383519	139	2.353	12/10/2021	Fri	12:15	Sideswipe			0	0	1300	DAY	Dry	0	Other Contributing Action						
24383525	140	2.307	12/17/2021	Fri	20:50	Other			0	0	1900	NIGHT	Dry	0	Improper Backing						
24383609	141	2.305	12/27/2021	Mon	16:46	Left Turn			0	0	4500	DAY	Dry	0	Failed to Yield Right-of-Way						
88488655	142	2.354	4/14/2021	Wed	13:25	Other			0	2	0	DAY	Dry	0	Failed to Keep in Proper Lane						
24372977	143	2.305	10/10/2021	Sun	17:40	Left Turn			0	0	20100	DAY	Dry	0	Over-Correcting/Over-Steering						
89576968	144	2.717	12/8/2021	Wed	08:10	Rear End			0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
89576982	145	2.717	12/19/2021	Sun	13:15	Rear End			0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88545004	146	2.535	8/19/2021	Thu	12:55	Rear End			0	0	5000	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88515783	147	2.590	8/15/2021	Sun	04:40	Off Road			0	0	5000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner						
24373184	148	2.880	10/1/2021	Fri	11:40	Rear End			0	0	700	DAY	Wet	0	Followed Too Closely						
24364148	149	2.305	8/2/2021	Mon	13:30	Angle			0	0	900	DAY	Dry	0	Failed to Yield Right-of-Way						
88545101	150	2.717	9/19/2021	Sun	15:10	Rear End			0	0	1100	DAY	Dry	0	Operated MV in Careless or Negligent Manner						
88469269	151	2.717	3/14/2021	Sun	16:20	Rear End			0	0	4500	DAY	Dry	0	Disregarded Other Road Markings						
88488657	152	2.345	4/16/2021	Fri	07:20	Sideswipe			0	0	7000	DAY	Dry	0	Failed to Keep in Proper Lane						
88488603	153	2.752	5/18/2021	Tue	00:40	Angle			0	1	0	NIGHT	Dry	0	Ran Red Light						

	Total No.	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Water	Other Non-Collision	Ped/Bike	Railway Vehicle	Parked Car	Motor Vehicle in Transport	Other Non-Fixed Objects	Post, Pole or Support	Other Fixed Object
	153	**0**	**18**	**135**	**70**	**2**	**4**	**45**	**0**	**12**	**1**	1	**0**	0	**0**	**0**	**0**	**146**	**2**	**0**	**4**

	Percent	0%	12%	88%	46%	1%	3%	29%	0%	8%	1%	1%	0%	0%	0%	0%	0%	95%	1%	0%	3%
	Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
	Total	**104**	**49**	**14**	**139**	**0**	**23**	**69**	**22**	**2**	**0**	**0**	**3**	**0**	**0**	**16**	**1**	**2**	**0**	**13**	0
	Percent	68%	32%	9%	91%	0%	15%	45%	14%	1%	0%	0%	2%	0%	0%	10%	1%	1%	0%	8%	0%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-013-000** Route No(s): **SR-9** **I-95** Local Name(s): **Ives Dairy Rd**

MP **2.305** to MP **2.887** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2022** to **12/ 2022** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
24890691	1	2.777	2/9/2022	Wed	10:25	Rear End	0	0	900	DAY	Wet	0	Operated MV in Careless or Negligent Manner
24964846	2	2.667	8/20/2022	Sat	09:05	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25222361	3	2.684	10/8/2022	Sat	13:51	Left Turn	0	0	14000	DAY	Wet	0	Other Contributing Action
25005803	4	2.753	10/26/2022	Wed	11:05	Sideswipe	0	0	7000	DAY	Dry	0	No Contributing Action
24397371	5	2.310	4/5/2022	Tue	06:19	Bicycle	0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89577001	6	2.717	1/28/2022	Fri	09:20	Sideswipe	0	0	600	DAY	Dry	0	Failed to Yield Right-of-Way
89576988	7	2.856	1/4/2022	Tue	07:20	Unknown	0	3	0	DAY	Dry	0	Failed to Yield Right-of-Way
24387402	8	2.388	1/17/2022	Mon	19:40	Rear End	0	0	1000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25228029	9	2.343	11/23/2022	Wed	10:49	Sideswipe	0	0	3800	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24389568	10	2.333	2/2/2022	Wed	14:17	Rear End	0	0	5000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24389063	11	2.632	1/28/2022	Fri	11:00	Rear End	0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25208683	12	2.341	7/2/2022	Sat	15:10	Sideswipe	0	0	15000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25199302	13	2.876	4/13/2022	Wed	14:02	Sideswipe	0	0	350	DAY	Dry	0	Failed to Keep in Proper Lane
25207223	14	2.839	6/12/2022	Sun	16:18	Other	0	2	0	DAY	Dry	0	Failed to Keep in Proper Lane
24387366	15	2.305	1/11/2022	Tue	19:23	Rear End	0	0	2000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
25207773	16	2.451	6/27/2022	Mon	22:40	Left Turn	0	2	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24888023	17	2.609	3/2/2022	Wed	09:03	Rear End	0	0	750	DAY	Wet	0	Operated MV in Careless or Negligent Manner
25208440	18	2.582	7/12/2022	Tue	06:25	Left Turn	0	0	2000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25208183	19	2.341	6/22/2022	Wed	21:55	Rear End	0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24881794	20	2.717	2/16/2022	Wed	17:25	Rear End	0	0	700	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25209288	21	2.341	7/11/2022	Mon	09:50	Rear End	0	0	250	DAY	Dry	0	Followed Too Closely
25209779	22	2.359	7/6/2022	Wed	15:30	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24946638	23	2.646	6/2/2022	Thu	13:39	Sideswipe	0	0	1050	DAY	Dry	0	Failed to Keep in Proper Lane
25213810	24	2.649	8/18/2022	Thu	15:40	Rear End	0	0	200	DAY	Dry	0	Followed Too Closely
25213002	25	2.871	8/1/2022	Mon	16:52	Rear End	0	2	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25210055	26	2.360	8/1/2022	Mon	13:28	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24953877	27	2.753	8/3/2022	Wed	05:40	Rear End	0	0	10000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25211400	28	2.341	7/17/2022	Sun	01:21	Rear End	0	0	3000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25225086	29	2.865	10/28/2022	Fri	11:13	Rear End	0	0	2600	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25212867	30	2.341	8/5/2022	Fri	03:15	Left Turn	0	1	0	NIGHT	Wet	0	No Contributing Action
25216907	31	2.451	8/29/2022	Mon	19:39	Other	0	0	1800	NIGHT	Dry	0	Improper Turn
25216007	32	2.341	9/12/2022	Mon	18:42	Sideswipe	0	0	3500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25224550	33	2.876	11/22/2022	Tue	19:31	Sideswipe	0	0	500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25213141	34	2.451	7/31/2022	Sun	20:00	Left Turn	0	0	3500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25212229	35	2.779	7/22/2022	Fri	21:15	Sideswipe	0	0	700	NIGHT	Dry	0	Improper Turn
25222925	36	2.341	11/2/2022	Wed	11:01	Sideswipe	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25213170	37	2.339	7/31/2022	Sun	21:28	Rear End	0	0	4500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25214090	38	2.341	8/13/2022	Sat	10:20	Rear End	0	0	400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25065204	39	2.753	12/24/2022	Sat	05:25	Sideswipe	0	0	3400	NIGHT	Dry	0	No Contributing Action
25065205	40	2.753	12/24/2022	Sat	05:26	Sideswipe	0	0	20000	NIGHT	Dry	0	Failed to Yield Right-of-Way
24971995	41	2.753	7/18/2022	Mon	15:31	Rear End	0	0	2300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25216496	42	2.341	9/6/2022	Tue	12:52	Rear End	0	0	1800	DAY	Dry	0	Followed Too Closely
25198219	43	2.305	4/11/2022	Mon	14:30	Other	0	1	0	DAY	Others	0	Other Contributing Action
25198225	44	2.876	4/6/2022	Wed	14:44	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25213571	45	2.839	10/17/2022	Mon	14:50	Rear End	0	0	2500	DAY	Dry	0	Followed Too Closely
25197692	46	2.858	4/7/2022	Thu	14:50	Sideswipe	0	0	1000	DAY	Dry	0	Failed to Keep in Proper Lane
25223802	47	2.345	11/15/2022	Tue	18:30	Sideswipe	0	0	2000	DAY	Dry	0	Other Contributing Action

25035759	48	2.753	11/27/2022	Sun	09:53	Sideswipe	0	0	6000	DAY	Dry	0	No Contributing Action
25035781	49	2.753	12/27/2022	Tue	09:50	Rear End	0	2	0	DAY	Wet	0	Operated MV in Careless or Negligent Manner
25035783	50	2.671	12/31/2022	Sat	05:42	Sideswipe	0	0	1500	NIGHT	Dry	0	Improper Turn
25201736	51	2.750	5/3/2022	Tue	11:53	Rear End	0	0	300	DAY	Dry	0	Followed Too Closely
24391943	52	2.325	2/19/2022	Sat	18:30	Other	0	0	8000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
24382260	53	2.305	2/23/2022	Wed	04:37	Left Turn	0	2	0	NIGHT	Dry	0	Ran Red Light
24397281	54	2.887	3/31/2022	Thu	14:36	Rear End	0	0	3600	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89591098	55	2.717	1/22/2022	Sat	21:41	Sideswipe	0	0	6000	NIGHT	Wet	0	Other Contributing Action
24392707	56	2.378	2/28/2022	Mon	16:10	Rear End	0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24921918	57	2.662	3/21/2022	Mon	23:37	Rear End	0	0	6500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24960594	58	2.753	7/14/2022	Thu	05:50	Rear End	0	2	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24393001	59	2.305	3/2/2022	Wed	19:20	Rear End	0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24943470	60	2.717	7/6/2022	Wed	02:01	Off Road	0	0	10000	NIGHT	Wet	0	No Contributing Action
24393166	61	2.323	2/27/2022	Sun	21:22	Rear End	0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24924811	62	2.717	3/29/2022	Tue	07:45	Sideswipe	0	0	1000	DAY	Dry	0	Other Contributing Action
24880863	63	2.717	1/15/2022	Sat	14:12	Sideswipe	0	0	2000	DAY	Dry	0	Improper Passing
25229134	64	2.341	12/18/2022	Sun	14:40	Sideswipe	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25200726	65	2.312	4/27/2022	Wed	08:40	Sideswipe	0	0	2500	DAY	Dry	0	No Contributing Action
25001663	66	2.753	9/16/2022	Fri	03:50	Off Road	0	0	6000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
25003383	67	2.753	10/9/2022	Sun	17:30	Rear End	0	0	15000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
25003363	68	2.753	9/24/2022	Sat	17:30	Sideswipe	0	0	20000	DAY	Dry	0	Improper Passing
25215284	69	2.360	8/19/2022	Fri	11:40	Sideswipe	0	0	2100	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24960362	70	2.717	6/8/2022	Wed	10:55	Sideswipe	0	0	1000	DAY	Dry	0	Failed to Yield Right-of-Way
25202045	71	2.878	5/5/2022	Thu	12:28	Sideswipe	0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24960380	72	2.753	6/25/2022	Sat	12:45	Sideswipe	0	0	1600	DAY	Dry	0	Failed to Yield Right-of-Way
24960386	73	2.717	7/2/2022	Sat	12:50	Rear End	0	0	2500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24960417	74	2.753	8/18/2022	Thu	09:20	Other	0	0	6000	DAY	Dry	0	No Contributing Action
24960418	75	2.753	8/18/2022	Thu	09:20	Sideswipe	0	0	2000	DAY	Dry	0	Failed to Yield Right-of-Way
24975662	76	2.753	7/26/2022	Tue	10:40	Sideswipe	0	0	700	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25014911	77	2.753	10/24/2022	Mon	14:38	Angle	0	0	3800	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25014913	78	2.753	10/24/2022	Mon	18:26	Rear End	0	0	1400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25202201	79	2.305	5/10/2022	Tue	12:27	Left Turn	0	0	3000	DAY	Dry	0	Other Contributing Action
25229567	80	2.865	12/6/2022	Tue	15:00	Sideswipe	0	0	800	DAY	Dry	0	Other Contributing Action
25040969	81	2.753	11/17/2022	Thu	12:20	Rear End	0	1	0	DAY	Dry	0	Disregarded Other Traffic Sign
25038524	82	2.753	11/3/2022	Thu	06:55	Rear End	0	0	500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25040994	83	2.753	12/11/2022	Sun	13:15	Sideswipe	0	0	4000	DAY	Dry	0	Failed to Yield Right-of-Way
25041003	84	2.753	12/20/2022	Tue	07:40	Rear End	0	3	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25042062	85	2.753	12/26/2022	Mon	12:25	Other	0	0	9000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
25204663	86	2.878	5/22/2022	Sun	20:44	Rear End	0	0	2500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25203472	87	2.857	7/1/2022	Fri	08:45	Other	0	0	2000	DAY	Dry	0	Other Contributing Action
24396510	88	2.305	6/18/2022	Sat	22:45	Unknown	0	0	3000	NIGHT	Dry	0	Other Contributing Action
25221406	89	2.839	10/8/2022	Sat	14:50	Left Turn	0	0	1500	DAY	Wet	0	Failed to Yield Right-of-Way
25204430	90	2.305	6/4/2022	Sat	19:02	Left Turn	0	0	3000	NIGHT	Dry	0	No Contributing Action
25204983	91	2.734	7/6/2022	Wed	02:35	Other	0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25204149	92	2.451	6/20/2022	Mon	22:45	Other	0	0	5000	NIGHT	Wet	0	Failed to Yield Right-of-Way
25205217	93	2.305	5/27/2022	Fri	16:48	Rear End	0	0	400	DAY	Dry	0	Other Contributing Action
24908800	94	2.717	2/20/2022	Sun	11:50	Rear End	0	0	600	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25205347	95	2.305	6/2/2022	Thu	08:05	Right Turn	0	0	1500	DAY	Dry	0	Other Contributing Action
25206502	96	2.347	6/13/2022	Mon	10:55	Sideswipe	0	0	900	DAY	Dry	0	Failed to Yield Right-of-Way
25217794	97	2.341	9/3/2022	Sat	12:49	Rear End	0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25217493	98	2.839	10/19/2022	Wed	23:10	Unknown	0	0	504	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25217507	99	2.886	9/2/2022	Fri	09:38	Rear End	0	0	800	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25217508	100	2.839	9/11/2022	Sun	16:40	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25205746	101	2.356	6/1/2022	Wed	09:45	Rear End	0	1	0	DAY	Dry	0	Failed to Keep in Proper Lane
25205561	102	2.451	6/21/2022	Tue	11:11	Sideswipe	0	2	0	DAY	Dry	0	Other Contributing Action

25220172	103	2.341	9/22/2022	Thu	16:56	Rear End			0	0	0	DAY	Wet	0	Operated MV in Careless or Negligent Manner							
25226604	104	2.341	11/21/2022	Mon	16:05	Sideswipe			0	0	100	DAY	Wet	0	Other Contributing Action							
25219706	105	2.339	9/21/2022	Wed	09:06	Sideswipe			0	0	700	DAY	Dry	0	Failed to Keep in Proper Lane							
25219011	106	2.339	10/3/2022	Mon	21:08	Rear End			0	0	1000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
25220541	107	2.839	9/30/2022	Fri	14:45	Unknown			0	0	700	DAY	Dry	0	Improper Passing							
25219946	108	2.341	10/10/2022	Mon	09:09	Sideswipe			0	0	400	DAY	Dry	0	Improper Passing							
25219098	109	2.341	9/23/2022	Fri	09:47	Sideswipe			0	0	2000	DAY	Dry	0	Failed to Yield Right-of-Way							
25221604	110	2.866	10/8/2022	Sat	13:23	Sideswipe			0	0	4000	DAY	Wet	0	Operated MV in Careless or Negligent Manner							
25222213	111	2.839	10/12/2022	Wed	09:20	Unknown			0	0	500	DAY	Dry	0	Other Contributing Action							
25222240	112	2.839	10/25/2022	Tue	17:40	Sideswipe			0	0	1000	DAY	Dry	0	Improper Passing							
25230973	113	2.580	12/18/2022	Sun	19:16	Sideswipe			0	0	1000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
25230725	114	2.839	12/10/2022	Sat	20:05	Left Turn			0	0	1200	NIGHT	Dry	0	Failed to Yield Right-of-Way							
25232727	115	2.344	12/23/2022	Fri	12:56	Rear End			0	0	2300	DAY	Dry	0	Failed to Keep in Proper Lane							

	Total No.	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Water	Other Non-Collision	Ped/Bike	Railway Vehicle	Parked Car	Motor Vehicle in Transport	Other Non-Fixed Objects	Post, Pole or Support	Other Fixed Object
	115	**0**	**18**	**97**	**47**	**0**	**1**	**39**	**0**	**10**	**1**	0	**0**	2	**0**	**0**	**0**	**109**	**1**	**0**	**2**
	Percent	*0%*	*16%*	*84%*	*41%*	*0%*	*1%*	*34%*	*0%*	*9%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*	*95%*	*1%*	*0%*	*2%*
	Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
	Total	**80**	**35**	**17**	**97**	**1**	**8**	**59**	**13**	**0**	**0**	**0**	**5**	**0**	**0**	**7**	**1**	**0**	**0**	**14**	1
	Percent	*70%*	*30%*	*15%*	*84%*	*1%*	*7%*	*51%*	*11%*	*0%*	*0%*	*0%*	*4%*	*0%*	*0%*	*6%*	*1%*	*0%*	*0%*	*12%*	1%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-013-000** Route No(s): **SR-9** **I-95** Local Name(s): **Ives Dairy Rd**

MP **2.305** to MP **2.887** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

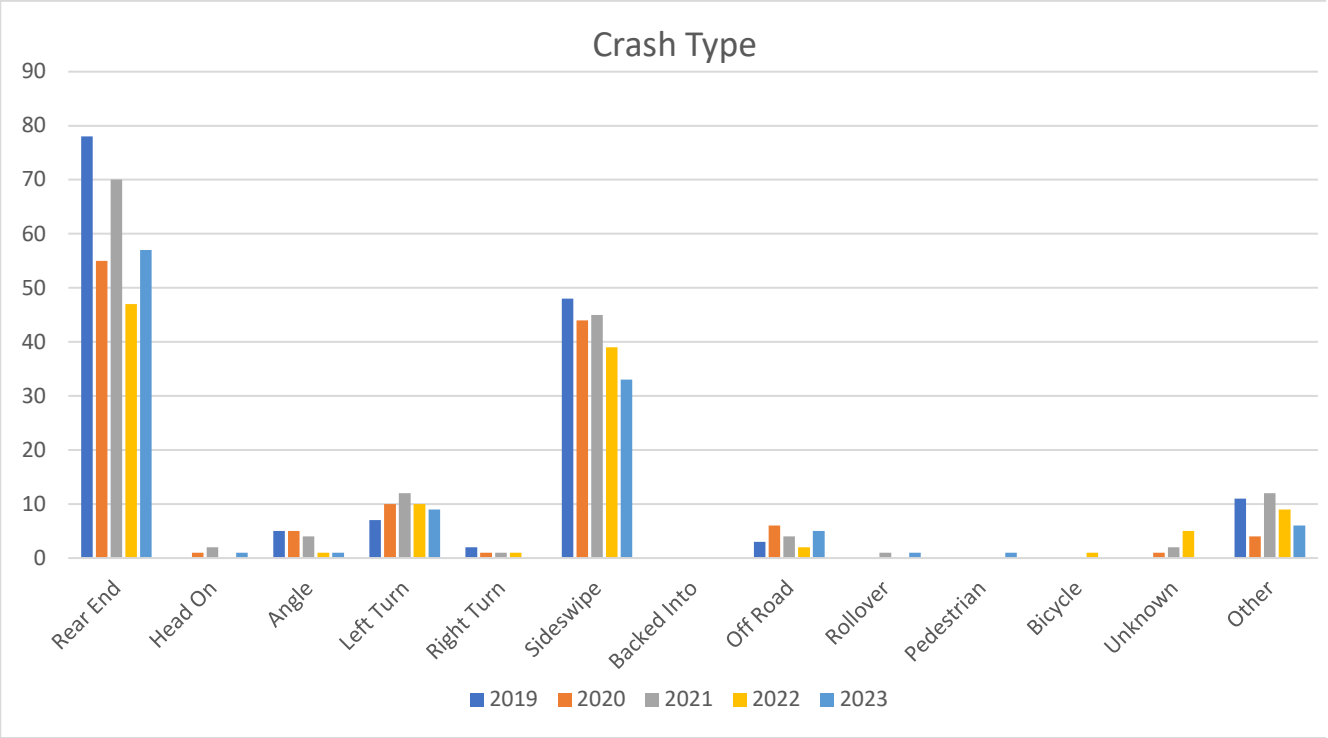
Study Period: from **1/ 2023** to **12/ 2023** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

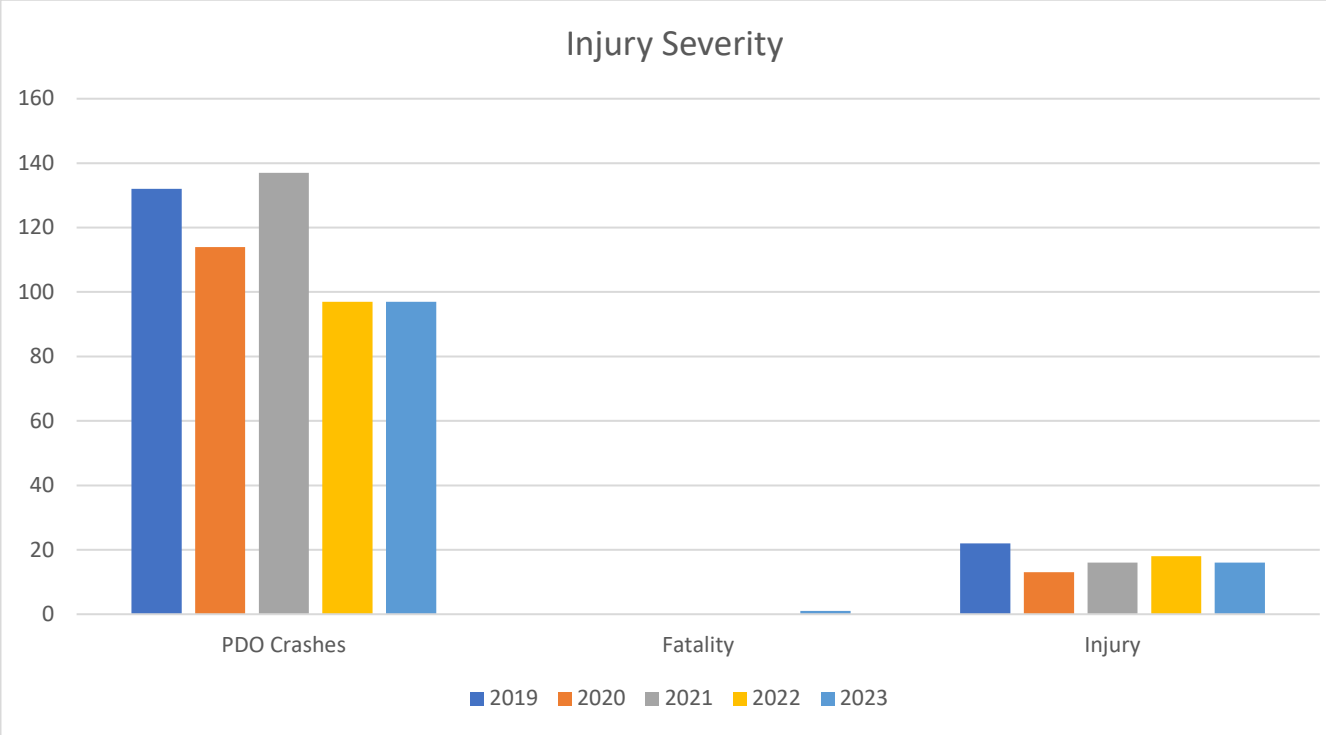
Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
25233577	1	2.839	1/24/2023	Tue	08:20	Rear End	0	0	600	DAY	Dry	0	Followed Too Closely
25220042	2	2.690	1/26/2023	Thu	01:10	Left Turn	0	0	3000	NIGHT	Dry	0	Other Contributing Action
25235039	3	2.305	1/13/2023	Fri	12:08	Rear End	0	0	13000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25236983	4	2.862	1/26/2023	Thu	09:58	Sideswipe	0	0	3800	DAY	Dry	0	No Contributing Action
25051483	5	2.451	2/7/2023	Tue	19:35	Rear End	0	0	300	NIGHT	Dry	0	No Contributing Action
25237140	6	2.350	2/13/2023	Mon	09:45	Rear End	0	0	4000	DAY	Dry	0	No Contributing Action
25237928	7	2.343	2/2/2023	Thu	09:00	Sideswipe	0	0	300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25041018	8	2.753	1/16/2023	Mon	12:00	Rear End	0	4	0	DAY	Dry	0	Other Contributing Action
25061102	9	2.753	1/26/2023	Thu	00:00	Sideswipe	0	0	5000	NIGHT	Dry	0	No Contributing Action
25234343	10	2.783	1/29/2023	Sun	04:54	Left Turn	0	0	35000	NIGHT	Dry	0	Ran Red Light
25236307	11	2.305	1/19/2023	Thu	20:14	Other	0	0	500	NIGHT	Dry	0	Other Contributing Action
89618073	12	2.716	5/13/2023	Sat	19:57	Rear End	0	2	0	NIGHT	Dry	0	Failed to Yield Right-of-Way
25074505	13	2.753	1/8/2023	Sun	16:18	Rear End	0	0	800	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25238037	14	2.314	2/3/2023	Fri	07:24	Sideswipe	0	0	200	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25242461	15	2.887	3/27/2023	Mon	14:40	Rear End	0	0	500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89599126	16	2.716	3/14/2023	Tue	11:55	Sideswipe	0	2	0	DAY	Dry	0	Disregarded Other Traffic Sign
89599141	17	2.716	3/30/2023	Thu	11:45	Sideswipe	0	0	200	DAY	Dry	0	Failed to Yield Right-of-Way
89735515	18	2.716	11/24/2023	Fri	15:36	Rear End	0	0	200	DAY	Wet	0	Operated MV in Careless or Negligent Manner
25242582	19	2.553	3/21/2023	Tue	12:25	Rear End	0	0	2450	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25242136	20	2.792	3/24/2023	Fri	02:50	Sideswipe	0	0	2000	NIGHT	Dry	0	Improper Passing
25243708	21	2.369	3/16/2023	Thu	08:08	Rear End	0	0	300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25243734	22	2.853	3/21/2023	Tue	18:00	Other	0	0	1000	DAY	Dry	0	Followed Too Closely
25242652	23	2.887	3/28/2023	Tue	16:29	Rear End	0	0	300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25242719	24	2.883	3/14/2023	Tue	07:15	Pedestrian	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
25243085	25	2.885	3/14/2023	Tue	20:20	Off Road	0	2	0	NIGHT	Dry	0	Other Contributing Action
25226565	26	2.861	1/11/2023	Wed	09:35	Rear End	0	0	40	DAY	Dry	0	Failed to Keep in Proper Lane
25243782	27	2.371	3/16/2023	Thu	22:02	Left Turn	0	0	5000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25228048	28	2.305	1/1/2023	Sun	03:10	Left Turn	1	3	0	NIGHT	Dry	0	Failed to Yield Right-of-Way
25876012	29	2.371	12/25/2023	Mon	00:19	Rear End	0	1	0	NIGHT	Wet	0	Other Contributing Action
89601309	30	2.753	2/16/2023	Thu	06:15	Sideswipe	0	0	3000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25862201	31	2.371	9/5/2023	Tue	15:05	Rear End	0	0	50	DAY	Dry	0	Other Contributing Action
89640740	32	2.716	5/22/2023	Mon	08:00	Rear End	0	0	7000	DAY	Dry	0	Failed to Yield Right-of-Way
25246745	33	2.370	4/7/2023	Fri	07:30	Rear End	0	0	100	DAY	Wet	0	Operated MV in Careless or Negligent Manner
25849875	34	2.371	6/2/2023	Fri	11:00	Rear End	0	0	1200	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89606368	35	2.716	3/26/2023	Sun	20:45	Rear End	0	0	2400	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89640767	36	2.716	6/22/2023	Thu	09:20	Rear End	0	0	1800	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89614617	37	2.716	3/22/2023	Wed	21:45	Sideswipe	0	0	1700	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25864534	38	2.369	12/3/2023	Sun	13:06	Rear End	0	0	2000	DAY	Dry	0	No Contributing Action
25851665	39	2.887	6/3/2023	Sat	21:40	Sideswipe	0	0	900	NIGHT	Wet	0	No Contributing Action
25852260	40	2.305	6/11/2023	Sun	12:55	Left Turn	0	0	810	DAY	Dry	0	Other Contributing Action
25852009	41	2.887	6/2/2023	Fri	15:50	Rear End	0	0	1500	DAY	Dry	0	Followed Too Closely
25852813	42	2.371	6/16/2023	Fri	18:38	Rear End	0	0	1500	DAY	Dry	0	No Contributing Action
25865599	43	2.371	9/12/2023	Tue	20:04	Left Turn	0	0	2000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25866452	44	2.371	9/28/2023	Thu	15:33	Left Turn	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
25867183	45	2.307	9/22/2023	Fri	08:41	Rear End	0	0	1000	DAY	Dry	0	Other Contributing Action
89643784	46	2.716	6/20/2023	Tue	12:54	Sideswipe	0	0	8000	DAY	Dry	0	Failed to Yield Right-of-Way
25855561	47	2.370	8/16/2023	Wed	18:50	Rear End	0	0	50	DAY	Dry	0	No Contributing Action

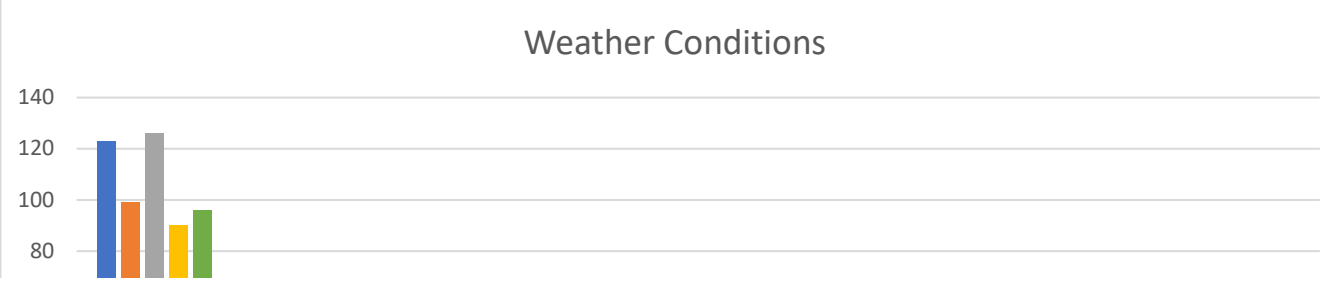
25855672	48	2.369	7/12/2023	Wed	16:00	Other	0	0	750	DAY	Dry	0	Improper Backing
25855488	49	2.887	7/1/2023	Sat	12:26	Rear End	0	0	2000	DAY	Dry	0	Followed Too Closely
25856349	50	2.887	7/10/2023	Mon	23:15	Rear End	0	0	1400	NIGHT	Dry	0	Improper Passing
25856684	51	2.366	7/6/2023	Thu	11:59	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25858175	52	2.614	7/24/2023	Mon	14:58	Rear End	0	0	7200	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25859182	53	2.887	7/28/2023	Fri	09:50	Sideswipe	0	0	2000	DAY	Dry	0	Failed to Keep in Proper Lane
89697829	54	2.716	10/17/2023	Tue	13:29	Sideswipe	0	0	2000	DAY	Dry	0	Improper Passing
89656488	55	2.716	7/2/2023	Sun	22:30	Sideswipe	0	0	2500	NIGHT	Dry	0	No Contributing Action
25861262	56	2.614	8/22/2023	Tue	09:30	Rear End	0	0	3500	DAY	Dry	0	Improper Passing
25861593	57	2.563	8/27/2023	Sun	17:53	Sideswipe	0	3	0	DAY	Dry	0	Other Contributing Action
25861684	58	2.872	8/14/2023	Mon	20:20	Sideswipe	0	0	1300	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89692271	59	2.716	8/14/2023	Mon	12:20	Sideswipe	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89697815	60	2.716	10/6/2023	Fri	17:06	Rear End	0	1	0	DAY	Dry	0	Followed Too Closely
25863148	61	2.359	8/24/2023	Thu	07:10	Other	0	0	1000	DAY	Dry	0	Other Contributing Action
89708663	62	2.716	9/3/2023	Sun	23:20	Off Road	0	0	2300	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89704162	63	2.716	8/20/2023	Sun	20:45	Rear End	0	0	30000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
89688693	64	2.716	9/9/2023	Sat	15:27	Rear End	0	0	10000	DAY	Dry	0	Followed Too Closely
89675797	65	2.716	8/2/2023	Wed	17:04	Rear End	0	0	1500	DAY	Dry	0	No Contributing Action
89675799	66	2.716	8/3/2023	Thu	22:06	Sideswipe	0	2	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89675800	67	2.716	8/3/2023	Thu	22:56	Rear End	0	0	6000	NIGHT	Dry	0	Failed to Keep in Proper Lane
89675802	68	2.716	8/4/2023	Fri	21:40	Rollover	0	0	20000	NIGHT	Dry	0	Ran Off Roadway
89675807	69	2.716	8/9/2023	Wed	14:30	Other	0	0	800	DAY	Dry	0	No Contributing Action
89689010	70	2.729	8/9/2023	Wed	11:20	Rear End	0	0	3200	DAY	Wet	0	Operated MV in Careless or Negligent Manner
87228312	71	2.614	9/21/2023	Thu	10:50	Off Road	0	0	7000	DAY	Dry	0	Improper Backing
89728252	72	2.716	10/24/2023	Tue	20:25	Sideswipe	0	0	5000	NIGHT	Dry	0	Improper Turn
89697844	73	2.716	10/27/2023	Fri	14:42	Sideswipe	0	0	20000	DAY	Dry	0	Improper Passing
25869319	74	2.887	10/18/2023	Wed	17:30	Left Turn	0	0	1000	DAY	Dry	0	Failed to Yield Right-of-Way
25870152	75	2.307	10/13/2023	Fri	14:22	Sideswipe	0	0	600	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89728261	76	2.716	10/31/2023	Tue	15:30	Sideswipe	0	0	5000	DAY	Dry	0	Improper Passing
25870066	77	2.371	10/17/2023	Tue	16:10	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25870105	78	2.614	12/1/2023	Fri	21:26	Sideswipe	0	0	1500	NIGHT	Dry	0	No Contributing Action
89708674	79	2.716	9/25/2023	Mon	23:25	Off Road	0	0	2000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89728331	80	2.716	11/25/2023	Sat	04:53	Off Road	0	1	0	NIGHT	Dry	0	Ran Off Roadway
89638625	81	2.716	6/16/2023	Fri	21:45	Rear End	0	0	2400	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89638631	82	2.716	6/24/2023	Sat	22:42	Rear End	0	2	0	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
89638632	83	2.716	6/24/2023	Sat	22:42	Rear End	0	4	0	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
25870973	84	2.868	10/24/2023	Tue	16:24	Sideswipe	0	0	1200	DAY	Dry	0	Other Contributing Action
25876434	85	2.362	12/12/2023	Tue	20:12	Rear End	0	0	3000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25871489	86	2.613	10/23/2023	Mon	14:08	Rear End	0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25871044	87	2.371	10/19/2023	Thu	10:31	Sideswipe	0	0	2000	DAY	Dry	0	Other Contributing Action
25854647	88	2.371	6/20/2023	Tue	12:56	Rear End	0	0	150	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25854694	89	2.315	6/20/2023	Tue	13:51	Rear End	0	0	510	DAY	Dry	0	Improper Passing
25851586	90	2.883	5/24/2023	Wed	14:12	Sideswipe	0	0	700	DAY	Wet	0	Other Contributing Action
25850571	91	2.887	5/18/2023	Thu	14:30	Rear End	0	0	1500	DAY	Dry	0	Other Contributing Action
25851078	92	2.305	5/25/2023	Thu	05:00	Head On	0	0	3000	NIGHT	Dry	0	Other Contributing Action
25853096	93	2.887	9/27/2023	Wed	08:30	Sideswipe	0	0	300	DAY	Dry	0	Other Contributing Action
25853506	94	2.849	6/9/2023	Fri	14:30	Rear End	0	0	200	DAY	Dry	0	Followed Too Closely
25855428	95	2.305	6/30/2023	Fri	01:17	Rear End	0	3	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25850774	96	2.369	5/18/2023	Thu	10:44	Angle	0	0	7000	DAY	Dry	0	Ran Red Light
25875572	97	2.307	11/30/2023	Thu	07:26	Sideswipe	0	0	1100	DAY	Dry	0	Failed to Keep in Proper Lane
25873354	98	2.553	11/6/2023	Mon	18:48	Sideswipe	0	0	2300	DAY	Dry	0	Improper Passing
25877798	99	2.887	12/16/2023	Sat	18:47	Left Turn	0	1	0	DAY	Wet	0	Failed to Yield Right-of-Way
25880253	100	2.371	12/28/2023	Thu	12:17	Sideswipe	0	0	500	DAY	Wet	0	Operated MV in Careless or Negligent Manner
25879740	101	2.887	12/28/2023	Thu	06:50	Rear End	0	0	1000	NIGHT	Wet	0	Followed Too Closely
25877432	102	2.887	12/21/2023	Thu	13:20	Rear End	0	0	200	DAY	Dry	0	Followed Too Closely

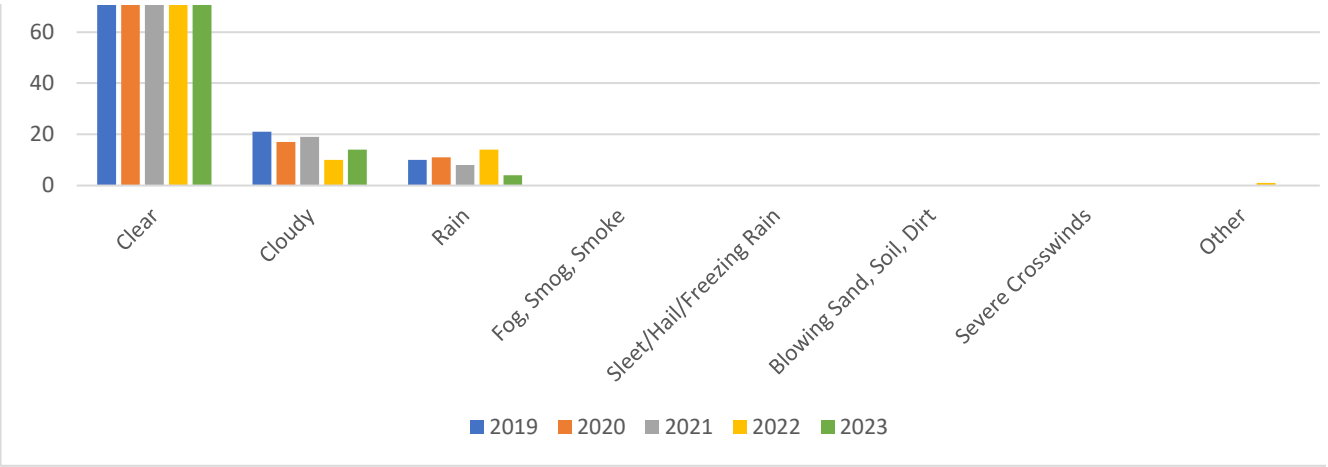
25244447	103	2.369	5/15/2023	Mon	00:05	Rear End			0	0	400	NIGHT	Dry	0	Followed Too Closely							
25245203	104	2.371	5/7/2023	Sun	00:55	Sideswipe			0	0	8000	NIGHT	Dry	0	Other Contributing Action							
26283848	105	2.716	12/27/2023	Wed	16:20	Rear End			0	0	2000	DAY	Dry	0	No Contributing Action							
89708726	106	2.716	12/5/2023	Tue	08:40	Sideswipe			0	0	1300	DAY	Dry	0	Failed to Yield Right-of-Way							
89758804	107	2.716	12/7/2023	Thu	08:40	Rear End			0	0	500	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
89677872	108	2.716	7/15/2023	Sat	11:25	Rear End			0	0	600	DAY	Wet	0	Operated MV in Careless or Negligent Manner							
89666455	109	2.716	6/29/2023	Thu	13:40	Rear End			0	0	100	DAY	Dry	0	No Contributing Action							
89708708	110	2.716	11/4/2023	Sat	13:15	Sideswipe			0	0	3500	DAY	Dry	0	Failed to Yield Right-of-Way							
89681452	111	2.716	7/15/2023	Sat	14:37	Rear End			0	0	1300	DAY	Wet	0	Operated MV in Careless or Negligent Manner							
25848541	112	2.553	7/8/2023	Sat	00:05	Rear End			0	0	2000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner							
25848044	113	2.371	4/28/2023	Fri	17:40	Other			0	0	1100	DAY	Dry	0	Improper Backing							
25846070	114	2.371	4/26/2023	Wed	15:42	Rear End			0	0	100	DAY	Dry	0	Followed Too Closely							

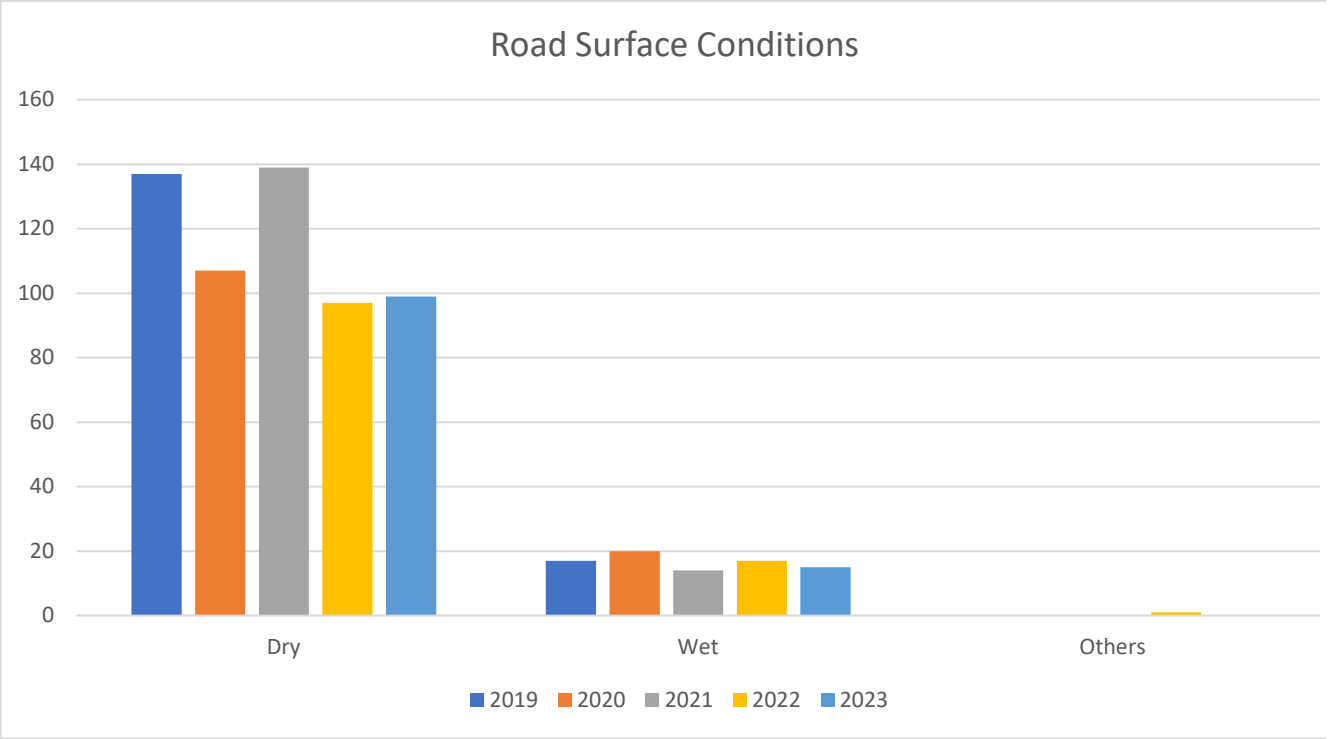
	Total No.	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Water	Other Non-Collision	Ped/Bike	Railway Vehicle	Parked Car	Motor Vehicle in Transport	Other Non-Fixed Objects	Post, Pole or Support	Other Fixed Object
	114	**1**	**17**	**97**	**57**	**1**	**1**	**33**	**0**	**9**	**0**	1	**0**	0	**1**	**0**	**0**	**106**	**0**	**0**	**5**
	Percent	*1%*	*15%*	*85%*	*50%*	*1%*	*1%*	*29%*	*0%*	*8%*	*0%*	1%	*0%*	0%	*1%*	*0%*	*0%*	*93%*	*0%*	*0%*	*4%*
	Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
	Total	**76**	**38**	**15**	**99**	**0**	**14**	**40**	**13**	**3**	**0**	**0**	**8**	**0**	**0**	**4**	**1**	**0**	**0**	**19**	0
	Percent	*67%*	*33%*	*13%*	*87%*	*0%*	*12%*	*35%*	*11%*	*3%*	*0%*	*0%*	*7%*	*0%*	*0%*	*4%*	*1%*	*0%*	*0%*	*17%*	0%

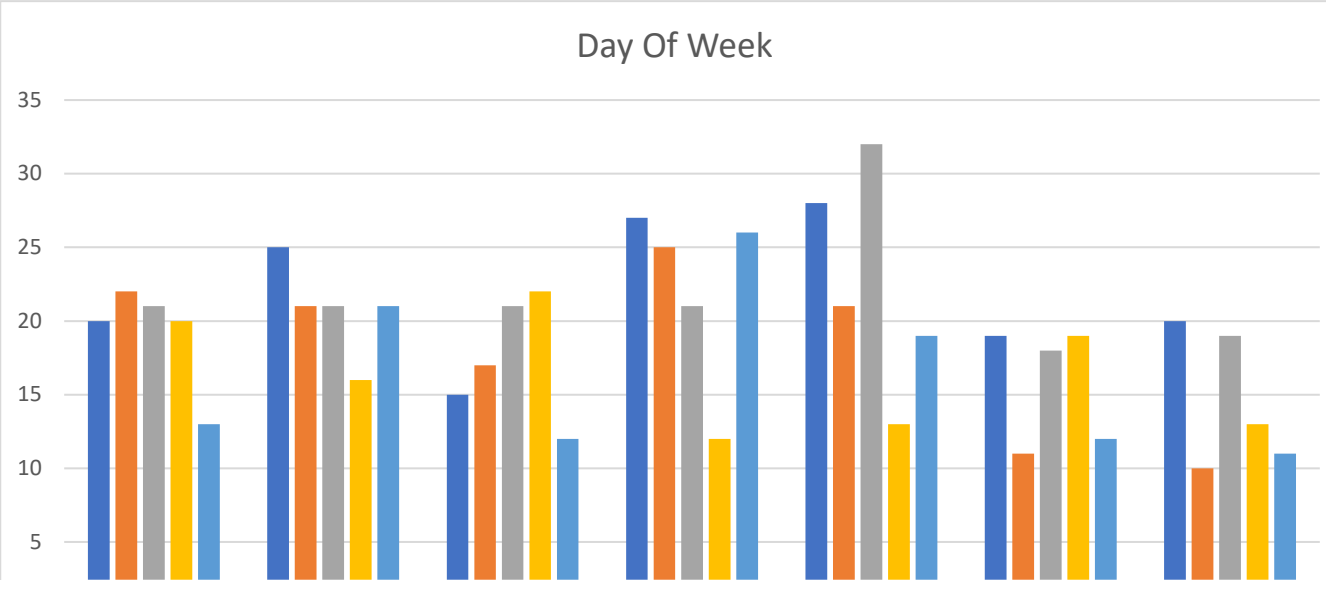

Crash Type
90
80
70
60
50
40
30
20
10
0
Rear End
Head On
Angle
Left Turn
Right Turn
Sideswipe
Backed Into
Off Road
Rollover
Pedestrian
Bicycle
Unknown
Other
2019
2020
2021
2022
2023

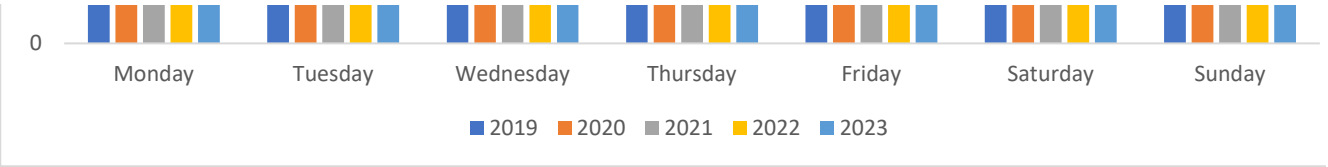

Injury Severity
160
140
120
100
80
60
40
20
0
PDO Crashes
Fatality
Injury
2019
2020
2021
2022
2023

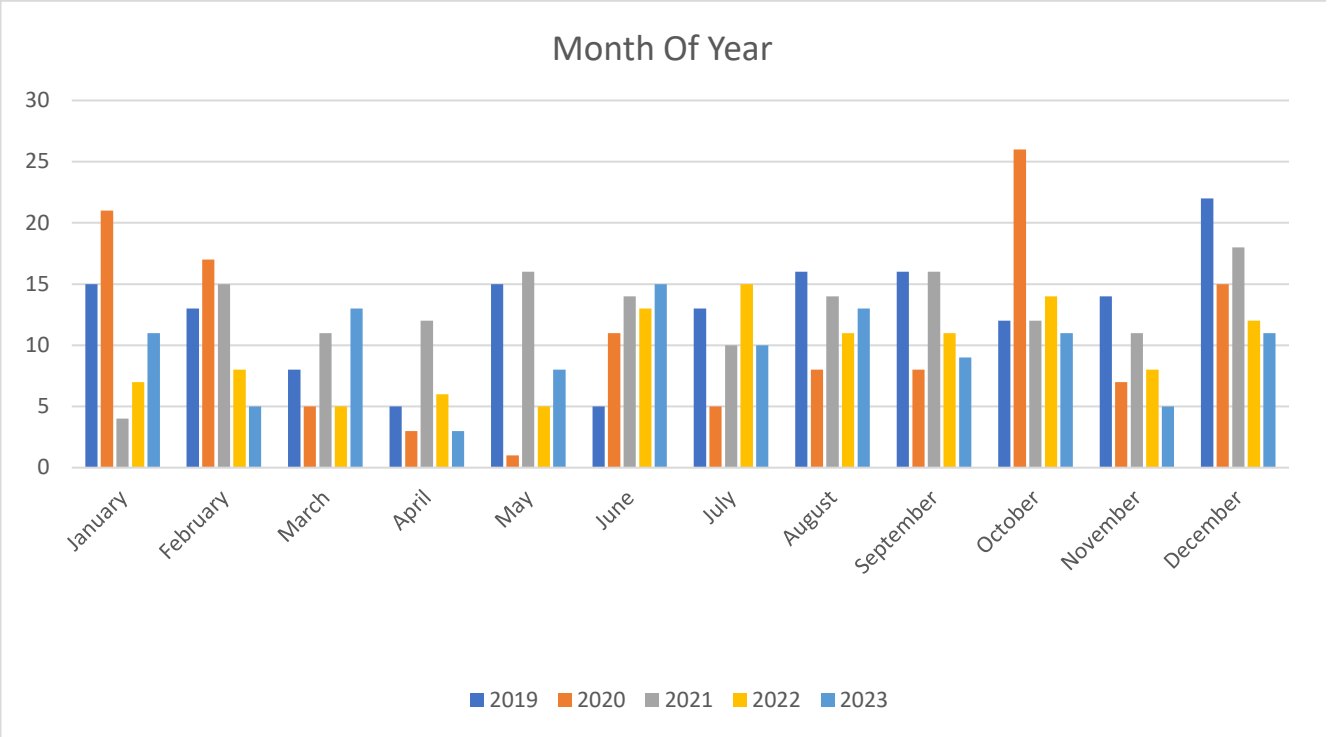

Weather Conditions
140
120
100
80

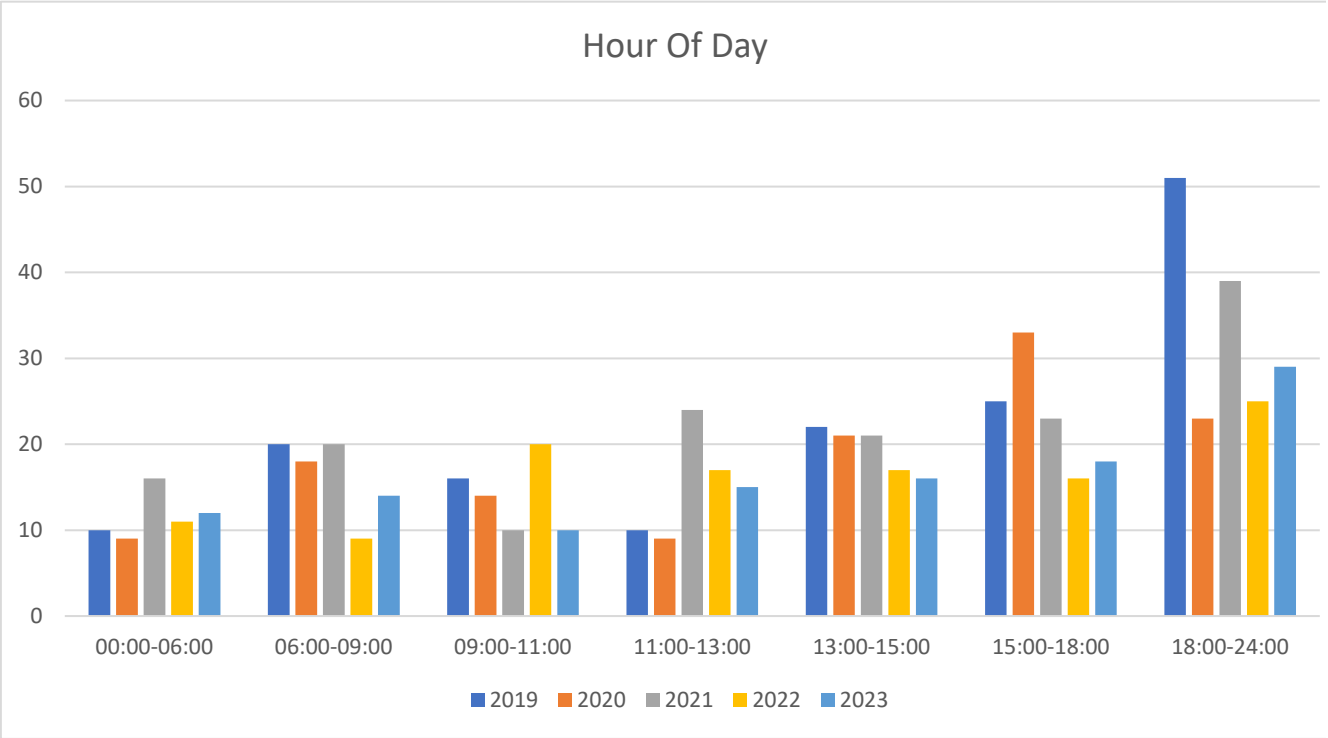

60
40
20
0
Clear
Cloudy
Rain
Fog, Smog, Smoke
Sleet/Hail/Freezing Rain
Blowing Sand, Soil, Dirt
Severe Crosswinds
Other
2019
2020
2021
2022
2023


Road Surface Conditions
160
140
120
100
80
60
40
20
0
Dry
Wet
Others
2019
2020
2021
2022
2023


Day Of Week
35
30
25
20
15
10
5


0
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
2019
2020
2021
2022
2023


Month Of Year
30
25
20
15
10
5
0
January
February
March
April
May
June
July
August
September
October
November
December
2019
2020
2021
2022
2023


Hour Of Day
60
50
40
30
20
10
0
00:00-06:00
06:00-09:00
09:00-11:00
11:00-13:00
13:00-15:00
15:00-18:00
18:00-24:00
2019
2020
2021
2022
2023

Miami Gardens Drive		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2019	2020	2021	2022	2023			
CRASH TYPE	Rear End	104	30	39	64	75	312	62	38.6%
	Head On	1	2	0	1	0	4	1	0.5%
	Angle	3	5	3	3	5	19	4	2.4%
	Left Turn	17	24	30	18	10	99	20	12.3%
	Right Turn	3	2	1	3	2	11	2	1.4%
	Sideswipe	57	17	29	47	74	224	45	27.7%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Off Road	6	3	13	18	12	52	10	6.4%
	Rollover	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	1	0	0	0	1	0	0.1%
	Bicycle	1	0	1	0	0	2	0	0.2%
	Unknown	2	4	0	0	2	8	2	1.0%
	Other	19	9	14	14	20	76	15	9.4%
	Collision With Fixed Object	*6*	*3*	*13*	*18*	*12*	52	10	6.4%
	Impact Attenuator/Crash Cushion	0	0	0	0	0	0	0	0.0%
	Bridge Overhead Structure	0	0	0	0	0	0	0	0.0%
	Bridge Pier or Support	0	0	0	0	0	0	0	0.0%
	Bridge Rail	0	0	0	0	0	0	0	0.0%
	Culvert	0	0	0	0	0	0	0	0.0%
	Curb	1	0	3	1	1	6	1	0.7%
	Ditch	0	0	0	0	0	0	0	0.0%
	Embankment	0	0	0	0	0	0	0	0.0%
	Guardrail Face	0	0	0	2	1	3	1	0.4%
	Guardrail End	0	0	0	2	0	2	0	0.2%
	Cable Barrier	0	0	0	0	0	0	0	0.0%
	Concrete Traffic Barrier	0	0	3	6	4	13	3	1.6%
	Other Traffic Barrier	1	0	0	2	1	4	1	0.5%
	Tree (Standing)	0	1	1	0	1	3	1	0.4%
	Utility Pole/Light Support	1	1	5	2	2	11	2	1.4%
	Traffic Sign Support	0	1	0	2	0	3	1	0.4%
	Traffic Signal Support	0	0	0	0	0	0	0	0.0%
	Other Post, Pole Or Support	0	0	0	1	1	2	0	0.2%
	Fence	1	0	1	0	0	2	0	0.2%
	Mailbox	0	0	0	0	0	0	0	0.0%
	Other Fixed Object	2	0	0	0	1	3	1	0.4%
	Collision Non-Fixed Object	205	93	116	150	188	752	150	93.1%
	Pedestrian	0	1	0	0	0	1	0	0.1%
	Pedalcycle	1	0	1	0	0	2	0	0.2%
	Railway Vehicle (Train, Engine)	0	0	0	0	0	0	0	0.0%
	Animal	0	0	0	0	0	0	0	0.0%
	Motor Vehicle in Transport	202	91	114	147	177	731	146	90.5%
	Parked Motor Vehicle	2	1	0	2	7	12	2	1.5%
	Work Zone/Maintenance Equipment	0	0	0	0	0	0	0	0.0%
	Struck by Falling, Shifting Cargo	0	0	0	0	3	3	1	0.4%
	Other Non-Fixed Object	0	0	1	1	1	3	1	0.4%
	Non-Collisions								0.0%
	Overturn/Rollover	0	0	0	0	0	0	0	0.0%
	Fire/Explosion	0	0	0	0	0	0	0	0.0%
	Immersion	0	0	0	0	0	0	0	0.0%
	Jackknife	0	0	0	0	0	0	0	0.0%
	Cargo/Equipment Loss or Shift	0	0	0	0	0	0	0	0.0%
	Fell/Jumped from Motor Vehicle	0	0	0	0	0	0	0	0.0%
	Thrown or Falling Object	0	0	0	0	0	0	0	0.0%
	Ran into Water/Canal	0	0	0	0	0	0	0	0.0%
	Other Non-Collision	2	1	1	0	0	4	1	0.5%
	Total Crashes	**213**	**97**	**130**	**168**	**200**	**808**	**162**	100.0%
INJURY SEVERITY	PDO Crashes	181	79	101	142	173	676	135	83.7%
	Fatality	1	0	1	0	0	2	0	0.2%
	Injury	31	18	28	26	27	130	26	16.1%

LIGHTING CONDITIONS	Daylight	141	55	70	103	125	494	99	61.1%
	Dusk	3	3	3	2	5	16	3	2.0%
	Dawn	4	3	2	6	4	19	4	2.4%
	Dark - Not Lighted	5	2	4	6	2	19	4	2.4%
	Dark - Lighted	60	34	51	51	64	260	52	32.2%
	Other,Explain in Narrative	0	0	0	0	0	0	0	0.0%
	Unknown	0	0	0	0	0	0	0	0.0%
ROAD SURFACE CONDITIONS	Dry	175	82	120	147	170	694	139	85.9%
	Wet	38	15	10	21	30	114	23	14.1%
	Others	0	0	0	0	0	0	0	0.0%
MONTH OF YEAR	January	15	17	9	22	14	77	15	9.5%
	February	21	9	8	14	22	74	15	9.2%
	March	20	12	11	13	24	80	16	9.9%
	April	10	7	7	19	18	61	12	7.5%
	May	24	4	21	11	18	78	16	9.7%
	June	22	6	4	9	16	57	11	7.1%
	July	15	4	17	16	19	71	14	8.8%
	August	18	5	12	16	17	68	14	8.4%
	September	22	2	10	15	18	67	13	8.3%
	October	21	11	15	11	13	71	14	8.8%
	November	9	7	11	9	11	47	9	5.8%
	December	16	13	5	13	10	57	11	7.1%
DAY OF WEEK	Monday	37	18	14	28	29	126	25	15.6%
	Tuesday	30	10	13	23	35	111	22	13.7%
	Wednesday	28	8	21	23	28	108	22	13.4%
	Thursday	31	18	22	22	35	128	26	15.8%
	Friday	33	14	14	30	18	109	22	13.5%
	Saturday	23	15	23	25	28	114	23	14.1%
	Sunday	31	14	23	17	27	112	22	13.9%
HOUR OF DAY	00:00-06:00	32	16	21	29	35	133	27	16.5%
	06:00-09:00	52	9	9	26	40	136	27	16.8%
	09:00-11:00	19	10	8	20	21	78	16	9.7%
	11:00-13:00	17	7	11	15	16	66	13	8.2%
	13:00-15:00	19	16	7	10	16	68	14	8.4%
	15:00-18:00	36	17	33	29	31	146	29	18.1%
	18:00-24:00	38	22	41	39	41	181	36	22.4%
DRIVERS ACTIONS AT TIME OF THE CRASH	No Contributing Action	31	14	15	35	42	137	27	17.0%
	Operated MV in Careless or Negligent Manner	105	39	48	69	64	325	65	40.2%
	Failed to Yield Right-Of-Way	29	15	22	18	24	108	22	13.4%
	Improper Backing	4	1	0	1	3	9	2	1.1%
	Improper Turn	0	0	3	1	4	8	2	1.0%
	Followed too Closely	2	0	1	3	3	9	2	1.1%
	Ran Red Light	1	7	5	5	6	24	5	3.0%
	Drove too Fast for Conditions	0	1	0	0	1	2	0	0.2%
	Ran Stop Sign	0	0	0	0	0	0	0	0.0%
	Improper Passing	6	2	7	3	4	22	4	2.7%
	Exceeded Posted Speed	0	0	2	0	0	2	0	0.2%
	Wrong Side or Wrong Way	3	0	1	1	0	5	1	0.6%
	Failed To Keep In Proper Lane	10	7	10	15	21	63	13	7.8%
	Ran Off Roadway	1	1	2	2	0	6	1	0.7%
	Disregarded Other Traffic Sign	0	0	0	0	0	0	0	0.0%
	Disregarded other Road Markings	0	1	0	0	0	1	0	0.1%
	Over-Correcting/Over-Steering	0	0	0	1	0	1	0	0.1%
	Swerved Or Avoided	1	0	0	1	3	5	1	0.6%
	perated MV in Erratic, Reckless or Aggressive Manne	0	0	0	1	0	1	0	0.1%
	Other Contributing Action	20	9	14	12	25	80	16	9.9%
WEATHER CONDITIONS	Clear	162	75	109	140	160	646	129	80.0%
	Cloudy	29	15	17	18	23	102	20	12.6%
	Rain	22	7	4	10	17	60	12	7.4%
	Fog, Smog, Smoke	0	0	0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	0	0	0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	0	0	0	0	0	0	0	0.0%
	Severe Crosswinds	0	0	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0	0	0.0%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-026-000** Route No(s): **SR-9** **I-95** Local Name(s): **Miami Gardens**

MP **6.030** to MP **7.105** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2019** to **12/ 2019** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
88992706	1	6.828	10/6/2019	Sun	11:54	Sideswipe	0	0	3000	DAY	Dry	N	Failed to Keep in Proper Lane
88059146	2	6.594	3/16/2019	Sat	01:20	Rear End	0	1	0	NIGHT	Dry	N	No Contributing Action
88274092	3	6.521	12/26/2019	Thu	18:34	Rear End	0	0	200	DAY	Wet	N	Operated MV in Careless or Negligent Manner
88147203	4	6.995	6/30/2019	Sun	16:30	Rear End	0	0	600	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88222887	5	6.578	11/22/2019	Fri	03:07	Left Turn	0	4	0	NIGHT	Dry	N	No Contributing Action
88044303	6	6.093	1/3/2019	Thu	18:45	Sideswipe	0	0	3500	DAY	Dry	N	Other Contributing Action
88138752	7	6.140	6/6/2019	Thu	10:47	Sideswipe	0	0	4500	DAY	Dry	N	Improper Passing
88051349	8	6.039	1/21/2019	Mon	08:50	Left Turn	0	1	0	DAY	Dry	N	No Contributing Action
88192505	9	6.490	8/7/2019	Wed	07:45	Sideswipe	0	0	600	DAY	Wet	N	No Contributing Action
88108152	10	6.490	4/20/2019	Sat	02:46	Rear End	0	0	2500	NIGHT	Wet	N	Other Contributing Action
88138775	11	6.574	6/28/2019	Fri	12:39	Rear End	0	1	0	DAY	Dry	N	Operated MV in Careless or Negligent Manner
88138808	12	6.578	8/19/2019	Mon	11:30	Rear End	0	0	1500	DAY	Dry	N	No Contributing Action
88108133	13	6.562	4/2/2019	Tue	10:12	Sideswipe	0	0	400	DAY	Dry	N	Other Contributing Action
88108123	14	6.490	3/10/2019	Sun	09:47	Sideswipe	0	0	400	DAY	Dry	N	Other Contributing Action
88143477	15	6.490	6/17/2019	Mon	18:55	Sideswipe	0	0	2000	DAY	Dry	Y	Failed to Keep in Proper Lane
88239823	16	6.490	12/19/2019	Thu	00:00	Rear End	0	0	2300	NIGHT	Dry	N	Operated MV in Careless or Negligent Manner
88239828	17	6.490	12/21/2019	Sat	21:50	Rear End	0	0	1400	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88163439	18	6.490	8/24/2019	Sat	12:00	Rear End	0	0	400	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88051362	19	6.490	2/14/2019	Thu	12:15	Rear End	0	0	3000	DAY	Dry	0	Other Contributing Action
88163410	20	6.490	8/1/2019	Thu	11:42	Rear End	0	0	2000	DAY	Wet	0	No Contributing Action
88146322	21	7.014	7/12/2019	Fri	14:40	Sideswipe	0	0	500	DAY	Dry	0	Improper Passing
88140581	22	6.606	6/26/2019	Wed	17:16	Left Turn	0	0	1500	DAY	Dry	0	No Contributing Action
88252092	23	6.180	12/12/2019	Thu	19:15	Angle	0	0	4000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88149086	24	6.490	6/14/2019	Fri	21:00	Rear End	0	0	1200	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88165026	25	6.490	10/3/2019	Thu	08:15	Rear End	0	0	2000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88184430	26	6.490	7/31/2019	Wed	08:15	Rear End	0	0	1100	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88161873	27	6.490	7/17/2019	Wed	16:40	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
87201870	28	6.490	5/4/2019	Sat	10:50	Off Road	0	0	1500	DAY	Dry	0	No Contributing Action
88163482	29	6.606	7/31/2019	Wed	05:50	Other	0	4	0	NIGHT	Wet	0	Failed to Yield Right-of-Way
88229651	30	6.578	11/4/2019	Mon	18:43	Other	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
88143543	31	6.490	5/31/2019	Fri	17:53	Sideswipe	0	0	2200	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88163402	32	6.490	7/25/2019	Thu	08:40	Sideswipe	0	0	100	DAY	Dry	0	Other Contributing Action
88163403	33	6.490	7/26/2019	Fri	07:37	Sideswipe	0	0	700	DAY	Dry	0	No Contributing Action
88067126	34	6.490	2/10/2019	Sun	22:59	Sideswipe	0	0	2000	NIGHT	Dry	0	Failed to Yield Right-of-Way
88163421	35	6.547	8/10/2019	Sat	07:36	Sideswipe	0	0	350	DAY	Dry	0	Other Contributing Action
88051367	36	6.098	2/20/2019	Wed	10:20	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88153830	37	6.103	7/1/2019	Mon	03:50	Rear End	0	2	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88176597	38	6.490	7/16/2019	Tue	08:15	Rear End	0	0	1000	DAY	Dry	0	No Contributing Action
88886192	39	6.485	9/10/2019	Tue	23:59	Other	0	0	9000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88147451	40	6.490	6/14/2019	Fri	18:49	Rear End	0	0	1200	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88147468	41	6.490	6/23/2019	Sun	15:46	Sideswipe	0	0	700	DAY	Dry	0	No Contributing Action
88147471	42	6.985	6/27/2019	Thu	16:51	Rear End	0	0	600	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88877184	43	6.102	5/14/2019	Tue	03:50	Sideswipe	0	0	500	NIGHT	Dry	0	Other Contributing Action
88058811	44	6.490	1/23/2019	Wed	08:25	Sideswipe	0	0	5000	DAY	Dry	0	Failed to Keep in Proper Lane
88058816	45	6.490	1/25/2019	Fri	07:10	Sideswipe	0	0	1700	DAY	Dry	0	Failed to Keep in Proper Lane
88160892	46	6.490	6/16/2019	Sun	22:08	Rear End	0	0	4500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88210321	47	6.714	11/2/2019	Sat	03:50	Other	0	1	0	NIGHT	Wet	0	Swerved or Avoided

88107938	48	6.121	5/2/2019	Thu	13:46	Rear End	0	0	200	DAY	Dry	0	Other Contributing Action
88159860	49	6.772	7/28/2019	Sun	22:35	Sideswipe	0	0	1900	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88079790	50	6.078	2/14/2019	Thu	20:29	Rear End	0	0	1000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88176363	51	6.040	9/13/2019	Fri	00:45	Rear End	0	2	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88210295	52	6.115	10/16/2019	Wed	07:55	Rear End	0	0	4000	DAY	Dry	0	No Contributing Action
88205740	53	6.490	9/23/2019	Mon	07:15	Sideswipe	0	0	1500	DAY	Dry	0	Failed to Yield Right-of-Way
88149130	54	7.095	7/22/2019	Mon	13:40	Rear End	0	2	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
87281629	55	6.082	3/19/2019	Tue	08:25	Sideswipe	0	0	1000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88119688	56	6.277	5/15/2019	Wed	07:30	Sideswipe	0	0	1600	DAY	Dry	0	Failed to Yield Right-of-Way
89014444	57	6.983	5/16/2019	Thu	16:51	Right Turn	0	0	700	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88210697	58	6.490	10/26/2019	Sat	14:10	Sideswipe	0	0	1600	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88210699	59	6.490	10/26/2019	Sat	16:30	Sideswipe	0	0	1500	DAY	Dry	0	No Contributing Action
88210708	60	6.490	10/31/2019	Thu	18:10	Rear End	0	0	1200	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88066898	61	6.490	1/1/2019	Tue	01:13	Sideswipe	0	0	300	NIGHT	Dry	0	No Contributing Action
88066941	62	6.490	2/19/2019	Tue	06:35	Rear End	0	0	1000	NIGHT	Dry	0	No Contributing Action
88145357	63	6.560	8/10/2019	Sat	05:15	Left Turn	0	0	9000	NIGHT	Dry	0	No Contributing Action
88136555	64	6.341	6/19/2019	Wed	17:05	Rear End	0	0	400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88066923	65	6.490	2/5/2019	Tue	07:50	Rear End	0	0	2300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88052709	66	6.490	1/7/2019	Mon	14:00	Sideswipe	0	0	1100	DAY	Dry	0	No Contributing Action
88066935	67	6.490	2/13/2019	Wed	09:20	Rear End	0	0	2300	DAY	Dry	0	No Contributing Action
88162516	68	6.631	6/26/2019	Wed	16:27	Rear End	0	0	20	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88162571	69	6.569	8/9/2019	Fri	19:47	Other	0	0	500	NIGHT	Wet	0	Improper Backing
88177172	70	6.490	10/2/2019	Wed	07:15	Sideswipe	0	0	3000	DAY	Dry	0	Failed to Yield Right-of-Way
88107589	71	6.521	5/2/2019	Thu	06:45	Rear End	0	0	500	NIGHT	Wet	0	No Contributing Action
88107590	72	6.490	5/2/2019	Thu	08:40	Rear End	0	0	1000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88882974	73	6.287	9/1/2019	Sun	02:42	Other	0	0	600	NIGHT	Dry	0	Other Contributing Action
88869567	74	6.209	3/31/2019	Sun	03:50	Other	0	0	600	NIGHT	Dry	0	Improper Backing
88094720	75	6.572	2/19/2019	Tue	07:18	Sideswipe	0	0	10000	DAY	Dry	0	Improper Passing
88110784	76	7.006	5/22/2019	Wed	18:00	Bicycle	0	1	0	DAY	Dry	0	No Contributing Action
88094740	77	6.572	3/15/2019	Fri	08:15	Rear End	0	0	4000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88094741	78	6.579	3/15/2019	Fri	11:17	Rear End	0	0	6000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88244351	79	6.560	12/13/2019	Fri	17:55	Left Turn	0	3	0	DAY	Dry	0	Failed to Yield Right-of-Way
88094764	80	6.098	4/1/2019	Mon	23:50	Rear End	0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88123737	81	6.502	4/12/2019	Fri	07:45	Rear End	0	0	5000	DAY	Dry	0	No Contributing Action
88094729	82	6.104	3/4/2019	Mon	07:32	Sideswipe	0	0	5000	DAY	Dry	0	Improper Passing
88212880	83	6.466	9/14/2019	Sat	11:55	Off Road	0	0	2000	DAY	Dry	0	No Contributing Action
88157201	84	6.490	7/10/2019	Wed	07:35	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88136903	85	6.521	5/28/2019	Tue	17:00	Sideswipe	0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88136905	86	6.635	5/31/2019	Fri	15:15	Rear End	0	0	1100	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88249222	87	6.483	12/2/2019	Mon	07:30	Rear End	0	0	900	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88249236	88	6.102	12/16/2019	Mon	09:50	Sideswipe	0	0	100	DAY	Dry	0	Failed to Yield Right-of-Way
88153828	89	6.608	6/28/2019	Fri	22:20	Head On	0	1	0	NIGHT	Dry	0	Wrong Side or Wrong Way
88073839	90	6.039	5/29/2019	Wed	08:19	Other	0	0	4000	DAY	Dry	0	Improper Passing
88058828	91	6.490	2/11/2019	Mon	06:05	Rear End	0	0	9500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88058835	92	6.490	2/17/2019	Sun	11:05	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88081661	93	6.483	5/2/2019	Thu	08:35	Rear End	0	0	7000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88058843	94	6.490	3/8/2019	Fri	12:30	Sideswipe	0	0	1000	DAY	Dry	0	Failed to Yield Right-of-Way
88103991	95	7.077	4/17/2019	Wed	18:42	Rear End	0	0	100	DAY	Dry	0	No Contributing Action
88082008	96	6.490	2/17/2019	Sun	17:20	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88242174	97	6.490	10/29/2019	Tue	08:15	Rear End	0	0	1300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88081637	98	6.121	3/17/2019	Sun	00:30	Rear End	0	0	8000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88269483	99	6.123	12/19/2019	Thu	09:15	Sideswipe	0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88242220	100	6.083	12/10/2019	Tue	00:00	Rear End	0	0	1700	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88271462	101	7.025	12/17/2019	Tue	15:45	Rear End	0	2	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88249782	102	6.490	12/16/2019	Mon	13:36	Rear End	0	0	1400	DAY	Dry	0	Operated MV in Careless or Negligent Manner

88249783	103	6.900	12/16/2019	Mon	17:06	Sideswipe	0	0	1500	DAY	Dry	0	No Contributing Action
88194304	104	6.578	9/14/2019	Sat	05:20	Left Turn	0	0	11500	NIGHT	Dry	0	No Contributing Action
88139060	105	6.574	5/17/2019	Fri	08:30	Rear End	0	0	700	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88139077	106	6.606	6/3/2019	Mon	06:40	Rear End	0	0	1200	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88022244	107	6.104	1/13/2019	Sun	00:05	Rear End	0	0	3000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88875371	108	6.102	8/5/2019	Mon	20:00	Sideswipe	0	0	4500	NIGHT	Dry	0	Wrong Side or Wrong Way
88213062	109	6.521	10/27/2019	Sun	00:50	Rear End	0	0	7000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88213136	110	6.632	10/5/2019	Sat	00:48	Off Road	0	0	3000	NIGHT	Dry	0	Ran Off Roadway
88205774	111	6.490	11/13/2019	Wed	09:15	Sideswipe	0	0	140	DAY	Dry	0	Failed to Yield Right-of-Way
88119035	112	6.726	5/13/2019	Mon	20:30	Rear End	0	1	0	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88882988	113	6.033	6/24/2019	Mon	12:31	Sideswipe	0	0	400	DAY	Dry	0	Failed to Keep in Proper Lane
88041893	114	6.490	1/13/2019	Sun	08:28	Other	0	0	3000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88041882	115	6.111	1/5/2019	Sat	07:56	Rear End	0	0	9000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88184743	116	6.606	8/22/2019	Thu	16:36	Sideswipe	0	0	200	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88097799	117	6.808	3/27/2019	Wed	17:42	Rear End	0	0	300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89015063	118	7.096	8/28/2019	Wed	20:33	Rear End	0	0	250	NIGHT	Dry	0	Followed Too Closely
88184727	119	6.560	8/14/2019	Wed	13:39	Left Turn	0	0	1200	DAY	Wet	0	Failed to Yield Right-of-Way
88061262	120	6.492	1/15/2019	Tue	17:40	Unknown	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
88126122	121	6.490	5/14/2019	Tue	13:42	Sideswipe	0	0	1500	DAY	Dry	0	Failed to Yield Right-of-Way
88126131	122	6.578	5/24/2019	Fri	20:17	Left Turn	0	0	4000	NIGHT	Dry	0	Failed to Yield Right-of-Way
88213103	123	6.490	9/15/2019	Sun	14:23	Rear End	0	0	3500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88119712	124	6.490	6/14/2019	Fri	07:40	Rear End	0	0	2000	DAY	Dry	0	Failed to Yield Right-of-Way
88119713	125	6.490	6/14/2019	Fri	08:25	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88126153	126	6.635	6/3/2019	Mon	04:30	Other	0	0	2250	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88215421	127	7.056	10/1/2019	Tue	09:25	Sideswipe	0	0	2000	DAY	Dry	0	Other Contributing Action
88051340	128	6.278	1/15/2019	Tue	09:10	Rear End	0	0	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88077298	129	6.140	1/31/2019	Thu	23:10	Rear End	0	3	0	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88092705	130	6.637	2/27/2019	Wed	18:31	Rear End	0	2	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88070151	131	6.906	4/3/2019	Wed	16:10	Rear End	0	0	100	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88173598	132	6.462	8/18/2019	Sun	16:32	Sideswipe	0	0	700	DAY	Dry	0	Other Contributing Action
88173623	133	6.041	8/24/2019	Sat	00:20	Angle	0	0	6000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88173635	134	6.043	9/2/2019	Mon	17:40	Left Turn	0	1	0	DAY	Wet	0	No Contributing Action
88173636	135	6.490	9/3/2019	Tue	17:45	Rear End	0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88173638	136	6.654	9/9/2019	Mon	13:23	Other	0	0	8000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88114139	137	6.490	5/13/2019	Mon	08:20	Rear End	0	0	3500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88181189	138	6.490	9/13/2019	Fri	16:20	Rear End	0	0	400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88106038	139	6.078	3/10/2019	Sun	15:38	Rear End	0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88106039	140	6.490	3/10/2019	Sun	17:25	Sideswipe	0	0	1000	DAY	Dry	0	Other Contributing Action
88106056	141	6.490	3/19/2019	Tue	13:30	Rear End	0	0	1100	DAY	Wet	0	Other Contributing Action
88056087	142	6.490	3/15/2019	Fri	07:25	Rear End	0	0	3000	DAY	Wet	0	Failed to Yield Right-of-Way
88099772	143	6.468	2/26/2019	Tue	15:30	Rear End	0	0	2500	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88099791	144	6.569	3/12/2019	Tue	13:45	Rear End	0	0	100	DAY	Dry	0	Followed Too Closely
88173583	145	6.560	8/7/2019	Wed	20:57	Left Turn	0	0	9000	NIGHT	Dry	0	Failed to Yield Right-of-Way
88163175	146	6.490	9/16/2019	Mon	06:45	Rear End	0	0	4000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88114482	147	6.587	3/21/2019	Thu	10:50	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88250396	148	6.485	12/19/2019	Thu	22:55	Rear End	0	1	0	NIGHT	Dry	0	Other Contributing Action
88129079	149	6.490	4/22/2019	Mon	07:45	Sideswipe	0	0	2000	DAY	Dry	0	No Contributing Action
88056060	150	6.490	2/8/2019	Fri	10:00	Sideswipe	0	0	3000	DAY	Dry	0	Failed to Yield Right-of-Way
88056068	151	6.490	2/22/2019	Fri	09:25	Sideswipe	0	0	1000	DAY	Dry	0	Failed to Yield Right-of-Way
88056070	152	6.490	2/23/2019	Sat	06:10	Sideswipe	0	0	3500	NIGHT	Dry	0	Failed to Yield Right-of-Way
88113648	153	6.490	6/17/2019	Mon	07:50	Sideswipe	0	0	1500	DAY	Wet	0	Failed to Keep in Proper Lane
88086608	154	6.201	5/5/2019	Sun	00:01	Rear End	0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88163168	155	6.490	9/11/2019	Wed	08:30	Sideswipe	0	0	4000	DAY	Dry	0	Failed to Yield Right-of-Way
88163183	156	6.490	9/23/2019	Mon	08:25	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88120228	157	6.569	4/13/2019	Sat	11:00	Rear End	0	0	700	DAY	Dry	0	Operated MV in Careless or Negligent Manner

88207501	158	6.578	10/14/2019	Mon	06:40	Rear End	0	0	1200	NIGHT	Dry	0	Other Contributing Action
88121229	159	6.987	5/19/2019	Sun	14:40	Sideswipe	0	0	500	DAY	Dry	0	Failed to Yield Right-of-Way
88076995	160	6.481	1/29/2019	Tue	07:05	Rear End	0	0	340	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88208618	161	6.476	10/11/2019	Fri	06:35	Rear End	0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88225972	162	6.490	10/11/2019	Fri	06:30	Rear End	0	0	8000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88215252	163	6.578	10/7/2019	Mon	17:40	Sideswipe	0	0	500	DAY	Wet	0	Failed to Keep in Proper Lane
88902277	164	6.111	11/25/2019	Mon	04:17	Left Turn	0	0	6000	NIGHT	Dry	0	No Contributing Action
88885015	165	6.987	7/9/2019	Tue	16:44	Off Road	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88877870	166	6.442	6/6/2019	Thu	17:35	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88062455	167	6.039	1/22/2019	Tue	00:50	Left Turn	0	0	2000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88235559	168	6.578	11/3/2019	Sun	22:20	Left Turn	0	1	0	NIGHT	Wet	0	Failed to Yield Right-of-Way
88062480	169	6.490	2/25/2019	Mon	16:00	Rear End	0	0	1700	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88062487	170	6.490	2/28/2019	Thu	14:55	Rear End	0	0	1600	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88225456	171	6.105	12/28/2019	Sat	04:14	Rear End	0	2	0	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88113220	172	6.039	5/9/2019	Thu	20:50	Angle	0	0	3000	NIGHT	Dry	0	No Contributing Action
88113228	173	6.490	5/11/2019	Sat	20:55	Rear End	0	0	2000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88888515	174	6.102	10/6/2019	Sun	00:04	Sideswipe	0	1	0	NIGHT	Dry	0	Wrong Side or Wrong Way
88172462	175	6.538	8/8/2019	Thu	18:29	Rear End	0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88880632	176	6.447	9/9/2019	Mon	02:30	Off Road	0	0	10000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88164976	177	6.466	7/8/2019	Mon	10:40	Sideswipe	0	0	1900	DAY	Dry	0	Failed to Keep in Proper Lane
89510858	178	6.039	12/15/2019	Sun	12:25	Left Turn	0	0	2500	DAY	Dry	0	No Contributing Action
88179881	179	6.731	8/2/2019	Fri	14:35	Unknown	0	0	1700	DAY	Dry	0	Failed to Yield Right-of-Way
88056447	180	7.019	2/23/2019	Sat	21:55	Other	1	1	0	NIGHT	Dry	0	Other Contributing Action
88196977	181	6.041	9/24/2019	Tue	14:34	Sideswipe	0	0	500	DAY	Dry	0	No Contributing Action
88111898	182	6.030	5/6/2019	Mon	12:37	Rear End	0	0	800	DAY	Dry	0	Failed to Yield Right-of-Way
88213237	183	6.578	11/23/2019	Sat	00:04	Left Turn	0	2	0	NIGHT	Dry	0	No Contributing Action
88201123	184	6.578	10/5/2019	Sat	21:49	Left Turn	0	1	0	NIGHT	Dry	0	Failed to Yield Right-of-Way
88104169	185	6.490	3/5/2019	Tue	07:40	Rear End	0	0	300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88134675	186	6.041	7/14/2019	Sun	01:08	Rear End	0	0	600	NIGHT	Dry	0	Other Contributing Action
87204149	187	6.385	2/8/2019	Fri	16:43	Other	0	0	17000	DAY	Dry	0	Failed to Keep in Proper Lane
88224261	188	6.490	10/7/2019	Mon	08:40	Rear End	0	0	2500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88224273	189	6.490	10/15/2019	Tue	08:55	Rear End	0	0	3600	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88159051	190	6.078	6/15/2019	Sat	03:25	Left Turn	0	0	8000	NIGHT	Dry	0	Ran Red Light
88142023	191	6.541	7/7/2019	Sun	17:14	Sideswipe	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88224305	192	6.135	11/14/2019	Thu	09:00	Sideswipe	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88209951	193	6.485	11/15/2019	Fri	18:40	Rear End	0	2	0	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88114379	194	7.057	4/22/2019	Mon	23:10	Rear End	0	0	5000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88096542	195	6.458	3/29/2019	Fri	15:45	Rear End	0	0	1600	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88073204	196	6.578	1/10/2019	Thu	13:10	Other	0	0	6000	DAY	Dry	0	Failed to Yield Right-of-Way
88205633	197	6.078	10/3/2019	Thu	13:13	Sideswipe	0	0	300	DAY	Dry	0	No Contributing Action
88205649	198	6.551	10/16/2019	Wed	08:06	Rear End	0	0	1400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88205718	199	6.196	9/2/2019	Mon	16:30	Other	0	1	0	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88205719	200	6.616	9/3/2019	Tue	09:30	Right Turn	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
88205726	201	6.104	9/13/2019	Fri	12:10	Other	0	0	500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88205733	202	6.490	9/17/2019	Tue	09:00	Rear End	0	0	4500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88129720	203	6.490	6/19/2019	Wed	11:00	Rear End	0	0	700	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88128452	204	6.579	4/21/2019	Sun	18:03	Right Turn	0	0	700	DAY	Dry	0	Failed to Yield Right-of-Way
88205605	205	6.490	9/18/2019	Wed	08:25	Rear End	0	0	3800	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88201096	206	6.037	8/23/2019	Fri	13:24	Rear End	0	0	1000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88128492	207	6.490	5/23/2019	Thu	11:54	Sideswipe	0	0	1200	DAY	Dry	0	Improper Passing
88253927	208	6.636	12/19/2019	Thu	17:31	Other	0	0	1050	DAY	Wet	0	Improper Backing
88186359	209	6.483	9/1/2019	Sun	01:24	Off Road	0	0	2000	NIGHT	Dry	0	Improper Backing
88869037	210	6.037	3/26/2019	Tue	09:30	Sideswipe	0	0	4000	DAY	Dry	0	Failed to Keep in Proper Lane
88864234	211	6.282	2/17/2019	Sun	04:01	Other	0	0	2000	NIGHT	Dry	0	Other Contributing Action
87281280	212	6.490	8/25/2019	Sun	21:05	Rear End	0	0	3000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner

88864977	213	6.210	3/24/2019		Sun	21:00	Other			0	0	600	NIGHT	Dry	0	Other Contributing Action					
	Total No.	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Water	Other Non-Collision	Ped/Bike	Railway Vehicle	Parked Car	Motor Vehicle in Transport	Other Non-Fixed Objects	Post, Pole or Support	Other Fixed Object
	213	**1**	**34**	**179**	**104**	**1**	**3**	**57**	**0**	**17**	**3**	0	**0**	2	**0**	**0**	**0**	**202**	**0**	**0**	**6**
	Percent	*0%*	*16%*	*84%*	*49%*	*0%*	*1%*	*27%*	*0%*	*8%*	*1%*	0%	*0%*	1%	*0%*	*0%*	*0%*	*95%*	*0%*	*0%*	*3%*
	Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
	Total	**146**	**67**	**38**	**175**	**0**	**33**	**105**	**30**	**4**	**0**	**0**	**6**	**0**	**0**	**10**	**0**	**1**	**0**	**21**	0
	Percent	*69%*	*31%*	*18%*	*82%*	*0%*	*15%*	*49%*	*14%*	*2%*	*0%*	*0%*	*3%*	*0%*	*0%*	*5%*	*0%*	*0%*	*0%*	*10%*	0%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-026-000** Route No(s): **SR-9** **I-95** Local Name(s): **Miami Gardens**

MP **6.030** to MP **7.105** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2020** to **12/ 2020** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
89520754	1	6.815	2/27/2020	Thu	09:06	Sideswipe	0	0	1500	DAY	Dry	0	Other Contributing Action
88317698	2	6.587	4/14/2020	Tue	22:40	Unknown	0	0	500	NIGHT	Dry	0	No Contributing Action
88297901	3	6.578	2/16/2020	Sun	10:20	Left Turn	0	0	1800	DAY	Dry	0	Failed to Yield Right-of-Way
88297921	4	6.578	3/14/2020	Sat	06:15	Angle	0	1	0	NIGHT	Dry	0	Ran Red Light
88321162	5	6.089	6/9/2020	Tue	14:00	Angle	0	0	4000	DAY	Dry	0	Ran Red Light
88375736	6	6.563	9/21/2020	Mon	14:07	Head On	0	0	2600	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88305766	7	6.556	5/2/2020	Sat	14:00	Rear End	0	0	5000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88256036	8	6.673	1/16/2020	Thu	07:30	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88287247	9	6.575	4/3/2020	Fri	18:05	Rear End	0	0	6000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88295358	10	6.039	3/21/2020	Sat	18:54	Left Turn	0	0	10000	DAY	Dry	0	Ran Red Light
88335657	11	6.724	5/31/2020	Sun	17:10	Left Turn	0	0	2000	DAY	Dry	0	Ran Red Light
88295341	12	6.103	3/10/2020	Tue	14:31	Rear End	0	0	6000	DAY	Dry	0	No Contributing Action
88261582	13	6.074	1/25/2020	Sat	14:40	Sideswipe	0	0	3000	DAY	Dry	0	Failed to Keep in Proper Lane
88287023	14	6.604	2/13/2020	Thu	17:40	Other	0	0	2000	DAY	Dry	0	Other Contributing Action
89513676	15	6.578	1/7/2020	Tue	12:50	Other	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89540515	16	6.134	11/16/2020	Mon	23:00	Other	0	0	5500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88399868	17	6.530	11/25/2020	Wed	11:49	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88282327	18	6.201	3/14/2020	Sat	02:40	Head On	0	0	5000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88271509	19	6.925	1/30/2020	Thu	04:30	Off Road	0	1	0	NIGHT	Wet	0	Ran Off Roadway
88337010	20	6.569	10/2/2020	Fri	08:50	Left Turn	0	2	0	DAY	Dry	0	Ran Red Light
88320961	21	6.546	4/15/2020	Wed	10:48	Rear End	0	0	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88261315	22	7.015	1/2/2020	Thu	23:40	Off Road	0	0	800	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88287703	23	6.579	1/26/2020	Sun	13:14	Sideswipe	0	0	1000	DAY	Dry	0	Other Contributing Action
88413014	24	6.578	11/29/2020	Sun	02:40	Left Turn	0	0	12000	NIGHT	Dry	0	No Contributing Action
88338607	25	6.578	7/11/2020	Sat	08:40	Left Turn	0	2	0	DAY	Dry	0	Failed to Yield Right-of-Way
88256369	26	6.673	1/4/2020	Sat	16:01	Sideswipe	0	0	5500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88338810	27	6.564	8/6/2020	Thu	04:05	Angle	0	1	0	NIGHT	Dry	0	Ran Red Light
88338862	28	6.611	7/31/2020	Fri	09:30	Rear End	0	0	19500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88287228	29	6.775	3/5/2020	Thu	19:10	Rear End	0	0	5500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88338556	30	6.371	7/26/2020	Sun	19:25	Sideswipe	0	0	5000	NIGHT	Dry	0	Failed to Keep in Proper Lane
24008877	31	7.077	10/26/2020	Mon	02:42	Other	0	0	1000	NIGHT	Wet	0	No Contributing Action
88404494	32	6.738	11/20/2020	Fri	22:55	Left Turn	0	0	2500	NIGHT	Dry	0	No Contributing Action
88301461	33	6.290	2/22/2020	Sat	04:25	Sideswipe	0	0	4900	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
88192297	34	6.578	1/26/2020	Sun	22:44	Left Turn	0	0	9000	NIGHT	Dry	0	No Contributing Action
88344730	35	6.854	6/30/2020	Tue	13:15	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88249247	36	6.106	1/9/2020	Thu	05:50	Rear End	0	0	100	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88249271	37	6.578	2/2/2020	Sun	11:00	Left Turn	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
88334145	38	6.566	6/14/2020	Sun	14:30	Left Turn	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
88249394	39	6.578	1/17/2020	Fri	11:16	Left Turn	0	0	8000	DAY	Dry	0	Failed to Yield Right-of-Way
88420951	40	7.006	12/7/2020	Mon	19:00	Pedestrian	0	1	0	NIGHT	Dry	0	No Contributing Action
88325194	41	6.566	5/23/2020	Sat	21:10	Left Turn	0	2	0	NIGHT	Wet	0	No Contributing Action
88412986	42	6.578	10/19/2020	Mon	04:31	Other	0	0	15426	NIGHT	Wet	0	No Contributing Action
88389297	43	6.097	10/3/2020	Sat	16:57	Sideswipe	0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89541212	44	6.082	10/10/2020	Sat	22:05	Unknown	0	0	12500	NIGHT	Wet	0	Failed to Keep in Proper Lane
88430036	45	6.567	12/25/2020	Fri	00:35	Unknown	0	0	9000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89540722	46	6.578	10/6/2020	Tue	02:12	Left Turn	0	1	0	NIGHT	Dry	0	Other Contributing Action
89512277	47	6.578	1/5/2020	Sun	13:17	Left Turn	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way

88346067	48	6.585	7/20/2020	Mon	00:55	Left Turn			0	2	0	NIGHT	Dry	0	Other Contributing Action							
88274135	49	6.561	1/27/2020	Mon	14:18	Rear End			0	0	1100	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88292389	50	6.577	4/6/2020	Mon	21:38	Angle			0	0	5000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
88401400	51	7.105	10/26/2020	Mon	18:56	Rear End			0	0	750	DAY	Dry	0	Failed to Keep in Proper Lane							
88296050	52	6.551	3/4/2020	Wed	16:10	Rear End			0	0	1200	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88230583	53	6.058	1/17/2020	Fri	01:15	Sideswipe			0	0	10000	NIGHT	Dry	0	Failed to Keep in Proper Lane							
88291678	54	6.039	3/7/2020	Sat	21:29	Left Turn			0	2	0	NIGHT	Dry	0	Failed to Yield Right-of-Way							
88265710	55	6.466	2/3/2020	Mon	09:20	Sideswipe			0	0	300	DAY	Dry	0	Failed to Yield Right-of-Way							
88296597	56	6.564	6/11/2020	Thu	06:29	Sideswipe			0	0	4000	NIGHT	Dry	0	Improper Passing							
88408547	57	6.560	12/11/2020	Fri	17:58	Angle			0	0	5500	DAY	Wet	0	Other Contributing Action							
89549550	58	6.121	12/28/2020	Mon	01:02	Rear End			0	0	2000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner							
88399870	59	6.564	11/30/2020	Mon	10:46	Right Turn			0	0	5000	DAY	Dry	0	Failed to Keep in Proper Lane							
88406760	60	7.102	12/2/2020	Wed	18:45	Left Turn			0	0	6500	DAY	Dry	0	Other Contributing Action							
88185031	61	6.570	1/19/2020	Sun	22:45	Rear End			0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
88408749	62	6.564	10/29/2020	Thu	12:05	Other			0	0	1000	DAY	Dry	0	Disregarded Other Road Markings							
88300168	63	6.558	5/8/2020	Fri	07:55	Rear End			0	0	5000	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88282324	64	6.677	3/9/2020	Mon	22:00	Off Road			0	0	5000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
88248351	65	6.564	2/20/2020	Thu	09:20	Sideswipe			0	0	3800	DAY	Dry	0	Failed to Yield Right-of-Way							
88408771	66	6.528	12/11/2020	Fri	09:05	Rear End			0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88403440	67	6.033	12/24/2020	Thu	22:25	Rear End			0	0	4000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner							
88366382	68	6.506	8/3/2020	Mon	14:09	Other			0	0	8000	DAY	Wet	0	Drove Too Fast for Conditions							
88377918	69	6.586	8/31/2020	Mon	07:40	Sideswipe			0	0	1000	DAY	Dry	0	Other Contributing Action							
88276396	70	6.566	2/1/2020	Sat	15:00	Other			0	0	1100	DAY	Wet	0	No Contributing Action							
88409746	71	6.525	11/27/2020	Fri	06:09	Rear End			0	0	3000	NIGHT	Wet	0	Failed to Yield Right-of-Way							
89513928	72	6.578	1/20/2020	Mon	15:29	Rear End			0	0	150	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88355634	73	6.564	6/18/2020	Thu	14:08	Right Turn			0	0	7000	DAY	Wet	0	Failed to Yield Right-of-Way							
88312325	74	6.616	4/22/2020	Wed	13:45	Rear End			0	0	5000	DAY	Dry	0	Other Contributing Action							
88338090	75	6.665	8/3/2020	Mon	10:48	Rear End			0	0	500	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
89528547	76	6.566	6/23/2020	Tue	05:28	Left Turn			0	0	5000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
88355691	77	6.606	8/21/2020	Fri	17:23	Rear End			0	0	3500	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88338333	78	6.843	4/9/2020	Thu	10:00	Rear End			0	0	8000	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88292105	79	6.429	3/12/2020	Thu	16:48	Sideswipe			0	0	1100	DAY	Dry	0	Failed to Keep in Proper Lane							
88292112	80	6.578	4/8/2020	Wed	17:21	Left Turn			0	0	4500	DAY	Dry	0	Ran Red Light							
88286450	81	6.578	1/28/2020	Tue	19:00	Left Turn			0	0	2700	NIGHT	Dry	0	No Contributing Action							
88408741	82	6.665	10/15/2020	Thu	13:13	Other			0	0	600	DAY	Dry	0	Improper Backing							
88321105	83	6.184	3/6/2020	Fri	17:42	Rear End			0	0	6000	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88304355	84	6.530	3/18/2020	Wed	15:50	Sideswipe			0	0	5500	DAY	Wet	0	Operated MV in Careless or Negligent Manner							
88305750	85	6.653	3/30/2020	Mon	14:00	Sideswipe			0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88420967	86	6.553	12/20/2020	Sun	01:40	Unknown			0	0	3000	NIGHT	Dry	0	No Contributing Action							
88427975	87	7.105	12/8/2020	Tue	21:34	Left Turn			0	4	0	NIGHT	Dry	0	No Contributing Action							
88424157	88	6.740	12/13/2020	Sun	16:51	Left Turn			0	0	1300	DAY	Dry	0	Failed to Yield Right-of-Way							
88417821	89	6.063	11/17/2020	Tue	19:30	Sideswipe			0	0	1500	NIGHT	Dry	0	Failed to Yield Right-of-Way							
88397580	90	6.564	10/8/2020	Thu	06:00	Rear End			0	0	1200	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
88286153	91	6.457	1/17/2020	Fri	12:35	Left Turn			0	0	500	DAY	Dry	0	No Contributing Action							
88375509	92	6.523	9/16/2020	Wed	17:30	Rear End			0	0	5000	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88384906	93	6.542	12/10/2020	Thu	12:29	Rear End			0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88378168	94	6.534	10/17/2020	Sat	17:26	Rear End			0	0	5000	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88275021	95	6.413	2/2/2020	Sun	17:40	Sideswipe			0	0	7000	DAY	Dry	0	Failed to Yield Right-of-Way							
88420957	96	6.738	12/12/2020	Sat	02:35	Left Turn			0	0	4000	NIGHT	Dry	0	Failed to Yield Right-of-Way							
88429833	97	6.542	12/6/2020	Sun	14:07	Rear End			0	4	0	DAY	Dry	0	Improper Passing							

	Total No.	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Water	Other Non-Collision	Ped/Bike	Railway Vehicle	Parked Car	Motor Vehicle in Transport	Other Non-Fixed Objects	Post, Pole or Support	Other Fixed Object
	97	**0**	**19**	**78**	**30**	**2**	**5**	**17**	**0**	**24**	**2**	0	**0**	1	**1**	**0**	**0**	**91**	**0**	**0**	**3**
	Percent	*0%*	*20%*	*80%*	*31%*	*2%*	*5%*	*18%*	*0%*	*25%*	*2%*	*0%*	*0%*	*1%*	*1%*	*0%*	*0%*	*94%*	*0%*	*0%*	*3%*

	Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
	Total	**59**	**38**	**15**	**82**	**0**	**15**	**39**	**22**	**1**	**0**	**0**	**2**	**1**	**0**	**7**	**1**	**0**	**0**	**10**	1
	Percent	*61%*	*39%*	*15%*	*85%*	*0%*	*15%*	*40%*	*23%*	*1%*	*0%*	*0%*	*2%*	*1%*	*0%*	*7%*	*1%*	*0%*	*0%*	*10%*	1%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-026-000** Route No(s): **SR-9** **I-95** Local Name(s): **Miami Gardens**

MP **6.030** to MP **7.105** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2021** to **12/ 2021** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
88579136	1	6.257	10/26/2021	Tue	17:15	Off Road	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89562924	2	6.458	12/7/2021	Tue	23:50	Other	0	0	1000	NIGHT	Dry	0	Failed to Yield Right-of-Way
88488443	3	6.564	4/10/2021	Sat	15:50	Left Turn	0	0	2000	DAY	Dry	0	Failed to Yield Right-of-Way
88583395	4	7.105	10/18/2021	Mon	19:27	Angle	0	0	2900	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88569180	5	6.608	9/22/2021	Wed	16:15	Rear End	0	0	1000	DAY	Wet	0	Failed to Keep in Proper Lane
88504041	6	6.294	7/5/2021	Mon	05:34	Rear End	0	0	600	NIGHT	Dry	0	Improper Passing
88518494	7	6.562	6/13/2021	Sun	06:00	Other	0	0	10000	NIGHT	Dry	0	Other Contributing Action
88564818	8	6.547	8/30/2021	Mon	21:47	Bicycle	0	1	0	NIGHT	Dry	0	No Contributing Action
88504007	9	6.564	5/24/2021	Mon	11:05	Left Turn	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
88448562	10	6.767	1/19/2021	Tue	18:09	Rear End	0	0	6500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89550689	11	6.311	1/4/2021	Mon	16:24	Sideswipe	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88398024	12	6.467	2/17/2021	Wed	16:05	Rear End	0	0	8000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88421882	13	6.609	2/11/2021	Thu	08:00	Sideswipe	0	0	4000	DAY	Dry	0	Failed to Yield Right-of-Way
85512055	14	6.977	5/15/2021	Sat	15:22	Off Road	1	0	0	DAY	Dry	0	Ran Off Roadway
88479614	15	6.075	5/3/2021	Mon	04:00	Other	0	3	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88444408	16	6.556	4/7/2021	Wed	19:15	Left Turn	0	0	1501	NIGHT	Dry	0	Other Contributing Action
88558426	17	7.091	10/6/2021	Wed	15:58	Rear End	0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88533299	18	6.566	8/11/2021	Wed	23:40	Left Turn	0	0	3500	NIGHT	Dry	0	Failed to Yield Right-of-Way
88493935	19	6.207	8/2/2021	Mon	23:50	Off Road	0	0	250	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88457976	20	6.735	2/28/2021	Sun	06:40	Left Turn	0	0	5000	NIGHT	Dry	0	Ran Red Light
88558454	21	6.489	10/27/2021	Wed	17:38	Sideswipe	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88468500	22	6.525	3/25/2021	Thu	18:40	Sideswipe	0	0	1800	DAY	Dry	0	Improper Passing
88562446	23	6.606	10/26/2021	Tue	01:03	Left Turn	0	0	5000	NIGHT	Dry	0	Ran Red Light
88503680	24	6.565	5/13/2021	Thu	21:01	Left Turn	0	0	4000	NIGHT	Wet	0	Failed to Yield Right-of-Way
88488605	25	6.564	5/21/2021	Fri	21:25	Sideswipe	0	0	4500	NIGHT	Dry	0	Improper Turn
88562472	26	7.096	12/1/2021	Wed	17:44	Left Turn	0	0	6500	DAY	Dry	0	No Contributing Action
88481775	27	6.665	3/15/2021	Mon	06:10	Other	0	1	0	NIGHT	Dry	0	No Contributing Action
88474993	28	6.543	5/14/2021	Fri	12:10	Rear End	0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88455571	29	6.543	2/10/2021	Wed	11:18	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88504047	30	6.606	7/7/2021	Wed	12:39	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88568832	31	6.566	11/28/2021	Sun	10:13	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88503715	32	6.576	6/6/2021	Sun	21:41	Sideswipe	0	0	2000	NIGHT	Dry	0	Improper Passing
88486612	33	6.578	4/11/2021	Sun	20:40	Left Turn	0	1	0	NIGHT	Wet	0	Ran Red Light
88486639	34	6.605	7/2/2021	Fri	17:34	Sideswipe	0	0	1000	DAY	Dry	0	Improper Passing
89562406	35	6.572	12/5/2021	Sun	23:56	Left Turn	0	0	8000	NIGHT	Dry	0	Failed to Yield Right-of-Way
88486648	36	6.463	7/7/2021	Wed	20:56	Other	0	1	0	NIGHT	Dry	0	Improper Passing
88488492	37	6.567	5/21/2021	Fri	21:50	Left Turn	0	0	9000	NIGHT	Dry	0	Improper Turn
88532621	38	6.564	7/6/2021	Tue	12:15	Left Turn	0	0	4000	DAY	Dry	0	Ran Red Light
88481776	39	6.585	3/15/2021	Mon	10:25	Rear End	0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88531822	40	6.082	8/4/2021	Wed	16:21	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88498235	41	6.549	7/9/2021	Fri	21:46	Sideswipe	0	0	9000	NIGHT	Dry	0	Improper Passing
88532497	42	6.560	7/23/2021	Fri	18:21	Rear End	0	0	700	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88522156	43	6.039	7/24/2021	Sat	13:00	Off Road	0	1	0	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88522266	44	6.606	7/18/2021	Sun	22:40	Left Turn	0	1	0	NIGHT	Dry	0	Failed to Yield Right-of-Way
88562552	45	6.564	10/16/2021	Sat	23:15	Left Turn	0	0	9000	NIGHT	Dry	0	Failed to Yield Right-of-Way
88489498	46	6.558	9/16/2021	Thu	12:40	Left Turn	0	0	1500	DAY	Dry	0	Other Contributing Action
89566117	47	6.995	10/28/2021	Thu	15:35	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner

88488689	48	6.565	7/5/2021	Mon	03:20	Sideswipe	0	0	6000	NIGHT	Dry	0	No Contributing Action
88518543	49	7.002	8/29/2021	Sun	02:30	Off Road	0	0	5000	NIGHT	Dry	0	Other Contributing Action
88493906	50	6.296	5/29/2021	Sat	11:20	Rear End	0	0	900	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88469946	51	7.086	2/27/2021	Sat	16:50	Angle	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88523325	52	6.558	7/16/2021	Fri	16:07	Other	0	0	5000	DAY	Dry	0	Improper Passing
88587138	53	6.564	11/21/2021	Sun	08:46	Other	0	0	1700	DAY	Dry	0	No Contributing Action
88532831	54	6.532	7/29/2021	Thu	18:49	Rear End	0	0	800	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88471941	55	6.101	3/14/2021	Sun	16:14	Sideswipe	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88565633	56	6.451	9/20/2021	Mon	11:45	Left Turn	0	0	2000	DAY	Dry	0	Failed to Yield Right-of-Way
88414464	57	6.100	1/19/2021	Tue	16:47	Other	0	0	5500	DAY	Dry	0	Failed to Yield Right-of-Way
88503686	58	6.593	5/15/2021	Sat	16:38	Left Turn	0	0	1000	DAY	Dry	0	Other Contributing Action
88479601	59	7.033	8/29/2021	Sun	02:50	Other	0	0	1500	NIGHT	Dry	0	No Contributing Action
88579335	60	6.642	10/9/2021	Sat	21:45	Rear End	0	0	900	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88579165	61	6.579	11/7/2021	Sun	19:45	Sideswipe	0	0	1500	NIGHT	Dry	0	Failed to Yield Right-of-Way
88549334	62	7.092	9/2/2021	Thu	15:20	Rear End	0	0	3000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88562837	63	6.977	11/12/2021	Fri	01:15	Rear End	0	1	0	NIGHT	Dry	0	Failed to Keep in Proper Lane
88549335	64	7.100	9/2/2021	Thu	16:48	Rear End	0	0	2000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
88549337	65	6.570	9/2/2021	Thu	19:50	Left Turn	0	0	14000	NIGHT	Wet	0	Failed to Yield Right-of-Way
88582718	66	6.466	10/28/2021	Thu	09:55	Sideswipe	0	0	2000	DAY	Dry	0	Other Contributing Action
88559337	67	6.458	9/22/2021	Wed	09:20	Rear End	0	0	1400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89551742	68	6.578	1/17/2021	Sun	04:27	Off Road	0	0	7000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88496139	69	6.564	5/1/2021	Sat	08:20	Other	0	0	1600	DAY	Dry	0	Failed to Keep in Proper Lane
88481949	70	6.563	4/8/2021	Thu	13:42	Sideswipe	0	0	2000	DAY	Dry	0	Failed to Keep in Proper Lane
88428750	71	6.565	1/25/2021	Mon	12:45	Left Turn	0	0	16000	DAY	Dry	0	Failed to Yield Right-of-Way
88445881	72	6.180	1/2/2021	Sat	15:30	Sideswipe	0	0	400	DAY	Dry	0	No Contributing Action
88457376	73	6.257	4/17/2021	Sat	01:25	Sideswipe	0	0	1000	NIGHT	Dry	0	No Contributing Action
88496167	74	6.564	5/27/2021	Thu	04:30	Other	0	0	7500	NIGHT	Dry	0	Other Contributing Action
88484393	75	6.559	5/1/2021	Sat	19:04	Left Turn	0	4	0	NIGHT	Dry	0	Other Contributing Action
88455614	76	6.262	3/27/2021	Sat	10:06	Sideswipe	0	0	3500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88518121	77	6.097	8/4/2021	Wed	16:50	Rear End	0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88460229	78	6.564	4/18/2021	Sun	17:55	Right Turn	0	0	1200	DAY	Dry	0	Failed to Yield Right-of-Way
24354367	79	6.578	5/1/2021	Sat	23:40	Rear End	0	1	0	NIGHT	Dry	0	Exceeded Posted Speed
88511046	80	6.976	5/22/2021	Sat	16:29	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88408780	81	6.586	1/3/2021	Sun	10:05	Sideswipe	0	0	1800	DAY	Dry	0	Failed to Yield Right-of-Way
89548465	82	6.034	3/20/2021	Sat	22:47	Off Road	0	1	0	NIGHT	Dry	0	Ran Off Roadway
88386604	83	6.694	1/29/2021	Fri	00:50	Sideswipe	0	0	5000	NIGHT	Dry	0	Other Contributing Action
88450714	84	6.579	2/2/2021	Tue	20:25	Rear End	0	0	1000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88504054	85	6.527	5/29/2021	Sat	08:23	Rear End	0	0	800	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88507910	86	6.606	5/19/2021	Wed	14:45	Rear End	0	0	1100	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88549316	87	6.768	8/20/2021	Fri	14:30	Sideswipe	0	0	5000	DAY	Dry	0	Failed to Keep in Proper Lane
88440158	88	6.531	2/3/2021	Wed	16:51	Other	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88467538	89	6.606	5/25/2021	Tue	14:35	Sideswipe	0	0	400	DAY	Dry	0	Other Contributing Action
88531819	90	6.853	7/29/2021	Thu	17:50	Rear End	0	0	500	DAY	Dry	0	Other Contributing Action
88450525	91	6.970	1/16/2021	Sat	18:05	Sideswipe	0	0	5000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
88494782	92	6.571	6/6/2021	Sun	02:19	Left Turn	0	0	7000	NIGHT	Dry	0	Failed to Yield Right-of-Way
88568948	93	6.566	11/11/2021	Thu	12:05	Left Turn	0	2	0	DAY	Dry	0	No Contributing Action
88533298	94	6.966	8/8/2021	Sun	03:25	Off Road	0	1	0	NIGHT	Dry	0	Exceeded Posted Speed
88451562	95	6.563	5/12/2021	Wed	04:17	Sideswipe	0	0	3500	NIGHT	Dry	0	Wrong Side or Wrong Way
88528158	96	6.045	7/26/2021	Mon	07:35	Rear End	0	1	0	DAY	Dry	0	Failed to Keep in Proper Lane
88569837	97	6.987	11/29/2021	Mon	00:51	Off Road	0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88473563	98	6.606	3/11/2021	Thu	02:00	Off Road	0	0	12000	NIGHT	Wet	0	No Contributing Action
88469258	99	6.467	3/10/2021	Wed	14:00	Sideswipe	0	1	0	DAY	Dry	0	Failed to Keep in Proper Lane
88507515	100	6.816	5/20/2021	Thu	03:55	Other	0	0	5000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88572008	101	6.564	10/7/2021	Thu	17:00	Left Turn	0	0	8000	DAY	Dry	0	Improper Turn
88572037	102	6.551	10/31/2021	Sun	18:00	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner

88527969	103	6.543	7/24/2021	Sat	16:45	Rear End			0	0	1300	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88564647	104	6.534	10/21/2021	Thu	15:05	Rear End			0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88564649	105	6.641	10/21/2021	Thu	21:00	Off Road			0	0	3000	NIGHT	Dry	0	Other Contributing Action							
88564653	106	6.771	10/26/2021	Tue	17:00	Rear End			0	0	1300	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88564675	107	6.578	11/11/2021	Thu	22:30	Left Turn			0	4	0	NIGHT	Dry	0	Failed to Yield Right-of-Way							
88496150	108	6.566	5/14/2021	Fri	03:40	Left Turn			0	1	0	NIGHT	Dry	0	Failed to Yield Right-of-Way							
88528183	109	6.082	8/14/2021	Sat	23:40	Rear End			0	0	2000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner							
88537794	110	6.458	9/22/2021	Wed	07:17	Rear End			0	0	6800	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
24371232	111	7.088	9/19/2021	Sun	19:06	Rear End			0	0	1500	NIGHT	Dry	0	Failed to Keep in Proper Lane							
88556291	112	6.737	10/5/2021	Tue	16:05	Sideswipe			0	0	2700	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
24367537	113	6.564	8/20/2021	Fri	19:45	Rear End			0	0	1500	NIGHT	Dry	0	No Contributing Action							
88556226	114	6.196	11/19/2021	Fri	09:10	Sideswipe			0	0	500	DAY	Wet	0	Failed to Keep in Proper Lane							
88587708	115	6.086	11/14/2021	Sun	20:51	Rear End			0	0	1000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
88469273	116	6.565	3/19/2021	Fri	14:10	Sideswipe			0	0	1000	DAY	Dry	0	Failed to Keep in Proper Lane							
88583696	117	6.516	11/16/2021	Tue	11:45	Sideswipe			0	2	0	DAY	Dry	0	Other Contributing Action							
88473552	118	6.568	3/2/2021	Tue	22:50	Left Turn			0	1	0	NIGHT	Dry	0	Failed to Yield Right-of-Way							
88496499	119	6.558	4/18/2021	Sun	15:05	Left Turn			0	0	5000	DAY	Dry	0	Failed to Yield Right-of-Way							
88504749	120	7.086	6/5/2021	Sat	22:00	Off Road			0	2	0	NIGHT	Dry	0	No Contributing Action							
88539898	121	6.561	7/18/2021	Sun	01:50	Angle			0	0	5000	NIGHT	Dry	0	No Contributing Action							
88556244	122	6.104	8/12/2021	Thu	17:10	Sideswipe			0	0	5000	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
24349171	123	6.068	3/24/2021	Wed	23:14	Rear End			0	0	2	NIGHT	Dry	0	Followed Too Closely							
88532864	124	7.102	9/8/2021	Wed	22:17	Left Turn			0	1	0	NIGHT	Dry	0	Ran Red Light							
88471919	125	6.531	2/20/2021	Sat	18:19	Sideswipe			0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
24377303	126	6.206	12/14/2021	Tue	23:25	Rear End			0	0	750	NIGHT	Dry	0	Other Contributing Action							
89584093	127	6.569	12/8/2021	Wed	09:20	Left Turn			0	0	12000	DAY	Dry	0	Failed to Yield Right-of-Way							
88531612	128	7.081	7/18/2021	Sun	17:34	Other			0	0	500	DAY	Dry	0	No Contributing Action							
88493636	129	6.954	5/6/2021	Thu	03:52	Off Road			0	0	4000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
88564883	130	6.571	11/20/2021	Sat	05:45	Left Turn			0	2	0	NIGHT	Dry	0	No Contributing Action							

	Total No.	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Water	Other Non-Collision	Ped/Bike	Railway Vehicle	Parked Car	Motor Vehicle in Transport	Other Non-Fixed Objects	Post, Pole or Support	Other Fixed Object
	130	**1**	**30**	**100**	**39**	**0**	**3**	**29**	**0**	**30**	**1**	0	**0**	1	**0**	**0**	**0**	**114**	**1**	**0**	**13**
	Percent	*1%*	*23%*	*77%*	*30%*	*0%*	*2%*	*22%*	*0%*	*23%*	*1%*	*0%*	*0%*	*1%*	*0%*	*0%*	*0%*	*88%*	*1%*	*0%*	*10%*
	Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
	Total	**72**	**58**	**10**	**120**	**0**	**15**	**48**	**27**	**0**	**0**	**0**	**7**	**2**	**0**	**10**	**0**	**0**	**0**	**16**	0
	Percent	*55%*	*45%*	*8%*	*92%*	*0%*	*12%*	*37%*	*21%*	*0%*	*0%*	*0%*	*5%*	*2%*	*0%*	*8%*	*0%*	*0%*	*0%*	*12%*	0%

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-026-000** Route No(s): **SR-9** **I-95** Local Name(s): **Miami Gardens**

MP **6.030** to MP **7.105** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2022** to **12/ 2022** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
24969544	1	6.458	8/3/2022	Wed	15:35	Off Road	0	0	200	DAY	Dry	0	Other Contributing Action
88572941	2	6.458	1/9/2022	Sun	01:16	Left Turn	0	0	2500	NIGHT	Wet	0	Ran Red Light
88572944	3	6.458	1/11/2022	Tue	23:42	Sideswipe	0	0	3500	NIGHT	Dry	0	Failed to Keep in Proper Lane
88572946	4	6.458	1/15/2022	Sat	03:08	Sideswipe	0	0	2500	NIGHT	Dry	0	Failed to Keep in Proper Lane
88572947	5	6.458	1/15/2022	Sat	22:10	Sideswipe	0	0	500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
88568866	6	6.805	1/1/2022	Sat	05:11	Off Road	0	0	7000	NIGHT	Dry	0	No Contributing Action
24964830	7	6.458	8/4/2022	Thu	08:50	Rear End	0	0	3500	DAY	Wet	0	Operated MV in Careless or Negligent Manner
24890677	8	6.458	1/31/2022	Mon	08:42	Rear End	0	0	400	DAY	Dry	0	No Contributing Action
24890695	9	6.458	2/11/2022	Fri	11:55	Sideswipe	0	0	700	DAY	Dry	0	Failed to Keep in Proper Lane
24964798	10	7.104	6/27/2022	Mon	12:00	Other	0	4	0	DAY	Dry	0	Failed to Yield Right-of-Way
24964839	11	6.542	8/12/2022	Fri	11:55	Angle	0	0	5000	DAY	Dry	0	No Contributing Action
24964818	12	6.458	7/20/2022	Wed	07:05	Other	0	0	400	DAY	Dry	0	No Contributing Action
24964819	13	6.458	7/20/2022	Wed	12:51	Rear End	0	0	2500	DAY	Dry	0	No Contributing Action
24962280	14	6.458	7/17/2022	Sun	07:44	Sideswipe	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24928790	15	6.397	4/13/2022	Wed	10:35	Left Turn	0	2	0	DAY	Dry	0	Ran Red Light
25002055	16	6.458	8/21/2022	Sun	12:17	Sideswipe	0	0	700	DAY	Dry	0	No Contributing Action
25002058	17	6.458	8/26/2022	Fri	05:54	Sideswipe	0	0	1400	NIGHT	Dry	0	No Contributing Action
25023116	18	7.097	11/12/2022	Sat	14:40	Rear End	0	0	400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89576990	19	6.606	1/9/2022	Sun	06:30	Off Road	0	0	4000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
24915309	20	6.458	4/19/2022	Tue	18:05	Sideswipe	0	0	1250	DAY	Dry	0	Failed to Yield Right-of-Way
89577425	21	7.099	5/20/2022	Fri	17:08	Rear End	0	1	0	DAY	Wet	0	Operated MV in Careless or Negligent Manner
24910998	22	6.458	4/27/2022	Wed	21:00	Rear End	0	0	3500	NIGHT	Dry	0	No Contributing Action
89574568	23	6.458	2/3/2022	Thu	09:50	Rear End	0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89588926	24	6.989	3/17/2022	Thu	21:51	Off Road	0	3	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24898486	25	6.563	1/29/2022	Sat	22:53	Left Turn	0	0	11000	NIGHT	Dry	0	Failed to Yield Right-of-Way
24898497	26	6.084	2/13/2022	Sun	02:14	Rear End	0	3	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24387074	27	6.087	2/14/2022	Mon	02:00	Other	0	0	2200	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24897003	28	6.082	2/18/2022	Fri	10:37	Sideswipe	0	0	1600	DAY	Dry	0	Other Contributing Action
24882478	29	6.797	1/10/2022	Mon	19:10	Rear End	0	2	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24929288	30	7.102	6/27/2022	Mon	11:40	Left Turn	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
24897012	31	7.086	3/5/2022	Sat	13:15	Rear End	0	0	100	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24952481	32	6.458	7/10/2022	Sun	03:58	Sideswipe	0	0	5000	NIGHT	Dry	0	No Contributing Action
24952484	33	6.458	7/17/2022	Sun	02:20	Rear End	0	0	5000	NIGHT	Wet	0	No Contributing Action
24952500	34	6.458	7/26/2022	Tue	13:10	Other	0	0	4000	DAY	Wet	0	No Contributing Action
24952517	35	6.458	8/10/2022	Wed	20:13	Sideswipe	0	0	2500	NIGHT	Dry	0	No Contributing Action
88587173	36	6.458	1/5/2022	Wed	09:15	Other	0	0	1200	DAY	Dry	0	No Contributing Action
24940383	37	6.388	6/1/2022	Wed	16:21	Sideswipe	0	1	0	DAY	Dry	0	Failed to Keep in Proper Lane
24888138	38	6.563	2/7/2022	Mon	16:03	Left Turn	0	0	500	DAY	Dry	0	Followed Too Closely
24888131	39	6.563	1/25/2022	Tue	18:25	Left Turn	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
24936119	40	6.411	5/31/2022	Tue	08:47	Rear End	0	0	500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24962938	41	6.069	7/29/2022	Fri	22:30	Rear End	0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24881782	42	6.091	2/4/2022	Fri	20:50	Rear End	0	0	3000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24910956	43	6.458	2/21/2022	Mon	12:20	Sideswipe	0	0	1000	DAY	Dry	0	No Contributing Action
24881801	44	6.458	2/19/2022	Sat	16:45	Rear End	0	1	0	DAY	Wet	0	Operated MV in Careless or Negligent Manner
24952458	45	6.458	5/25/2022	Wed	16:40	Rear End	0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24881767	46	6.458	1/20/2022	Thu	16:50	Other	0	0	700	DAY	Wet	0	Failed to Yield Right-of-Way
25256447	47	6.301	7/31/2022	Sun	04:41	Off Road	0	0	5500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner

25256444	48	6.245	7/30/2022	Sat	03:01	Other	0	0	1500	NIGHT	Dry	0	Operated MV in Erratic, Reckless or Aggressive Manner
24889257	49	6.041	1/10/2022	Mon	19:41	Sideswipe	0	0	700	NIGHT	Wet	0	Improper Passing
24971219	50	6.563	8/29/2022	Mon	17:43	Right Turn	0	0	8000	DAY	Dry	0	Improper Turn
24971221	51	6.563	8/30/2022	Tue	15:54	Sideswipe	0	0	400	DAY	Dry	0	Other Contributing Action
25256073	52	6.121	7/5/2022	Tue	04:11	Other	0	0	2000	NIGHT	Dry	0	Failed to Keep in Proper Lane
24939949	53	6.105	12/26/2022	Mon	04:35	Rear End	0	0	800	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24964783	54	6.458	6/13/2022	Mon	07:21	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24936683	55	6.440	5/16/2022	Mon	16:35	Rear End	0	0	3000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
24937254	56	6.563	6/24/2022	Fri	03:45	Left Turn	0	0	7000	NIGHT	Dry	0	No Contributing Action
24994707	57	6.458	10/19/2022	Wed	20:30	Rear End	0	1	0	NIGHT	Dry	0	Followed Too Closely
89566248	58	6.487	1/9/2022	Sun	21:10	Other	0	1	0	NIGHT	Wet	0	Other Contributing Action
25216191	59	6.312	9/11/2022	Sun	17:06	Rear End	0	2	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25063044	60	6.563	12/29/2022	Thu	22:50	Rear End	0	0	801	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25063036	61	6.458	12/21/2022	Wed	15:10	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25060478	62	6.458	12/12/2022	Mon	09:35	Off Road	0	0	800	DAY	Dry	0	Other Contributing Action
89576087	63	6.578	1/18/2022	Tue	09:20	Left Turn	0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way
25025143	64	6.617	10/28/2022	Fri	09:30	Sideswipe	0	0	4000	DAY	Dry	0	Failed to Yield Right-of-Way
89576111	65	6.421	3/15/2022	Tue	09:00	Rear End	0	0	3000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
24972015	66	6.069	8/5/2022	Fri	16:15	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25033640	67	6.542	11/27/2022	Sun	19:52	Sideswipe	0	0	2300	NIGHT	Dry	0	Improper Passing
25256951	68	6.250	9/3/2022	Sat	11:47	Other	0	0	3000	DAY	Dry	0	Improper Backing
25223954	69	6.294	10/26/2022	Wed	18:00	Rear End	0	0	1500	DAY	Dry	0	No Contributing Action
24994660	70	6.542	9/23/2022	Fri	09:00	Sideswipe	0	0	900	DAY	Dry	0	Other Contributing Action
24881765	71	6.458	1/19/2022	Wed	18:25	Rear End	0	0	3500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24954820	72	6.458	6/19/2022	Sun	05:25	Sideswipe	0	0	4500	NIGHT	Dry	0	No Contributing Action
24994876	73	6.458	9/13/2022	Tue	15:30	Sideswipe	0	0	700	DAY	Dry	0	Failed to Keep in Proper Lane
24994889	74	6.458	9/22/2022	Thu	17:55	Rear End	0	0	1400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25201712	75	6.312	7/4/2022	Mon	03:16	Rear End	0	0	1000	NIGHT	Dry	0	Followed Too Closely
24918892	76	6.458	3/30/2022	Wed	04:32	Rear End	0	0	3000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25032213	77	6.563	11/23/2022	Wed	13:55	Sideswipe	0	0	500	DAY	Dry	0	Failed to Yield Right-of-Way
24918912	78	6.458	4/28/2022	Thu	09:20	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89583115	79	6.458	2/11/2022	Fri	17:00	Off Road	0	0	6000	DAY	Dry	0	Over-Correcting/Over-Steering
89574537	80	6.458	1/10/2022	Mon	07:07	Sideswipe	0	0	3065	DAY	Dry	0	No Contributing Action
89574540	81	6.458	1/12/2022	Wed	06:03	Off Road	0	0	1250	NIGHT	Dry	0	Swerved or Avoided
24923959	82	6.968	4/10/2022	Sun	20:02	Off Road	0	0	11500	NIGHT	Dry	0	Failed to Keep in Proper Lane
24921885	83	7.097	3/18/2022	Fri	16:35	Rear End	0	0	400	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24902447	84	6.586	2/1/2022	Tue	15:08	Sideswipe	0	1	0	DAY	Dry	0	Other Contributing Action
89579546	85	6.566	2/1/2022	Tue	11:00	Left Turn	0	0	13000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89584121	86	6.180	1/21/2022	Fri	10:15	Sideswipe	0	0	4500	DAY	Dry	0	Failed to Yield Right-of-Way
24898949	87	6.566	3/16/2022	Wed	06:30	Left Turn	0	1	0	NIGHT	Dry	0	Failed to Yield Right-of-Way
24919871	88	6.458	4/26/2022	Tue	22:10	Sideswipe	0	0	4000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24919873	89	6.458	4/28/2022	Thu	23:25	Off Road	0	1	0	NIGHT	Wet	0	Ran Off Roadway
89588483	90	6.089	3/7/2022	Mon	20:07	Rear End	0	0	1000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
89588484	91	7.103	3/8/2022	Tue	18:22	Sideswipe	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24927009	92	6.458	4/30/2022	Sat	11:40	Sideswipe	0	0	5200	DAY	Wet	0	Failed to Keep in Proper Lane
24924816	93	6.458	4/2/2022	Sat	12:35	Off Road	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24924829	94	6.458	4/21/2022	Thu	10:55	Off Road	0	1	0	DAY	Dry	0	No Contributing Action
24924834	95	6.458	4/26/2022	Tue	08:35	Sideswipe	0	0	1100	DAY	Dry	0	Failed to Keep in Proper Lane
89588813	96	6.552	1/21/2022	Fri	04:30	Off Road	0	0	10000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
24926570	97	6.606	4/6/2022	Wed	00:00	Sideswipe	0	0	6200	NIGHT	Dry	0	No Contributing Action
89588498	98	6.309	9/27/2022	Tue	15:49	Rear End	0	0	300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24904729	99	6.586	4/8/2022	Fri	18:34	Sideswipe	0	0	2000	DAY	Dry	0	Other Contributing Action
24924854	100	6.458	5/10/2022	Tue	12:30	Sideswipe	0	0	400	DAY	Dry	0	No Contributing Action
24925819	101	6.339	5/21/2022	Sat	04:47	Off Road	0	0	8000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
24926503	102	7.001	4/21/2022	Thu	13:47	Rear End	0	0	950	DAY	Dry	0	Operated MV in Careless or Negligent Manner

24923821	103	6.458	4/8/2022	Fri	18:10	Sideswipe	0	0	1200	DAY	Dry	0	Failed to Keep in Proper Lane
24926585	104	6.087	4/29/2022	Fri	12:00	Rear End	0	0	1300	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24903493	105	7.094	2/28/2022	Mon	15:06	Rear End	0	0	6000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24881759	106	6.458	1/14/2022	Fri	18:50	Sideswipe	0	0	10000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24881813	107	6.458	3/1/2022	Tue	16:16	Rear End	0	0	1200	DAY	Dry	0	No Contributing Action
24881815	108	6.458	3/4/2022	Fri	18:15	Rear End	0	0	2500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24905023	109	6.139	2/10/2022	Thu	17:45	Sideswipe	0	0	700	DAY	Dry	0	Failed to Keep in Proper Lane
24924575	110	6.563	5/19/2022	Thu	18:45	Left Turn	0	0	10000	DAY	Dry	0	No Contributing Action
24949159	111	6.458	5/12/2022	Thu	14:55	Off Road	0	0	10000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25000764	112	6.275	8/31/2022	Wed	20:28	Rear End	0	0	3000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
25000772	113	6.458	9/9/2022	Fri	02:15	Sideswipe	0	1	0	NIGHT	Dry	0	Failed to Yield Right-of-Way
25001798	114	6.458	8/22/2022	Mon	06:12	Rear End	0	0	2500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25001802	115	6.458	8/23/2022	Tue	08:58	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25000794	116	6.458	10/21/2022	Fri	19:18	Off Road	0	0	11000	NIGHT	Dry	0	Failed to Keep in Proper Lane
25000800	117	6.458	10/23/2022	Sun	16:30	Rear End	0	0	9000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25000814	118	6.458	11/7/2022	Mon	16:25	Rear End	0	0	10000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24981707	119	6.542	8/27/2022	Sat	16:34	Sideswipe	0	0	4000	DAY	Dry	0	Other Contributing Action
25254712	120	6.082	3/26/2022	Sat	02:44	Rear End	0	2	0	NIGHT	Dry	0	No Contributing Action
24976988	121	6.563	7/16/2022	Sat	10:40	Rear End	0	0	500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25003882	122	6.563	9/24/2022	Sat	09:48	Left Turn	0	0	10000	DAY	Dry	0	Failed to Yield Right-of-Way
24960352	123	6.566	5/26/2022	Thu	11:05	Rear End	0	0	9200	DAY	Dry	0	Other Contributing Action
24975697	124	6.458	8/27/2022	Sat	06:25	Rear End	0	0	1400	NIGHT	Dry	0	No Contributing Action
24975701	125	6.458	8/31/2022	Wed	10:28	Rear End	0	0	300	DAY	Dry	0	No Contributing Action
24975703	126	6.542	9/1/2022	Thu	08:30	Sideswipe	0	0	1100	DAY	Dry	0	Failed to Keep in Proper Lane
24977024	127	6.440	9/7/2022	Wed	08:30	Rear End	0	0	1200	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24978105	128	6.563	7/25/2022	Mon	17:31	Angle	0	0	9750	DAY	Dry	0	Ran Red Light
24982335	129	6.563	9/18/2022	Sun	14:32	Right Turn	0	0	1800	DAY	Wet	0	Operated MV in Careless or Negligent Manner
24960379	130	6.561	6/25/2022	Sat	08:45	Left Turn	0	0	2500	DAY	Dry	0	Ran Red Light
24961057	131	6.563	6/24/2022	Fri	13:14	Sideswipe	0	0	2500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24956760	132	6.458	7/23/2022	Sat	02:20	Other	0	0	5000	NIGHT	Dry	0	No Contributing Action
24956765	133	6.738	7/29/2022	Fri	01:50	Left Turn	0	0	10000	NIGHT	Dry	0	No Contributing Action
25043675	134	6.458	12/2/2022	Fri	10:49	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
24975944	135	7.105	8/14/2022	Sun	23:09	Left Turn	0	1	0	NIGHT	Dry	0	Other Contributing Action
25043685	136	6.458	12/13/2022	Tue	07:55	Rear End	0	0	11500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25014349	137	6.458	9/12/2022	Mon	08:15	Sideswipe	0	0	700	DAY	Dry	0	Failed to Yield Right-of-Way
25014366	138	6.458	9/26/2022	Mon	09:10	Sideswipe	0	0	500	DAY	Dry	0	No Contributing Action
25014403	139	6.458	10/19/2022	Wed	09:35	Rear End	0	0	3500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25043650	140	6.458	11/10/2022	Thu	05:30	Off Road	0	0	4000	NIGHT	Wet	0	No Contributing Action
25255546	141	6.089	5/23/2022	Mon	00:09	Angle	0	0	6000	NIGHT	Dry	0	No Contributing Action
25014414	142	6.458	10/26/2022	Wed	10:55	Rear End	0	0	200	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25012605	143	6.542	9/24/2022	Sat	18:43	Left Turn	0	0	20000	DAY	Wet	0	Failed to Yield Right-of-Way
25038514	144	6.458	10/28/2022	Fri	06:35	Rear End	0	0	150	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25038516	145	6.458	10/29/2022	Sat	08:50	Rear End	0	0	1100	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25038564	146	6.458	12/12/2022	Mon	05:00	Rear End	0	0	4700	NIGHT	Dry	0	No Contributing Action
25038560	147	6.458	12/10/2022	Sat	00:35	Sideswipe	0	0	500	NIGHT	Dry	0	No Contributing Action
25021332	148	6.458	9/30/2022	Fri	14:38	Other	0	0	6000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25019007	149	6.569	10/27/2022	Thu	16:30	Sideswipe	0	1	0	DAY	Dry	0	Improper Passing
25019022	150	6.542	11/4/2022	Fri	21:15	Rear End	0	0	20050	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25039790	151	6.738	12/5/2022	Mon	11:05	Left Turn	0	1	0	DAY	Dry	0	Ran Red Light
25010817	152	6.563	10/3/2022	Mon	18:02	Rear End	0	0	4000	DAY	Dry	0	Other Contributing Action
24923835	153	6.238	4/14/2022	Thu	15:10	Off Road	0	0	1300	DAY	Dry	0	Ran Off Roadway
24923836	154	6.458	4/14/2022	Thu	18:10	Sideswipe	0	0	501	DAY	Dry	0	No Contributing Action
25047230	155	6.458	11/15/2022	Tue	19:40	Sideswipe	0	0	3500	NIGHT	Dry	0	Failed to Yield Right-of-Way
25040844	156	6.086	12/8/2022	Thu	14:25	Left Turn	0	0	1700	DAY	Dry	0	Failed to Yield Right-of-Way
24981318	157	6.458	7/12/2022	Tue	21:10	Sideswipe	0	0	3600	NIGHT	Dry	0	Failed to Keep in Proper Lane

24396504	158	6.125	4/9/2022		Sat	03:24	Head On			0	3	0	NIGHT	Dry	0	Wrong Side or Wrong Way							
24964794	159	6.458	6/24/2022		Fri	07:05	Other			0	4	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
24907740	160	7.097	3/26/2022		Sat	10:22	Rear End			0	0	500	DAY	Dry	0	No Contributing Action							
24907744	161	7.067	3/28/2022		Mon	08:55	Rear End			0	0	5500	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
25059152	162	7.105	12/8/2022		Thu	19:25	Right Turn			0	0	2000	NIGHT	Dry	0	Failed to Yield Right-of-Way							
25042289	163	6.251	12/1/2022		Thu	08:39	Other			0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
25042275	164	6.563	11/20/2022		Sun	06:40	Rear End			0	1	0	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner							
24881776	165	6.458	1/28/2022		Fri	15:20	Rear End			0	0	6000	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88248373	166	6.134	11/28/2022		Mon	08:15	Rear End			0	0	7300	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
88353369	167	7.099	5/24/2022		Tue	21:10	Sideswipe			0	0	2800	NIGHT	Dry	0	Failed to Keep in Proper Lane							
25052447	168	6.086	12/31/2022		Sat	00:34	Sideswipe			0	0	2500	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
	Total No.	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Water	Other Non-Collision	Ped/Bike	Railway Vehicle	Parked Car	Motor Vehicle in Transport	Other Non-Fixed Objects	Post, Pole or Support	Other Fixed Object		
	168	**0**	**30**	**138**	**64**	**1**	**3**	**47**	**0**	**18**	**3**	0	**0**	0	**0**	**0**	**0**	**147**	**1**	**1**	**17**		
	Percent	*0%*	*18%*	*82%*	*38%*	*1%*	*2%*	*28%*	*0%*	*11%*	*2%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*88%*	*1%*	*1%*	*10%*		
	Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI		
	Total	**106**	**62**	**21**	**147**	**0**	**35**	**70**	**23**	**1**	**0**	**0**	**3**	**0**	**0**	**15**	**0**	**2**	**0**	**14**	1		
	Percent	*63%*	*37%*	*13%*	*88%*	*0%*	*21%*	*42%*	*14%*	*1%*	*0%*	*0%*	*2%*	*0%*	*0%*	*9%*	*0%*	*1%*	*0%*	*8%*	1%		

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

CRASH SUMMARY

Roadway ID: **87-026-000** Route No(s): **SR-9** **I-95** Local Name(s): **Miami Gardens**

MP **6.030** to MP **7.105** County: **Miami-Dade** FDOT District: **6** Intersecting Roadway:

Study Period: from **1/ 2023** to **12/ 2023** Consultant: **Colliers Engineering & Design, Inc** Engineer: **AnM**

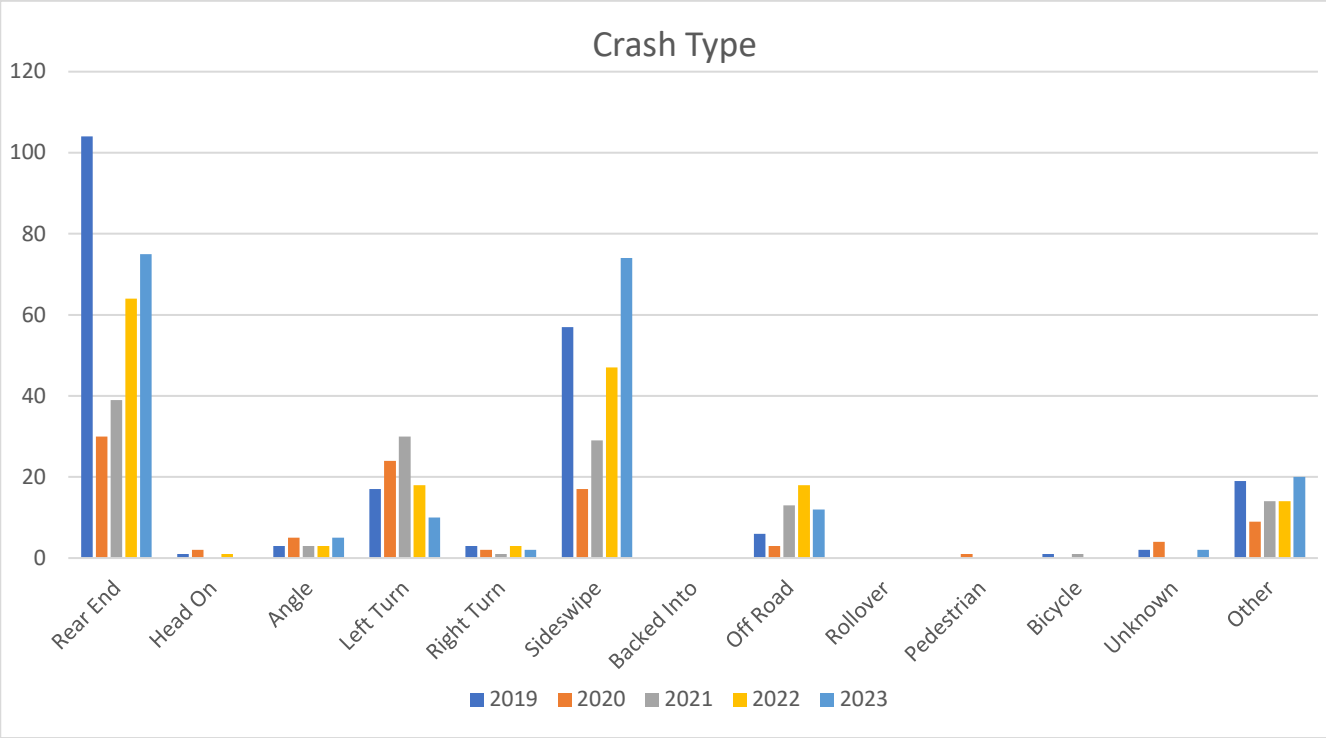
Crash Report Number	No.	Mile Post	Date	Day	Time	Crash Type	Fatalities	Injuries	Property Damage	Day / Night	Wet / Dry Surface	Intersection Related	Contributing Cause (Vehicle Only)
89598147	1	6.458	3/18/2023	Sat	18:38	Rear End	0	0	4500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89598641	2	6.086	1/30/2023	Mon	07:03	Rear End	0	0	1500	DAY	Wet	0	Operated MV in Careless or Negligent Manner
89598645	3	6.458	1/31/2023	Tue	08:37	Rear End	0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89598655	4	6.458	2/12/2023	Sun	05:18	Other	0	2	0	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
89598663	5	6.563	2/22/2023	Wed	05:31	Angle	0	1	0	NIGHT	Dry	0	No Contributing Action
89598665	6	6.458	2/22/2023	Wed	09:38	Other	0	0	5000	DAY	Dry	0	No Contributing Action
89598697	7	6.458	3/16/2023	Thu	10:08	Other	0	0	2000	DAY	Dry	0	No Contributing Action
89598703	8	6.458	3/22/2023	Wed	08:30	Rear End	0	0	2500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89598707	9	6.458	3/23/2023	Thu	10:40	Rear End	0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89625050	10	6.085	3/26/2023	Sun	04:00	Rear End	0	0	2000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89624459	11	6.541	4/16/2023	Sun	06:19	Off Road	0	0	4350	NIGHT	Dry	0	Other Contributing Action
89723025	12	6.576	11/20/2023	Mon	16:17	Rear End	0	0	4500	DAY	Dry	0	Other Contributing Action
89723202	13	6.563	12/3/2023	Sun	00:40	Left Turn	0	7	0	NIGHT	Dry	0	Improper Turn
25065251	14	6.458	2/15/2023	Wed	18:09	Sideswipe	0	0	500	DAY	Dry	0	Failed to Yield Right-of-Way
25065817	15	6.542	1/23/2023	Mon	06:56	Angle	0	0	2400	NIGHT	Dry	0	Ran Red Light
25066866	16	6.563	3/20/2023	Mon	07:35	Sideswipe	0	0	1800	DAY	Wet	0	Failed to Keep in Proper Lane
25064746	17	6.563	2/7/2023	Tue	19:10	Sideswipe	0	0	2000	NIGHT	Dry	0	No Contributing Action
25071961	18	6.458	2/2/2023	Thu	11:20	Rear End	0	0	600	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25071962	19	6.458	2/2/2023	Thu	12:35	Sideswipe	0	0	800	DAY	Dry	0	Other Contributing Action
25072113	20	6.563	2/16/2023	Thu	19:30	Sideswipe	0	0	1000	NIGHT	Dry	0	Other Contributing Action
89724787	21	6.458	10/7/2023	Sat	08:21	Rear End	0	0	5000	DAY	Dry	0	No Contributing Action
89724795	22	6.449	10/19/2023	Thu	07:58	Sideswipe	0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25065825	23	6.636	1/30/2023	Mon	06:25	Rear End	0	0	100	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
25238275	24	6.463	2/21/2023	Tue	20:20	Rear End	0	0	2000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25071976	25	6.458	2/11/2023	Sat	05:15	Sideswipe	0	0	3900	NIGHT	Dry	0	No Contributing Action
25071977	26	6.458	2/12/2023	Sun	06:25	Rear End	0	0	800	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25063484	27	6.560	1/28/2023	Sat	13:33	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25074402	28	6.563	2/22/2023	Wed	07:47	Sideswipe	0	0	700	DAY	Dry	0	Other Contributing Action
25068340	29	6.237	2/5/2023	Sun	01:20	Off Road	0	0	4500	NIGHT	Wet	0	Other Contributing Action
25047249	30	6.458	1/30/2023	Mon	14:50	Rear End	0	1	0	DAY	Dry	0	Failed to Keep in Proper Lane
25047256	31	6.458	2/6/2023	Mon	14:25	Sideswipe	0	0	4500	DAY	Dry	0	Failed to Yield Right-of-Way
25079896	32	6.121	2/15/2023	Wed	09:35	Rear End	0	0	500	DAY	Dry	0	No Contributing Action
25078404	33	6.542	2/11/2023	Sat	03:31	Off Road	0	0	10000	NIGHT	Dry	0	Other Contributing Action
25078417	34	7.087	2/27/2023	Mon	19:04	Rear End	0	0	4600	NIGHT	Dry	0	Other Contributing Action
25061078	35	7.096	1/6/2023	Fri	18:25	Rear End	0	0	100	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25074076	36	6.563	1/25/2023	Wed	07:00	Rear End	0	0	2000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
89626955	37	6.563	3/26/2023	Sun	13:21	Left Turn	0	0	2300	DAY	Dry	0	No Contributing Action
89605407	38	6.526	3/23/2023	Thu	07:53	Rear End	0	0	2000	DAY	Dry	0	No Contributing Action
89589832	39	7.096	3/21/2023	Tue	20:20	Other	0	0	11500	NIGHT	Dry	0	Failed to Yield Right-of-Way
25078646	40	6.542	2/23/2023	Thu	21:48	Other	0	0	5000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89600668	41	7.096	3/11/2023	Sat	13:38	Left Turn	0	0	9000	DAY	Dry	0	Failed to Yield Right-of-Way
25054187	42	6.563	1/3/2023	Tue	19:25	Sideswipe	0	0	7000	NIGHT	Dry	0	Failed to Yield Right-of-Way
25054194	43	7.052	1/21/2023	Sat	13:26	Sideswipe	0	0	750	DAY	Dry	0	No Contributing Action
25069846	44	6.837	3/7/2023	Tue	08:10	Rear End	0	0	4500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25069847	45	6.837	3/7/2023	Tue	08:15	Sideswipe	0	0	900	DAY	Dry	0	Improper Turn
89690220	46	6.541	9/2/2023	Sat	02:40	Rear End	0	0	1000	NIGHT	Wet	0	No Contributing Action
25238175	47	6.563	2/10/2023	Fri	14:41	Sideswipe	0	0	500	DAY	Dry	0	Operated MV in Careless or Negligent Manner

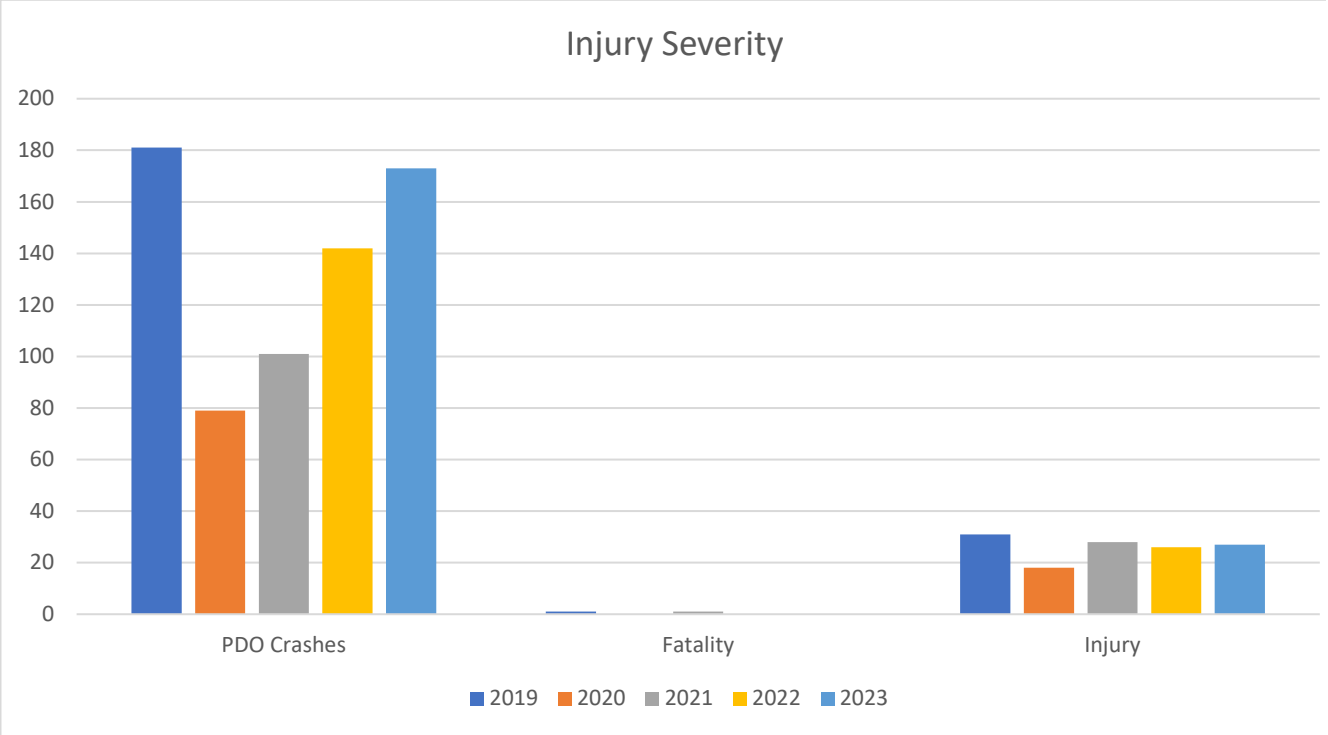
89615150	48	6.458	3/20/2023	Mon	08:30	Rear End	0	0	20500	DAY	Wet	0	Operated MV in Careless or Negligent Manner
25258815	49	6.104	1/16/2023	Mon	04:18	Other	0	0	1000	NIGHT	Dry	0	No Contributing Action
25259268	50	6.030	2/14/2023	Tue	16:14	Rear End	0	0	2500	DAY	Dry	0	Followed Too Closely
89599131	51	7.049	3/21/2023	Tue	09:00	Sideswipe	0	0	900	DAY	Dry	0	Failed to Yield Right-of-Way
25259513	52	6.124	3/5/2023	Sun	03:37	Rear End	0	0	2000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25011161	53	6.458	1/14/2023	Sat	22:50	Sideswipe	0	0	1500	NIGHT	Dry	0	No Contributing Action
25074058	54	6.563	1/8/2023	Sun	06:00	Left Turn	0	0	11500	NIGHT	Dry	0	Failed to Yield Right-of-Way
89690226	55	6.541	9/8/2023	Fri	03:00	Left Turn	0	0	4000	NIGHT	Dry	0	Ran Red Light
89625642	56	6.735	6/17/2023	Sat	05:05	Left Turn	0	4	0	NIGHT	Dry	0	Ran Red Light
89633727	57	6.458	4/18/2023	Tue	15:15	Other	0	0	500	DAY	Dry	0	No Contributing Action
89633728	58	6.563	4/20/2023	Thu	15:10	Sideswipe	0	0	5000	DAY	Dry	0	Failed to Yield Right-of-Way
89622456	59	6.458	3/30/2023	Thu	06:00	Rear End	0	0	4200	NIGHT	Dry	0	Other Contributing Action
89622458	60	6.458	3/30/2023	Thu	11:35	Sideswipe	0	0	1200	DAY	Dry	0	No Contributing Action
89619898	61	6.541	4/19/2023	Wed	00:42	Rear End	0	7	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
25076042	62	6.541	3/7/2023	Tue	10:50	Sideswipe	0	0	2300	DAY	Dry	0	Failed to Keep in Proper Lane
25076044	63	6.458	3/10/2023	Fri	10:40	Sideswipe	0	0	700	DAY	Dry	0	Other Contributing Action
89619906	64	6.604	4/23/2023	Sun	04:38	Sideswipe	0	0	1200	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89619910	65	6.104	4/29/2023	Sat	21:30	Sideswipe	0	0	3000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89629225	66	6.458	5/8/2023	Mon	09:03	Rear End	0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89626975	67	7.105	4/17/2023	Mon	16:10	Rear End	0	0	3000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89626976	68	6.563	4/17/2023	Mon	16:45	Sideswipe	0	0	2500	DAY	Dry	0	Other Contributing Action
89633740	69	6.563	4/27/2023	Thu	15:20	Sideswipe	0	0	2500	DAY	Dry	0	No Contributing Action
89622495	70	6.458	4/29/2023	Sat	10:30	Rear End	0	2	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25077591	71	6.277	1/30/2023	Mon	16:25	Rear End	0	0	500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89637146	72	6.563	4/18/2023	Tue	20:30	Rear End	0	0	10000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89640772	73	6.541	6/26/2023	Mon	12:00	Rear End	0	0	2000	DAY	Dry	0	Failed to Yield Right-of-Way
89629206	74	6.458	4/12/2023	Wed	12:35	Rear End	0	0	1000	DAY	Wet	0	Operated MV in Careless or Negligent Manner
89629209	75	6.458	4/13/2023	Thu	13:22	Sideswipe	0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89606347	76	6.458	2/25/2023	Sat	19:12	Rear End	0	1	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89606894	77	6.563	3/30/2023	Thu	15:45	Sideswipe	0	0	2800	DAY	Dry	0	Other Contributing Action
89610256	78	6.458	3/1/2023	Wed	03:40	Sideswipe	0	0	300	NIGHT	Dry	0	No Contributing Action
89640755	79	6.563	6/13/2023	Tue	11:00	Sideswipe	0	0	2000	DAY	Dry	0	Improper Turn
89633713	80	6.458	4/1/2023	Sat	17:58	Off Road	0	0	3000	DAY	Wet	0	No Contributing Action
89633766	81	6.458	5/19/2023	Fri	16:45	Other	0	0	3000	DAY	Dry	0	No Contributing Action
89601852	82	6.563	6/5/2023	Mon	14:30	Angle	0	0	18000	DAY	Dry	0	Improper Turn
89637192	83	6.306	6/1/2023	Thu	16:05	Sideswipe	0	1	0	DAY	Dry	0	No Contributing Action
89743881	84	6.458	12/16/2023	Sat	22:25	Off Road	0	0	10001	NIGHT	Wet	0	No Contributing Action
89743883	85	6.458	12/17/2023	Sun	21:35	Sideswipe	0	0	12001	NIGHT	Dry	0	Failed to Yield Right-of-Way
89634515	86	6.604	5/1/2023	Mon	13:00	Sideswipe	0	0	1000	DAY	Dry	0	Failed to Yield Right-of-Way
89621552	87	6.563	5/15/2023	Mon	06:05	Left Turn	0	0	10000	NIGHT	Dry	0	Failed to Yield Right-of-Way
89615116	88	6.458	3/1/2023	Wed	08:00	Sideswipe	0	0	1500	DAY	Dry	0	Failed to Yield Right-of-Way
89634496	89	6.563	4/20/2023	Thu	06:15	Rear End	0	0	2000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89612332	90	7.096	2/20/2023	Mon	18:25	Rear End	0	0	100	DAY	Dry	0	No Contributing Action
89640710	91	6.604	4/16/2023	Sun	02:30	Rear End	0	3	0	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89645227	92	6.458	5/24/2023	Wed	10:25	Rear End	0	2	0	DAY	Dry	0	Failed to Yield Right-of-Way
89644995	93	6.541	6/27/2023	Tue	22:25	Left Turn	0	1	0	NIGHT	Dry	0	Ran Red Light
89629660	94	6.563	5/5/2023	Fri	18:35	Angle	0	0	2000	DAY	Dry	0	No Contributing Action
89658386	95	6.563	6/18/2023	Sun	14:34	Sideswipe	0	0	3100	DAY	Wet	0	Other Contributing Action
89639831	96	6.078	4/15/2023	Sat	10:30	Rear End	0	2	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89637176	97	6.306	5/18/2023	Thu	17:27	Sideswipe	0	1	0	DAY	Dry	0	Improper Passing
89656721	98	6.604	6/15/2023	Thu	17:00	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89658203	99	6.977	6/6/2023	Tue	16:45	Sideswipe	0	0	3000	DAY	Dry	0	Failed to Yield Right-of-Way
25540491	100	6.987	7/12/2023	Wed	16:55	Rear End	0	0	2000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25855444	101	6.083	7/15/2023	Sat	23:43	Other	0	0	3500	NIGHT	Wet	0	Failed to Keep in Proper Lane
89673162	102	7.039	8/5/2023	Sat	15:36	Rear End	0	0	12000	DAY	Dry	0	Operated MV in Careless or Negligent Manner

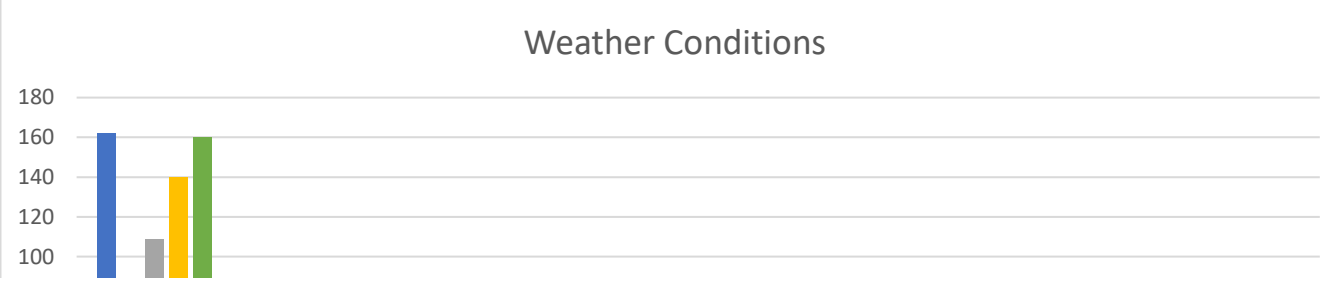
89703035	103	6.563	8/28/2023	Mon	17:45	Sideswipe	0	0	2500	DAY	Wet	0	Failed to Keep in Proper Lane
89673797	104	7.105	7/10/2023	Mon	22:25	Off Road	0	0	2500	NIGHT	Dry	0	Swerved or Avoided
89611744	105	6.563	3/21/2023	Tue	15:20	Sideswipe	0	2	0	DAY	Dry	0	Failed to Yield Right-of-Way
89643740	106	6.563	5/17/2023	Wed	07:07	Sideswipe	0	0	2000	DAY	Dry	0	No Contributing Action
89656491	107	6.604	7/10/2023	Mon	11:20	Other	0	0	5400	DAY	Dry	0	No Contributing Action
89673812	108	6.458	7/29/2023	Sat	00:45	Sideswipe	0	1	0	NIGHT	Dry	0	Failed to Keep in Proper Lane
89673815	109	6.078	8/4/2023	Fri	21:30	Rear End	0	0	800	NIGHT	Wet	0	Swerved or Avoided
89673816	110	6.458	8/6/2023	Sun	03:48	Off Road	0	0	2000	NIGHT	Dry	0	No Contributing Action
89673831	111	6.458	8/25/2023	Fri	01:07	Rear End	0	0	1300	NIGHT	Dry	0	Other Contributing Action
89652293	112	6.458	5/11/2023	Thu	09:59	Sideswipe	0	0	700	DAY	Dry	0	Failed to Keep in Proper Lane
89652295	113	6.458	5/12/2023	Fri	07:00	Rear End	0	0	1900	DAY	Dry	0	No Contributing Action
89652303	114	6.458	5/16/2023	Tue	06:18	Rear End	0	0	700	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89652318	115	6.458	5/23/2023	Tue	12:28	Rear End	0	0	1300	DAY	Dry	0	Failed to Keep in Proper Lane
89689116	116	6.563	8/6/2023	Sun	00:20	Sideswipe	0	0	1500	NIGHT	Dry	0	Other Contributing Action
89690327	117	6.541	9/24/2023	Sun	03:10	Left Turn	0	5	0	NIGHT	Dry	0	Ran Red Light
25860970	118	6.249	8/14/2023	Mon	07:17	Sideswipe	0	0	7000	DAY	Dry	0	Other Contributing Action
89691131	119	6.458	8/27/2023	Sun	03:00	Rear End	0	0	10800	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89674992	120	6.104	7/3/2023	Mon	22:30	Sideswipe	0	0	1700	NIGHT	Dry	0	Swerved or Avoided
89618725	121	6.741	3/28/2023	Tue	20:52	Rear End	0	1	0	NIGHT	Wet	0	No Contributing Action
89655238	122	7.097	6/29/2023	Thu	11:07	Other	0	0	700	DAY	Dry	0	Improper Backing
89706538	123	6.563	11/2/2023	Thu	15:30	Right Turn	0	0	3600	DAY	Dry	0	Failed to Yield Right-of-Way
89706539	124	6.473	11/2/2023	Thu	15:42	Sideswipe	0	0	4700	DAY	Dry	0	Failed to Yield Right-of-Way
89703030	125	6.563	8/24/2023	Thu	15:55	Rear End	0	0	6000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89675435	126	7.086	8/3/2023	Thu	07:58	Sideswipe	0	0	2000	DAY	Dry	0	Other Contributing Action
89675798	127	6.123	8/2/2023	Wed	18:15	Rear End	0	0	4000	DAY	Wet	0	Followed Too Closely
89703045	128	6.741	9/13/2023	Wed	17:10	Rear End	0	0	20000	DAY	Dry	0	Failed to Keep in Proper Lane
89703044	129	6.541	9/13/2023	Wed	15:05	Sideswipe	0	0	2000	DAY	Dry	0	Failed to Keep in Proper Lane
89622498	130	6.458	5/3/2023	Wed	09:20	Sideswipe	0	0	600	DAY	Dry	0	Other Contributing Action
89622503	131	6.458	5/5/2023	Fri	13:25	Sideswipe	0	2	0	DAY	Dry	0	Failed to Keep in Proper Lane
89703526	132	6.563	10/12/2023	Thu	02:00	Sideswipe	0	0	2000	NIGHT	Dry	0	Other Contributing Action
89676106	133	6.458	9/21/2023	Thu	11:02	Sideswipe	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89710704	134	6.458	10/5/2023	Thu	01:50	Other	0	0	500	NIGHT	Dry	0	No Contributing Action
89676075	135	6.458	8/22/2023	Tue	22:15	Unknown	0	0	13000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
89676080	136	6.458	8/25/2023	Fri	22:06	Off Road	0	1	0	NIGHT	Wet	0	No Contributing Action
89706783	137	6.641	9/7/2023	Thu	09:30	Rear End	0	0	6000	DAY	Dry	0	No Contributing Action
89676099	138	7.101	9/19/2023	Tue	08:47	Rear End	0	0	1000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89676098	139	6.458	9/19/2023	Tue	06:33	Rear End	0	0	12000	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner
89699949	140	6.541	8/25/2023	Fri	12:13	Rear End	0	0	6000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89704256	141	6.453	10/21/2023	Sat	06:06	Off Road	0	0	7000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner
89699981	142	6.563	9/26/2023	Tue	09:12	Angle	0	1	0	DAY	Dry	0	Ran Red Light
89724832	143	6.458	11/28/2023	Tue	10:30	Sideswipe	0	0	2500	DAY	Dry	0	Operated MV in Careless or Negligent Manner
25830612	144	6.122	5/27/2023	Sat	04:45	Other	0	0	500	NIGHT	Dry	0	Improper Passing
25832104	145	6.080	9/24/2023	Sun	00:13	Other	0	1	0	NIGHT	Dry	0	Improper Backing
89700001	146	6.604	10/17/2023	Tue	09:20	Sideswipe	0	0	4000	DAY	Dry	0	Improper Passing
25830455	147	6.108	5/16/2023	Tue	04:30	Other	0	0	1500	NIGHT	Dry	0	No Contributing Action
25830554	148	6.133	5/24/2023	Wed	07:54	Sideswipe	0	0	3500	DAY	Dry	0	Improper Passing
25830516	149	6.135	5/21/2023	Sun	05:24	Other	0	0	2700	NIGHT	Dry	0	Improper Backing
89677870	150	6.604	7/14/2023	Fri	10:50	Rear End	0	0	70	DAY	Dry	0	Other Contributing Action
89718726	151	6.563	11/4/2023	Sat	01:33	Off Road	0	0	5000	NIGHT	Wet	0	No Contributing Action
89638622	152	6.458	6/12/2023	Mon	21:33	Sideswipe	0	0	10200	NIGHT	Wet	0	Failed to Yield Right-of-Way
89725435	153	6.087	10/27/2023	Fri	08:50	Sideswipe	0	0	5000	DAY	Dry	0	Failed to Yield Right-of-Way
25832960	154	6.071	11/28/2023	Tue	04:44	Rear End	0	0	1500	NIGHT	Dry	0	Followed Too Closely
89725527	155	6.563	10/19/2023	Thu	18:45	Rear End	0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner
89734017	156	6.563	11/1/2023	Wed	12:00	Sideswipe	0	0	1000	DAY	Dry	0	No Contributing Action
89734044	157	6.563	12/5/2023	Tue	09:00	Sideswipe	0	0	500	DAY	Dry	0	Other Contributing Action

89728996	158	6.085	12/6/2023	Wed	21:35	Sideswipe			0	0	5000	NIGHT	Dry	0	No Contributing Action							
89728997	159	6.078	12/7/2023	Thu	02:12	Rear End			0	0	13000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
89739305	160	7.077	12/25/2023	Mon	15:40	Sideswipe			0	0	4000	DAY	Wet	0	Failed to Keep in Proper Lane							
89735972	161	6.458	12/4/2023	Mon	18:45	Right Turn			0	1	0	DAY	Dry	0	Failed to Yield Right-of-Way							
89699301	162	6.741	9/22/2023	Fri	13:30	Sideswipe			0	0	13600	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
89732074	163	6.084	10/29/2023	Sun	07:17	Rear End			0	0	4000	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
89732234	164	6.089	11/9/2023	Thu	08:50	Rear End			0	0	2000	DAY	Dry	0	Other Contributing Action							
89708691	165	6.306	10/22/2023	Sun	11:10	Sideswipe			0	0	1300	DAY	Dry	0	Failed to Keep in Proper Lane							
89744411	166	6.458	11/21/2023	Tue	08:00	Sideswipe			0	0	800	DAY	Dry	0	Failed to Keep in Proper Lane							
89751102	167	7.096	12/29/2023	Fri	16:38	Sideswipe			0	0	5000	DAY	Dry	0	No Contributing Action							
89708696	168	6.604	10/26/2023	Thu	06:50	Rear End			0	0	2200	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
89711400	169	6.563	11/7/2023	Tue	18:35	Sideswipe			0	0	1501	DAY	Dry	0	Other Contributing Action							
89665515	170	6.306	8/4/2023	Fri	16:27	Rear End			0	0	4500	DAY	Wet	0	Other Contributing Action							
89668705	171	6.559	7/13/2023	Thu	18:25	Rear End			0	0	1000	DAY	Dry	0	Failed to Yield Right-of-Way							
89668730	172	6.563	9/1/2023	Fri	19:05	Sideswipe			0	0	1000	NIGHT	Wet	0	Failed to Keep in Proper Lane							
89665625	173	6.185	7/17/2023	Mon	15:25	Rear End			0	0	1500	DAY	Wet	0	Operated MV in Careless or Negligent Manner							
89665638	174	6.656	7/30/2023	Sun	14:55	Rear End			0	0	6500	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
89665654	175	6.541	8/16/2023	Wed	18:23	Sideswipe			0	0	10000	DAY	Dry	0	Failed to Keep in Proper Lane							
89708714	176	6.163	11/14/2023	Tue	08:25	Unknown			0	0	480	DAY	Wet	0	Operated MV in Careless or Negligent Manner							
89664602	177	6.563	7/26/2023	Wed	16:08	Rear End			0	0	500	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
89666692	178	6.072	7/9/2023	Sun	19:50	Off Road			0	1	0	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner							
89666689	179	6.562	7/8/2023	Sat	18:55	Left Turn			0	1	0	DAY	Wet	0	Failed to Yield Right-of-Way							
89664215	180	6.563	7/30/2023	Sun	23:13	Sideswipe			0	0	2000	NIGHT	Dry	0	Failed to Keep in Proper Lane							
89682431	181	6.095	8/15/2023	Tue	18:50	Rear End			0	0	1800	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
89681453	182	6.563	7/15/2023	Sat	17:49	Sideswipe			0	0	1500	DAY	Dry	0	No Contributing Action							
89684363	183	6.458	7/20/2023	Thu	08:15	Rear End			0	0	12500	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
89680892	184	6.458	7/6/2023	Thu	08:14	Sideswipe			0	0	500	DAY	Dry	0	Failed to Keep in Proper Lane							
89678844	185	6.563	12/12/2023	Tue	23:30	Rear End			0	0	6000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
89713238	186	6.458	9/13/2023	Wed	12:10	Sideswipe			0	0	800	DAY	Dry	0	No Contributing Action							
89713244	187	6.458	9/18/2023	Mon	10:35	Sideswipe			0	0	700	DAY	Dry	0	Other Contributing Action							
89713246	188	6.458	9/19/2023	Tue	10:12	Sideswipe			0	0	1100	DAY	Dry	0	Failed to Keep in Proper Lane							
89713261	189	6.458	9/27/2023	Wed	11:20	Rear End			0	1	0	DAY	Dry	0	Failed to Keep in Proper Lane							
89713267	190	6.458	9/30/2023	Sat	07:55	Sideswipe			0	0	700	DAY	Dry	0	Failed to Keep in Proper Lane							
89713282	191	6.458	10/18/2023	Wed	08:20	Sideswipe			0	1	0	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
89713286	192	6.458	10/21/2023	Sat	11:20	Sideswipe			0	0	1000	DAY	Dry	0	No Contributing Action							
25830994	193	6.443	6/28/2023	Wed	14:54	Rear End			0	0	2000	DAY	Dry	0	No Contributing Action							
25848464	194	6.144	6/4/2023	Sun	20:31	Rear End			0	0	900	NIGHT	Dry	0	Failed to Yield Right-of-Way							
25830059	195	6.061	4/19/2023	Wed	16:11	Rear End			0	0	1500	DAY	Dry	0	Operated MV in Careless or Negligent Manner							
25830791	196	6.107	6/11/2023	Sun	01:07	Off Road			0	0	1500	NIGHT	Wet	0	Operated MV in Careless or Negligent Manner							
25831326	197	6.242	7/25/2023	Tue	13:21	Other			0	0	0	DAY	Dry	0	No Contributing Action							
25831374	198	6.142	7/30/2023	Sun	05:00	Other			0	0	3000	NIGHT	Dry	0	Operated MV in Careless or Negligent Manner							
25830884	199	6.123	6/17/2023	Sat	05:15	Other			0	0	7000	NIGHT	Dry	0	Drove Too Fast for Conditions							
25830944	200	6.133	6/24/2023	Sat	03:20	Other			0	0	800	NIGHT	Dry	0	No Contributing Action							

	Total No.	Fatal	Injury	PDO	Rear End	Head On	Angle	Sideswipe	Backed Into	Left Turn	Right Turn	Rollover	Ran into Water	Other Non-Collision	Ped/Bike	Railway Vehicle	Parked Car	Motor Vehicle in Transport	Other Non-Fixed Objects	Post, Pole or Support	Other Fixed Object
	200	**0**	**28**	**172**	**75**	**0**	**5**	**74**	**0**	**10**	**2**	0	**0**	0	**0**	**0**	**0**	**177**	**0**	**1**	**11**
	Percent	*0%*	*14%*	*86%*	*38%*	*0%*	*3%*	*37%*	*0%*	*5%*	*1%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*89%*	*0%*	*1%*	*6%*
	Contributing Cause	Day	Night	Wet	Dry	Other	No Contrib. Action	Careless Driving	Failed to Yield ROW	Improper Backing	Improper Turn	Followed too Closely	Improper Passing	Exceeded Speed	Wrong Side Wrong Way	Failed to keep in proper lane	Disregarded Cntl Device	Swerved or Avoided	Hit and Run	Other Contrib. Action	DUI
	Total	**125**	**75**	**30**	**170**	**0**	**42**	**64**	**30**	**3**	**0**	**0**	**4**	**1**	**0**	**21**	**0**	**3**	**0**	**25**	0
	Percent	*63%*	*38%*	*15%*	*85%*	*0%*	*21%*	*32%*	*15%*	*2%*	*0%*	*0%*	*2%*	*1%*	*0%*	*11%*	*0%*	*2%*	*0%*	*13%*	*0%*


Crash Type
120
100
80
60
40
20
0
Rear End
Head On
Angle
Left Turn
Right Turn
Sideswipe
Backed Into
Off Road
Rollover
Pedestrian
Bicycle
Unknown
Other
2019
2020
2021
2022
2023


Injury Severity
200
180
160
140
120
100
80
60
40
20
0
PDO Crashes
Fatality
Injury
2019
2020
2021
2022
2023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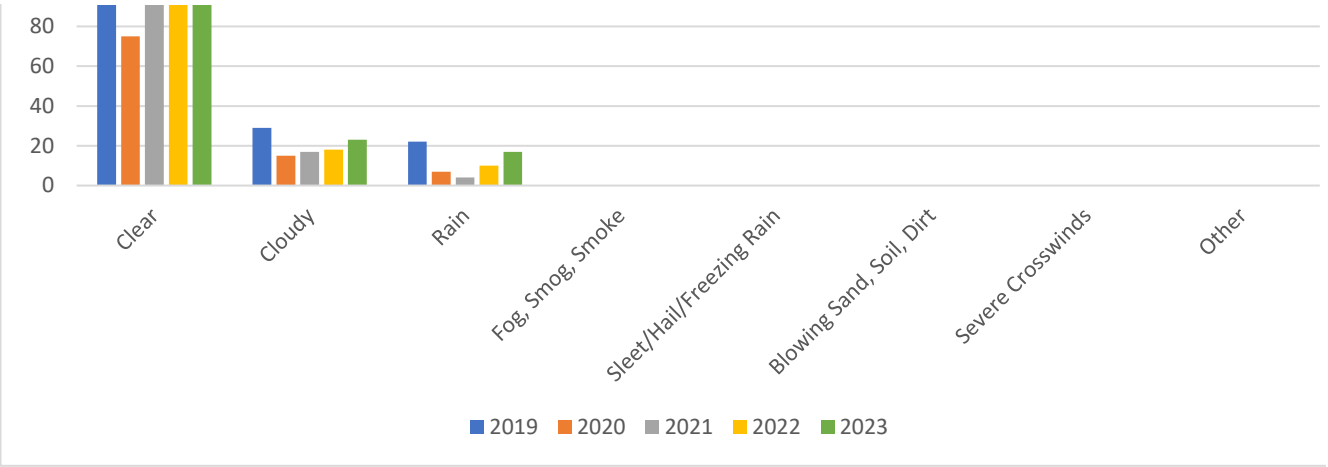
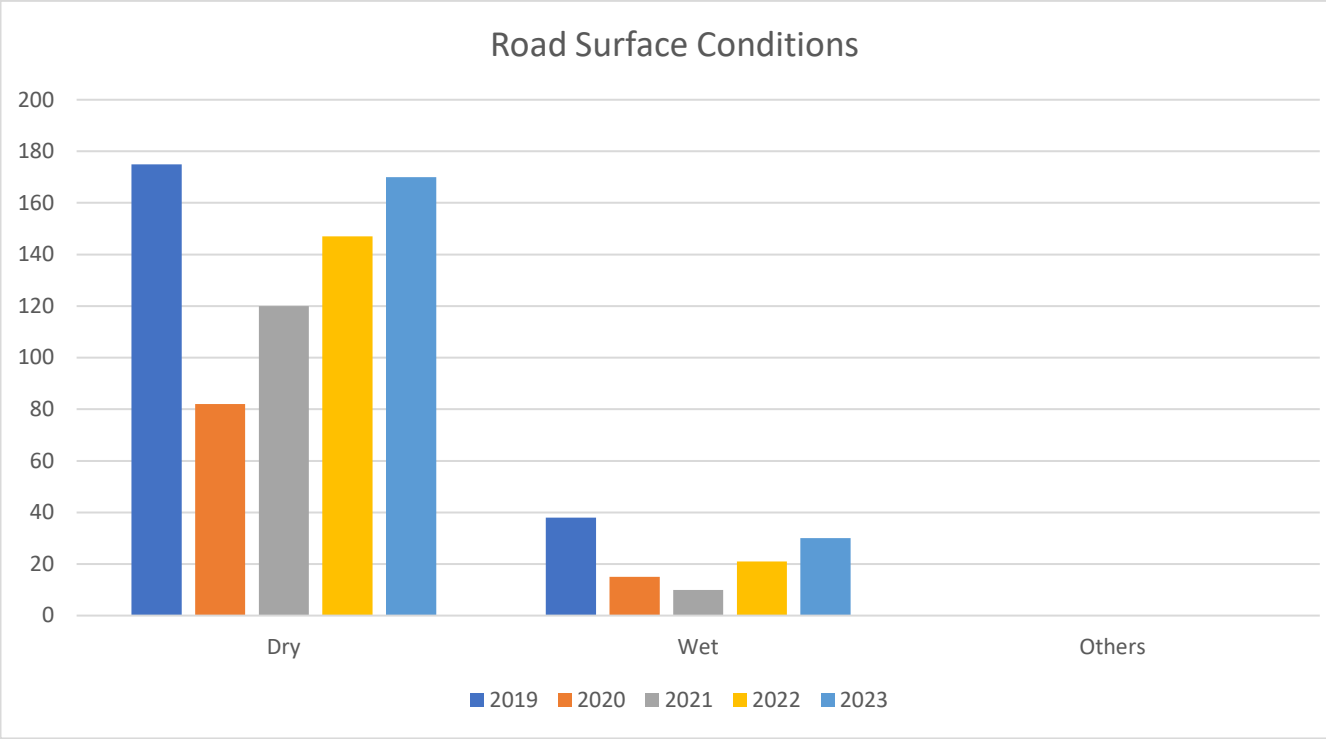
140
120
100


80
60
40
20
0
Clear
Cloudy
Rain
Fog, Smog, Smoke
Sleet/Hail/Freezing Rain
Blowing Sand, Soil, Dirt
Severe Crosswinds
Other
2019
2020
2021
2022
2023


Road Surface Conditions
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60
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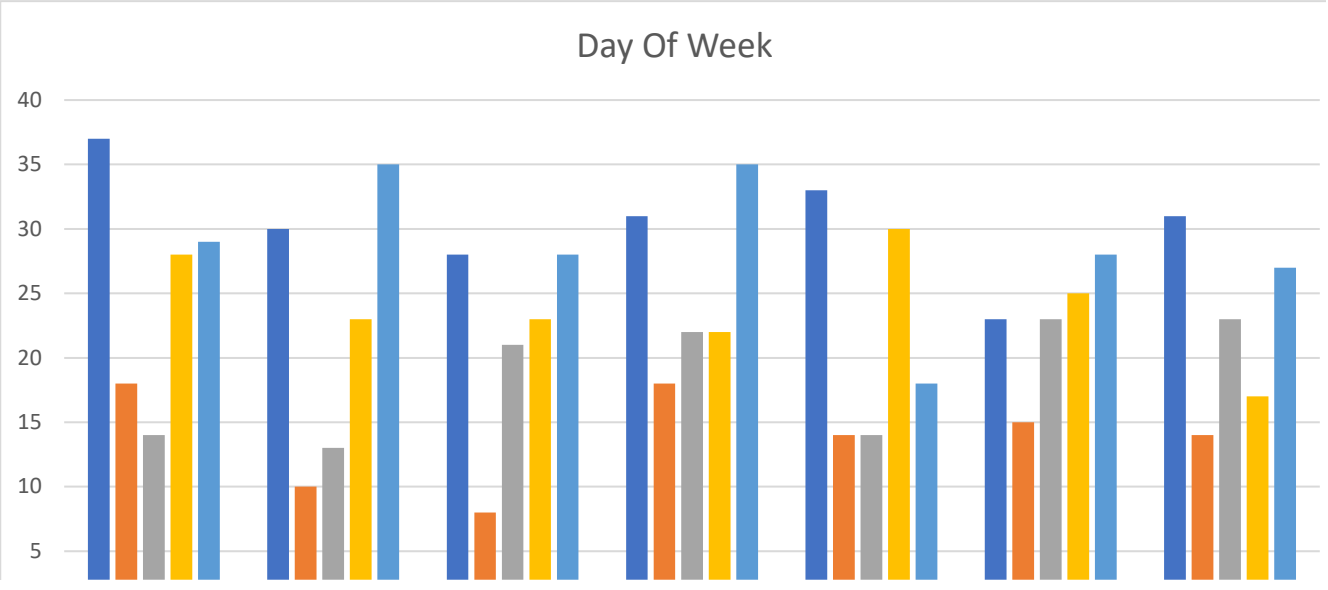
20
0
Dry
Wet
Others
2019
2020
2021
2022
2023


Day Of Week
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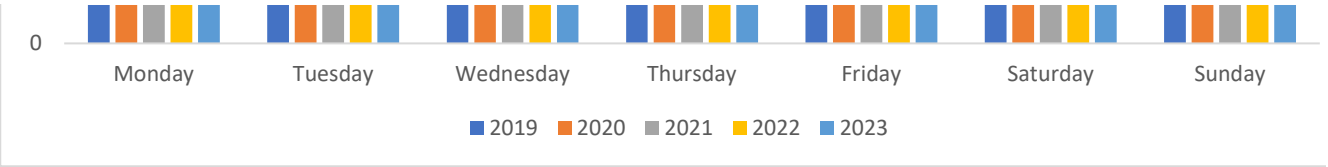
35
30
25
20
15
10
5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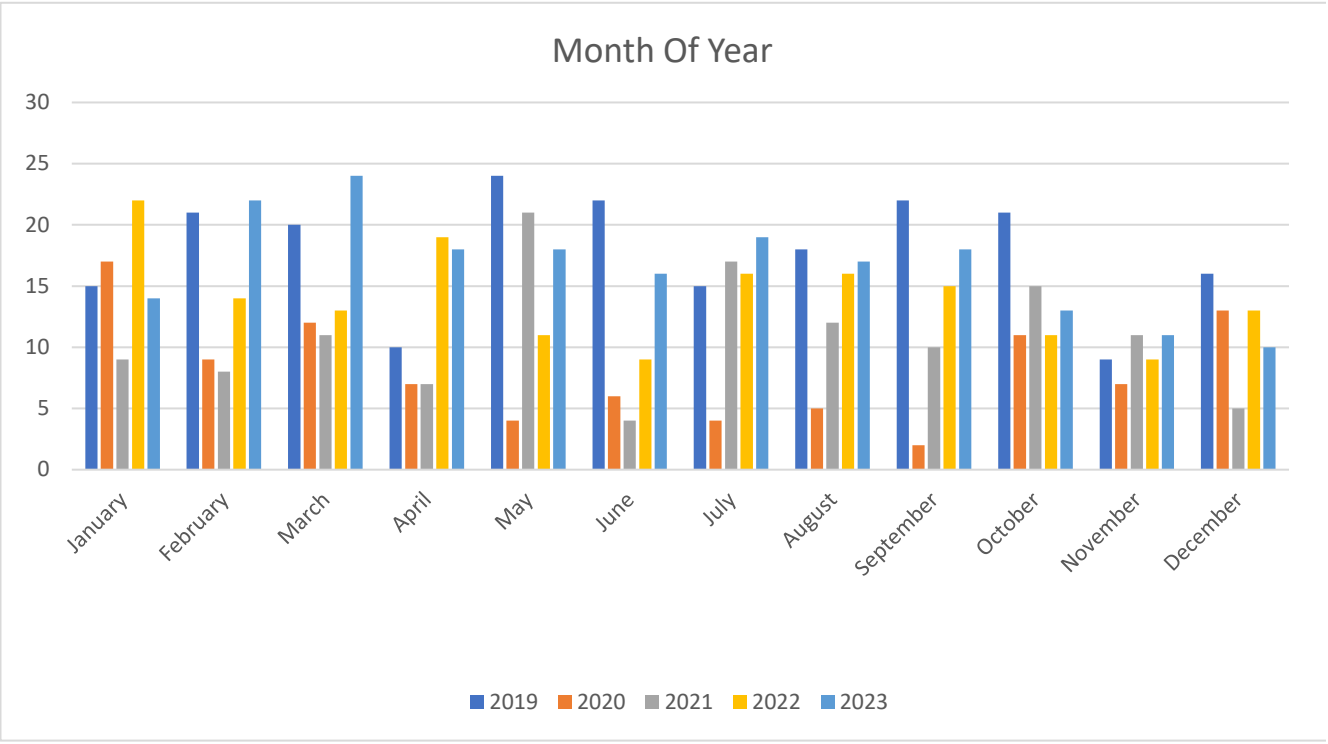
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday
2019
2020
2021
2022
2023


Month Of Year
30
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March
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September
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December
2019
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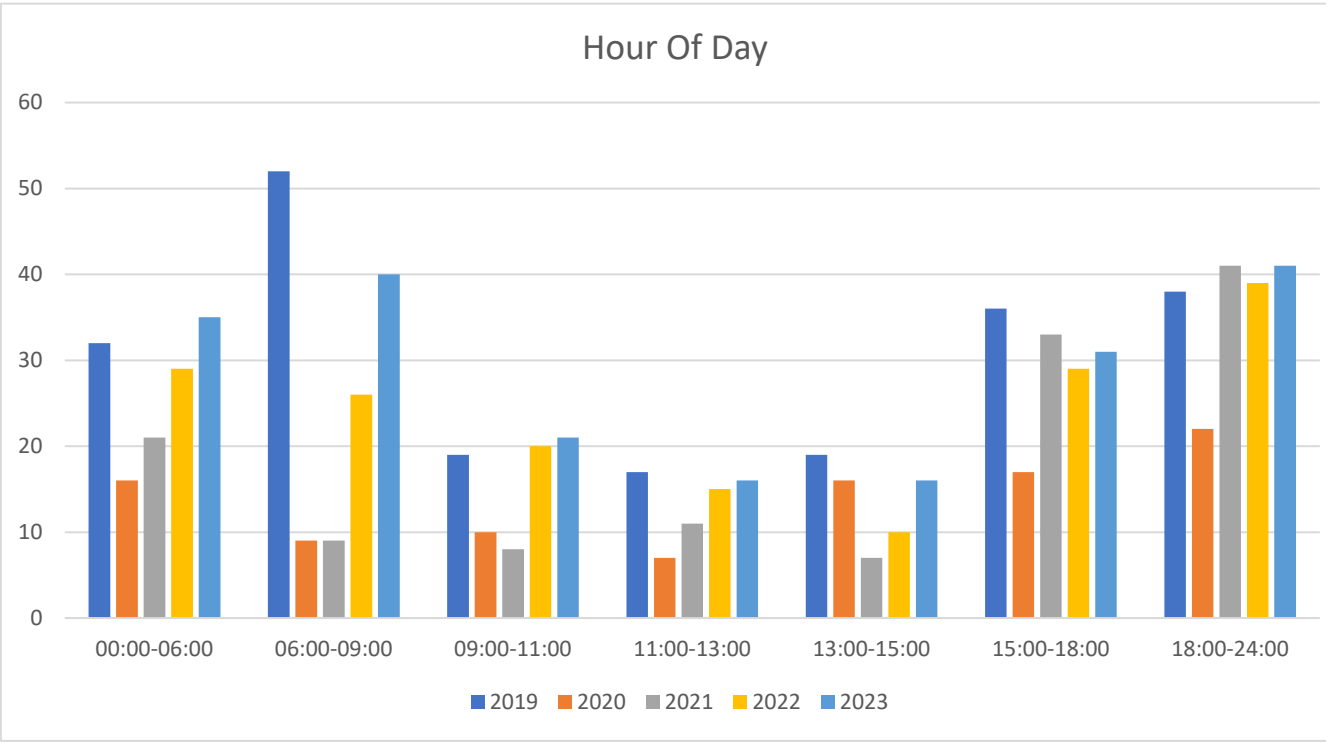
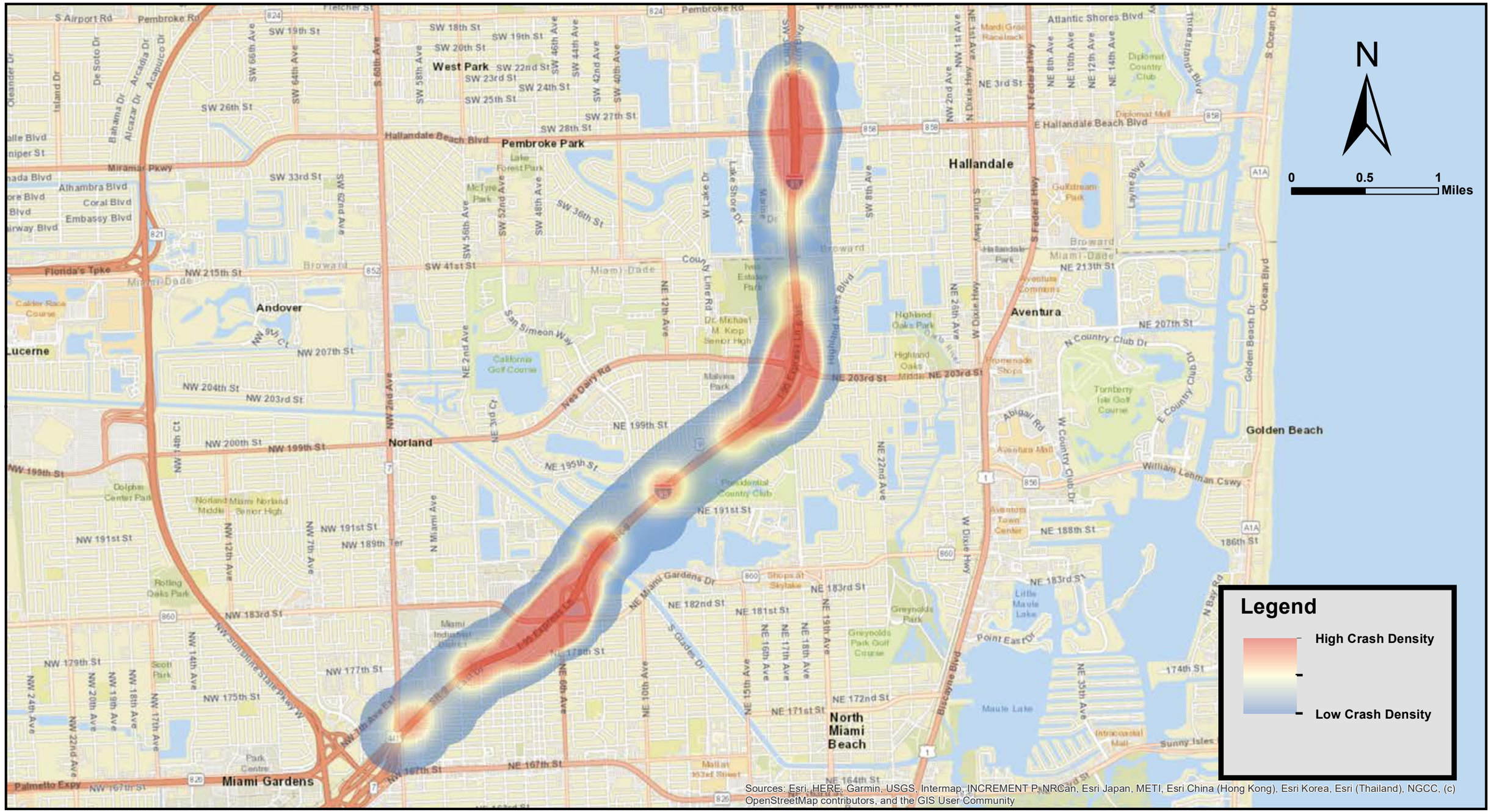
2021
2022
2023


Hour Of Day
60
50
40
30
20
10
0
00:00-06:00
06:00-09:00
09:00-11:00
11:00-13:00
13:00-15:00
15:00-18:00
18:00-24:00
2019
2020
2021
2022
2023

SR 9A/I 95 from South of Miami Gardens Drive to Broward County Line
Project Development & Environment (PD&E) Study
2014-2022 Crash Heat Map



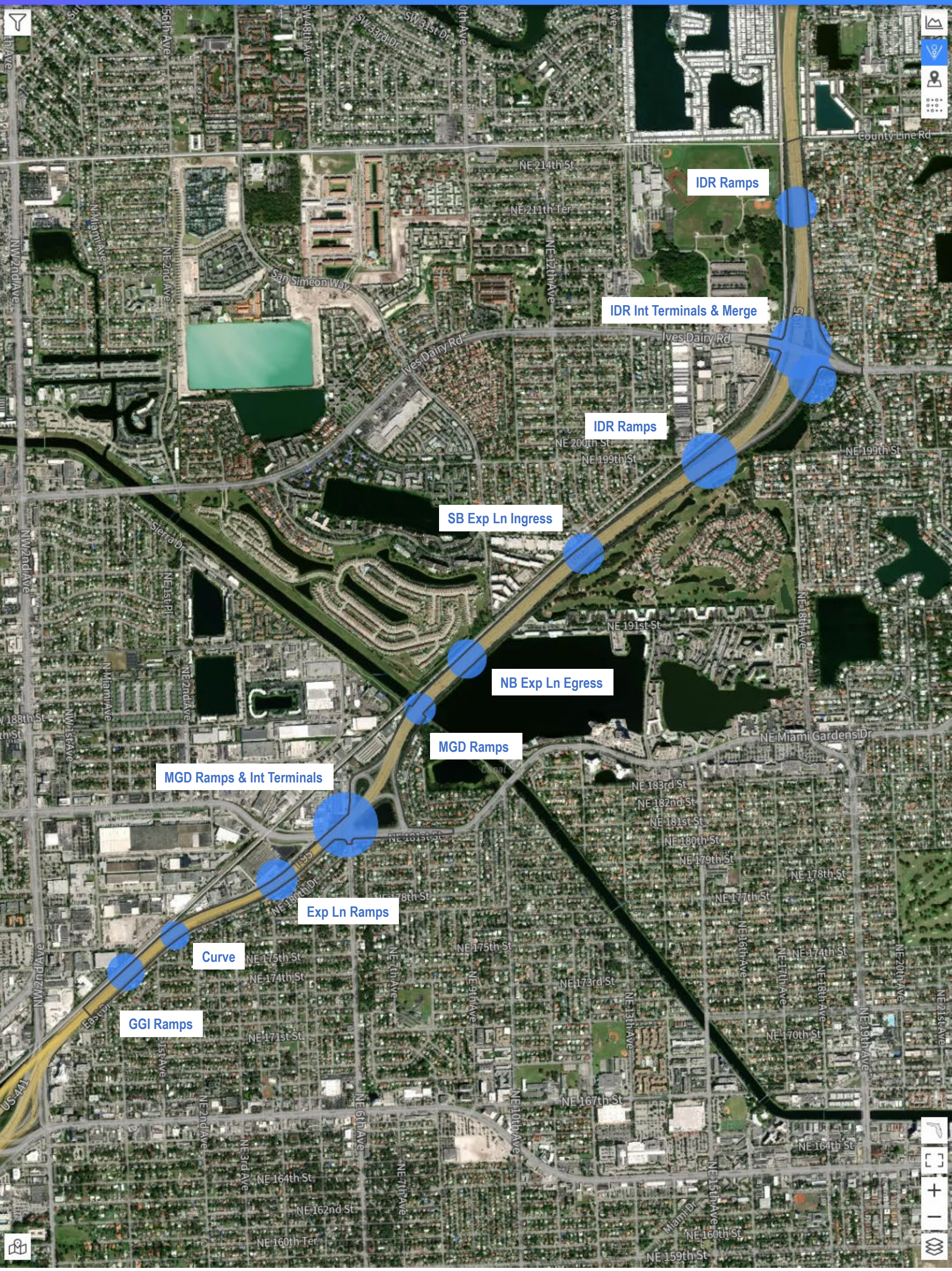
FDOT District 6
Miami Dade County
FPID: 414964-1-22-01

Data Source: FDOT State Safety Office GIS Query Tool

SIGNAL FOUR ANALYTICS

EVENT ANALYSIS

Data available from January 1, 2011 to June 8, 2022. Last update started June 9, 2022 at 1:00 AM is in process. Disclaimer Data Dictionary



APPENDIX J

Miami-Dade County
Adopted 2030-2040
Comprehensive Development Master Plan

and City of North Miami Beach
Future Land Use Map

APPENDIX

J

ADOPTED 2030 AND 2040 LAND USE PLAN * FOR MIAMI-DADE COUNTY, FLORIDA

RESIDENTIAL COMMUNITIES

- ESTATE DENSITY (EDR) 1-2.5 DU/AC
- ESTATE DENSITY W/ ONE DENSITY INCREASE (DI-1)
- LOW DENSITY (LDR) 2.5-6 DU/AC
- LOW DENSITY W/ ONE DENSITY INCREASE (DI-1)
- LOW-MEDIUM DENSITY (LMDR) 6-13 DU/AC
- LOW-MEDIUM DENSITY W/ ONE DENSITY INCREASE (DI-1)
- MEDIUM DENSITY (MDR) 13-25 DU/AC
- MEDIUM DENSITY W/ ONE DENSITY INCREASE (DI-1)
- MEDIUM-HIGH DENSITY (MHDR) 25-60 DU/AC
- HIGH DENSITY (HDR) 60-125 DU/AC OR MORE/GROSS AC
- TWO DENSITY INCREASE WITH URBAN DESIGN (DI-2)
- INDUSTRIAL AND OFFICE
- RESTRICTED INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- OFFICE/RESIDENTIAL
- SPECIAL DISTRICT
- INSTITUTIONS, UTILITIES, AND COMMUNICATIONS
- PARKS AND RECREATION
- ZOO MIAMI ENTERTAINMENT AREA
- AGRICULTURE
- OPEN LAND
- ENVIRONMENTAL PROTECTION
- ENVIRONMENTALLY PROTECTED PARKS
- TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
- TERMINALS
- EXPRESSWAYS
- MAJOR ROADWAYS (3 OR MORE LANES)
- MINOR ROADWAYS (2 LANES)
- EXISTING RAPID TRANSIT / FUTURE RAPID TRANSIT
- URBAN CENTERS * *
  - REGIONAL
  - METROPOLITAN
  - COMMUNITY
- ADOPTED REGIONAL URBAN CTR
- ADOPTED METROPOLITAN URBAN CTR
- ADOPTED COMMUNITY URBAN CTR

*** * Note: This symbol denotes an urban center where an area plan has been accepted by the Board of County Commissioners and codified in a zoning overlay district that shows the defined boundaries of the center.**

- 2030 URBAN DEVELOPMENT BOUNDARY
- URBAN EXPANSION AREA BOUNDARY ***

*** * * Note: refer to the CDMP for policies governing Urban Expansion Areas**

- WATER
- CANAL
- LEVEE/CANAL

Miles: 0 0.5 1 2 3

* **THIS PLAN IS NOT A ZONING MAP !** Within each map category on this plan map, numerous land uses, zoning districts and housing types may occur. This plan map may be interpreted only as provided in the adopted plan text entitled "Interpretation of The Land Use Plan Map: Adopted Policy Of The Land Use Element." That adopted text provides necessary definitions and standards for allowable land uses, densities or intensities of use for each map category, and for interpretation and application of the plan as a whole. The adopted text must be consulted in its entirety in interpreting any one plan map category, and no provision shall be used in isolation from the remainder. Restrictions accepted by the Board of County Commissioners in association with Land Use Plan map amendments shall be considered as an adopted part of the Comprehensive Development Master Plan (CDMP) and are delineated in the adopted text.

This Land Use Plan (LUP) map, in conjunction with all other adopted components of the CDMP, will govern all development-related actions taken or authorized by Miami-Dade County. The LUP map generally reflects municipal land use policies adopted in comprehensive plans. However, with limited exceptions enumerated in the Statement of Legislative Intent, this plan does not supersede local land use authority of incorporated municipal governments authorized in accordance with the Miami-Dade County Charter. For further guidance on future land uses authorized within incorporated municipalities, consult the local comprehensive plan adopted by the pertinent municipality.

NOTICE: The original true and correct copy of the official Land Use Plan map is maintained by the Director of the Department of Regulatory and Economic Resources. This is a reproduction. Any question regarding information shown on this reproduction shall be resolved by reference to the original.

ATLANTIC OCEAN

BISCAYNE BAY

THIS MAP INCORPORATES AMENDMENTS ADOPTED THROUGH:

AMENDMENT CYCLES/ OUT OF CYCLE	ADOPTION DATE
January 2022-23	Standard: Pending Small-Scale: July 20, 2022*
Out-of-Cycle 2022	Standard: N/A Small-Scale: Nov.16, 2022*
October 2021-22	Standard: N/A Small-Scale: July 20, 2022*
May 2021-22	Standard: March 16, 2023* Small-Scale: N/A
Out-of-Cycle 2021	Standard: March 17, 2022* Small-Scale: April, 21, 2022*
October 2020-21	Standard: July 21, 2021 Small-Scale: July 21, 2021*
January 2020-21	Standard: N/A Small-Scale: Feb. 18, 2021*
** Expedited 2020	Standard: N/A Small-Scale: Dec. 17, 2021
October 2019-20	Standard: Oct. 21, 2020 Small-Scale: July 22, 2020 *

*** Applications within the Amendment Cycle/ Expedited Process were adopted at different public hearing dates and this table reflects the latest of such dates.**

**** Expedited process was renamed to Out-of-Cycle per Ordinance No. 21 - 3, January 20, 2021**

Daniella Levine Cava, *Mayor*

Board of County Commissioners

Oliver G. Gilbert, III
Chair

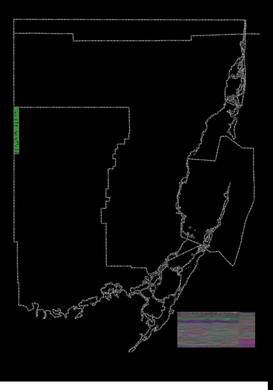
Anthony Rodriguez
Vice Chair

Oliver G. Gilbert, III, *District 1*
Marleine Bastien, *District 2*
Keon Hardemon, *District 3*
Micky Steinberg, *District 4*
Eileen Higgins, *District 5*
Kevin M. Cabrera, *District 6*
Raquel A. Regalado, *District 7*
Danielle Cohen Higgins, *District 8*
Kionne L. McGhee, *District 9*
Anthony Rodriquez, *District 10*
Roberto J. Gonzalez, *District 11*
Juan Carlos Bermudez, *District 12*
René Garcia, *District 13*

Luis G. Montaldo (Interim)
Clerk of Courts
Geri Bonzon-Keenan
County Attorney

Prepared by the Department of Regulatory and Economic Resources
Lourdes Gomez, *Director*

Miami-Dade County provides equal access and equal opportunity in employment and services and does not discriminate on the basis of disability.



NORTH

Miles: 0 0.5 1 2 3

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

ADOPTED 2030-2040
COMPREHENSIVE DEVELOPMENT MASTER PLAN

Updated August 2023 (Printed August 2023)

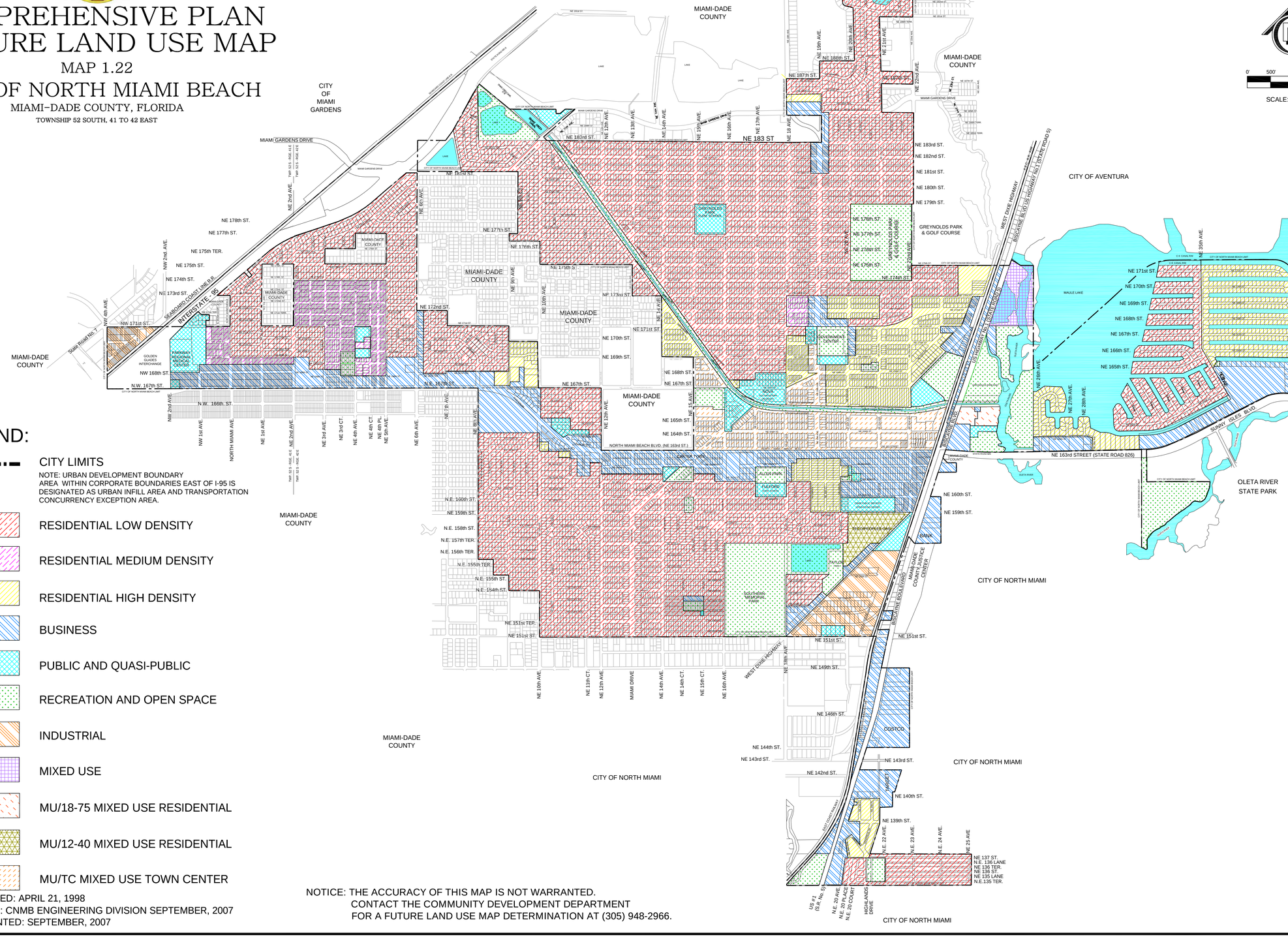
COMPREHENSIVE PLAN
FUTURE LAND USE MAP

MAP 1.22

CITY OF NORTH MIAMI BEACH

MIAMI–DADE COUNTY, FLORIDA

TOWNSHIP 52 SOUTH, 41 TO 42 EAST



0' 500' 1000' 1500' 2000'

SCALE: 1" = 1000'

LEGEND:

- CITY LIMITS
  NOTE: URBAN DEVELOPMENT BOUNDARY AREA WITHIN CORPORATE BOUNDARIES EAST OF I-95 IS DESIGNATED AS URBAN INFILL AREA AND TRANSPORTATION CONCURRENCY EXCEPTION AREA.
- RESIDENTIAL LOW DENSITY
- RESIDENTIAL MEDIUM DENSITY
- RESIDENTIAL HIGH DENSITY
- BUSINESS
- PUBLIC AND QUASI-PUBLIC
- RECREATION AND OPEN SPACE
- INDUSTRIAL
- MIXED USE
- MU/18-75 MIXED USE RESIDENTIAL
- MU/12-40 MIXED USE RESIDENTIAL
- MU/TC MIXED USE TOWN CENTER

MAP ADOPTED: APRIL 21, 1998
REVISED BY: CNMB ENGINEERING DIVISION SEPTEMBER, 2007
MAP REPRINTED: SEPTEMBER, 2007

NOTICE: THE ACCURACY OF THIS MAP IS NOT WARRANTED.
CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT
FOR A FUTURE LAND USE MAP DETERMINATION AT (305) 948-2966.

AMENDMENTS

ORDINANCE NUMBER	APPLICATION NUMBER	DATE
92-7	91-2	5-19-92
93-1	92-1A THRU 92-1F	1-19-93
94-11	94-1A THRU 94-1E	5-17-94
93-14	93-S1	12-21-93
94-15	94-S1	6-21-94
94-35	94-S2 / 94-S3	10-18-94
95-5	95-1B/1D/1E/1F	4-18-95
95-7	95-R1	8/15/95
95-19	95-2A	12/5/95
95-4	LD97-1	4/21/98
* 98-4	97-2ER	4/21/98
2002-4	DCA 02S4	9/3/2002
2002-6	DCA 02S8	9/3/2002
2002-8	DCA 02S1	9/3/2002
2002-10	DCA 02S2	9/3/2002
2002-12	DCA 02S3	9/3/2002
2002-14	DCA 02S5	9/3/2002
2002-16	DCA 02S7	9/3/2002
2002-17	DCA 02S6	9/3/2002
2003-2	DCA 03-1	4/15/2003
2004-1	DCA 04-1	2/3/2004
2006-14	DCA 06-1	10/3/2006

* EAR ADOPTED FLUM ON 4/21/98

APPENDIX K

Traffic Data & Projections Memorandum

APPENDIX

K

Traffic Data & Projections Memorandum

SR 9/I-95 PD&E

from South of Miami Gardens Drive

to North of Miami-Dade/Broward County Line

Financial Project ID: 414964-1-22-01

ETDM Number: 14419

Miami-Dade County, Florida

Prepared for:

Florida Department of Transportation
District 6

February 2024

TABLE OF CONTENTS

1.0 INTRODUCTION 1

1.1 Traffic Data Collection Methodology 1

1.2 Traffic Projections Methodology 4

2.0 TRAFFIC DATA COLLECTION 6

2.1 SR 9/I-95 Traffic Counts 6

2.2 Crossroads Traffic Counts 6

3.0 TRAFFIC DATA SUMMARY 10

3.1 Vissim Vehicle Input Distribution 12

4.0 ORIGIN-DESTINATION/TRAFFIC ASSIGNMENT ANALYSIS 14

5.0 TRAFFIC FORECAST 19

LIST OF EXHIBITS

Exhibit 1: Project Location 2
Exhibit 2: Study Limits 3
Exhibit 3: SR 9/I-95 Traffic Data Count Locations 7
Exhibit 4: SR 860/Miami Gardens Drive Traffic Data Count Locations 8
Exhibit 5: CR 854/Ives Dairy Road Traffic Data Count Locations 9
Exhibit 6: Existing Year 2021 Volumes 11
Exhibit 7: Existing Year 2021, Southbound, AM Peak Hour, Ramp-to-Ramp Volume Calculations 15
Exhibit 8: Existing Year 2021, Southbound, PM Peak Hour, Ramp-to-Ramp Volume Calculations 16
Exhibit 9: Existing Year 2021, Northbound, AM Peak Hour, Ramp-to-Ramp Volume Calculations 17
Exhibit 10: Existing Year 2021, Northbound, AM Peak Hour, Ramp-to-Ramp Volume Calculations 18
Exhibit 11: No-Build Alternative – Opening Year 2030 Traffic Volumes 23
Exhibit 12: No-Build Alternative – Design Year 2050 Traffic Volumes 24
Exhibit 13: Build Alternative 1 – Opening Year 2030 Traffic Volumes 25
Exhibit 14: Build Alternative 1 – Design Year 2050 Traffic Volumes 26
Exhibit 15: Build Alternative 2 – Opening Year 2030 Traffic Volumes 27
Exhibit 16: Build Alternative 2 – Design Year 2050 Traffic Volumes 28
Exhibit 17: Build Alternative 3 – Opening Year 2030 Traffic Volumes 29
Exhibit 18: Build Alternative 3 – Design Year 2050 Traffic Volumes 30

LIST OF TABLES

Table 1: Existing Year 2021 SR 9/I-95 AADT Volumes 10
Table 2: Peak Period Vehicle Input Distributions 13
Table 3: AADT Forecast 22

LIST OF ATTACHMENTS

Attachment A – Traffic Data Collection

Attachment A1. SR 9/I-95

Attachment A2. SR 860/Maimi Gardens Drive

Attachment A3. CR 858/Ives Dairy Road

Attachment A4. 2019 Weekly Axle Factor Category Report

Attachment A5. 2019 Peak Season Factor Category Report

Attachment B – Existing Year 2021 Volume Calculations

Attachment C – Traffic Forecast Calculations

Attachment C1 SERPM 2015 Model Volumes

Attachment C2 SERPM 2045 Model Volumes

Attachment C3 Population and Employment Data Summary

Attachment C4 Historic Trend Analysis

Attachment C5 TMTool Calculations

Attachment C6 Assignment and Balacing Calculations

1.0 INTRODUCTION

This Traffic Data & Projections Memorandum (TDPM) is being prepared as part of the Project Development & Environment (PD&E) to address the proposed improvements at the SR 9/I-95 corridor from south of SR 860/Miami Gardens Drive (MP 13.724) to north of Broward County Line (MP 17.199), in Miami-Dade County, Florida. **Exhibit 1** shows the project location. This memorandum documents the traffic data collection and traffic projection development for the PD&E.

Previous studies have identified the need for capacity improvements, which in turn will also improve safety within this segment of SR 9/I-95. The regional roadway system is also close to build-out and the ability to add more traffic lanes is limited. The proposed improvements analyzed in the PD&E stem from the Build Concepts that were developed as part of the *FDOT District 6 SR 9/I-95 Corridor Planning Study* and *FDOT District 4 Interstate 95 Corridor Planning Study*, that assessed enhancements along the length of the SR 9/I-95 corridor within Miami-Dade. As such, this project is part of a larger effort to improve the SR 9/I-95 corridor within Miami-Dade County and regionally within Broward and Palm Beach Counties.

In addition, FDOT District 4 is completing a PD&E study from SR 858/Hallandale Beach Boulevard to SR 820/Hollywood Boulevard (FM 436903-1-22-02) with the focus to improve interchange and ramp terminals intersection capacity at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. North of this PD&E study limits, FDOT District 4 is programmed to conduct a PD&E study for SR 9/I-95 from Miami-Dade/Broward County Line to north of Griffin Road, including interchange improvements at Sheridan Street, Stirling Road, and Griffin Road (FM 439170-1-22-01).

This report describes the methodology and presents the results of the data collection and traffic projection efforts, which have been closely coordinated with FDOT District 4 projects' to the north. Relevant information has been extracted and included from *FDOT District 4 Traffic Data Collection & Traffic Projections Report*, for ease of reference. The following tasks have been performed under this study:

1.1 Traffic Data Collection Methodology

Existing traffic data was provided by the Department and supplemented with available information from different sources. **Exhibit 2** shows the study limits. The following information was gathered within the study area:

- SR 9/I-95 Mainline 72-hour bi-directional vehicle volumes in 15-minute intervals;
- Arterial/Ramp 72-hour bi-directional vehicle volumes and classification in 15-minute intervals;
- Turning Movement Counts (TMC) in 15-minute intervals (3-hour in the AM and 3-hour in the PM); and
- Traffic Signal Information.

Exhibit 1: Project Location Map

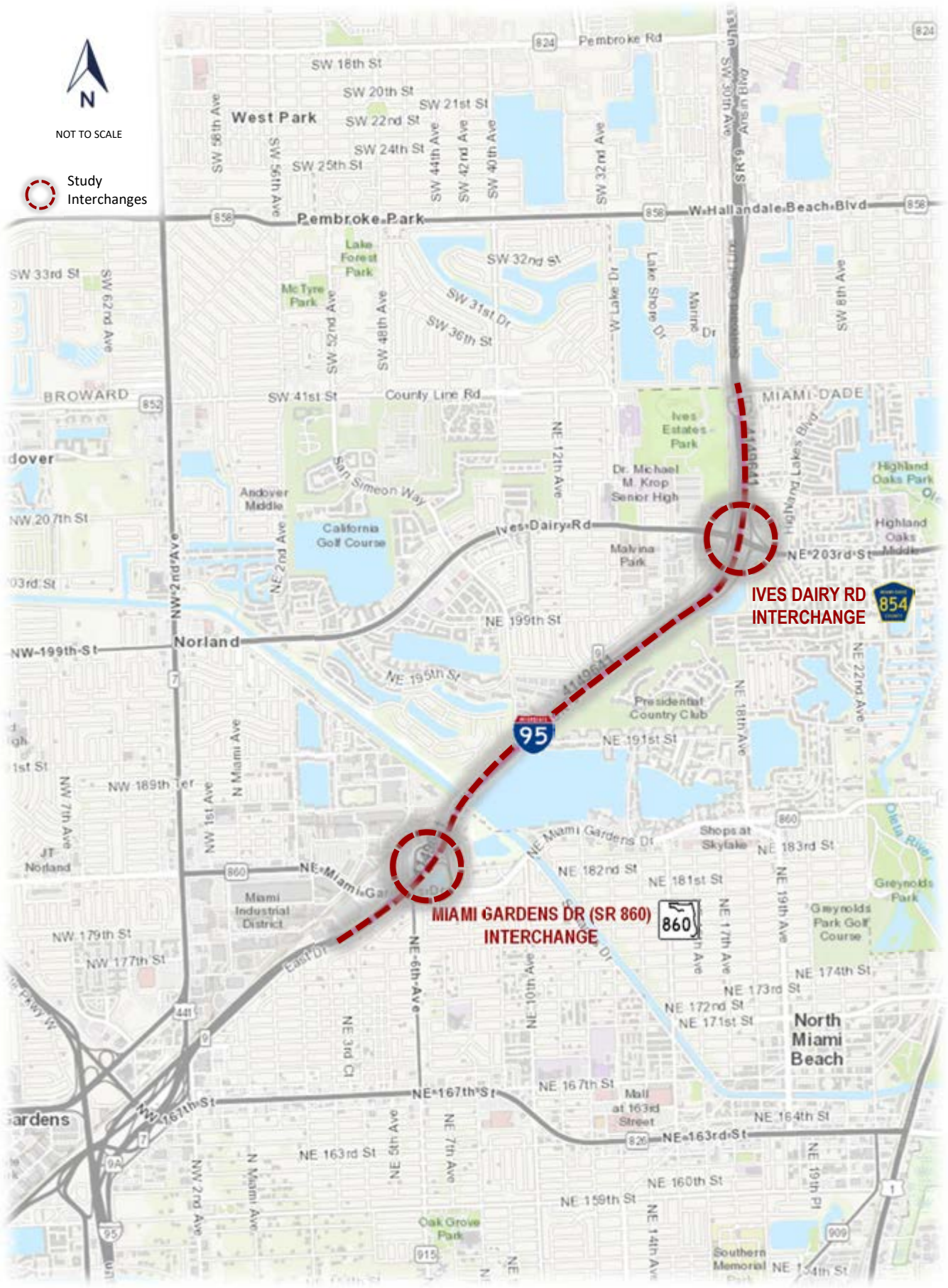
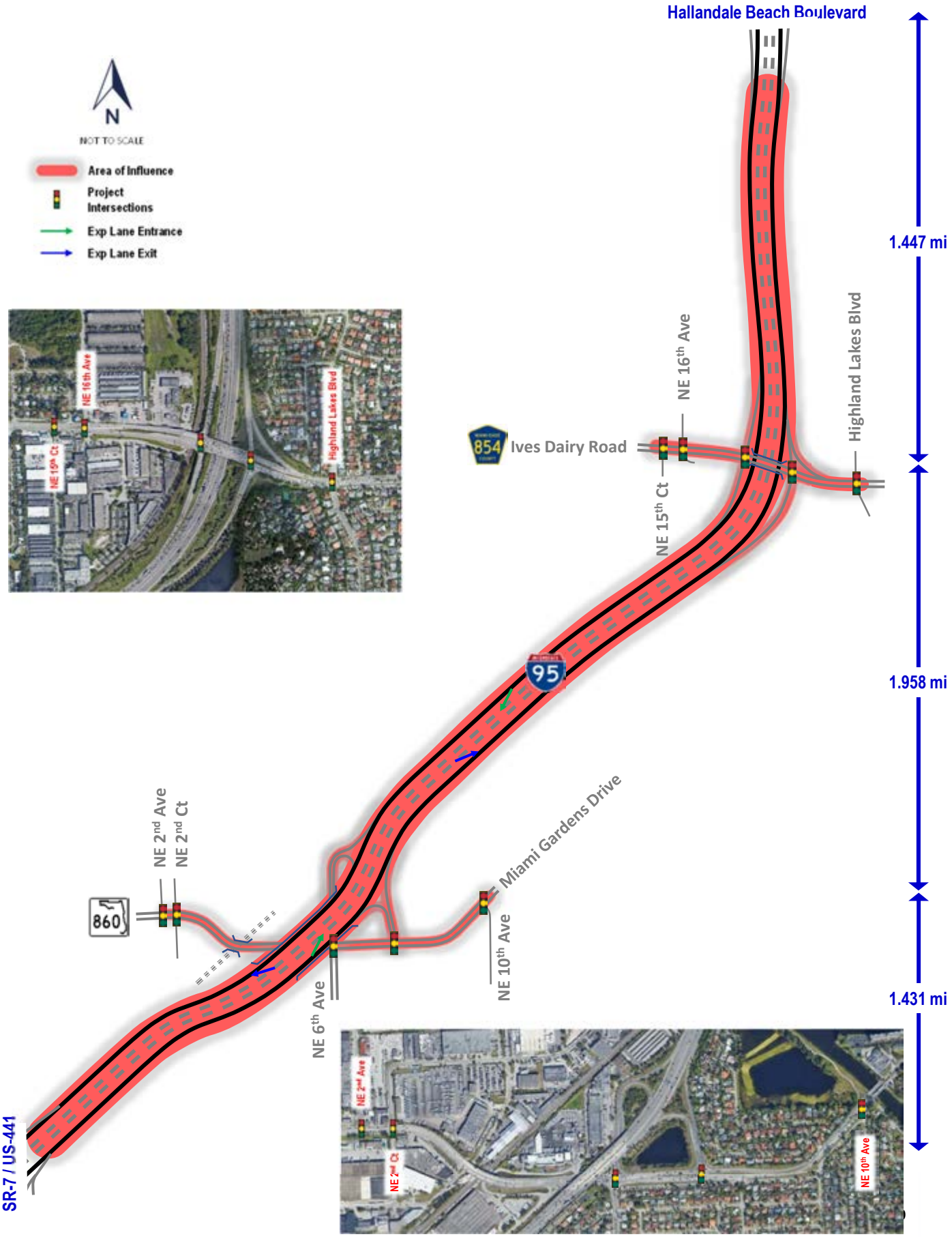


Exhibit 2: Study Limits



1.2 Traffic Projections Methodology

As part of this study, traffic projections were prepared for Opening Year 2030 and Design Year 2050 under the No-Build and Build Alternative conditions. Based on the coordination with the Department, the No-Build conditions are defined as transportation network with the inclusion of Cost Feasible Plan improvements in the adopted MPO 2045 Long Range Transportation Plan (LRTP), which include improvements to the Golden Glades Interchange (GGI) to the south of the study area. In addition, preferred alternative from the *SR 9/I-95 PD&E study from Hallandale Beach Boulevard to Hollywood Boulevard* are included as part of the No-Build conditions. Subtasks under this task include the following:

- **Data Gathering for Project Traffic from Past Studies:** The traffic projections and forecasts developed for the SR 9/I-95 PD&E Study from Hallandale Beach Boulevard to Hollywood Boulevard PD&E, the SR 9/I-95 Corridor Planning Study led by FDOT District 6, and the SR 9/I-95 PD&E study from Miami/Broward County Line to North of Griffin Road led by District 4, in proximity to the study limits were referenced in projecting traffic for the SR 9/I-95 project from south of Miami Gardens Drive to north of Broward County line. Coordination has been carried out with the SR 9/I-95 Express Team, SR 9/I-95 PD&E Team from Hallandale Beach Boulevard to Hollywood Boulevard, and District 4's SR 9/I-95 PD&E Team north of the county line to ensure traffic projections and improvements from various sources are considered.
- **Subarea Model Forecast for No-Build Conditions:** A future year (2045) no-build network in Southeast Florida Regional Planning Model (SERPM) was developed based on the 2045 Cost Feasible Plans adopted by the three MPOs in the region. The socioeconomic data, network coding, and other model settings were reviewed to make them consistent with subsequent changes. The no-build network also includes the proposed improvements from the aforementioned projects in coordination with the Department.
- **Traffic Projections:** Traffic projections for Design Year 2050 were developed for both the AM and PM peak hour periods. The Southeast Florida Regional Planning Model (SERPM), Version 8.513 has been used for this project. Horizon year 2045 No-Build scenario was modeled. Build Alternatives 1, 2, and 3 were developed by reassigning the 2050 No-Build volumes to each of the Build Alternatives based on the origin-destination and modified roadway network information. For Design Year 2050, traffic volumes were extrapolated from future year 2045. For opening year 2030, traffic volumes were interpolated between Existing Year 2021 and Design Year 2050.

  The model results were post-processed. Existing Year 2021 model AADTs were developed by interpolating SERPM 2015 and 2045 model volumes and compared to actual existing year 2021 traffic counts. Future year link volumes were adjusted using two factors: the ratio of the actual existing year 2021 traffic counts to the interpolated year 2021 model volumes and the numerical difference between the actual existing year 2021 traffic counts and the interpolated year 2021 model volumes. Where appropriate, forecasted model volumes were used. The resulting growth rates of the SERPM forecasted volumes were compared against growth trends of historical counts and model socio-economic/land use data. Any outlier links were postprocessed.

The ratio and difference adjustments were checked against a minimum growth rate of 0.5% per year for reasonableness. DDHVs were developed using the FDOT D4 TMTool based on methodologies presented in the FDOT Project Traffic Forecasting Handbook. The volumes were balanced and smoothed as needed. Coordination was carried out to ensure the AADT projections at the county line along SR 9/I-95 are consistent with the AADT forecasted by the SR 9/I-95 PD&E Team north of the county line.

2.0 TRAFFIC DATA COLLECTION

This section documents the traffic data collection efforts conducted as part of this PD&E. Existing traffic data was provided by the Department and supplemented with available information from different sources. **Attachment A** presents all traffic data collected in this study.

2.1 SR 9/I-95 Traffic Counts

SR 9/I-95 Mainline 72-hour bi-directional vehicle volumes in 15-minute intervals were obtained from RITIS from Tuesday, September 21, 2021 to Thursday, September 23, 2021. SR 9/I-95 were supplemented with counts from regular FDOT count stations from the Florida Traffic Online (FTO) database. **Exhibit 3** presents traffic data count locations for SR 9/I-95.

2.2 Crossroads Counts

Full intersection counts were provided by the Department and included: 1) Arterial/Ramp 72-hour bi-directional vehicle volumes and classification in 15-minute intervals (from Tuesday, September 21, 2021 to Thursday, September 23, 2021); and 2) Turning movement counts (TMCs) (Thursday, September 23, 2021 from 6:30 a.m. to 9:30 a.m. and from 3:30 p.m. to 6:30 p.m.). Traffic signal timing information was obtained from the Miami-Dade County Traffic Signals and Signs Division (TS&S) and field checks. Data was collected along the two corridors as follows:

Along SR 860/Miami Gardens Drive extends from NE 2nd Avenue to NE 10th Avenue, including the following signalized intersections:

- SR 860/Miami Gardens Drive at NE 2nd Avenue;
- SR 860/Miami Gardens Drive at NE 2nd Court;
- SR 9/I-95 SB Ramp Terminal/NE 6th Avenue (SR 915) at SR 860/Miami Gardens Drive;
- SR 9/I-95 NB Ramp Terminal at SR 860/Miami Gardens Drive; and
- SR 860/Miami Gardens Drive at NE 10th Avenue.

Exhibits 4 presents traffic data count locations for SR 860/Miami Gardens Drive.

Along CR 854/Ives Dairy Road extends from NE 15th Court to Highland Lakes Boulevard, including the following intersections:

- CR 854/Ives Dairy Road at NE 15th Court;
- CR 854/Ives Dairy Road at NE 16th Avenue;
- SR 9/I-95 SB Ramp Terminal at CR 854/Ives Dairy Road;
- SR 9/I-95 NB Ramp Terminal at CR 854/Ives Dairy Road; and
- CR 854/Ives Dairy Road at Highland Lakes Boulevard.

Exhibits 5 presents traffic data count locations for CR 854/Ives Dairy Road.

Exhibit 3: Traffic Data Locations – SR 9/I-95

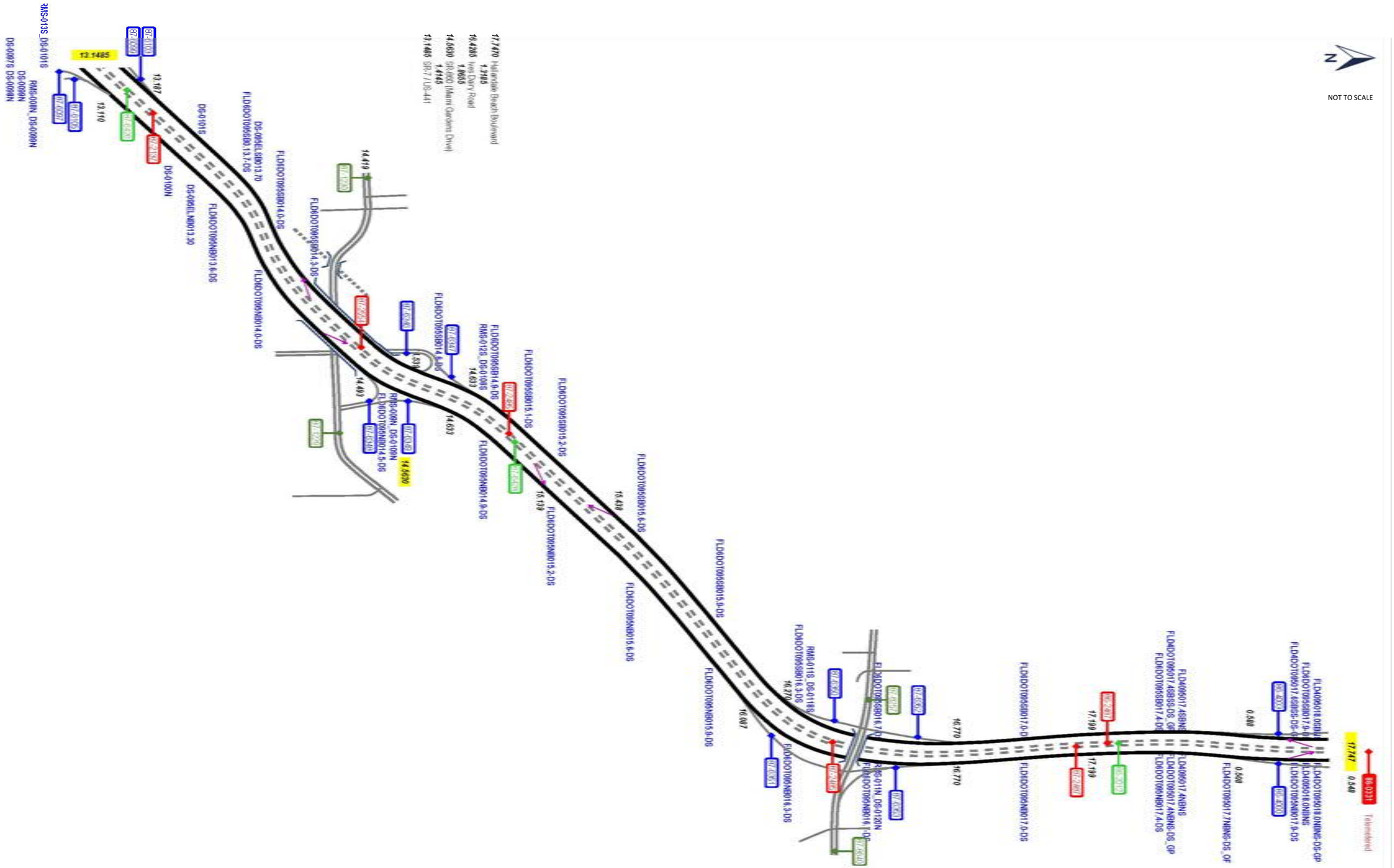


Exhibit 4: Traffic Data Locations – SR 860/Miami Gardens Drive

Exhibit 5: Traffic Data Locations – CR 854/Ives Dairy Road

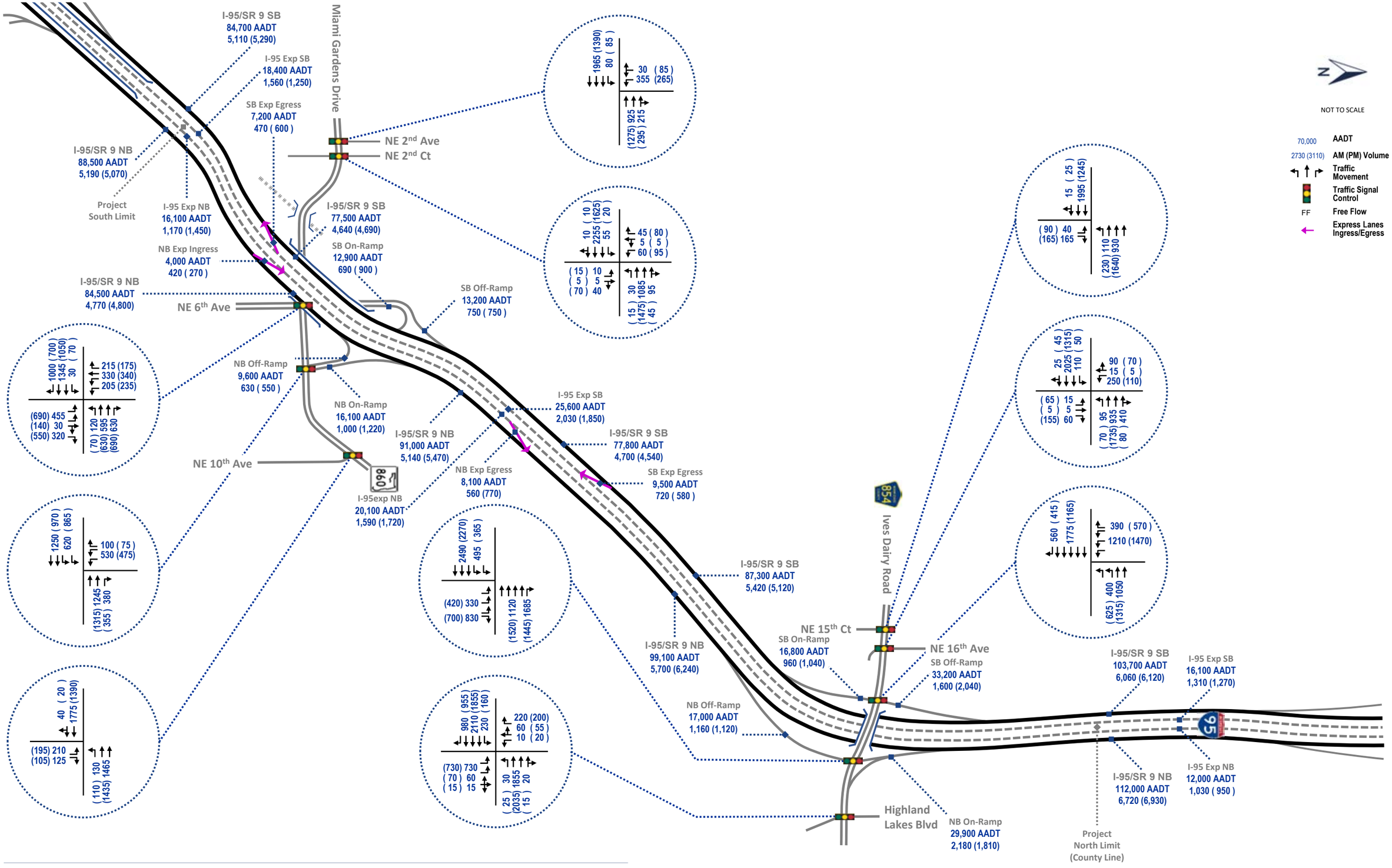
3.0 TRAFFIC DATA SUMMARY

This section documents the methodology used to develop base year (2021) traffic volumes, including the annual average daily traffic (AADT) volumes, peak hour approach volumes, and peak hour turning movement counts. Existing Year 2021 volume calculations were coordinated with the adjacent projects to the north within FDOT District 4. The three-day average traffic volumes were used. Link volumes and turning movement counts were balanced between intersections within the project limits. **Table 1** presents a summary of existing volumes along SR 9/I-95. **Exhibit 6** presents a summary of existing volumes. Existing Year 2021 volume calculation summaries are provided in **Attachment B**.

Table 1: Existing Year 2021 SR 9/I-95 AADT Volumes

Interchange	Location	Day 1	Day 2	Day 3	3 Day Average	Seasonal Factor	Weekly Axel Factor	Calculated AADT	Rounded AADT	Balanced AADT
SR 9/I-95	**North of Ives Dairy Rd**	**224789**	**226938**	**230567**	**227437**			**238810**	**238800**	**243800**
	NB Total	*113098*	*115743*	*115341*	*114731*			*120468*	*120500*	*124000*
	NB General Purpose Lane	*101578*	*103968*	*103557*	*103038*	*1.05*	*1.00*	*108190*	*108200*	*112000*
	NB Express Lane	*11520*	*11775*	*11784*	*11693*	*1.05*	*1.00*	*12278*	*12300*	*12000*
	SB Total	*111691*	*111195*	*115226*	*112706*			*118342*	*118300*	*119800*
	SB General Purpose Lane	*96109*	*95975*	*99730*	*97272*	*1.05*	*1.00*	*102136*	*102100*	*103700*
	SB Express Lane	*15582*	*15220*	*15496*	*15434*	*1.05*	*1.00*	*16206*	*16200*	*16100*
Ives Dairy Road	I-95 SB Off-Ramp to Ives Dairy Rd	23754	25431	24439	24541	1.05	0.99	25510	25600	33200
	I-95 SB On-Ramp from Ives Dairy Rd	16342	15241	16355	15980	1.05	1.00	16779	16800	16800
	I-95 NB On-Ramp from Ives Dairy Rd	13764	14058	14520	14118	1.05	1.00	14824	14800	29900
	I-95 NB Off-Ramp to Ives Dairy Rd	15963	16135	16546	16217	1.05	1.00	17028	17000	17000
SR 9/I-95	**North of Miami Gardens Dr**	**200465**	**201821**	**206497**	**202931**			**213078**	**213100**	**214500**
	NB Total	*102316*	*103730*	*106892*	*104313*			*109529*	*109600*	*111100*
	NB General Purpose Lane	*90796*	*91955*	*95108*	*92620*	*1.05*	*1.00*	*97251*	*97300*	*99100*
	NB Express Lane	*11520*	*11775*	*11784*	*11693*	*1.05*	*1.00*	*12278*	*12300*	*12000*
	SB Total	*98149*	*98091*	*99605*	*98618*			*103549*	*103500*	*103400*
	SB General Purpose Lane	*82567*	*82871*	*84109*	*83184*	*1.05*	*1.00*	*87343*	*87300*	*87300*
	SB Express Lane	*15582*	*15220*	*15496*	*15434*	*1.05*	*1.00*	*16206*	*16200*	*16100*
Miami Gardens Drive	I-95 SB Off-Ramp to Ives Dairy Rd	12503	11821	12150	12157	1.05	1.00	12765	12800	13200
	I-95 SB On-Ramp from Ives Dairy Rd	15963	16135	16546	16217	1.05	1.00	17028	17000	12900
	I-95 NB On-Ramp from Ives Dairy Rd	16368	14917	15599	15628	1.05	1.00	16410	16500	16100
	I-95 NB Off-Ramp to Ives Dairy Rd	8188	8165	8693	8349	1.05	1.00	8766	8800	9600
SR 9/I-95	**South of Miami Gardens Dr**	**197390**	**198619**	**202315**	**199450**			**209422**	**209400**	**207700**
	NB Total	*99726*	*100919*	*103219*	*101294*			*106359*	*106300*	*104600*
	NB General Purpose Lane	*80750*	*80917*	*84362*	*82012*	*1.05*	*1.00*	*86113*	*86100*	*84500*
	NB Express Lane	*18976*	*20002*	*18857*	*19282*	*1.05*	*1.00*	*20246*	*20200*	*20100*
	SB Total	*97664*	*97700*	*99096*	*98156*			*103063*	*103100*	*103100*
	SB General Purpose Lane	*73041*	*73583*	*74673*	*73769*	*1.05*	*1.00*	*77457*	*77500*	*77500*
	SB Express Lane	*24623*	*24117*	*24423*	*24387*	*1.05*	*1.00*	*25606*	*25600*	*25600*

Exhibit 6: Existing Year 2021 Traffic Volumes



For this study, the three-day average traffic volumes were used, together with the applicable axle correction factors and seasonal factors that are published on FDOT Florida Traffic Online (2019), to calculate the 2021 AADTs for each approach of the study intersections. For SR 9/I-95 and classification counts, since the number of vehicles were collected instead of axles, axle correction factors were not applied. The 2021 AADT at SR 9/I-95 north of CR 854/Ives Dairy Road was calculated based on counts at two FDOT sites (#862487 and #861487). Other SR 9/I-95 mainline 2021 AADTs were calculated based on ramp volumes and the 2021 AADT at SR 9/I-95 within the study area. Then, the calculated AADTs were balanced in coordination with the Project Team from FDOT District 4 that is conducting the SR 9/I-95 PD&E Study from Miami-Dade/Broward County line to I-595.

The peak hour volumes for the study corridors were determined based on the observed turning movement counts collected along SR 860/Miami Gardens Drive from NE 2nd Avenue to NE 10th Avenue, and CR 854/Ives Dairy Road from NE 15th Court to Highland Lakes Boulevard. To estimate Existing Year 2021 peak hour volumes, the peak hour counts were rounded up to the nearest 5. Finally, the rounded peak hour turning movement counts were balanced in coordination with the Project Team from FDOT District 4 that is conducting the SR 9/I-95 PD&E Study from Miami-Dade/Broward County line to I-595.

3.1 Vissim Vehicle Input Distribution

A four-hour analysis period was selected for the Vissim analysis to ensure that traffic operations were accurately modeled. The four-hour analysis period provided adequate time for congestion build-up and dissipation. Therefore, the factors shown in **Table 2** were developed using the synopsis report at counter site 87-2487 (SR 9A/I-95, 200' S. Miami-Dade/Broward Co. Line, Northbound) in the range of June 29th (Tuesday) and July 1st (Thursday), 2021 to distribute the peak hour traffic throughout the peak period. This count location has the highest volume within the study area, and the northbound direction has the highest volumes during each morning and afternoon peak periods. A 30-minute seeding period was coded. The second hour represented the peak hour. Traffic volumes were entered in 15-minute increments as exact values.

Table 2: Peak Period Vehicle Input Distributions

Hour	Time Interval	AM Period		Time Interval	PM Period	
		Hourly Proportion[1]	Distribution		Hourly Proportion[1]	Distribution
Seeding	6:30	85.55%	19.38%	2:30	88.13%	21.41%
	6:45		23.40%	2:45		22.66%
Pre Peak (1st)	7:00	92.92%	22.06%	3:00	94.13%	23.00%
	7:15		21.71%	3:15		22.61%
	7:30		23.33%	3:30		23.73%
	7:45		25.82%	3:45		24.79%
Peak (2nd)	8:00	100.00%	25.82%	4:00	100.00%	25.66%
	8:15		24.63%	4:15		25.44%
	8:30		25.29%	4:30		23.84%
	8:45		24.26%	4:45		25.06%
Post Peak (3rd)	9:00	92.99%	24.11%	5:00	96.30%	24.23%
	9:15		23.49%	5:15		24.07%
	9:30		22.69%	5:30		25.08%
	9:45		22.70%	5:45		22.91%
Breaking Hour	10:00	86.09%	20.17%	6:00	98.77%	23.58%
	10:15		21.50%	6:15		25.27%
	10:30		22.43%	6:30		26.24%
	10:45		21.99%	6:45		23.68%

1 Percent of peak hour

4.0 ORIGIN-DESTINATION/TRAFFIC ASSIGNMENT ANALYSIS

An Origin-Destination/Traffic Assignment analysis was conducted to provide an understanding of the travel patterns along the corridor and provide information for traffic analysis when considering one-sided, two-sided and overlapping weaving. The project to the north used StreetLight data to develop an origin-destination matrix table. However, this information covered only up to Ives Dary Road, it did not include express lane locations as destination-origins, and it was only for daily data.

The Base Year 2015 SERPM has HOV lanes and not Express Managed Lanes. Express Lanes were not fully implemented until 2016 based on Google Earth Pro Historical Imagery. Therefore, the accuracy of the Express Lanes usage prediction cannot be properly assessed. In addition, The subarea validation indicates that the accuracy of the SERPM model predictions deteriorates for arterials, which will impact the accuracy of origin-destination matrices from the models.

Therefore, the volume assignment to/from a ramp from/to another ramp was developed from the total volume assigned at each ramp (including express lane ingress and egress ramps) between the Golden Glades Interchange and I-595. **Exhibits 7** and **8** present a summary of the ramp-to-ramp volume calculations for the existing southbound AM and PM peak hours, respectively. The ramp-to-ramp volume calculations for the existing northbound AM and PM peak hours are presented in **Exhibits 9** and **10**, respectively.

Exhibit 7: Existing Year 2021 Traffic Volumes, Southbound, AM Peak Hour, Ramp-to-Ramp Volume Calculations

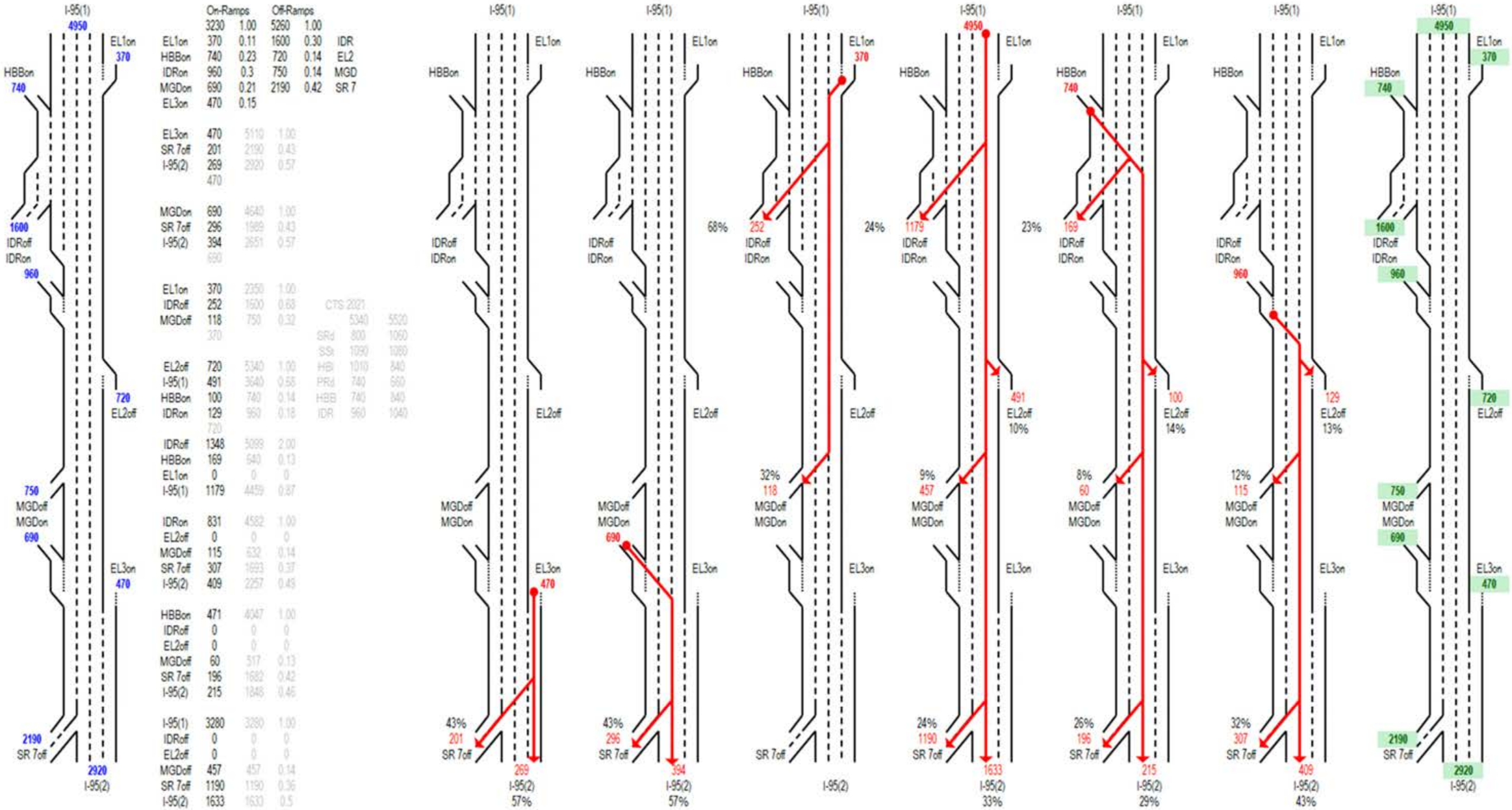


Exhibit 8: Existing Year 2021 Traffic Volumes, Southbound, PM Peak Hour, Ramp-to-Ramp Volume Calculations

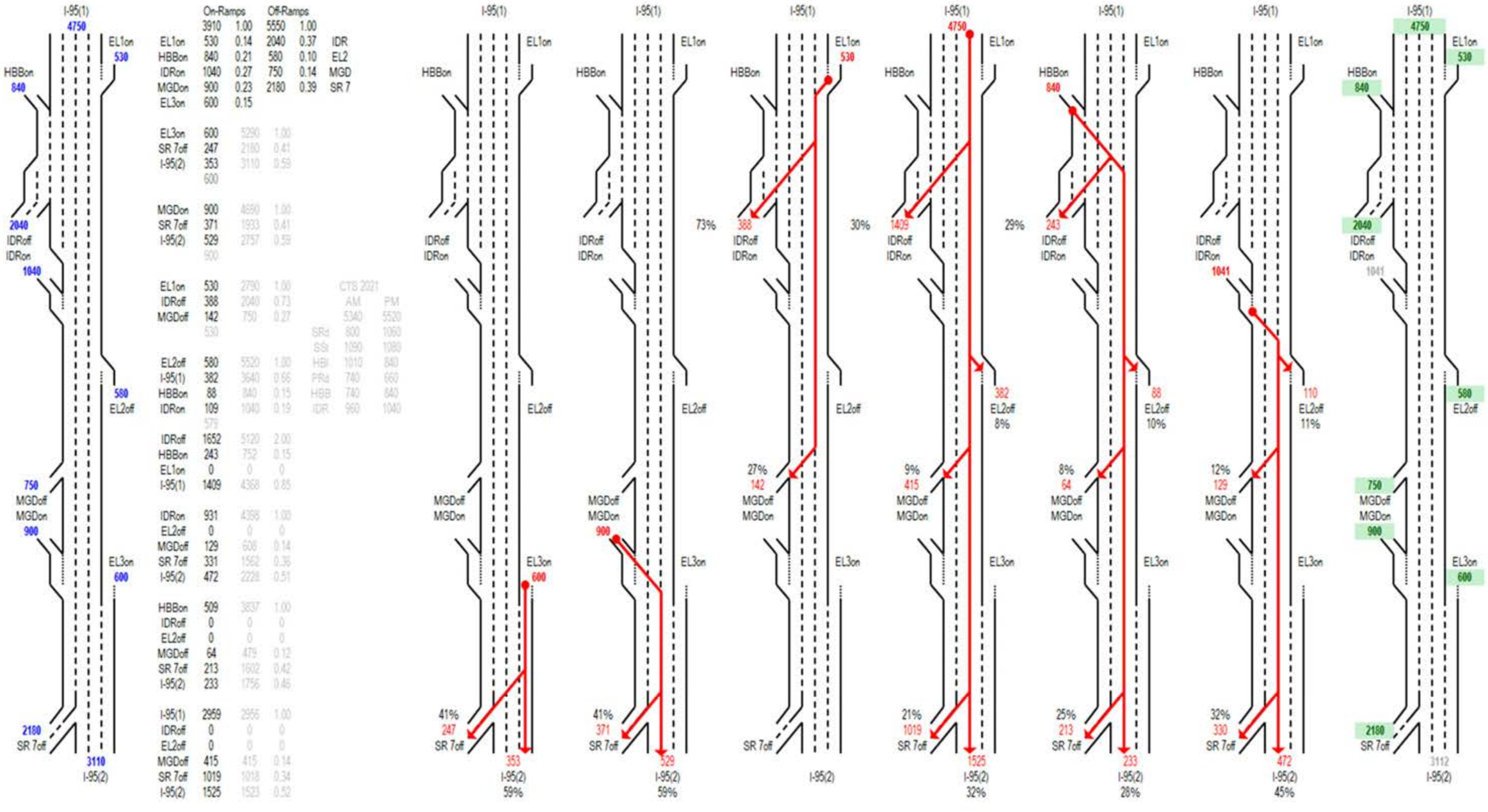


Exhibit 9: Existing Year 2021 Traffic Volumes, Northbound, AM Peak Hour, Ramp-to-Ramp Volume Calculations

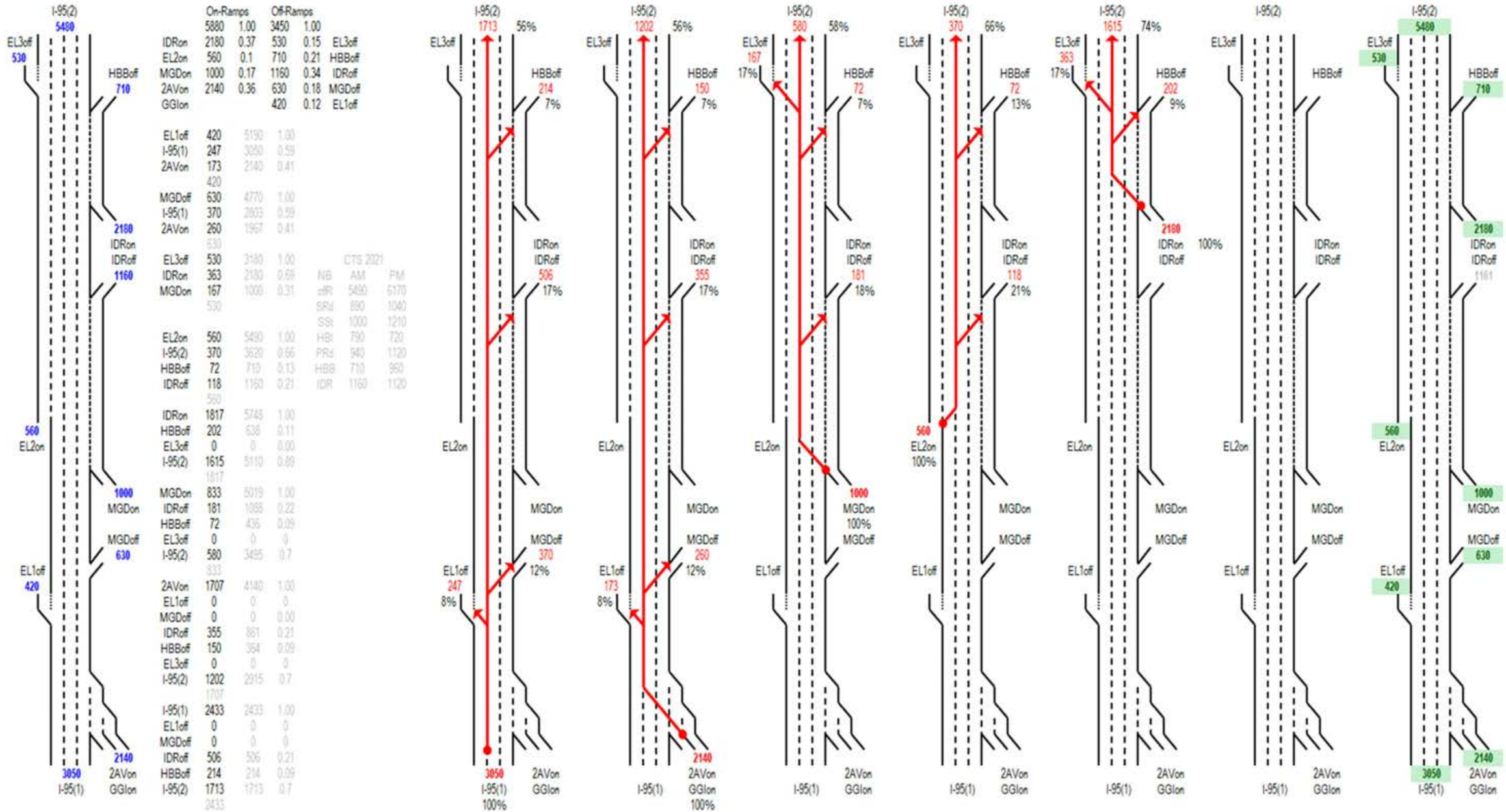
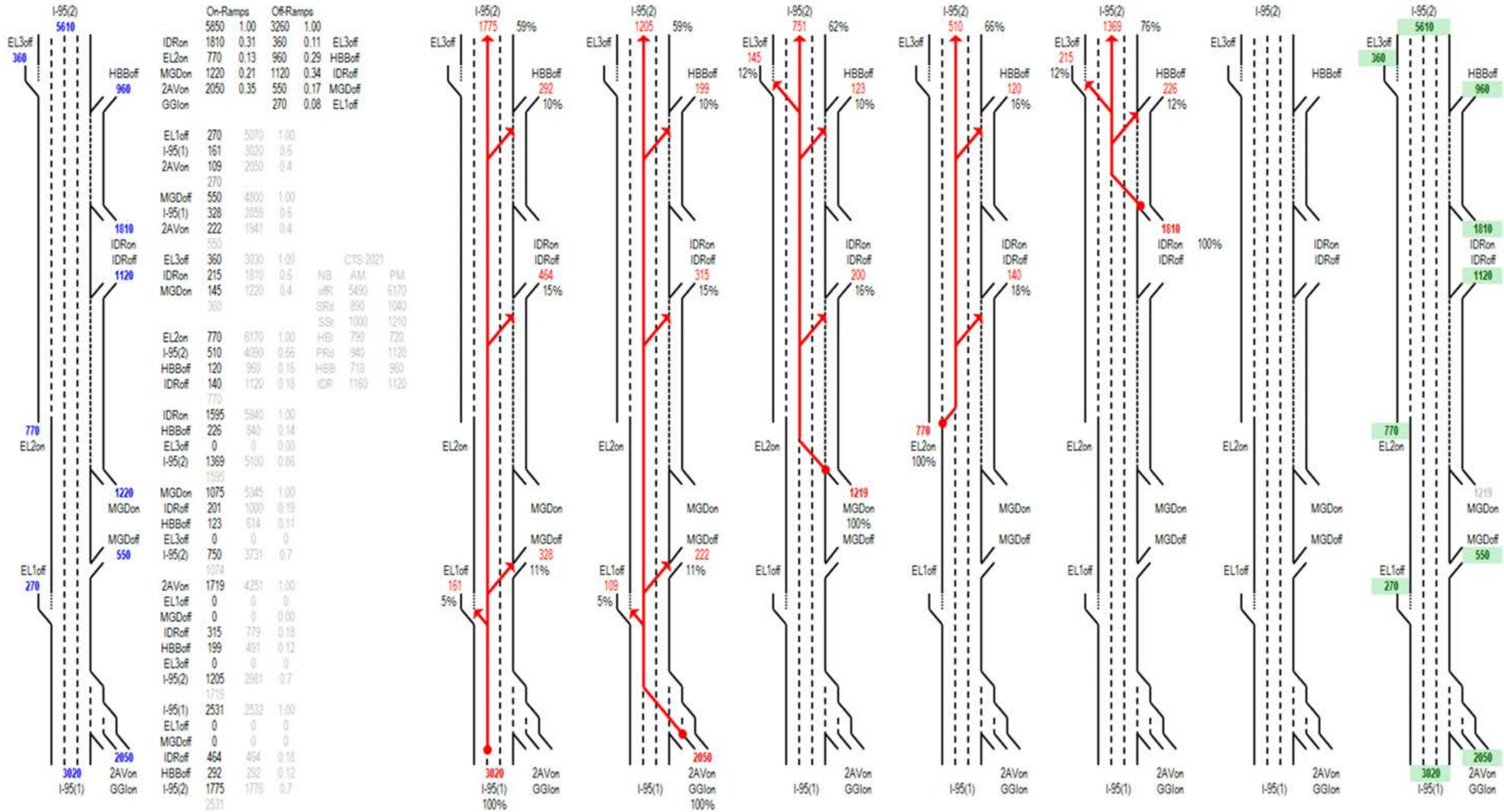


Exhibit 10: Existing Year 2021 Traffic Volumes, Northbound, PM Peak Hour, Ramp-to-Ramp Volume Calculations



5.0 TRAFFIC FORECAST

The project traffic was developed based on 2019 FDOT Project Traffic Forecasting Handbook procedures; including the utilization of time-of-day volumes (i.e., applying diurnal factors as opposed to applying standard K and D factors), consistent with previous and on-going projects in the area. Horizon year 2045 No-Build scenario was modeled. Build Alternatives 1, 2, and 3 were developed by reassigning the 2050 No-Build volumes to each of the Build Alternatives based on the origin-destination and modified roadway network information. For Design Year 2050, traffic volumes were extrapolated to 2050 by applying the adjusted growth rate to balanced Existing Year 2021 or the minimum of 0.5% growth rate. For opening year 2030, traffic volumes were interpolated between Existing Year 2021 and Design Year 2050. Turning movement volumes were developed for the analyses of AM and PM peak hour periods using the FDOT TMTool. For freeway AM and PM peak hour volumes (mainline and ramps) were developed by applying the diurnal factor from the Existing Year 2021 balanced volumes. Volumes were checked for reasonableness and balanced. **Table 3** presents the AADT calculations. **Exhibits 11** through **18** present the Opening Year 2030 and Design Year 2050 No-Build and Build alternative summary volumes. Traffic forecast calculations are presented in **Attachment C**.

The Southeast Florida Regional Planning Model (SERPM), Version 8.513 has been used for this project. SERPM 8.513 model is validated to Year 2015 conditions and includes a future year 2045 scenario based on the adopted Cost Feasible plans from Miami-Dade MPO, Broward MPO, and Palm Beach Transportation Planning Agency (TPA). It is approved by the Regional Transportation Technical Advisory Committee-Modeling Subcommittee (RTTAC-MS) in South Florida for transportation engineering and planning studies.

A subarea validation was conducted, including SR 9/I-95 mainline, interchange ramps and arterial segments within the Area of Influence (AOI). Volume-Over-Count (V/C) Ratio targets were used to evaluate the model validation outputs. The subarea validation indicates that the SR 9/I-95 V/C Ratio of 4% is within the Freeway Volume-Over-Count Preferable Standard of +/- 5%; however, the SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road V/C Ratio of 25% is over the Divided Arterial Volume-Over-Count Acceptable Standard of +/- 10%.

A 2021 SERPM model scenario was not developed by recreating a 2021 roadway network and interpolating 2021 socioeconomic data between the 2015 and 2045 socioeconomic data sets. Instead, 2021 model volumes were developed by interpolating between the 2015 and 2045 model volumes. As stated in NCHRP Report 765, the results will probably be similar in most cases. We anticipate that will be the case for this project due to the several constrains of the existing and potential roadway networks.

The 2045 No-Build network was developed in close coordination with FDOT District 4 and District 6 Project Managers and District 4's SR 9/I-95 PD&E from SR 858/Hallandale Beach Boulevard to Hollywood Boulevard Team. The 2045 No-Build network was built by incorporating

A future year (2045) no-build network in Southeast Florida Regional Planning Model (SERPM) was developed based on the 2045 Cost Feasible Plans adopted by the three MPOs in the region. The socioeconomic data, network coding, and other model settings were reviewed to make sure they are consistent with subsequent changes. The following three projects were included:

- 4056154 - SR 25/Okeechobee Road and SR 932/NW 103rd Street at NW 87th Avenue: Add turn lane.
- 4217072 - SR 93/I-75 Managed Lanes System from NW 170th Street to S of HEFT Interchange: Add special use lane.
- 4326871 - SR 826 from Flagler Street to NW 154th Street & I-75 from SR 826 to NW 170th Street: Add special use lane.

The no-build network also includes the proposed improvements from the aforementioned projects in coordination with the Department.

The growth rates of the SERPM forecasted volumes were compared against historical growth trends from FDOT count stations within the study area and Socioeconomic growth rates from population/employment data within the 2-mile buffer around study interchanges from model Base Year 2015 to model Forecast Year 2045. The Trend analysis indicates a maximum growth rate of 1.37% and a minimum growth rate of -1.32% within SR 9/I-95; and a maximum growth rate of 1.80% and a minimum growth rate of -0.30% within the two arterials. The Socioeconomic analysis indicates a maximum growth rate of 1.3% and a minimum growth rate of 0.06%. Any outlier links were postprocessed. Future year link volumes were adjusted using two factors per Equations 3-2 and 3-3 of the *2019 Project Traffic Forecasting Handbook*: the ratio of the actual base year traffic count to the base year model volume and the numerical difference between the actual base year traffic count and the base year model volume. The ratio and difference adjustments were checked against a minimum growth rate of 0.5% per year for reasonableness. After adjustments there were still 17 of 33 links that resulted in a model growth rate of less than 0.5% per year; therefore, the minimum growth rate of 0.5% per year was used for those 17 links.

Ratio Adjustment:

$$V_{r_adj} = \frac{Count}{V_b} \times V_f$$ Equation 3-2

Difference Adjustment:

$$V_{d_adj} = (Count - V_b) + V_f$$ Equation 3-3

Where

V_{r_adj} - adjusted future year model volume by ratio method
V_{d_adj} - adjusted future year model volume by difference method
$Count$ - base year traffic count
V_b - base year model volume
V_f - future year model volume

The final adjusted future year traffic forecast, V_{adj} is then the average of the two adjusted model volumes V_{r_adj} and V_{d_adj}, as shown in Equation 3-4 below:

$$V_{adj} = (V_{r_adj} + V_{d_adj})/2 \qquad \text{Equation 3-4}$$

An Origin-Destination/Traffic Assignment analysis was conducted, in the same way as existing conditions, to provide an understanding of the travel pattern along the corridor and provide information for traffic analysis when considering one-sided, two-sided and overlapping weaving, and to reassign traffic among the different alternatives. 2050 No-Build traffic volumes were extrapolated from the 2045 No-Build scenario model/adjusted volumes. Build Alternatives 1, 2, and 3 were developed by reassigning the 2050 No-Build volumes to each of the Build Alternatives based on the origin-destination and modified roadway network information. This approach provides a better comparison assessment of the operational capacity improvements from each alternative (i.e., capacity improvements are not diminished/diluted by diverted traffic from outside of the study area).

Table 3: AADT Calculations

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
INTCHG	Location	FDOT Count Station	FDOT 2015 AADT	FDOT 2019 AADT	FDOT 2021 AADT	EX 2021 Balanced AADT	SERPM 2015	SERPM 2021 interpol	SERPM 2045	2015 Ratio Adjustm	2015 Diff Adj V_d Eq3-3	2015 Adj Model AADT V_{adj}	2015 SERPM Count Differen	2015 Assess V/C 5%	2021 Ratio Adj	2021 Differen ce	2021 Adjuste d	2021 SERPM - Count	2021 Assess V/C 5%	SERPM Growth Rate	Ex to 2015 Adj SERPM	Ex to 2021 Adj SERPM	2045 @ AC %	2050 @ AC %	2050 @ 0.5%	Trend Linear	Trend xponenti	Trend Decaying	Trend w/Model Vol Linear	Trend w/Model Vol xponenti	Trend w/Model Vol Decaying	Trend w/Adjusted Model Vol Linear	Trend w/Adjusted Model Vol xponenti	Trend w/Adjusted Model Vol Decaying	EX 2021 Balanced AADT	Opening Year 2030 AADT	Design Year 2050 AADT
SR 9/I-95	**North of IDR**	87-2487	228,000	223,500	240,000	243,800	241,800	249,100	278,300	262,400	264,500	263,500	13,800	6%	272,400	273,000	272,700	5,300	2%	0.50%	0.34%	0.49%	272,700	278,700	**279,200**	**0.87%**	0.93%	0.16%	**0.70%**	0.69%	0.22%	**0.65%**	0.64%	0.21%	243,800	243,642	279,200
Ives Dairy Road	I-95 SB Off Ramp to IDR	87-6352	25,500	26,000	30,500	33,200	37,000	37,800	41,200	28,400	29,700	29,100	11,500	45%	36,200	36,600	36,400	4,600	14%	0.38%	-0.51%	0.40%	36,400	37,100	**38,000**	-0.42%	-0.49%	**-0.12%**	**1.59%**	1.32%	0.29%	**0.54%**	0.48%	0.07%	33,200	34,900	38,000
	I-95 SB On Ramp from IDR	87-6350	15,000	13,500	16,000	16,800	20,500	21,100	23,700	17,300	18,200	17,800	5,500	37%	18,900	19,400	19,200	4,300	26%	0.52%	0.25%	**0.60%**	19,200	**19,700**	19,200	-1.44%	**-1.32%**	-0.22%	**0.81%**	0.66%	0.11%	**0.18%**	0.17%	-0.04%	16,800	17,600	19,700
	I-95 NB On Ramp from IDR	87-6353	28,500	35,000	30,000	29,900	27,300	27,700	29,300	30,600	30,500	30,600	-1,200	-4%	31,600	31,500	31,600	-2,200	-7%	0.24%	0.10%	0.24%	31,600	32,000	**34,200**	**1.37%**	1.43%	0.21%	0.54%	**0.53%**	0.20%	0.72%	**0.72%**	0.24%	29,900	31,300	34,200
	I-95 NB Off Ramp to IDR	87-6351	18,000	19,000	18,500	17,000	19,400	19,800	21,500	19,900	20,100	20,000	1,400	8%	18,500	18,700	18,600	2,800	16%	0.36%	0.74%	0.39%	18,600	18,900	**19,500**	-0.23%	-0.23%	**-0.10%**	**0.50%**	0.47%	0.05%	**0.13%**	0.13%	-0.04%	17,000	17,800	19,500
SR 9/I-95	**North of MGD**	87-2554	224,000	223,000	187,000	214,500	217,400	227,900	269,800	278,000	276,400	277,200	-6,600	-3%	253,900	256,400	255,200	13,400	6%	0.80%	1.22%	**0.79%**	255,200	**263,700**	245,600										214,500	229,769	263,700
Miami Gardens Drive	I-95 SB Off Ramp to MGD	87-6347	16,500	14,000	14,000	13,200	20,400	20,500	20,700	16,700	16,800	16,800	3,900	24%	13,300	13,400	13,400	7,300	55%	0.05%	1.14%	0.06%	13,400	13,400	**15,100**	-0.42%	**-0.41%**	-0.04%	**0.65%**	0.58%	0.13%	-0.45%	**-0.48%**	-0.13%	13,200	13,800	15,100
	I-95 SB On Ramp from MGD	87-6346	11,000	12,500	12,500	12,900	8,200	8,600	10,200	13,700	13,000	13,400	-2,800	-25%	15,300	14,500	14,900	-4,300	-33%	0.81%	0.16%	**0.65%**	14,900	**15,300**	14,800	0.54%	0.59%	**0.16%**	**-0.17%**	-0.17%	0.06%	**0.73%**	0.73%	0.25%	12,900	14,100	15,300
	I-95 NB On Ramp from MGD	87-6349	14,000	17,000	12,500	16,100	20,700	21,100	22,600	15,300	15,900	15,600	6,700	48%	17,200	17,600	17,400	5,000	31%	0.31%	-0.13%	0.34%	17,400	17,700	**18,400**	**0.28%**	0.25%	0.04%	**0.98%**	0.89%	0.24%	0.26%	**0.27%**	0.08%	16,100	16,800	18,400
	I-95 NB Off Ramp toMGD	87-6348	10,000	9,500	8,900	9,600	8,500	9,100	11,300	13,300	12,800	13,100	-1,500	-15%	11,900	11,800	11,900	-500	-5%	1.10%	1.52%	**1.00%**	11,900	**12,400**	11,000	-1.44%	**-1.28%**	-0.20%	-0.06%	-0.06%	**-0.10%**	0.06%	0.06%	**-0.06%**	9,600	10,840	12,400
SR 9/I-95	**South of MGD**	87-2137	192,500	183,000	176,000	207,700	192,900	203,600	246,200	245,700	245,800	245,800	400	0%	251,200	250,300	250,800	-4,100	-2%	0.92%	0.76%	**0.86%**	250,800	**259,800**	237,800	1.01%	**1.14%**	0.21%	**0.91%**	0.90%	0.29%	**0.95%**	0.95%	0.30%	207,700	223,869	259,800
			783,000				814,100						4%	10%					8%		0.51%	0.53%	1.00%	0.06%		1.37%	-1.32%	0.13%										
CR 854 / Ives Dairy Road (IDR)	IDR, west of NE 15th Court					43,400	46,400	48,200	55,600						50,100	50,800	50,500	4,800	11%	0.66%	1.17%	**0.68%**	50,500	**52,000**	49,700											43,400	46,100	52,000
	NE 15th Court, south of IDR					6,600	5,400	5,800	7,600						8,600	8,400	8,500	-800	-12%	1.36%	0.63%	**1.20%**	8,500	**8,900**	7,600											6,600	7,314	8,900
	IDR, west of NE 16th Avenue					48,600	55,600	55,700	56,200						49,000	49,100	49,100	7,100	15%	0.04%	0.65%	0.04%	49,100	49,200	**55,600**											48,600	50,800	55,600
	NE 16th Avenue, north of IDR					3,900	2,900	4,300	9,900						9,000	9,500	9,300	400	10%	8.05%	6.41%	**5.77%**	9,300	10,400	**4,500**											3,900	4,100	4,500
	NE 16th Avenue, south of IDR					3,200	0	0	0							3,200		-3,200	-100%		-4.17%				**3,700**										3,200	3,400	3,700
	IDR, west of I-95 SB Ramps	87-8257	38,500	38,000	35,000	53,100	61,000	62,600	69,200	43,700	46,700	45,200	22,500	58%	58,700	59,700	59,200	9,500	18%	0.45%	-0.62%	0.48%	59,200	60,500	**60,800**	2.45%	2.64%	**0.43%**	**2.09%**	1.79%	0.80%	**1.41%**	1.28%	0.62%	53,100	55,500	60,800
	I-95 SB Off Ramp, north of IDR					33,200	37,000	37,800	41,200						36,200	36,600	36,400	4,600	14%	0.38%	1.00%	0.40%	36,400	37,100	**38,000**											33,200	34,800	38,000
	I-95 SB On Ramp, south of IDR					16,800	20,500	21,100	23,700						18,900	19,400	19,200	4,300	26%	0.52%	1.71%	**0.60%**	19,200	**19,700**	19,200											16,800	17,600	19,700
	IDR, west of I-95 NB Ramps					62,300	87,700	89,400	96,100						67,000	69,000	68,000	27,100	43%	0.32%	2.26%	0.38%	68,000	69,200	**71,300**											62,300	65,100	71,300
	I-95 NB On Ramp, north of IDR					29,900	27,300	27,700	29,300						31,600	31,500	31,600	-2,200	-7%	0.24%	-0.08%	0.24%	31,600	32,000	**34,200**											29,900	31,300	34,200
	I-95 NB Off Ramp, south of IDR					17,000	19,400	19,800	21,500						18,500	18,700	18,600	2,800	16%	0.36%	1.10%	0.39%	18,600	18,900	**19,500**											17,000	17,800	19,500
	IDR, west of Highland Lakes Blvd					85,300	112,200	114,600	124,400						92,600	95,100	93,900	29,300	34%	0.36%	1.91%	0.42%	93,900	95,700	**97,700**											85,300	89,100	97,700
	Highland Lakes Blvd, north of IDR					6,500	8,800	9,200	10,600						7,500	7,900	7,700	2,700	42%	0.68%	2.63%	**0.77%**	7,700	**8,000**	7,400											6,500	6,800	8,000
	Highland Lakes Blvd, south of IDR					26,100	27,800	28,400	31,000						28,500	28,700	28,600	2,300	9%	0.38%	0.78%	0.40%	28,600	29,100	**29,900**											26,100	27,279	29,900
	IDR, east of Highland Lakes Blv	87-8640	64,500	65,000	67,000	68,900	77,000	78,500	84,600	70,900	72,100	71,500	12,500	19%	74,300	75,000	74,700	9,600	14%	0.33%	0.95%	0.35%	74,700	75,900	**78,900**	**1.80%**	1.92%	0.26%	**1.01%**	0.95%	0.44%	0.55%	0.55%	**0.29%**	68,900	72,000	78,900
																				0.47%	1.08%	0.49%	1.20%	0.04%		1.80%	0.43%	1.12%									
																											1.12%										
SR 860 / Miami Gardens Drive (MGD)	MGD, west of NE 2nd Avenue	87-1230	46,000	44,500	43,000	38,400	50,700	52,600	60,200	54,600	55,500	55,050	4,700	10%	43,900	46,000	45,000	14,200	37%	0.62%	2.37%	**0.72%**	45,000	**46,400**	44,000	0.79%	0.88%	**0.19%**	**1.02%**	0.97%	0.30%	0.26%	0.27%	**0.15%**	38,400	40,900	46,400
	NE 2nd Avenue, north of MGD					9,700	10,500	11,200	14,100						12,200	12,600	12,400	1,500	15%	1.14%	1.89%	**1.16%**	12,400	**13,000**	11,100											9,700	10,700	13,000
	MGD, west of NE 2nd Court					43,200	52,900	55,100	63,800						50,000	51,900	51,000	11,900	28%	0.69%	1.99%	**0.75%**	51,000	**52,600**	49,500											43,200	46,100	52,600
	NE 2nd Court, north of MGD					4,000	0	0	0							4,000		-4,000	-100%		-4.17%				**4,600**											4,000	4,200	4,600
	NE 2nd Court, south of MGD					1,500	0	0	0							1,500		-1,500	-100%		-4.17%				**1,700**											1,500	1,600	1,700
	MGD, west of I-95 SB Ramps					44,500	52,900	55,100	63,800						51,500	53,200	52,400	10,600	24%	0.69%	1.81%	**0.74%**	52,400	**54,000**	51,000											44,500	47,400	54,000
	I-95 SB Ramps, north of MGD	87-6346_7				26,100	28,600	29,100	30,900						27,700	27,900	27,800	3,000	11%	0.27%	0.77%	0.27%	27,800	28,200	**29,900**	0.00%	0.01%	**0.05%**	**0.31%**	0.30%	0.09%	0.05%	0.05%	**0.05%**	26,100	27,900	29,900
	NE 6th Avenue, south of MGD	87-0168	26,000	27,500	27,500	30,900	41,700	43,700	51,600	32,200	35,900	34,050	15,700	60%	36,500	38,800	37,700	12,800	41%	0.79%	2.79%	**0.92%**	37,700	**39,100**	35,400	-0.69%	-0.63%	**-0.22%**	-0.69%	-0.63%	**-0.22%**	**0.76%**	0.69%	0.08%	30,900	37,700	39,100
	MGD, west of I-95 NB Ramps					48,100	45,700	46,900	51,600						52,900	52,800	52,900	-1,200	-2%	0.43%	0.30%	0.42%	52,900	53,900	**55,100**											48,100	50,300	55,100
	I-95 NB Ramps, north of MGD	87-6348_9				25,700	29,200	30,100	33,900						28,900	29,500	29,200	4,400	17%	0.54%	1.33%	**0.57%**	29,200	**29,900**	29,400	**-0.35%**	-0.33%	-0.05%	**0.58%**	0.53%	0.12%	**0.21%**	0.19%	0.02%	25,700	27,700	29,900
	MGD, west of NE 10th Avenue	87-1229	45,000	53,500	46,500	47,400	43,600	45,500	52,900	54,600	54,300	54,450	-1,400	-3%	55,100	54,800	55,000	-1,900	-4%	0.71%	0.48%	**0.67%**	55,000	**56,600**	54,300	-0.28%	**-0.30%**	-0.05%	**0.14%**	0.13%	0.01%	**0.24%**	0.23%	0.03%	47,400	50,300	56,600
	NE 10th Avenue, south of MGD					6,000	7,100	7,600	9,500						7,500	7,900	7,700	1,600	27%	1.13%	2.43%	**1.18%**	7,700	**8,100**	6,900											6,000	6,700	8,100
	MGD, east of NE 10th Avenue					46,000	36,500	37,800	42,800						52,100	51,000	51,600	-8,200	-18%	0.58%	-0.29%	**0.51%**	51,600	**52,800**	52,700											46,000	48,100	52,800
			220,000				274,000						25%	49%						0.69%	1.44%	0.72%	1.18%	0.27%		-0.22%	-0.30%	-0.26%									
																											-0.26%										

Notes:
INTCHG Interchange
'@ AC % Based on formula ((Row 18-Row 7)/Row 7)/(2045-2021)

Exhibit 11: No-Build Alternative Opening Year 2030 Traffic Volumes

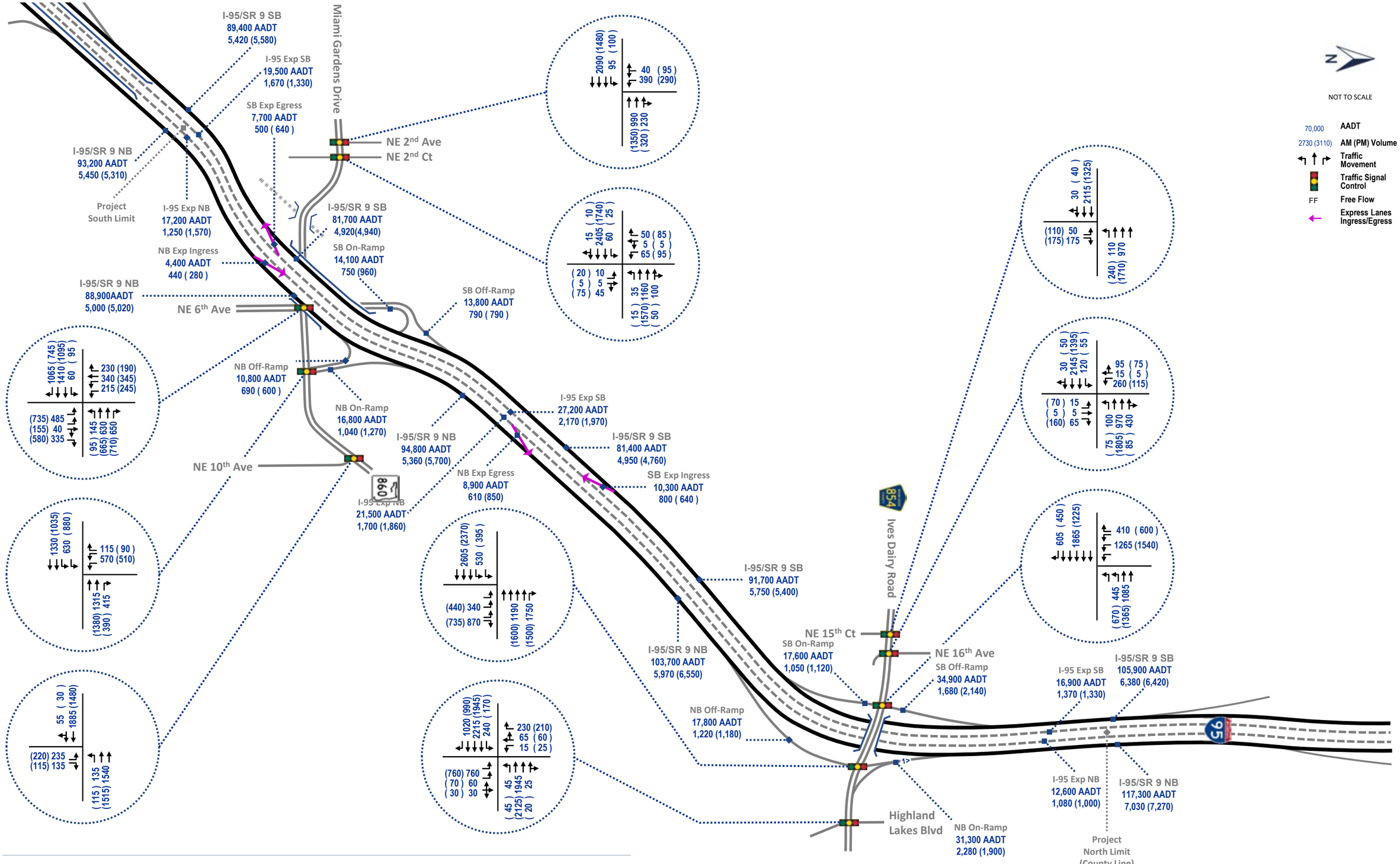


Exhibit 12: No-Build Alternative Design Year 2050 Traffic Volumes

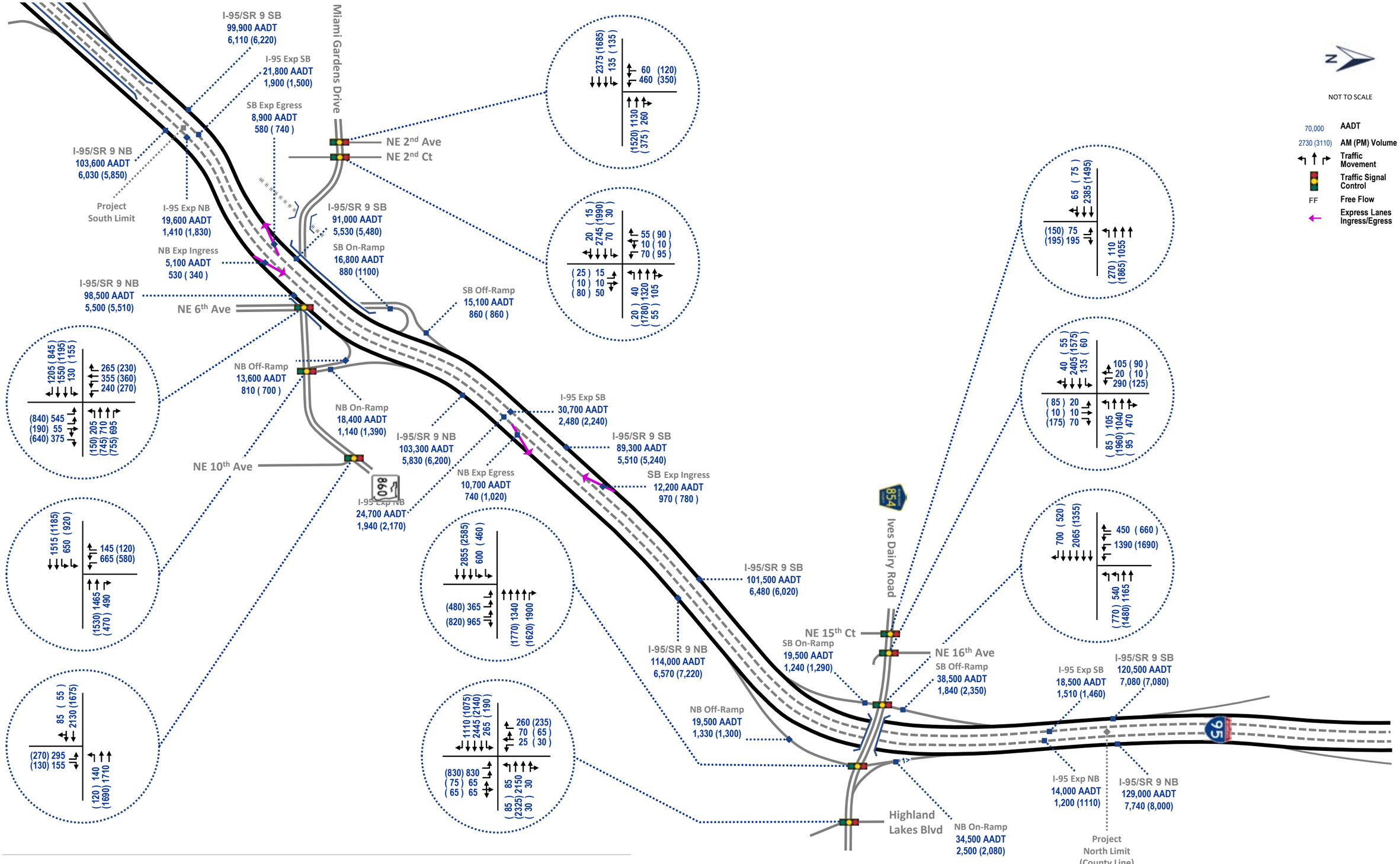


Exhibit 13: Build Alternative 1 Opening Year 2030 Traffic Volumes

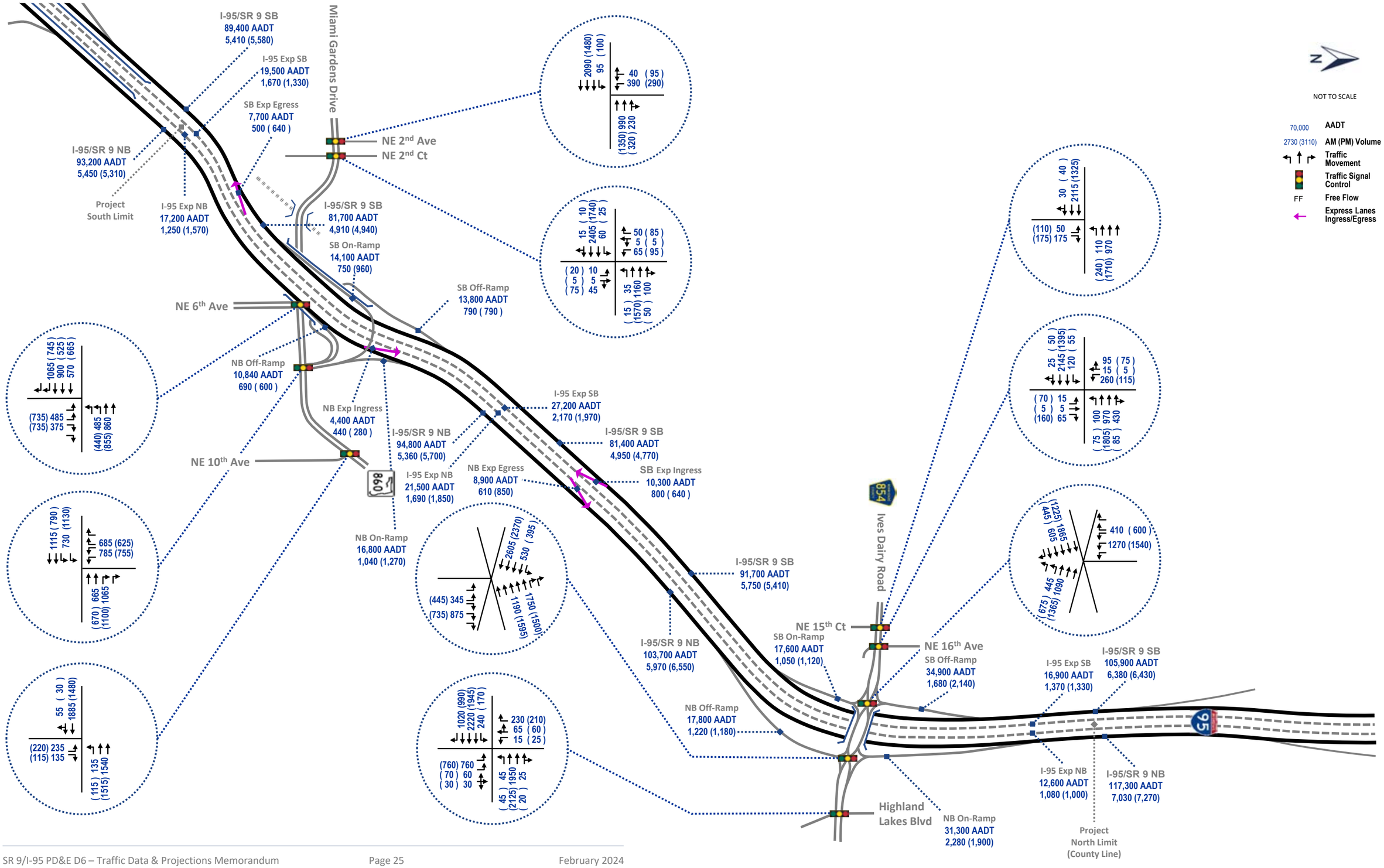


Exhibit 14: Build Alternative 1 Design Year 2050 Traffic Volumes

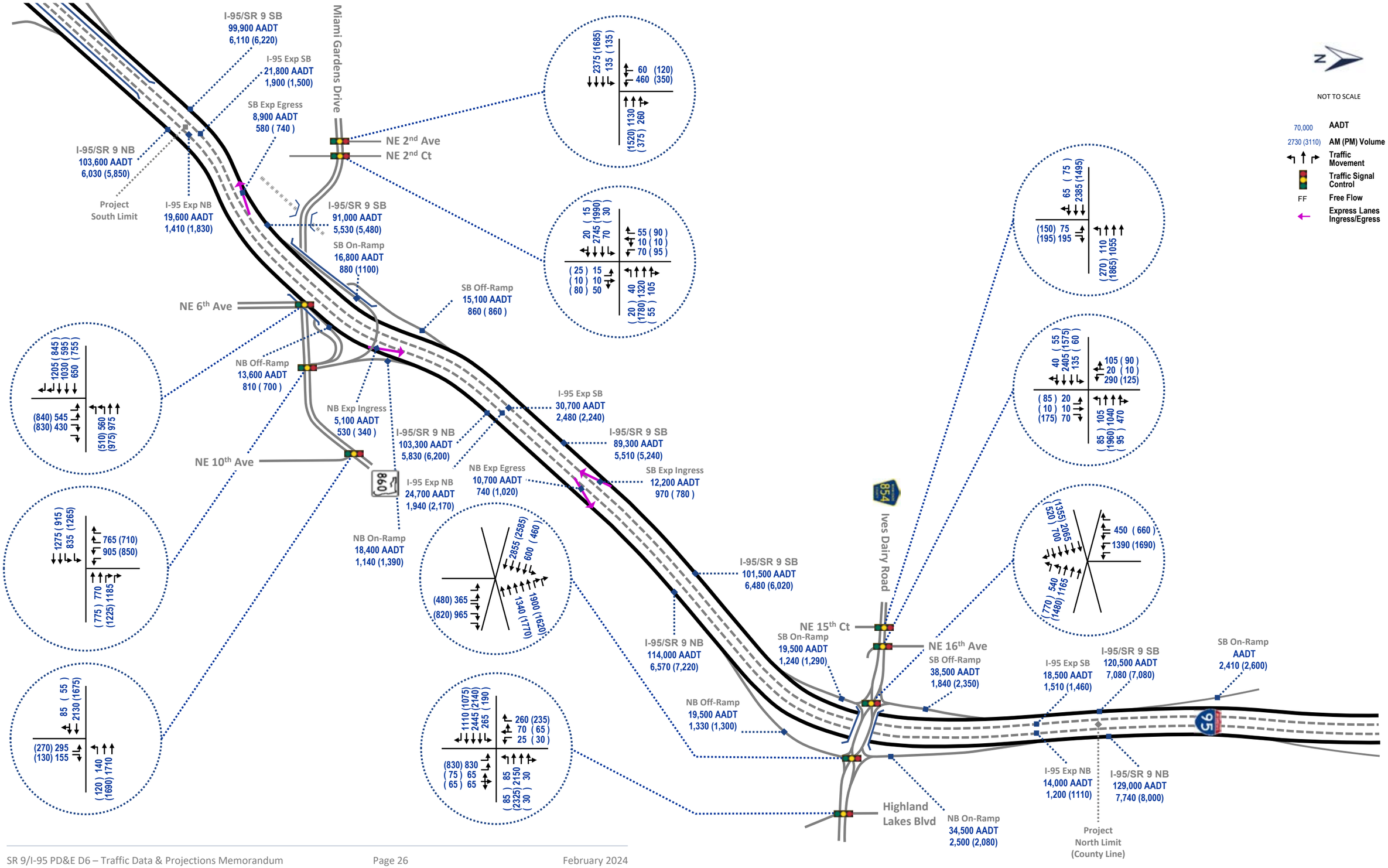


Exhibit 15: Build Alternative 2 Opening Year 2030 Traffic Volumes

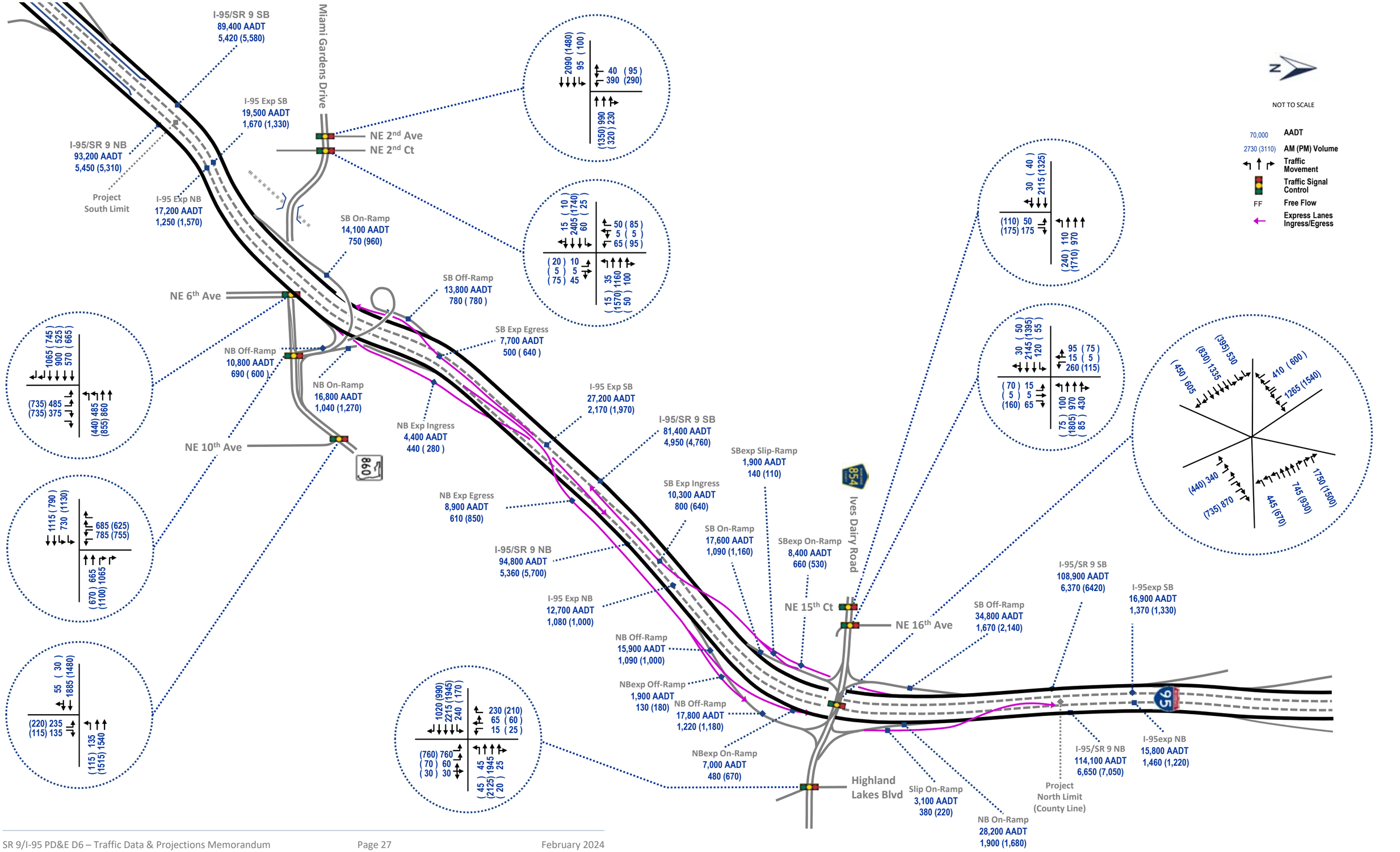


Exhibit 16: Build Alternative 2 Design Year 2050 Traffic Volumes

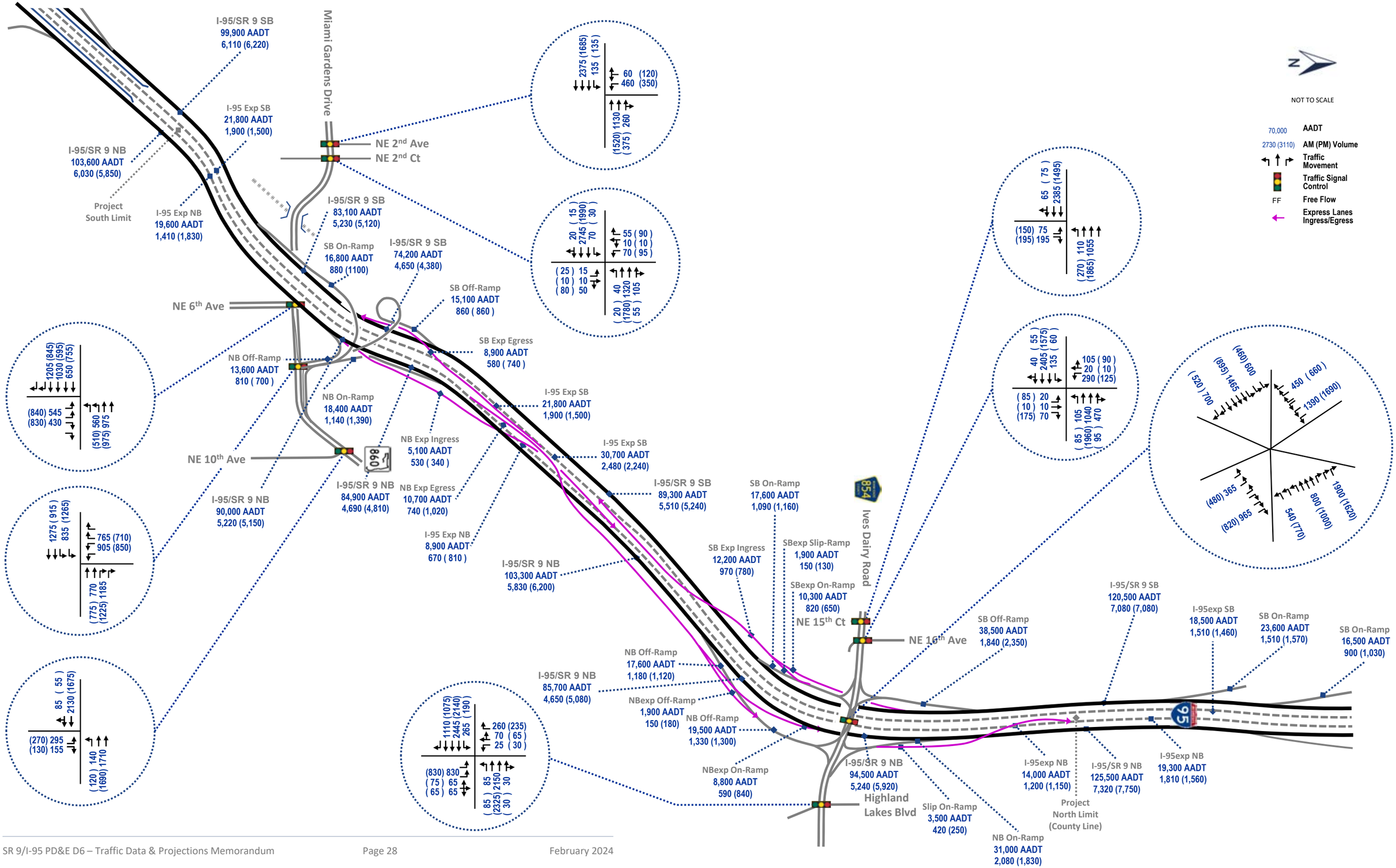


Exhibit 17: Build Alternative 3 Opening Year 2030 Traffic Volumes

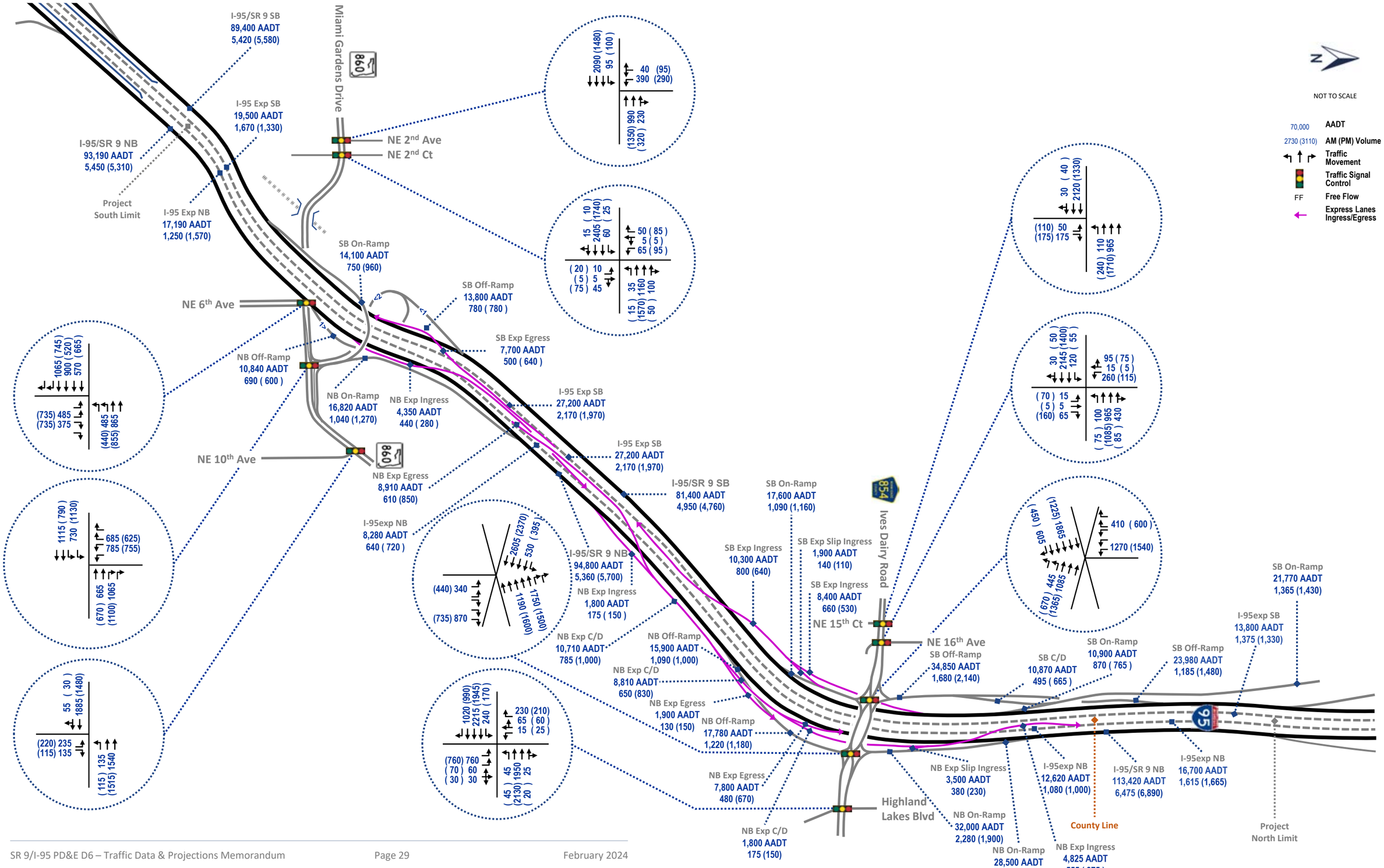
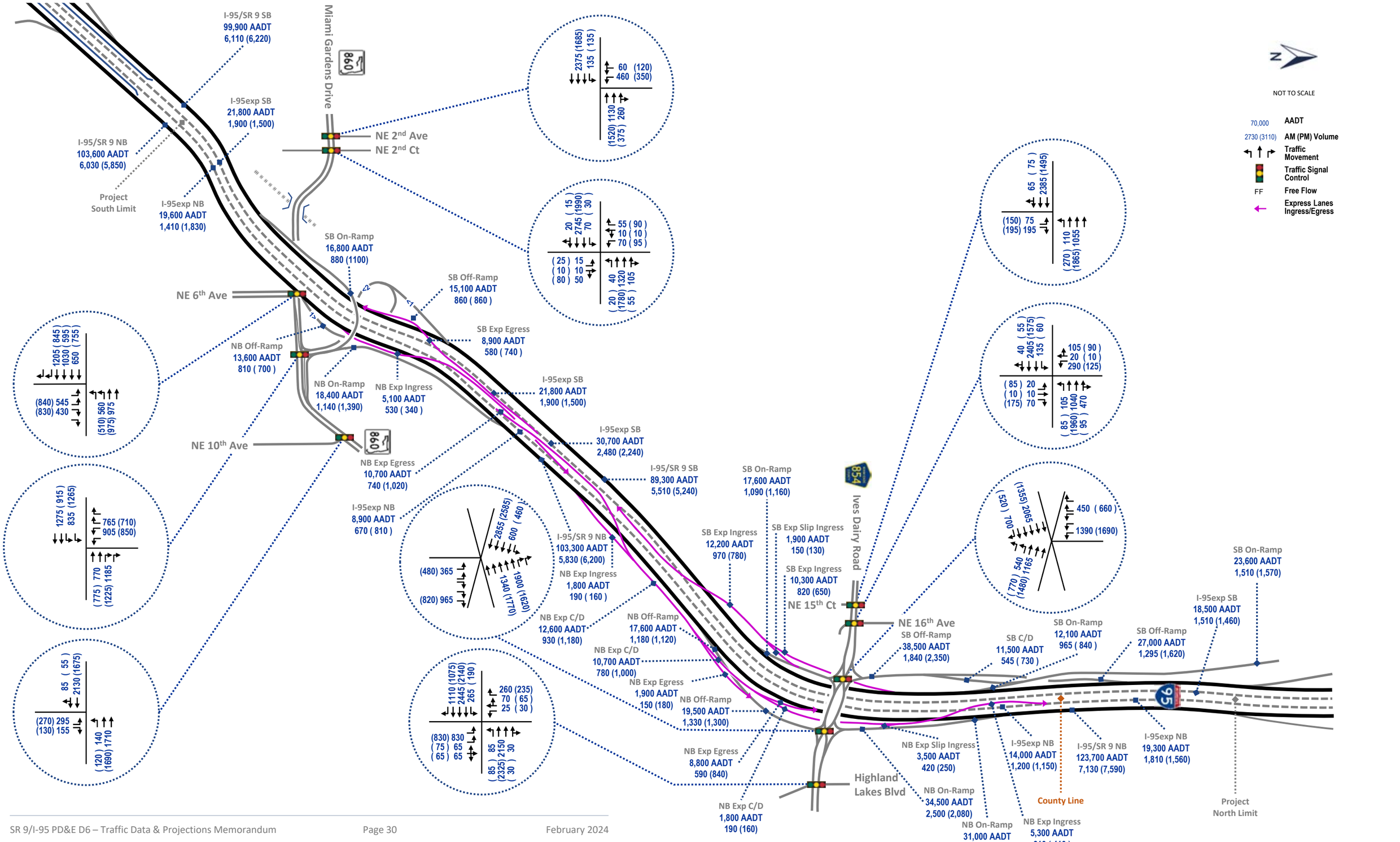


Exhibit 18: Build Alternative 3 Design Year 2050 Traffic Volumes



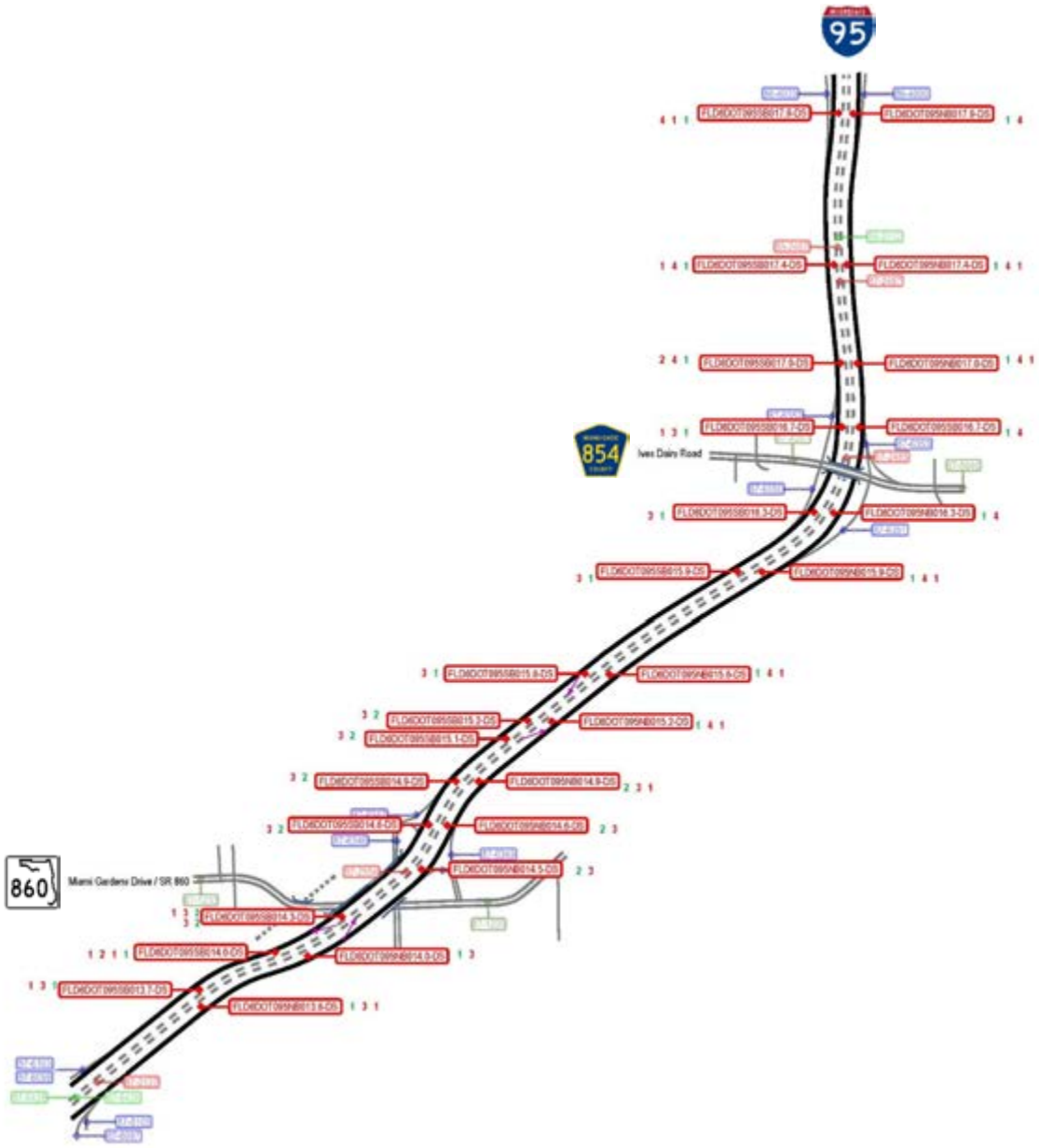
Attachment A

Traffic Data Collection

ATTACHMENT A

Attachment A1

Traffic Data for SR 9/I-95



ATTACHMENT

A1

SR 9/I-95, GOLDEN GLADES INTERCHANGE, DS-101S (Zone ID 2914) / GP - SB

Day 1 Tuesday, September 21, 2021					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	223	247	200	158	828
1:00	130	130	122	96	478
2:00	89	95	87	82	353
3:00	89	68	86	89	332
4:00	117	118	137	169	541
5:00	180	275	332	431	1218
6:00	458	732	682	631	2503
7:00	671	699	625	588	2583
8:00	584	664	751	723	2722
9:00	682	696	634	660	2672
10:00	678	788	735	686	2887
11:00	587	657	676	642	2562
12:00	650	646	692	645	2633
13:00	678	658	692	670	2698
14:00	672	666	670	650	2658
15:00	613	492	566	640	2311
16:00	623	718	701	684	2726
17:00	666	647	686	690	2689
18:00	686	773	722	648	2829
19:00	674	591	695	560	2520
20:00	545	473	502	432	1952
21:00	417	457	388	360	1622
22:00	346	370	335	312	1363
23:00	302	302	232	196	1032
					46712

Day 2 Wednesday, September 22, 2021					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	204	171	177	144	696
1:00	156	133	100	113	502
2:00	104	81	81	81	347
3:00	84	84	87	84	339
4:00	90	115	145	176	526
5:00	204	320	417	424	1365
6:00	593	729	671	588	2581
7:00	520	504	546	413	1983
8:00	570	582	584	506	2242
9:00	635	691	681	639	2646
10:00	702	701	717	638	2758
11:00	690	733	698	587	2708
12:00	679	703	683	662	2727
13:00	680	690	705	731	2806
14:00	709	615	663	672	2659
15:00	663	696	730	743	2832
16:00	612	582	594	563	2351
17:00	574	593	571	612	2350
18:00	616	643	637	666	2562
19:00	630	566	588	568	2352
20:00	507	510	545	460	2022
21:00	375	348	282	258	1263
22:00	603	392	431	472	1898
23:00	379	305	300	289	1273
					45788

Day 3 Thursday, September 23, 2021					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	264	232	209	184	889
1:00	164	116	139	113	532
2:00	97	132	89	89	407
3:00	94	117	93	107	411
4:00	95	108	156	183	542
5:00	212	285	394	468	1359
6:00	555	702	630	620	2507
7:00	508	635	537	501	2181
8:00	555	500	416	615	2086
9:00	620	576	613	616	2425
10:00	695	696	774	732	2897
11:00	739	770	663	667	2839
12:00	711	698	703	649	2761
13:00	686	613	707	680	2686
14:00	673	683	709	700	2765
15:00	661	632	736	679	2708
16:00	669	676	700	668	2713
17:00	613	675	676	698	2662
18:00	651	708	680	657	2696
19:00	652	521	599	589	2361
20:00	576	490	504	492	2062
21:00	410	453	483	384	1730
22:00	448	388	331	367	1534
23:00	383	358	331	279	1351
					47104

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	230	217	195	162	804
1:00	150	126	120	107	503
2:00	97	103	86	84	370
3:00	89	90	89	93	361
4:00	101	114	146	176	537
5:00	199	293	381	441	1314
6:00	535	721	661	613	2530
7:00	566	613	569	501	2249
8:00	570	582	584	615	2351
9:00	646	654	643	638	2581
10:00	692	728	742	685	2847
11:00	672	720	679	632	2703
12:00	680	682	693	652	2707
13:00	681	654	701	694	2730
14:00	685	655	681	674	2695
15:00	646	607	677	687	2617
16:00	635	659	665	638	2597
17:00	618	638	644	667	2567
18:00	651	708	680	657	2696
19:00	652	559	627	572	2410
20:00	543	491	517	461	2012
21:00	401	419	384	334	1538
22:00	466	383	366	384	1599
23:00	355	322	288	255	1220
					46538

Seasonal Factor (SF)	1.05
Weekly Axle Factor (WAF)	1.00
Calculated AADT	48865

	Vol	Hour
07:00-09:00 Peak	2722	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2871	17:45

	Vol	Hour
AM Peak	2887	10:00
PM Peak	2871	17:45
Daily Peak	2887	10:00

	Vol	Hour
07:00-09:00 Peak	2581	06:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2562	18:00

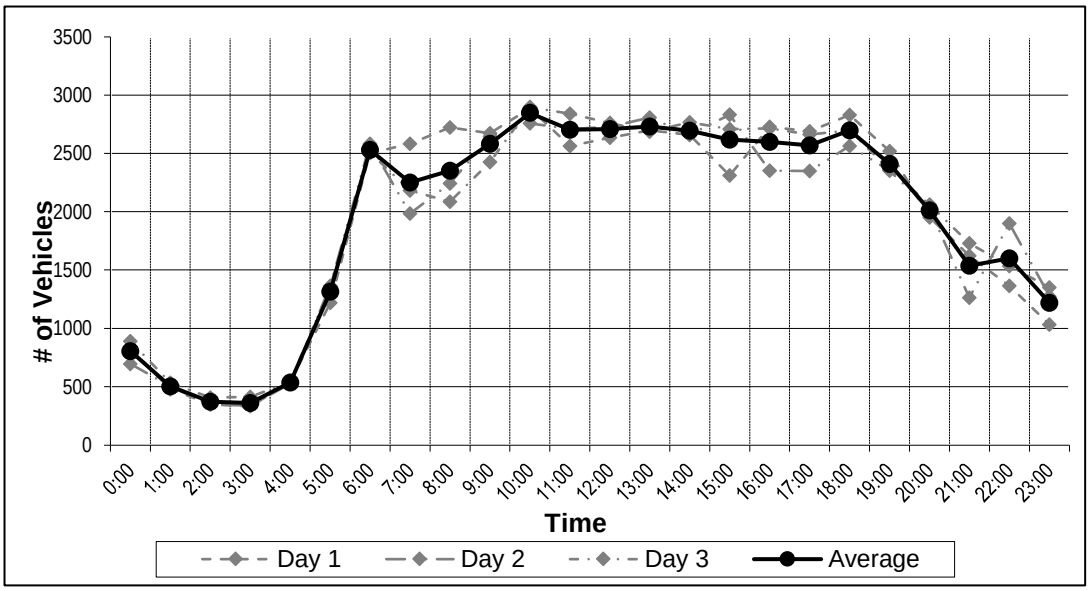
	Vol	Hour
AM Peak	2778	10:30
PM Peak	2835	13:15
Daily Peak	2835	13:15

	Vol	Hour
07:00-09:00 Peak	2507	06:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2737	17:45

	Vol	Hour
AM Peak	3015	10:30
PM Peak	2765	14:00
Daily Peak	3015	10:30

	Vol	Hour	PHF
06:00-09:00 Peak	2561	06:15	0.89
12:00-14:00 Peak	2730	13:00	0.97
16:00-19:00 Peak	2706	17:45	0.96

	Vol	Hour
AM Peak	2847	10:00
PM Peak	2735	13:30
Daily Peak	2847	10:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	7490
MD	9:00 am - 4:00 pm	19820
PM	4:00 pm - 7:00 pm	8250
NT	7:00 pm - 6:00 am	13110
AADT	0:00 am - 12:00 pm	48900
		48670
	FDOT 2019 AADT	

Distribution	
AM	0.15
MD	0.41
PM	0.17
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	5.2%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	5.5%

2021-SB Loc 17

SR 9/I-95, N OF GOLDEN GLADES INTERCHANGE, Loc 15 (13.7 and 14.0) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	356	364	317	263	1300
1:00	214	207	200	160	781
2:00	139	155	157	130	581
3:00	134	103	157	138	532
4:00	183	220	247	284	934
5:00	304	429	550	727	2010
6:00	637	1137	1126	1143	4043
7:00	1148	1266	1244	1161	4819
8:00	1133	1197	1303	1226	4859
9:00	1183	1189	1104	1112	4588
10:00	1124	1255	1282	1059	4720
11:00	1056	1070	1107	1089	4322
12:00	1083	1093	1069	1090	4335
13:00	1132	1138	1153	1126	4549
14:00	1169	1196	1192	1201	4758
15:00	1180	1250	1260	1249	4939
16:00	1021	1191	1233	1221	4666
17:00	1177	1137	1059	1116	4489
18:00	1165	1250	1179	1085	4679
19:00	1079	985	1098	874	4036
20:00	932	771	801	723	3227
21:00	662	780	605	608	2655
22:00	559	572	528	488	2147
23:00	481	443	374	353	1651
					79620

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	311	302	291	235	1139
1:00	244	204	181	182	811
2:00	163	133	153	145	594
3:00	126	138	141	144	549
4:00	160	213	274	295	942
5:00	327	483	632	744	2186
6:00	911	1122	1100	1190	4323
7:00	1163	1154	1241	1119	4677
8:00	1058	1180	1077	1029	4344
9:00	1065	1105	1163	1185	4518
10:00	1125	1089	1198	1136	4548
11:00	1113	1218	1151	1072	4554
12:00	1165	1109	1151	1151	4576
13:00	1181	1173	1215	1206	4775
14:00	1222	1149	1127	1230	4728
15:00	1148	1298	1260	1248	4954
16:00	1138	1029	1135	1071	4373
17:00	1135	1168	1123	1072	4498
18:00	1093	1121	1112	1110	4436
19:00	1091	1017	943	939	3990
20:00	858	867	808	700	3233
21:00	641	547	464	462	2114
22:00	953	596	673	691	2913
23:00	586	518	496	462	2062
					79837

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	409	361	316	286	1372
1:00	247	219	216	193	875
2:00	160	191	180	152	683
3:00	162	177	172	187	698
4:00	172	207	281	320	980
5:00	361	451	637	734	2183
6:00	892	1170	1216	1236	4514
7:00	1177	1041	1238	1077	4533
8:00	982	1163	850	832	3827
9:00	1016	1003	1045	1039	4103
10:00	1123	1143	1310	1374	4950
11:00	1304	1336	1243	1141	5024
12:00	1141	1200	1184	1065	4590
13:00	1176	1153	1223	1146	4698
14:00	1177	1198	1228	1277	4880
15:00	1211	1202	1260	1250	4923
16:00	1255	1198	1256	1218	4927
17:00	1113	1198	1187	1189	4687
18:00	1129	1186	1146	1098	4559
19:00	912	918	995	1036	3861
20:00	992	820	760	844	3416
21:00	675	698	739	639	2751
22:00	625	612	501	631	2369
23:00	597	538	527	469	2131
					81534

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	359	342	308	261	1270
1:00	235	210	199	178	822
2:00	154	160	163	142	619
3:00	141	139	157	156	593
4:00	172	213	267	300	952
5:00	331	454	606	735	2126
6:00	813	1143	1147	1190	4293
7:00	1163	1154	1241	1119	4677
8:00	1058	1180	1077	1029	4344
9:00	1088	1099	1104	1112	4403
10:00	1124	1162	1263	1190	4739
11:00	1158	1208	1167	1101	4634
12:00	1130	1134	1135	1102	4501
13:00	1163	1155	1197	1159	4674
14:00	1189	1181	1182	1236	4788
15:00	1180	1250	1260	1249	4939
16:00	1138	1139	1208	1170	4655
17:00	1142	1168	1123	1126	4559
18:00	1129	1186	1146	1098	4559
19:00	1027	973	1012	950	3962
20:00	927	819	790	756	3292
21:00	659	675	603	570	2507
22:00	712	593	567	603	2475
23:00	555	500	466	428	1949
					80332
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	84349

	Vol	Hour
07:00-09:00 Peak	4859	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4822	16:15

	Vol	Hour
AM Peak	4909	08:15
PM Peak	4939	15:00
Daily Peak	4939	15:00

	Vol	Hour
07:00-09:00 Peak	4748	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4509	16:30

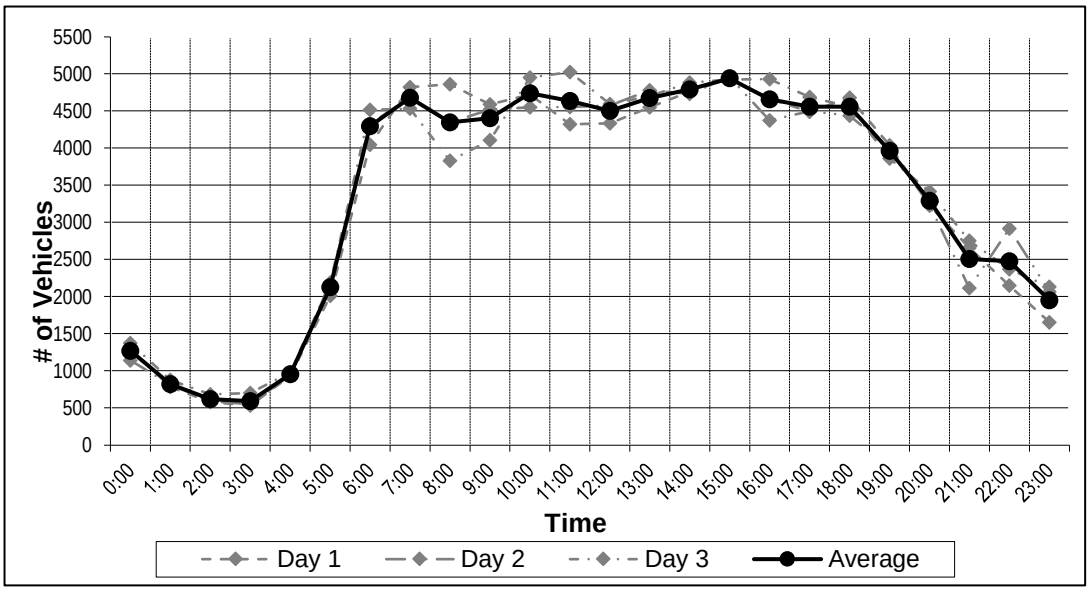
	Vol	Hour
AM Peak	4748	06:45
PM Peak	4954	15:00
Daily Peak	4954	15:00

	Vol	Hour
07:00-09:00 Peak	4799	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4927	16:00

	Vol	Hour
AM Peak	5324	10:30
PM Peak	4967	15:15
Daily Peak	5324	10:30

	Vol	Hour	PHF
06:00-09:00 Peak	4748	06:45	0.96
12:00-14:00 Peak	4674	13:00	0.98
16:00-19:00 Peak	4688	16:30	0.97

	Vol	Hour
AM Peak	4819	10:30
PM Peak	4939	15:00
Daily Peak	4939	15:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	13980
MD	9:00 am - 4:00 pm	34310
PM	4:00 pm - 7:00 pm	14460
NT	7:00 pm - 6:00 am	21280
AADT	0:00 am - 12:00 pm	84300
		84030
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.41
PM	0.17
NT	0.25
AADT	1.00

	K
07:00-09:00 Peak Hour	5.6%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	5.6%

2021-SB Loc 15

SR 9/I-95, N OF GOLDEN GLADES INTERCHANGE, Loc 15e (13.7 and 14.0) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	18	29	13	10	70
1:00	10	11	7	6	34
2:00	4	7	6	4	21
3:00	8	3	7	5	23
4:00	10	11	16	14	51
5:00	36	53	58	114	261
6:00	132	282	381	355	1150
7:00	344	354	391	375	1464
8:00	390	408	397	379	1574
9:00	377	393	343	355	1468
10:00	300	263	246	213	1022
11:00	219	248	290	258	1015
12:00	235	223	245	289	992
13:00	257	268	273	244	1042
14:00	252	274	263	238	1027
15:00	246	296	278	215	1035
16:00	260	317	308	300	1185
17:00	297	268	188	240	993
18:00	281	300	276	273	1130
19:00	271	246	189	154	860
20:00	129	82	92	81	384
21:00	92	82	64	55	293
22:00	45	49	44	30	168
23:00	43	30	32	15	120
					17382

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	13	15	12	4	44
1:00	8	12	9	10	39
2:00	8	9	7	6	30
3:00	6	6	8	11	31
4:00	9	11	9	19	48
5:00	28	44	74	123	269
6:00	168	283	364	317	1132
7:00	338	221	322	250	1131
8:00	143	294	306	230	973
9:00	383	307	344	336	1370
10:00	264	258	286	266	1074
11:00	221	229	238	244	932
12:00	224	262	249	235	970
13:00	225	227	291	315	1058
14:00	204	243	285	276	1008
15:00	280	288	272	283	1123
16:00	248	245	287	274	1054
17:00	283	237	241	274	1035
18:00	284	328	312	307	1231
19:00	248	192	161	163	764
20:00	107	102	91	105	405
21:00	147	102	122	127	498
22:00	145	80	39	33	297
23:00	39	26	28	27	120
					16636

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	18	19	13	17	67
1:00	9	10	5	10	34
2:00	11	10	4	6	31
3:00	8	7	9	5	29
4:00	10	13	14	25	62
5:00	32	49	100	103	284
6:00	182	296	337	351	1166
7:00	331	288	253	313	1185
8:00	267	180	215	305	967
9:00	380	350	342	373	1445
10:00	336	267	266	240	1109
11:00	220	239	296	249	1004
12:00	341	302	273	230	1146
13:00	273	264	308	254	1099
14:00	253	279	304	261	1097
15:00	277	303	284	345	1209
16:00	296	339	298	276	1209
17:00	244	290	280	240	1054
18:00	283	314	269	239	1105
19:00	225	216	334	262	1037
20:00	140	100	117	122	479
21:00	84	105	78	76	343
22:00	66	57	37	78	238
23:00	52	38	36	26	152
					17551

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	16	21	13	10	60
1:00	9	11	7	9	36
2:00	8	9	6	5	28
3:00	7	5	8	7	27
4:00	10	12	13	19	54
5:00	32	49	77	113	271
6:00	161	287	361	341	1150
7:00	338	288	322	313	1261
8:00	267	294	306	305	1172
9:00	380	350	343	355	1428
10:00	300	263	266	240	1069
11:00	220	239	275	250	984
12:00	267	262	256	251	1036
13:00	252	253	291	271	1067
14:00	236	265	284	258	1043
15:00	268	296	278	281	1123
16:00	268	300	298	283	1149
17:00	275	265	236	251	1027
18:00	283	314	286	273	1156
19:00	248	218	228	193	887
20:00	125	95	100	103	423
21:00	108	96	88	86	378
22:00	85	62	40	47	234
23:00	45	31	32	23	131
					17194
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	18054

	Vol	Hour
07:00-09:00 Peak	1574	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1222	16:15

	Vol	Hour
07:00-09:00 Peak	1302	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1231	18:00

	Vol	Hour
07:00-09:00 Peak	1315	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1209	16:00

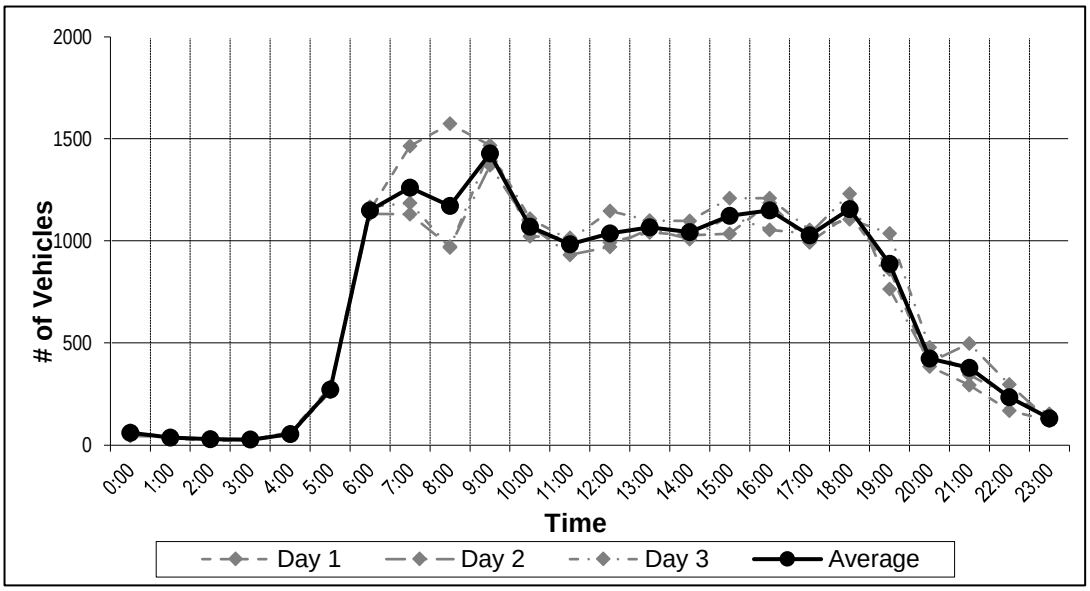
	Vol	Hour	PHF
06:00-09:00 Peak	1328	06:30	0.92
12:00-14:00 Peak	1067	13:00	0.92
16:00-19:00 Peak	1156	16:15	0.96

	Vol	Hour
AM Peak	1574	08:00
PM Peak	1222	16:15
Daily Peak	1574	08:00

	Vol	Hour
AM Peak	1370	09:00
PM Peak	1231	18:00
Daily Peak	1370	09:00

	Vol	Hour
AM Peak	1445	09:00
PM Peak	1278	15:45
Daily Peak	1445	09:00

	Vol	Hour
AM Peak	1428	09:00
PM Peak	1156	16:15
Daily Peak	1428	09:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	3760
MD	9:00 am - 4:00 pm	8140
PM	4:00 pm - 7:00 pm	3500
NT	7:00 pm - 6:00 am	2630
AADT	0:00 am - 12:00 pm	18100
		18030
	FDOT 2019 AADT	

Distribution	
AM	0.21
MD	0.45
PM	0.19
NT	0.15
AADT	1.00

	K
07:00-09:00 Peak Hour	7.4%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	6.4%

2021-SB Loc 15e

SR 9/I-95, N OF SB ON-RAMP FROM EXP LN, Loc 13 (14.3) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	355	357	309	253	1274
1:00	220	191	193	161	765
2:00	139	154	162	127	582
3:00	133	129	159	134	555
4:00	181	216	247	292	936
5:00	291	425	548	690	1954
6:00	837	1098	1112	1077	4124
7:00	1046	1159	1106	1010	4321
8:00	1010	1085	1169	1051	4315
9:00	1018	1044	934	957	3953
10:00	851	944	1037	965	3797
11:00	1023	970	1008	998	3999
12:00	993	993	1001	985	3972
13:00	1032	1041	1063	1031	4167
14:00	1084	1049	1083	1104	4320
15:00	1076	1101	949	1052	4178
16:00	1026	1034	1112	1131	4303
17:00	1105	1171	1021	1016	4313
18:00	1081	1125	1040	1065	4311
19:00	959	867	972	828	3626
20:00	854	744	756	691	3045
21:00	643	736	590	576	2545
22:00	525	565	512	482	2084
23:00	466	424	362	350	1602
					73041

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	311	285	290	231	1117
1:00	245	202	177	183	807
2:00	160	136	149	147	592
3:00	115	134	142	144	535
4:00	168	218	276	295	957
5:00	325	480	627	730	2162
6:00	877	1090	1107	1080	4154
7:00	1082	1098	1151	1044	4375
8:00	980	1120	978	995	4073
9:00	909	1005	1066	1071	4051
10:00	1050	1030	1108	1032	4220
11:00	1030	1141	1069	975	4215
12:00	1054	1058	1101	1042	4255
13:00	1107	1094	1132	1117	4450
14:00	1119	1024	1023	1117	4283
15:00	1018	1181	1104	1114	4417
16:00	956	889	981	962	3788
17:00	975	997	963	962	3897
18:00	1016	1011	995	957	3979
19:00	953	953	855	917	3678
20:00	777	836	776	623	3012
21:00	506	430	649	592	2177
22:00	573	557	628	630	2388
23:00	565	504	478	454	2001
					73583

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	402	338	313	281	1334
1:00	247	218	219	188	872
2:00	162	188	183	146	679
3:00	168	185	169	182	704
4:00	171	212	283	317	983
5:00	347	437	630	717	2131
6:00	859	1136	1143	1083	4221
7:00	1117	1036	1196	1077	4426
8:00	950	1154	787	1023	3914
9:00	964	1001	970	959	3894
10:00	1036	1038	1050	1057	4181
11:00	1027	1033	1081	1034	4175
12:00	1071	1106	1117	985	4279
13:00	1111	1047	1121	1052	4331
14:00	1075	1079	1098	1136	4388
15:00	1095	1020	1138	1085	4338
16:00	1088	1076	1076	1045	4285
17:00	954	1060	1040	1047	4101
18:00	1049	1068	805	903	3825
19:00	839	845	859	902	3445
20:00	907	753	716	800	3176
21:00	635	662	707	608	2612
22:00	620	614	496	594	2324
23:00	569	517	514	455	2055
					74673

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	356	327	304	255	1242
1:00	237	204	196	177	814
2:00	154	159	165	140	618
3:00	139	149	157	153	598
4:00	173	215	269	301	958
5:00	321	447	602	712	2082
6:00	858	1108	1121	1080	4167
7:00	1082	1098	1151	1044	4375
8:00	980	1120	978	1023	4101
9:00	964	1017	990	996	3967
10:00	979	1004	1065	1018	4066
11:00	1027	1048	1053	1002	4130
12:00	1039	1052	1073	1004	4168
13:00	1083	1061	1105	1067	4316
14:00	1093	1051	1068	1119	4331
15:00	1063	1101	1064	1084	4312
16:00	1023	1000	1056	1046	4125
17:00	1011	1076	1008	1008	4103
18:00	1049	1068	947	975	4039
19:00	917	888	895	882	3582
20:00	846	778	749	705	3078
21:00	595	609	649	592	2445
22:00	573	579	545	569	2266
23:00	533	482	451	420	1886
					73769
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	77457

	Vol	Hour
07:00-09:00 Peak	4394	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4519	16:30

	Vol	Hour
AM Peak	4394	06:30
PM Peak	4519	16:30
Daily Peak	4519	16:30

	Vol	Hour
07:00-09:00 Peak	4411	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3984	17:45

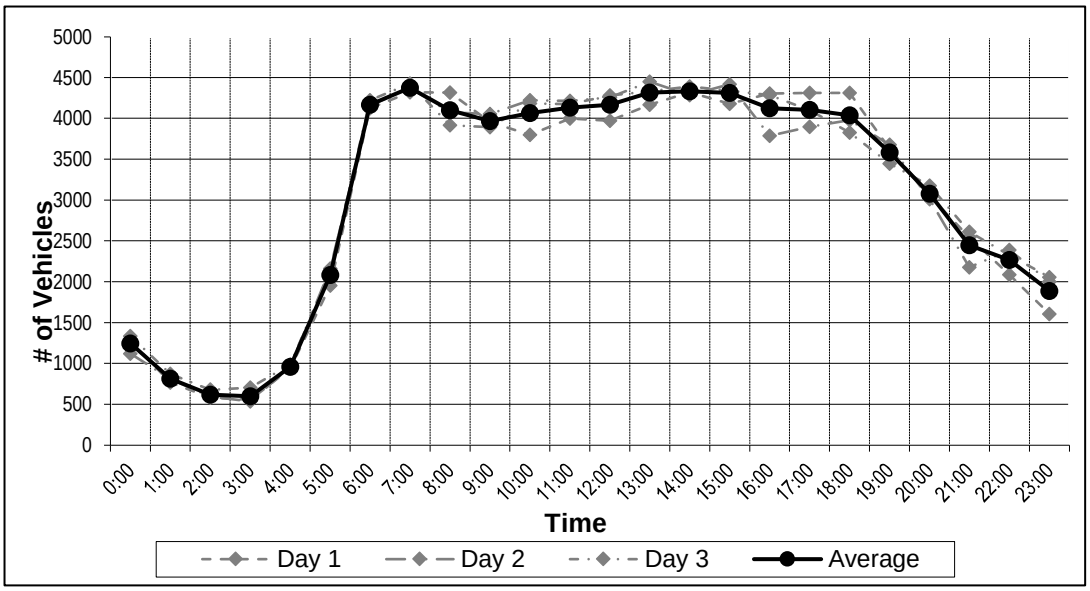
	Vol	Hour
AM Peak	4411	06:45
PM Peak	4462	13:15
Daily Peak	4462	13:15

	Vol	Hour
07:00-09:00 Peak	4479	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4285	16:00

	Vol	Hour
AM Peak	4479	06:15
PM Peak	4408	14:15
Daily Peak	4479	06:15

	Vol	Hour	PHF
06:00-09:00 Peak	4411	06:45	0.96
12:00-14:00 Peak	4316	13:00	0.98
16:00-19:00 Peak	4189	16:30	0.97

	Vol	Hour
AM Peak	4411	06:45
PM Peak	4351	14:30
Daily Peak	4411	06:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	13280
MD	9:00 am - 4:00 pm	30750
PM	4:00 pm - 7:00 pm	12880
NT	7:00 pm - 6:00 am	20230
AADT	0:00 am - 12:00 pm	77500
		77140
	FDOT 2019 AADT	

	Distribution
AM	0.17
MD	0.40
PM	0.17
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	5.4%

2021-SB Loc 13

SR 9/I-95, MIAMI GARDENS DRIVE INTERCHANGE BTWN NB RAMPS, Loc 11 (14.6) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	333	327	284	232	1176
1:00	204	173	174	150	701
2:00	122	147	137	122	528
3:00	119	103	141	123	486
4:00	166	196	224	244	830
5:00	266	389	478	614	1747
6:00	664	944	938	927	3473
7:00	880	952	909	859	3600
8:00	805	885	924	830	3444
9:00	893	874	772	796	3335
10:00	741	796	823	782	3142
11:00	813	818	827	838	3296
12:00	814	847	815	815	3291
13:00	829	874	860	876	3439
14:00	894	869	888	936	3587
15:00	871	893	906	814	3484
16:00	806	812	898	910	3426
17:00	870	943	854	842	3509
18:00	837	920	832	878	3467
19:00	825	735	835	687	3082
20:00	760	627	697	599	2683
21:00	552	651	511	518	2232
22:00	460	494	473	422	1849
23:00	417	402	334	311	1464
					61271

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	286	251	264	203	1004
1:00	221	188	165	165	739
2:00	152	124	131	133	540
3:00	110	119	126	135	490
4:00	141	194	249	264	848
5:00	288	412	572	645	1917
6:00	768	874	966	928	3536
7:00	896	855	910	886	3547
8:00	795	935	866	797	3393
9:00	755	819	872	907	3353
10:00	897	870	908	855	3530
11:00	842	924	889	743	3398
12:00	874	829	962	858	3523
13:00	879	930	915	933	3657
14:00	914	821	829	902	3466
15:00	834	922	882	873	3511
16:00	828	826	759	762	3175
17:00	760	786	760	768	3074
18:00	771	816	825	800	3212
19:00	800	815	708	794	3117
20:00	658	714	688	537	2597
21:00	414	602	546	521	2083
22:00	516	487	550	576	2129
23:00	499	452	439	404	1794
					61633

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	380	304	289	255	1228
1:00	230	204	202	172	808
2:00	139	170	161	138	608
3:00	146	166	155	164	631
4:00	157	192	251	270	870
5:00	312	394	566	616	1888
6:00	745	965	993	929	3632
7:00	911	757	910	913	3491
8:00	784	985	808	724	3301
9:00	753	819	795	827	3194
10:00	836	885	860	913	3494
11:00	842	871	865	847	3425
12:00	889	901	897	793	3480
13:00	861	839	912	870	3482
14:00	833	910	879	925	3547
15:00	872	863	929	833	3497
16:00	850	840	879	832	3401
17:00	727	803	824	651	3005
18:00	804	868	615	677	2964
19:00	683	684	749	768	2884
20:00	796	631	657	664	2748
21:00	561	553	581	524	2219
22:00	572	527	432	518	2049
23:00	498	466	452	397	1813
					61659

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	333	294	279	230	1136
1:00	218	188	180	162	748
2:00	138	147	143	131	559
3:00	125	129	141	141	536
4:00	155	194	241	259	849
5:00	289	398	539	625	1851
6:00	726	928	966	928	3548
7:00	896	855	910	886	3547
8:00	795	935	866	784	3380
9:00	800	837	813	843	3293
10:00	825	850	864	850	3389
11:00	832	871	860	809	3372
12:00	859	859	891	822	3431
13:00	856	881	896	893	3526
14:00	880	867	865	921	3533
15:00	859	893	906	840	3498
16:00	828	826	845	835	3334
17:00	786	844	813	754	3197
18:00	804	868	757	785	3214
19:00	769	745	764	750	3028
20:00	738	657	681	600	2676
21:00	509	602	546	521	2178
22:00	516	503	485	505	2009
23:00	471	440	408	371	1690
					61522
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	64598

	Vol	Hour
07:00-09:00 Peak	3697	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3621	16:30

	Vol	Hour
AM Peak	3697	06:30
PM Peak	3621	16:30
Daily Peak	3697	06:30

	Vol	Hour
07:00-09:00 Peak	3664	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3212	18:00

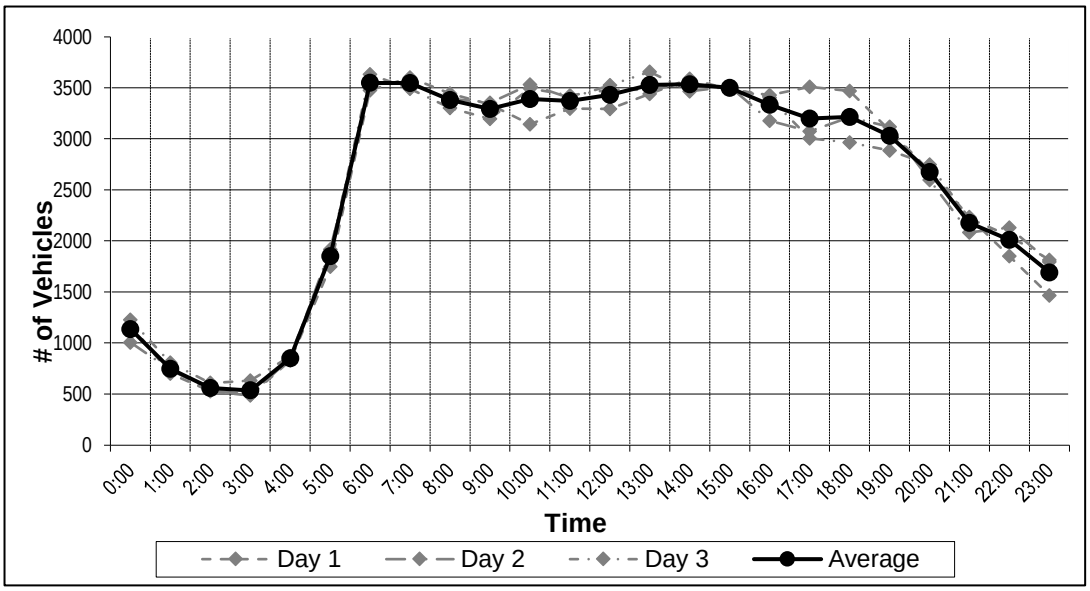
	Vol	Hour
AM Peak	3664	06:15
PM Peak	3692	13:15
Daily Peak	3692	13:15

	Vol	Hour
07:00-09:00 Peak	3798	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3401	16:00

	Vol	Hour
AM Peak	3798	06:15
PM Peak	3589	14:45
Daily Peak	3798	06:15

	Vol	Hour	PHF
06:00-09:00 Peak	3718	06:15	0.96
12:00-14:00 Peak	3526	13:00	0.98
16:00-19:00 Peak	3334	16:00	0.99

	Vol	Hour
AM Peak	3718	06:15
PM Peak	3579	14:45
Daily Peak	3718	06:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	11000
MD	9:00 am - 4:00 pm	25240
PM	4:00 pm - 7:00 pm	10230
NT	7:00 pm - 6:00 am	17840
AADT	0:00 am - 12:00 pm	64600
		64310
	FDOT 2019 AADT	

	Distribution
AM	0.17
MD	0.39
PM	0.16
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.8%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	5.2%

2021-SB Loc 11

SR 9/I-95, N OF MIAMI GARDENS DRIVE INTERCHANGE, Loc 9 (14.9) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	449	395	345	290	1479
1:00	245	212	202	180	839
2:00	146	166	169	145	626
3:00	144	143	171	151	609
4:00	203	232	260	282	977
5:00	295	424	538	680	1937
6:00	733	1058	1074	1099	3964
7:00	1060	1149	1058	1068	4335
8:00	1065	1104	1123	1074	4366
9:00	1095	1027	935	971	4028
10:00	934	926	985	945	3790
11:00	971	953	995	991	3910
12:00	975	1025	999	949	3948
13:00	1021	1067	1045	1068	4201
14:00	1100	1073	1093	1118	4384
15:00	1074	1102	912	959	4047
16:00	946	1025	1095	1097	4163
17:00	1067	1157	1054	1023	4301
18:00	1035	1094	1020	1058	4207
19:00	934	888	1002	831	3655
20:00	956	785	817	704	3262
21:00	721	760	635	608	2724
22:00	565	589	547	516	2217
23:00	503	493	409	386	1791
					73760

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	340	317	327	258	1242
1:00	281	216	201	192	890
2:00	182	166	161	158	667
3:00	139	148	143	161	591
4:00	162	235	288	304	989
5:00	329	480	625	725	2159
6:00	872	903	1094	1100	3969
7:00	1097	1076	1009	1013	4195
8:00	927	1000	1090	857	3874
9:00	808	956	1029	1075	3868
10:00	1048	1021	1058	1031	4158
11:00	1025	1064	1044	914	4047
12:00	1031	1003	1104	1046	4184
13:00	1069	1099	1078	1092	4338
14:00	1130	1025	1015	1098	4268
15:00	1053	1085	1094	1044	4276
16:00	898	863	921	951	3633
17:00	922	951	942	938	3753
18:00	1006	984	994	967	3951
19:00	992	1022	890	930	3834
20:00	811	862	846	644	3163
21:00	700	743	672	634	2749
22:00	633	587	650	691	2561
23:00	605	551	535	502	2193
					73552

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	445	375	357	304	1481
1:00	267	242	237	198	944
2:00	178	198	211	182	769
3:00	171	189	177	183	720
4:00	187	230	278	333	1028
5:00	353	432	634	702	2121
6:00	832	1101	1114	1101	4148
7:00	1133	1002	960	958	4053
8:00	789	895	1057	980	3721
9:00	1020	1022	977	1010	4029
10:00	999	1018	1037	1080	4134
11:00	1073	1050	1042	1037	4202
12:00	1054	1082	1073	959	4168
13:00	1062	1048	1087	1048	4245
14:00	1029	1074	1072	1132	4307
15:00	1108	1118	1105	1046	4377
16:00	1073	1070	1085	1035	4263
17:00	899	955	999	972	3825
18:00	1021	1039	1007	1013	4080
19:00	849	845	921	981	3596
20:00	980	795	797	816	3388
21:00	679	725	709	660	2773
22:00	701	661	504	638	2504
23:00	623	568	561	469	2221
					75097

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	411	362	343	284	1400
1:00	264	223	213	190	890
2:00	169	177	180	162	688
3:00	151	160	164	165	640
4:00	184	232	275	306	997
5:00	326	445	599	702	2072
6:00	812	1021	1094	1100	4027
7:00	1097	1076	1009	1013	4195
8:00	927	1000	1090	970	3987
9:00	974	1002	980	1019	3975
10:00	994	988	1027	1019	4028
11:00	1023	1022	1027	981	4053
12:00	1020	1037	1059	985	4101
13:00	1051	1071	1070	1069	4261
14:00	1086	1057	1060	1116	4319
15:00	1078	1102	1037	1016	4233
16:00	972	986	1034	1028	4020
17:00	963	1021	998	978	3960
18:00	1021	1039	1007	1013	4080
19:00	925	918	938	914	3695
20:00	916	814	820	721	3271
21:00	700	743	672	634	2749
22:00	633	612	567	615	2427
23:00	577	537	502	452	2068
					74136
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	77843

	Vol	Hour
07:00-09:00 Peak	4382	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4416	16:30

	Vol	Hour
AM Peak	4396	08:15
PM Peak	4416	16:30
Daily Peak	4416	16:30

	Vol	Hour
07:00-09:00 Peak	4367	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3951	18:00

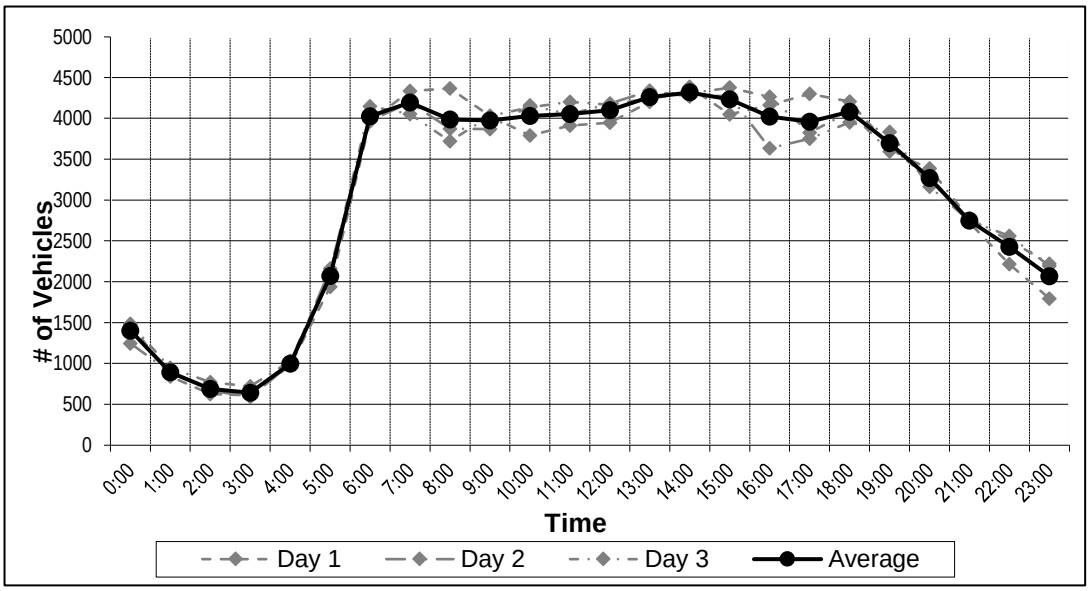
	Vol	Hour
AM Peak	4367	06:30
PM Peak	4399	13:15
Daily Peak	4399	13:15

	Vol	Hour
07:00-09:00 Peak	4449	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4263	16:00

	Vol	Hour
AM Peak	4449	06:15
PM Peak	4463	14:45
Daily Peak	4463	14:45

	Vol	Hour	PHF
06:00-09:00 Peak	4367	06:30	0.99
12:00-14:00 Peak	4261	13:00	0.99
16:00-19:00 Peak	4080	18:00	0.98

	Vol	Hour
AM Peak	4367	06:30
PM Peak	4356	14:30
Daily Peak	4367	06:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	12820
MD	9:00 am - 4:00 pm	30420
PM	4:00 pm - 7:00 pm	12660
NT	7:00 pm - 6:00 am	21610
AADT	0:00 am - 12:00 pm	77800
		77510
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.39
PM	0.16
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.6%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	5.2%

2021-SB Loc 9

SR 9/I-95, N OF MIAMI GARDENS DRIVE INTERCHANGE, Loc 9e (14.3, 14.6, 14.9 & 15.1 & 15.2) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	28	36	16	12	92
1:00	15	13	10	11	49
2:00	5	7	8	6	26
3:00	8	4	8	6	26
4:00	10	14	17	16	57
5:00	40	64	72	151	327
6:00	198	365	446	484	1493
7:00	459	471	521	485	1936
8:00	545	522	533	546	2146
9:00	520	494	492	446	1952
10:00	361	334	394	315	1404
11:00	299	329	373	353	1354
12:00	345	321	340	374	1380
13:00	366	353	379	342	1440
14:00	359	409	380	367	1515
15:00	393	241	436	453	1523
16:00	461	502	475	485	1923
17:00	505	495	476	440	1916
18:00	451	424	379	218	1472
19:00	387	388	286	212	1273
20:00	191	112	131	105	539
21:00	112	115	83	77	387
22:00	70	64	57	47	238
23:00	53	45	37	20	155
					24623

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	20	24	15	8	67
1:00	10	13	11	11	45
2:00	8	8	8	6	30
3:00	4	6	8	10	28
4:00	11	10	15	19	55
5:00	32	53	96	123	304
6:00	207	301	461	483	1452
7:00	465	389	392	357	1603
8:00	163	412	516	468	1559
9:00	432	346	474	416	1668
10:00	345	372	356	353	1426
11:00	304	323	341	329	1297
12:00	326	329	350	343	1348
13:00	304	322	334	359	1319
14:00	305	365	406	393	1469
15:00	410	438	455	450	1753
16:00	428	411	442	457	1738
17:00	446	419	426	435	1726
18:00	435	480	412	442	1769
19:00	372	255	240	201	1068
20:00	151	141	127	182	601
21:00	285	220	312	317	1134
22:00	223	96	91	76	486
23:00	59	37	40	36	172
					24117

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	30	26	19	23	98
1:00	11	11	5	13	40
2:00	13	9	7	9	38
3:00	8	9	12	6	35
4:00	12	13	21	25	71
5:00	36	63	115	132	346
6:00	225	369	476	481	1551
7:00	471	306	262	229	1268
8:00	354	301	499	389	1543
9:00	380	408	440	475	1703
10:00	422	408	403	378	1611
11:00	339	354	379	345	1417
12:00	362	398	352	303	1415
13:00	372	396	413	357	1538
14:00	377	409	424	410	1620
15:00	416	465	456	510	1847
16:00	464	511	496	426	1897
17:00	404	439	457	319	1619
18:00	443	452	385	326	1606
19:00	301	321	470	394	1486
20:00	219	150	161	145	675
21:00	115	150	108	104	477
22:00	84	67	50	111	312
23:00	74	57	44	35	210
					24423

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	26	29	17	14	86
1:00	12	12	9	12	45
2:00	9	8	8	7	32
3:00	7	6	9	7	29
4:00	11	12	18	20	61
5:00	36	60	94	135	325
6:00	210	345	461	483	1499
7:00	465	389	392	357	1603
8:00	354	412	516	468	1750
9:00	444	416	469	446	1775
10:00	376	371	384	349	1480
11:00	314	335	364	342	1355
12:00	344	349	347	340	1380
13:00	347	357	375	353	1432
14:00	347	394	403	390	1534
15:00	406	381	449	471	1707
16:00	451	475	471	456	1853
17:00	452	451	453	398	1754
18:00	443	452	392	329	1616
19:00	353	321	332	269	1275
20:00	187	134	140	144	605
21:00	171	162	168	166	667
22:00	126	76	66	78	346
23:00	62	46	40	30	178
					24387
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	25606

	Vol	Hour
07:00-09:00 Peak	2146	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1967	16:15

	Vol	Hour
AM Peak	2146	08:00
PM Peak	1967	16:15
Daily Peak	2146	08:00

	Vol	Hour
07:00-09:00 Peak	1798	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1776	17:30

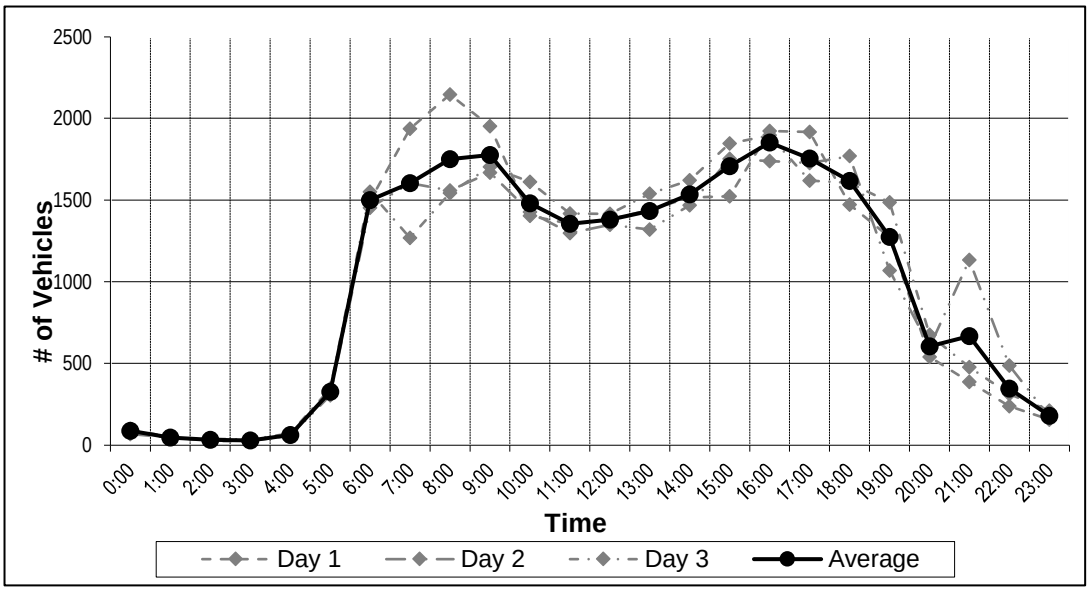
	Vol	Hour
AM Peak	1828	08:15
PM Peak	1776	17:30
Daily Peak	1828	08:15

	Vol	Hour
07:00-09:00 Peak	1797	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1897	16:00

	Vol	Hour
AM Peak	1797	06:15
PM Peak	1981	15:45
Daily Peak	1981	15:45

	Vol	Hour	PHF
06:00-09:00 Peak	1798	06:30	0.93
12:00-14:00 Peak	1432	13:00	0.95
16:00-19:00 Peak	1854	16:15	0.98

	Vol	Hour
AM Peak	1844	08:30
PM Peak	1868	15:45
Daily Peak	1868	15:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	5090
MD	9:00 am - 4:00 pm	11200
PM	4:00 pm - 7:00 pm	5480
NT	7:00 pm - 6:00 am	3800
AADT	0:00 am - 12:00 pm	25600
		25570
	FDOT 2019 AADT	

Distribution	
AM	0.20
MD	0.44
PM	0.21
NT	0.15
AADT	1.00

	K
07:00-09:00 Peak Hour	7.0%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	7.2%

2021-SB Loc 9e

SR 9/I-95, S OF IVES DAIRY ROAD INTERCHANGE, Loc 7 (15.6, & 15.9) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	458	410	349	290	1507
1:00	249	218	204	181	852
2:00	151	169	174	151	645
3:00	144	146	174	161	625
4:00	205	234	277	284	1000
5:00	320	462	581	763	2126
6:00	929	1246	1272	1317	4764
7:00	1264	1348	1256	1239	5107
8:00	1286	1294	1295	1233	5108
9:00	1215	1210	1114	1123	4662
10:00	1070	1067	1088	1049	4274
11:00	1084	1081	1111	1135	4411
12:00	1111	1129	1109	1111	4460
13:00	1136	1208	1212	1177	4733
14:00	1220	1206	1205	1241	4872
15:00	1213	1240	1023	1057	4533
16:00	1068	1170	1220	1217	4675
17:00	1224	1295	1156	1173	4848
18:00	1186	1223	1166	1190	4765
19:00	1061	1005	1105	856	4027
20:00	1041	818	878	763	3500
21:00	754	820	667	637	2878
22:00	583	627	574	528	2312
23:00	541	512	434	396	1883
					82567

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	350	332	334	257	1273
1:00	283	222	208	199	912
2:00	183	170	161	156	670
3:00	144	158	141	176	619
4:00	162	243	304	327	1036
5:00	363	534	747	832	2476
6:00	954	1267	1312	1287	4820
7:00	1308	1324	1169	1154	4955
8:00	1131	1075	1307	1236	4749
9:00	947	1057	1119	1189	4312
10:00	1164	1174	1197	1174	4709
11:00	1143	1201	1216	1001	4561
12:00	1128	1145	1240	1172	4685
13:00	1191	1219	1215	1198	4823
14:00	1261	1169	1171	1225	4826
15:00	1212	1232	1224	1190	4858
16:00	1141	1021	1029	1084	4275
17:00	1072	1059	1076	1063	4270
18:00	1125	1126	1109	1106	4466
19:00	1090	1118	988	991	4187
20:00	906	897	912	800	3515
21:00	755	807	725	654	2941
22:00	658	613	707	711	2689
23:00	619	566	547	512	2244
					82871

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	449	389	364	312	1514
1:00	266	246	237	205	954
2:00	185	201	217	179	782
3:00	183	187	190	183	743
4:00	200	231	290	348	1069
5:00	372	468	711	773	2324
6:00	978	1288	1351	1256	4873
7:00	1351	1300	1082	1069	4802
8:00	975	855	1319	1239	4388
9:00	1129	1170	1161	1194	4654
10:00	1154	1180	1195	1189	4718
11:00	1187	1188	1183	1161	4719
12:00	1226	1228	1209	1089	4752
13:00	1203	1198	1248	1173	4822
14:00	1155	1213	1232	1252	4852
15:00	1235	1248	1253	1207	4943
16:00	1214	1244	1225	1132	4815
17:00	1016	1062	1193	1146	4417
18:00	1156	1175	1138	980	4449
19:00	993	850	1083	1085	4011
20:00	1027	869	855	829	3580
21:00	756	793	782	671	3002
22:00	732	704	526	667	2629
23:00	653	584	571	489	2297
					84109

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	419	377	349	286	1431
1:00	266	229	216	195	906
2:00	173	180	184	162	699
3:00	157	164	168	173	662
4:00	189	236	290	320	1035
5:00	352	488	680	789	2309
6:00	954	1267	1312	1287	4820
7:00	1308	1324	1169	1154	4955
8:00	1131	1075	1307	1236	4749
9:00	1097	1146	1131	1169	4543
10:00	1129	1140	1160	1137	4566
11:00	1138	1157	1170	1099	4564
12:00	1155	1167	1186	1124	4632
13:00	1177	1208	1225	1183	4793
14:00	1212	1196	1203	1239	4850
15:00	1220	1240	1167	1151	4778
16:00	1141	1145	1158	1144	4588
17:00	1104	1139	1142	1127	4512
18:00	1156	1175	1138	1092	4561
19:00	1048	991	1059	977	4075
20:00	991	861	882	797	3531
21:00	755	807	725	654	2941
22:00	658	648	602	635	2543
23:00	604	554	517	466	2141
					83184
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	87343

	Vol	Hour
07:00-09:00 Peak	5201	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4956	16:30

	Vol	Hour
07:00-09:00 Peak	5231	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4466	18:00

	Vol	Hour
07:00-09:00 Peak	5258	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4815	16:00

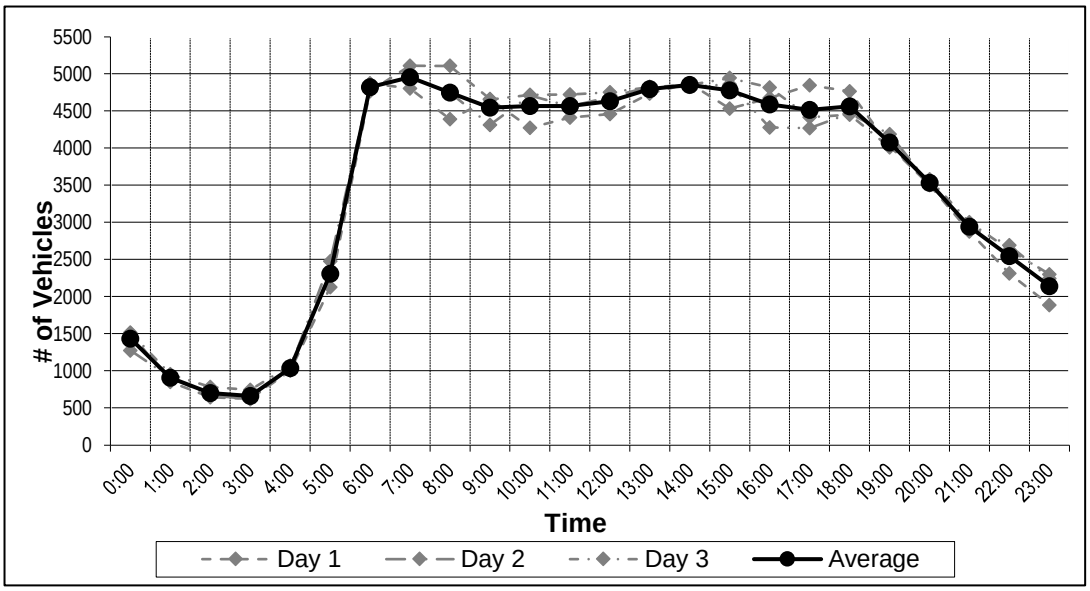
	Vol	Hour	PHF
06:00-09:00 Peak	5231	06:30	0.99
12:00-14:00 Peak	4793	13:00	0.98
16:00-19:00 Peak	4600	17:30	0.98

	Vol	Hour
AM Peak	5201	06:30
PM Peak	4956	16:30
Daily Peak	5201	06:30

	Vol	Hour
AM Peak	5231	06:30
PM Peak	4893	13:15
Daily Peak	5231	06:30

	Vol	Hour
AM Peak	5258	06:30
PM Peak	4988	14:45
Daily Peak	5258	06:30

	Vol	Hour
AM Peak	5231	06:30
PM Peak	4902	14:30
Daily Peak	5231	06:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	15250
MD	9:00 am - 4:00 pm	34360
PM	4:00 pm - 7:00 pm	14340
NT	7:00 pm - 6:00 am	23030
AADT	0:00 am - 12:00 pm	87300
		86980
	FDOT 2019 AADT	

Distribution	
AM	0.18
MD	0.40
PM	0.16
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	6.0%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	5.3%

2021-SB Loc 7

SR 9/I-95, IVES DAIRY ROAD INTERCHANGE SB ON RAMP, Loc 6 (16.3on) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	57	46	31	27	161
1:00	24	25	23	16	88
2:00	18	24	13	12	67
3:00	20	11	23	18	72
4:00	24	25	36	26	111
5:00	35	75	96	111	317
6:00	126	214	245	244	829
7:00	253	312	267	246	1078
8:00	259	258	245	203	965
9:00	227	241	234	226	928
10:00	210	207	212	182	811
11:00	222	217	221	205	865
12:00	207	221	231	238	897
13:00	221	223	272	241	957
14:00	279	251	287	287	1104
15:00	317	288	405	259	1269
16:00	246	244	303	225	1018
17:00	292	280	281	225	1078
18:00	253	234	235	199	921
19:00	201	210	233	217	861
20:00	206	178	158	147	689
21:00	134	176	116	121	547
22:00	107	118	108	87	420
23:00	103	77	65	44	289
					16342

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	66	32	43	22	163
1:00	33	33	25	27	118
2:00	22	20	17	19	78
3:00	13	22	17	17	69
4:00	24	27	31	40	122
5:00	47	68	115	104	334
6:00	153	190	222	235	800
7:00	248	298	295	222	1063
8:00	232	183	189	219	823
9:00	207	228	210	227	872
10:00	214	241	237	232	924
11:00	200	237	219	208	864
12:00	210	227	227	235	899
13:00	225	204	251	240	920
14:00	257	228	267	229	981
15:00	269	266	266	232	1033
16:00	237	179	209	222	847
17:00	214	191	215	210	830
18:00	237	199	209	181	826
19:00	202	185	195	213	795
20:00	179	205	178	154	716
21:00	141	139	90	78	448
22:00	86	100	114	100	400
23:00	114	71	66	65	316
					15241

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	69	50	39	33	191
1:00	32	28	29	20	109
2:00	21	18	15	18	72
3:00	18	12	28	14	72
4:00	23	30	31	47	131
5:00	43	73	114	112	342
6:00	161	218	226	201	806
7:00	277	297	248	157	979
8:00	222	191	239	187	839
9:00	216	207	202	225	850
10:00	221	246	233	212	912
11:00	224	229	238	231	922
12:00	217	219	227	194	857
13:00	245	241	256	250	992
14:00	265	268	292	267	1092
15:00	322	306	316	274	1218
16:00	289	244	294	242	1069
17:00	289	305	327	301	1222
18:00	216	226	202	185	829
19:00	215	231	231	199	876
20:00	188	182	153	156	679
21:00	149	168	140	107	564
22:00	112	119	122	79	432
23:00	52	99	88	61	300
					16355

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	64	43	38	27	172
1:00	30	29	26	21	106
2:00	20	21	15	16	72
3:00	17	15	23	16	71
4:00	24	27	33	38	122
5:00	42	72	108	109	331
6:00	147	207	231	227	812
7:00	259	302	270	208	1039
8:00	238	211	224	203	876
9:00	217	225	215	226	883
10:00	215	231	227	209	882
11:00	215	228	226	215	884
12:00	211	222	228	222	883
13:00	230	223	260	244	957
14:00	267	249	282	261	1059
15:00	303	287	329	255	1174
16:00	257	222	269	230	978
17:00	265	259	274	245	1043
18:00	235	220	215	188	858
19:00	206	209	220	210	845
20:00	191	188	163	152	694
21:00	141	161	115	102	519
22:00	102	112	115	89	418
23:00	90	82	73	57	302
					15980
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	16779

	Vol	Hour
07:00-09:00 Peak	1084	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1100	16:30

	Vol	Hour
AM Peak	1084	07:15
PM Peak	1297	14:45
Daily Peak	1297	14:45

	Vol	Hour
07:00-09:00 Peak	1076	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	861	17:30

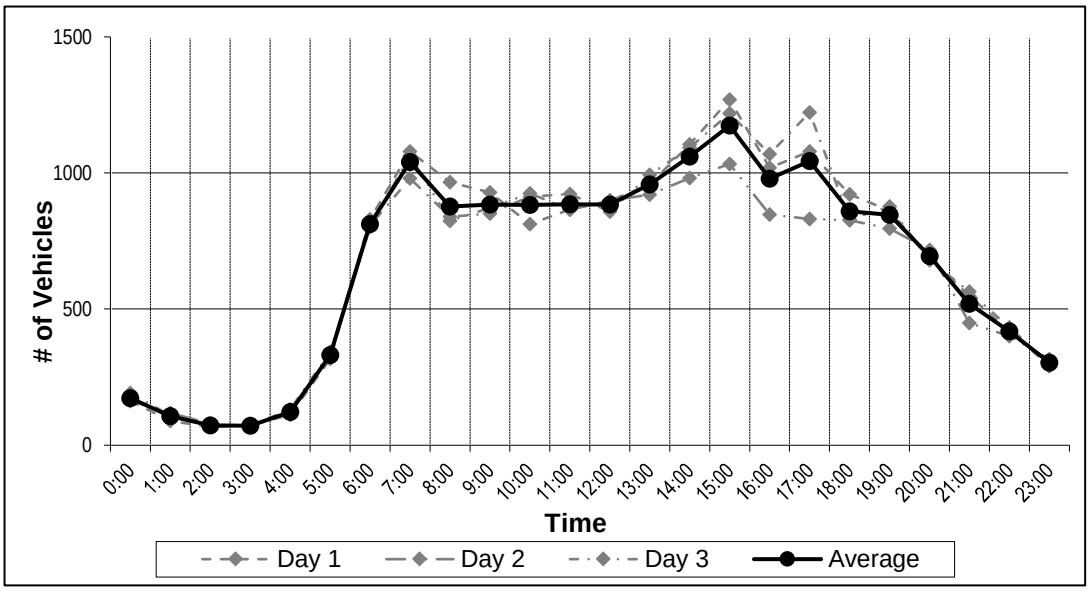
	Vol	Hour
AM Peak	1076	06:45
PM Peak	1033	15:00
Daily Peak	1076	06:45

	Vol	Hour
07:00-09:00 Peak	1023	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1222	17:00

	Vol	Hour
AM Peak	1023	06:45
PM Peak	1222	17:00
Daily Peak	1222	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	1058	06:45	0.88
12:00-14:00 Peak	957	13:00	0.92
16:00-19:00 Peak	1043	17:00	0.95

	Vol	Hour
AM Peak	1058	06:45
PM Peak	1180	14:45
Daily Peak	1180	14:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2860
MD	9:00 am - 4:00 pm	7060
PM	4:00 pm - 7:00 pm	3020
NT	7:00 pm - 6:00 am	3790
AADT	0:00 am - 12:00 pm	16800
		16730
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.42
PM	0.18
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	6.3%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.2%

2021-SB Loc 6

SR 9/I-95, IVES DAIRY ROAD INTERCHANGE, Loc 5 (16.3 & 16.7) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	398	367	314	264	1343
1:00	218	195	180	160	753
2:00	136	148	155	138	577
3:00	118	129	149	145	541
4:00	183	202	245	257	887
5:00	278	400	508	660	1846
6:00	832	1030	1029	1061	3952
7:00	1030	1068	1053	1000	4151
8:00	987	986	991	964	3928
9:00	989	960	943	869	3761
10:00	913	835	929	851	3528
11:00	868	914	873	875	3530
12:00	888	889	965	904	3646
13:00	914	965	969	938	3786
14:00	980	961	898	903	3742
15:00	894	577	722	793	2986
16:00	783	872	859	926	3440
17:00	882	926	779	866	3453
18:00	916	929	872	923	3640
19:00	772	838	854	677	3141
20:00	811	661	698	643	2813
21:00	592	655	539	525	2311
22:00	471	503	464	450	1888
23:00	438	425	363	339	1565
					65208

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	287	298	280	236	1101
1:00	250	185	182	173	790
2:00	159	153	136	137	585
3:00	135	132	124	159	550
4:00	135	217	270	287	909
5:00	323	484	628	725	2160
6:00	886	1038	1046	960	3930
7:00	816	919	937	948	3620
8:00	790	700	691	714	2895
9:00	772	778	843	928	3321
10:00	927	986	996	914	3823
11:00	934	974	1009	871	3788
12:00	850	978	1001	961	3790
13:00	951	1009	993	974	3927
14:00	1054	939	941	957	3891
15:00	989	962	939	886	3776
16:00	795	746	853	803	3197
17:00	792	799	786	777	3154
18:00	841	828	859	861	3389
19:00	867	893	776	788	3324
20:00	713	718	720	678	2829
21:00	625	573	519	442	2159
22:00	549	515	596	594	2254
23:00	508	494	484	443	1929
					65091

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	378	339	316	280	1313
1:00	232	224	202	182	840
2:00	168	184	202	156	710
3:00	166	177	159	168	670
4:00	180	205	269	297	951
5:00	334	416	591	654	1995
6:00	854	1075	1124	1055	4108
7:00	1114	1104	855	889	3962
8:00	794	589	1008	1018	3409
9:00	926	995	997	974	3892
10:00	953	918	955	1007	3833
11:00	949	935	926	880	3690
12:00	1010	974	1016	928	3928
13:00	1005	922	924	917	3768
14:00	931	902	868	917	3618
15:00	871	859	870	860	3460
16:00	870	925	914	776	3485
17:00	755	724	1001	780	3260
18:00	879	879	866	729	3353
19:00	795	681	825	843	3144
20:00	733	711	693	663	2800
21:00	608	640	633	564	2445
22:00	611	588	386	605	2190
23:00	479	476	493	414	1862
					66686

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	354	335	303	260	1252
1:00	233	201	188	172	794
2:00	154	162	164	144	624
3:00	140	146	144	157	587
4:00	166	208	261	280	915
5:00	312	433	576	680	2001
6:00	857	1048	1066	1025	3996
7:00	987	1030	948	946	3911
8:00	857	758	897	899	3411
9:00	896	911	928	924	3659
10:00	931	913	960	924	3728
11:00	917	941	936	875	3669
12:00	916	947	994	931	3788
13:00	957	965	962	943	3827
14:00	988	934	902	926	3750
15:00	918	799	844	846	3407
16:00	816	848	875	835	3374
17:00	810	816	855	808	3289
18:00	879	879	866	838	3462
19:00	811	804	818	769	3202
20:00	752	697	704	661	2814
21:00	608	623	564	510	2305
22:00	544	535	482	550	2111
23:00	475	465	447	399	1786
					65662
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	68945

	Vol	Hour
07:00-09:00 Peak	4212	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3640	18:00

	Vol	Hour
07:00-09:00 Peak	3930	06:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3389	18:00

	Vol	Hour
07:00-09:00 Peak	4397	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3539	17:30

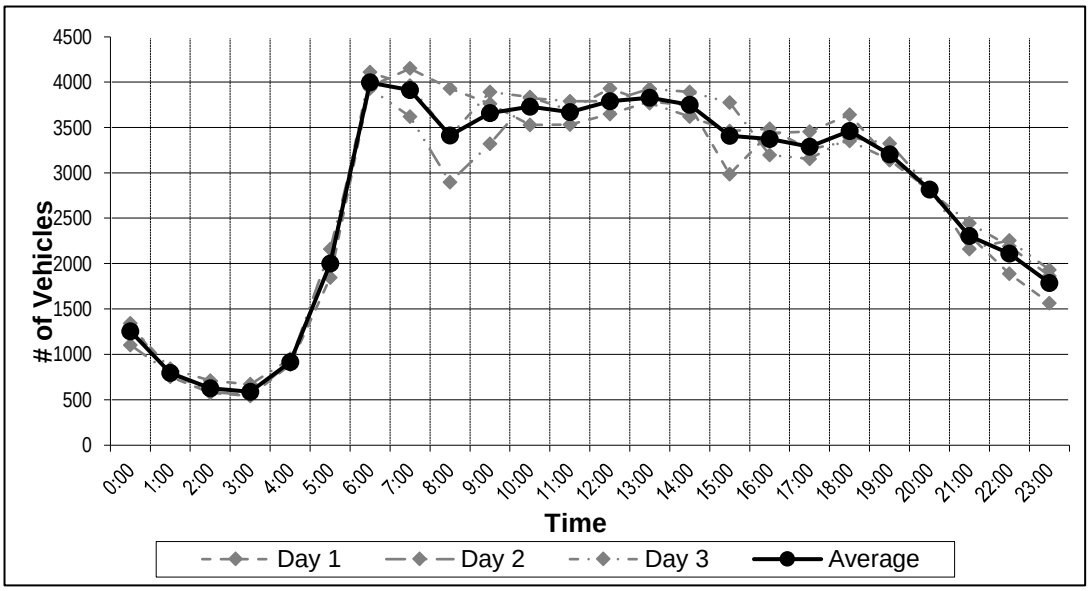
	Vol	Hour	PHF
06:00-09:00 Peak	4126	06:15	0.97
12:00-14:00 Peak	3847	12:30	0.97
16:00-19:00 Peak	3462	18:00	0.98

	Vol	Hour
AM Peak	4212	06:45
PM Peak	3852	13:15
Daily Peak	4212	06:45

	Vol	Hour
AM Peak	3930	06:00
PM Peak	4030	13:15
Daily Peak	4030	13:15

	Vol	Hour
AM Peak	4397	06:30
PM Peak	3928	12:00
Daily Peak	4397	06:30

	Vol	Hour
AM Peak	4126	06:15
PM Peak	3858	13:15
Daily Peak	4126	06:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	11880
MD	9:00 am - 4:00 pm	27120
PM	4:00 pm - 7:00 pm	10630
NT	7:00 pm - 6:00 am	19000
AADT	0:00 am - 12:00 pm	68900
		68630
	FDOT 2019 AADT	

	Distribution
AM	0.17
MD	0.40
PM	0.15
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	6.0%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	5.0%

2021-SB Loc 5

SR 9/I-95 EXP, N OF EXP LN NB OFF RAMP, Loc 5e (15.6,15.9,16.3,16.7,17.0,17.4,17.9) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	17	25	9	8	59
1:00	9	8	7	8	32
2:00	5	5	6	3	19
3:00	3	3	6	2	14
4:00	5	8	12	12	37
5:00	23	29	40	92	184
6:00	134	215	281	325	955
7:00	293	312	301	321	1227
8:00	349	346	319	360	1374
9:00	353	297	299	271	1220
10:00	240	250	215	189	894
11:00	177	199	223	201	800
12:00	191	198	210	226	825
13:00	232	203	225	200	860
14:00	231	231	246	210	918
15:00	245	238	249	294	1026
16:00	304	312	294	329	1239
17:00	336	307	309	290	1242
18:00	287	276	248	154	965
19:00	272	293	199	151	915
20:00	114	67	87	66	334
21:00	63	71	48	52	234
22:00	41	31	32	32	136
23:00	27	25	12	9	73
					15582

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	9	8	8	6	31
1:00	5	6	7	6	24
2:00	5	3	3	5	16
3:00	3	2	7	6	18
4:00	8	8	3	6	25
5:00	6	10	51	87	154
6:00	140	224	294	320	978
7:00	303	316	275	262	1156
8:00	268	256	315	247	1086
9:00	254	214	277	254	999
10:00	221	231	219	214	885
11:00	196	222	214	204	836
12:00	214	241	184	196	835
13:00	184	217	231	248	880
14:00	207	215	249	236	907
15:00	230	294	295	283	1102
16:00	269	285	307	287	1148
17:00	292	277	279	293	1141
18:00	295	297	274	297	1163
19:00	239	138	164	116	657
20:00	101	81	88	90	360
21:00	103	81	118	130	432
22:00	110	62	61	45	278
23:00	36	25	22	26	109
					15220

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	21	17	11	17	66
1:00	5	8	4	7	24
2:00	8	6	3	8	25
3:00	4	4	7	3	18
4:00	8	8	13	16	45
5:00	21	35	61	82	199
6:00	146	232	307	314	999
7:00	313	320	249	202	1084
8:00	186	166	310	237	899
9:00	237	257	260	284	1038
10:00	241	230	250	248	969
11:00	213	205	208	186	812
12:00	212	233	214	185	844
13:00	223	236	233	202	894
14:00	227	249	245	257	978
15:00	264	293	293	310	1160
16:00	304	318	324	279	1225
17:00	298	311	303	292	1204
18:00	291	287	261	226	1065
19:00	256	151	282	214	903
20:00	125	100	117	94	436
21:00	69	83	71	69	292
22:00	53	33	20	92	198
23:00	37	32	27	23	119
					15496

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	16	17	9	10	52
1:00	6	7	6	7	26
2:00	6	5	4	5	20
3:00	3	3	7	4	17
4:00	7	8	9	11	35
5:00	17	25	51	87	180
6:00	140	224	294	320	978
7:00	303	316	275	262	1156
8:00	268	256	315	281	1120
9:00	281	256	279	270	1086
10:00	234	237	228	217	916
11:00	195	209	215	197	816
12:00	206	224	203	202	835
13:00	213	219	230	217	879
14:00	222	232	247	234	935
15:00	246	275	279	296	1096
16:00	292	305	308	298	1203
17:00	309	298	297	292	1196
18:00	291	287	261	226	1065
19:00	256	194	215	160	825
20:00	113	83	97	83	376
21:00	78	78	79	84	319
22:00	68	42	38	56	204
23:00	33	27	20	19	99
					15434
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	16206

	Vol	Hour
07:00-09:00 Peak	1374	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1281	16:45

	Vol	Hour
AM Peak	1378	08:15
PM Peak	1281	16:45
Daily Peak	1378	08:15

	Vol	Hour
07:00-09:00 Peak	1233	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1171	16:15

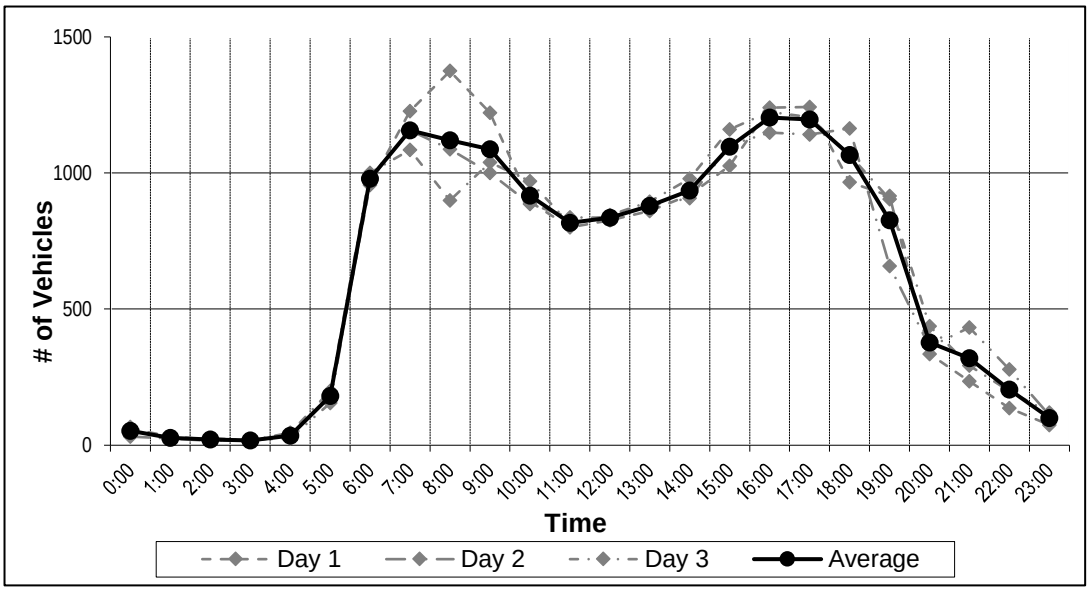
	Vol	Hour
AM Peak	1233	06:30
PM Peak	1171	16:15
Daily Peak	1233	06:30

	Vol	Hour
07:00-09:00 Peak	1254	06:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1225	16:00

	Vol	Hour
AM Peak	1254	06:30
PM Peak	1256	15:45
Daily Peak	1256	15:45

	Vol	Hour	PHF
06:00-09:00 Peak	1233	06:30	0.96
12:00-14:00 Peak	879	13:00	0.96
16:00-19:00 Peak	1220	16:15	0.99

	Vol	Hour
AM Peak	1233	06:30
PM Peak	1220	16:15
Daily Peak	1233	06:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	3420
MD	9:00 am - 4:00 pm	6890
PM	4:00 pm - 7:00 pm	3640
NT	7:00 pm - 6:00 am	2240
AADT	0:00 am - 12:00 pm	16200
		16190
	FDOT 2019 AADT	

	Distribution
AM	0.21
MD	0.43
PM	0.22
NT	0.14
AADT	1.00

	K
07:00-09:00 Peak Hour	7.6%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	7.5%

2021-SB Loc 5e

SR 9/I-95, N OF IVES DAIRY ROAD INTERCHANGE, Loc 15 (17.0 & 17.4) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	508	500	400	333	1741
1:00	271	262	249	200	982
2:00	184	170	188	174	716
3:00	146	176	188	161	671
4:00	204	264	286	337	1091
5:00	335	449	644	795	2223
6:00	992	1289	1277	1370	4928
7:00	1406	1475	1498	1551	5930
8:00	1504	1595	1427	1400	5926
9:00	1405	1361	1411	1272	5449
10:00	1289	1210	1423	1223	5145
11:00	1223	1289	1349	1333	5194
12:00	1276	1273	1345	1381	5275
13:00	1353	1358	1408	1395	5514
14:00	1385	1423	1509	1407	5724
15:00	1397	1420	1511	1372	5700
16:00	1396	1451	1421	1610	5878
17:00	1567	1534	1522	1465	6088
18:00	1551	1429	1448	1290	5718
19:00	1026	1188	1187	1009	4410
20:00	1125	969	1018	928	4040
21:00	839	881	743	675	3138
22:00	685	692	529	624	2530
23:00	567	603	476	452	2098
					96109

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	398	395	361	296	1450
1:00	293	253	228	204	978
2:00	211	176	178	158	723
3:00	179	159	149	189	676
4:00	169	252	314	337	1072
5:00	358	572	752	898	2580
6:00	1055	1258	1356	1433	5102
7:00	1319	1430	1370	1342	5461
8:00	1122	1093	1433	1464	5112
9:00	1168	1322	1343	1312	5145
10:00	1275	1372	1381	1289	5317
11:00	1309	1355	1417	1297	5378
12:00	1185	1388	1401	1364	5338
13:00	1366	1416	1412	1373	5567
14:00	1462	1366	1433	1436	5697
15:00	1517	1534	1556	1476	6083
16:00	1297	1287	1229	1372	5185
17:00	1444	1375	1301	1310	5430
18:00	1446	1408	1370	1326	5550
19:00	1295	1272	1119	1121	4807
20:00	1075	1066	1030	970	4141
21:00	946	832	840	797	3415
22:00	789	743	853	823	3208
23:00	675	657	628	600	2560
					95975

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	494	446	393	379	1712
1:00	278	300	247	223	1048
2:00	223	233	246	199	901
3:00	206	205	194	201	806
4:00	221	227	312	339	1099
5:00	399	489	708	822	2418
6:00	1042	1318	1439	1440	5239
7:00	1461	1550	1581	1486	6078
8:00	1392	1245	1347	1255	5239
9:00	1303	1383	1484	1429	5599
10:00	1304	1313	1447	1469	5533
11:00	1432	1462	1434	1355	5683
12:00	1384	1387	1468	1309	5548
13:00	1447	1477	1480	1396	5800
14:00	1372	1527	1526	1491	5916
15:00	1486	1565	1465	1474	5990
16:00	1523	1516	1478	1148	5665
17:00	1281	1093	1457	1388	5219
18:00	1499	1419	1409	1351	5678
19:00	1261	1324	1384	1356	5325
20:00	976	1025	1065	932	3998
21:00	888	909	901	804	3502
22:00	852	780	539	883	3054
23:00	760	702	662	556	2680
					99730

	Average				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	467	447	385	336	1635
1:00	281	272	241	209	1003
2:00	206	193	204	177	780
3:00	177	180	177	184	718
4:00	198	248	304	338	1088
5:00	364	503	701	838	2406
6:00	1030	1288	1357	1414	5089
7:00	1395	1485	1483	1460	5823
8:00	1339	1311	1402	1373	5425
9:00	1292	1355	1413	1338	5398
10:00	1289	1298	1417	1327	5331
11:00	1321	1369	1400	1328	5418
12:00	1282	1349	1405	1351	5387
13:00	1389	1417	1433	1388	5627
14:00	1406	1439	1489	1445	5779
15:00	1467	1506	1511	1441	5925
16:00	1405	1418	1376	1377	5576
17:00	1431	1334	1427	1388	5580
18:00	1499	1419	1409	1322	5649
19:00	1194	1261	1230	1162	4847
20:00	1059	1020	1038	943	4060
21:00	891	874	828	759	3352
22:00	775	738	640	777	2930
23:00	667	654	589	536	2446
					97272

Seasonal Factor (SF)	1.05
Weekly Axle Factor (WAF)	1.00
Calculated AADT	102136

	Vol	Hour
07:00-09:00 Peak	6148	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	6233	16:45

	Vol	Hour
07:00-09:00 Peak	5552	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5550	18:00

	Vol	Hour
07:00-09:00 Peak	6078	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5763	17:30

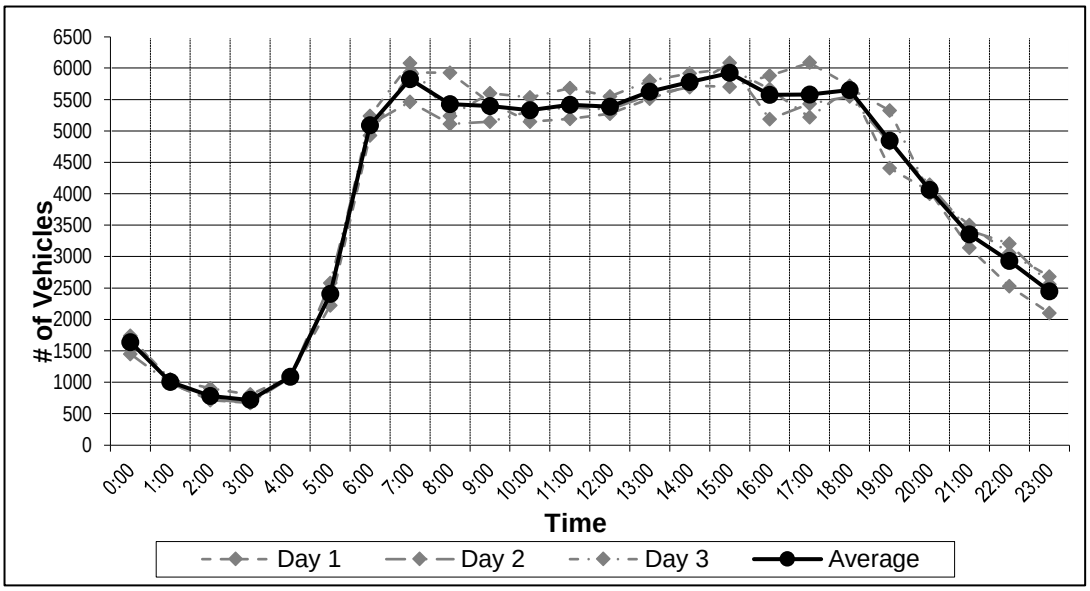
	Vol	Hour	PHF
06:00-09:00 Peak	5823	07:00	0.98
12:00-14:00 Peak	5627	13:00	0.98
16:00-19:00 Peak	5733	17:30	0.96

	Vol	Hour
AM Peak	6148	7:30
PM Peak	6233	16:45
Daily Peak	6233	16:45

	Vol	Hour
AM Peak	5552	06:45
PM Peak	6083	15:00
Daily Peak	6083	15:00

	Vol	Hour
AM Peak	6078	07:00
PM Peak	6068	14:30
Daily Peak	6078	07:00

	Vol	Hour
AM Peak	5823	07:00
PM Peak	5929	14:45
Daily Peak	5929	14:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	17150
MD	9:00 am - 4:00 pm	40810
PM	4:00 pm - 7:00 pm	17650
NT	7:00 pm - 6:00 am	26150
AADT	0:00 am - 12:00 pm	102100
		101760
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.40
PM	0.17
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	5.6%

2021-SB Loc 3

SR 9/I-95, HALLANDALE BEACH BOULEVARD INTERCHANGE, Loc 17 (17.9) - SB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	426	421	360	272	1479
1:00	229	252	239	198	918
2:00	163	156	163	138	620
3:00	129	154	160	151	594
4:00	193	216	233	280	922
5:00	280	390	552	675	1897
6:00	866	1083	1137	1174	4260
7:00	1227	1314	1307	1340	5188
8:00	1267	1421	1237	1213	5138
9:00	1214	1196	1186	1129	4725
10:00	1107	1062	1243	1069	4481
11:00	1058	1130	1147	1174	4509
12:00	1115	1099	1185	1194	4593
13:00	1170	1164	1187	1210	4731
14:00	1171	1233	1266	1172	4842
15:00	1202	1218	1057	1194	4671
16:00	1238	1300	1178	1458	5174
17:00	1341	1276	1311	1265	5193
18:00	1292	1181	1262	1133	4868
19:00	877	1009	1027	915	3828
20:00	963	864	839	818	3484
21:00	711	768	670	634	2783
22:00	612	602	582	550	2346
23:00	495	503	405	382	1785
					83029

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	357	352	316	267	1292
1:00	251	223	201	186	861
2:00	189	146	161	136	632
3:00	163	138	143	163	607
4:00	141	209	273	300	923
5:00	319	480	658	784	2241
6:00	882	1075	1165	1257	4379
7:00	1150	1245	1197	1214	4806
8:00	1164	1311	1183	1085	4743
9:00	955	1157	1139	1151	4402
10:00	1129	1206	1220	1119	4674
11:00	1129	1176	1220	1116	4641
12:00	1013	1198	1184	1160	4555
13:00	1173	1186	1219	1170	4748
14:00	1247	1137	1240	1224	4848
15:00	1217	1305	1310	1246	5078
16:00	1075	1118	1123	1137	4453
17:00	1229	1177	1165	1156	4727
18:00	1231	1187	1190	1160	4768
19:00	1162	1086	980	945	4173
20:00	924	938	896	858	3616
21:00	826	722	755	682	2985
22:00	694	639	750	739	2822
23:00	606	557	546	520	2229
					83203

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	439	396	346	324	1505
1:00	249	267	225	204	945
2:00	190	198	211	171	770
3:00	183	174	190	176	723
4:00	198	206	284	288	976
5:00	341	433	619	676	2069
6:00	895	1178	1214	1284	4571
7:00	1264	1374	1408	1285	5331
8:00	1342	1063	1196	1007	4608
9:00	1115	1240	1276	1216	4847
10:00	1220	1152	1264	1266	4902
11:00	1269	1226	1221	1162	4878
12:00	1203	1211	1260	1115	4789
13:00	1225	1246	1276	1178	4925
14:00	1187	1281	1293	1270	5031
15:00	1274	1324	1238	1262	5098
16:00	1323	1278	1257	1110	4968
17:00	1009	970	1104	1211	4294
18:00	1262	1130	1132	1106	4630
19:00	1080	1194	1225	1213	4712
20:00	833	900	919	799	3451
21:00	781	786	811	711	3089
22:00	757	669	436	818	2680
23:00	647	647	584	492	2370
					86162

	Average				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	407	390	341	288	1426
1:00	243	247	222	196	908
2:00	181	167	178	148	674
3:00	158	155	164	163	640
4:00	177	210	263	289	939
5:00	313	434	610	712	2069
6:00	881	1112	1172	1238	4403
7:00	1214	1311	1304	1280	5109
8:00	1258	1265	1205	1102	4830
9:00	1095	1198	1200	1165	4658
10:00	1152	1140	1242	1151	4685
11:00	1152	1177	1196	1151	4676
12:00	1110	1169	1210	1156	4645
13:00	1189	1199	1227	1186	4801
14:00	1202	1217	1266	1222	4907
15:00	1231	1282	1202	1234	4949
16:00	1212	1232	1186	1235	4865
17:00	1193	1141	1193	1211	4738
18:00	1262	1166	1195	1133	4756
19:00	1040	1096	1077	1024	4237
20:00	907	901	885	825	3518
21:00	773	759	745	676	2953
22:00	688	637	589	702	2616
23:00	583	569	512	465	2129
					84131
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	88338

	Vol	Hour
07:00-09:00 Peak	5335	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5386	16:45

	Vol	Hour
07:00-09:00 Peak	4886	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4768	18:00

	Vol	Hour
07:00-09:00 Peak	5409	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4968	16:00

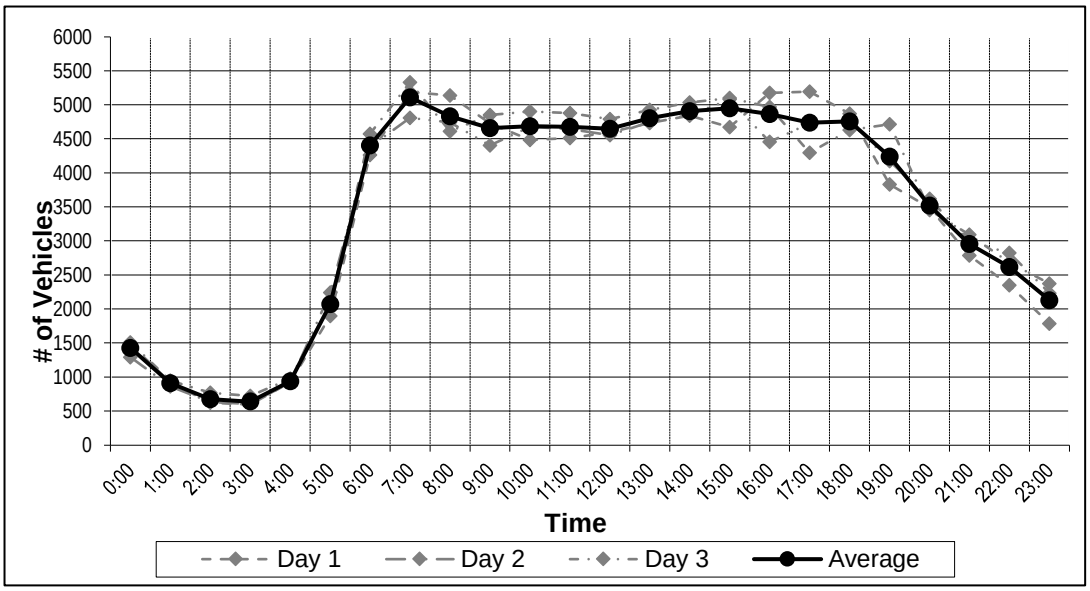
	Vol	Hour	PHF
06:00-09:00 Peak	5153	07:15	0.98
12:00-14:00 Peak	4801	13:00	0.98
16:00-19:00 Peak	4865	16:00	0.98

	Vol	Hour
AM Peak	5335	7:30
PM Peak	5386	16:45
Daily Peak	5386	16:45

	Vol	Hour
AM Peak	4886	7:30
PM Peak	5078	15:00
Daily Peak	5078	15:00

	Vol	Hour
AM Peak	5409	07:15
PM Peak	5161	14:30
Daily Peak	5409	07:15

	Vol	Hour
AM Peak	5153	07:15
PM Peak	5001	14:30
Daily Peak	5153	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	15060
MD	9:00 am - 4:00 pm	34990
PM	4:00 pm - 7:00 pm	15080
NT	7:00 pm - 6:00 am	22880
AADT	0:00 am - 12:00 pm	88300
		88010
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.40
PM	0.17
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.8%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	5.5%

2021-SB Loc 1

SR 9/I-95, GOLDEN GLADES INTERCHANGE, DS-0099N (Zone ID 2904) / GP - NB

Day 1 Tuesday, September 21, 2021					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	317	291	252	253	1113
1:00	226	214	204	189	833
2:00	194	188	179	173	734
3:00	192	168	195	179	734
4:00	182	189	199	216	786
5:00	238	326	400	467	1431
6:00	487	746	721	732	2686
7:00	755	855	853	791	3254
8:00	786	842	820	751	3199
9:00	632	606	630	745	2613
10:00	608	636	601	602	2447
11:00	645	622	660	714	2641
12:00	665	716	774	723	2878
13:00	813	723	712	734	2982
14:00	745	804	750	673	2972
15:00	649	621	647	705	2622
16:00	684	681	854	829	3048
17:00	708	836	780	724	3048
18:00	710	788	793	810	3101
19:00	837	781	634	707	2959
20:00	641	555	535	512	2243
21:00	510	424	452	433	1819
22:00	373	412	424	431	1640
23:00	384	376	381	304	1445
					53228

Day 2 Wednesday, September 22, 2021					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	355	266	257	249	1127
1:00	232	204	190	199	825
2:00	200	185	187	216	788
3:00	196	195	182	176	749
4:00	201	197	208	219	825
5:00	250	305	395	472	1422
6:00	544	672	634	716	2566
7:00	723	825	803	761	3112
8:00	750	798	742	705	2995
9:00	617	713	627	576	2533
10:00	620	676	663	704	2663
11:00	620	717	701	676	2714
12:00	706	738	768	744	2956
13:00	798	787	757	777	3119
14:00	739	801	794	770	3104
15:00	800	853	775	723	3151
16:00	581	561	618	609	2369
17:00	637	597	676	700	2610
18:00	697	732	814	853	3096
19:00	852	835	771	641	3099
20:00	644	594	542	576	2356
21:00	506	531	508	501	2046
22:00	387	476	487	413	1763
23:00	429	398	345	323	1495
					53483

Day 3 Thursday, September 23, 2021					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	308	306	269	269	1152
1:00	213	237	210	204	864
2:00	192	207	168	210	777
3:00	171	199	199	177	746
4:00	187	219	196	243	845
5:00	214	332	428	494	1468
6:00	534	655	681	699	2569
7:00	691	794	753	731	2969
8:00	713	753	664	659	2789
9:00	664	639	672	698	2673
10:00	658	696	707	706	2767
11:00	701	735	765	727	2928
12:00	803	814	792	766	3175
13:00	792	812	748	784	3136
14:00	727	867	814	734	3142
15:00	794	679	722	739	2934
16:00	666	684	745	780	2875
17:00	799	809	848	716	3172
18:00	722	760	648	701	2831
19:00	652	742	672	651	2717
20:00	681	659	693	648	2681
21:00	507	498	537	486	2028
22:00	477	464	445	471	1857
23:00	369	407	437	403	1616
					54711

Average					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	327	288	259	257	1131
1:00	224	218	201	197	840
2:00	195	193	178	200	766
3:00	186	187	192	177	742
4:00	190	202	201	226	819
5:00	234	321	408	478	1441
6:00	522	691	679	716	2608
7:00	723	825	803	761	3112
8:00	750	798	742	705	2995
9:00	638	653	643	673	2607
10:00	629	669	657	671	2626
11:00	655	691	709	706	2761
12:00	725	756	778	744	3003
13:00	801	774	739	765	3079
14:00	737	824	786	726	3073
15:00	748	718	715	722	2903
16:00	644	642	739	739	2764
17:00	715	747	768	713	2943
18:00	710	760	752	788	3010
19:00	780	786	692	666	2924
20:00	655	603	590	579	2427
21:00	508	484	499	473	1964
22:00	412	451	452	438	1753
23:00	394	394	388	343	1519
					53810

Seasonal Factor (SF) 1.05
Weekly Axle Factor (WAF) 1.00
Calculated AADT 56501

	Vol	Hour
07:00-09:00 Peak	3285	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3227	16:30

	Vol	Hour
AM Peak	3285	07:15
PM Peak	3228	18:15
Daily Peak	3285	07:15

	Vol	Hour
07:00-09:00 Peak	3139	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3096	18:00

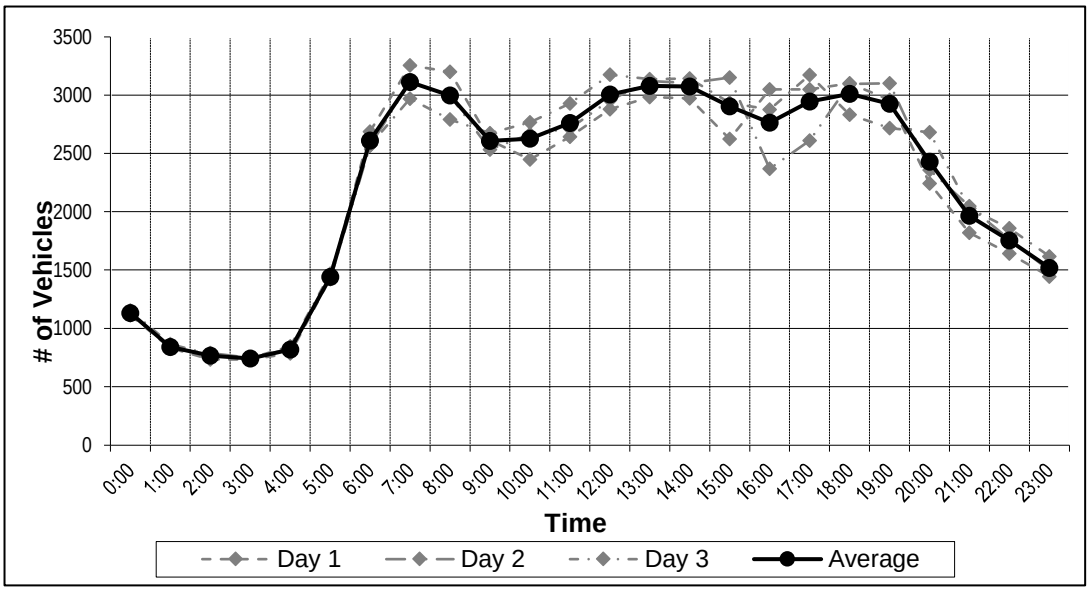
	Vol	Hour
AM Peak	3139	07:15
PM Peak	3354	18:30
Daily Peak	3354	18:30

	Vol	Hour
07:00-09:00 Peak	2991	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3236	16:45

	Vol	Hour
AM Peak	2991	07:15
PM Peak	3236	16:45
Daily Peak	3236	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	3139	07:15	0.95
12:00-14:00 Peak	3097	12:30	0.97
16:00-19:00 Peak	3010	18:00	0.95

	Vol	Hour
AM Peak	3139	07:15
PM Peak	3112	13:45
Daily Peak	3139	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	9150
MD	9:00 am - 4:00 pm	21050
PM	4:00 pm - 7:00 pm	9150
NT	7:00 pm - 6:00 am	16860
AADT	0:00 am - 12:00 pm	56500
		56210

FDOT 2019 AADT

Distribution	
AM	0.16
MD	0.37
PM	0.16
NT	0.30
AADT	1.00

	K
07:00-09:00 Peak Hour	5.6%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	5.3%

2021-NB Loc 1

SR 9/I-95, N OF GOLDEN GLADES INTERCHANGE, Loc 3 (13.6 and 14.0) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	366	347	271	287	1271
1:00	250	221	190	181	842
2:00	182	177	160	171	690
3:00	178	119	206	198	701
4:00	198	233	280	300	1011
5:00	334	509	725	798	2366
6:00	738	1170	1237	1197	4342
7:00	1232	1379	1339	1290	5240
8:00	1307	1302	1313	1231	5153
9:00	1062	1026	1144	904	4136
10:00	816	1148	983	978	3925
11:00	992	994	1058	1126	4170
12:00	1081	1181	1128	1158	4548
13:00	1222	1120	1166	1201	4709
14:00	1201	1243	1198	1146	4788
15:00	1271	1254	1027	1254	4806
16:00	1152	1192	1332	1399	5075
17:00	1242	1357	1309	1243	5151
18:00	1182	1301	1260	1279	5022
19:00	1308	1173	1028	1060	4569
20:00	966	886	806	783	3441
21:00	766	688	669	655	2778
22:00	576	612	624	611	2423
23:00	555	489	497	402	1943
					83100

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	450	347	306	290	1393
1:00	250	219	207	204	880
2:00	183	174	126	192	675
3:00	168	172	191	188	719
4:00	191	218	260	270	939
5:00	360	533	693	795	2381
6:00	880	1092	1253	1198	4423
7:00	1224	1353	1345	1292	5214
8:00	1285	1305	1254	1221	5065
9:00	946	1176	1173	1045	4340
10:00	947	1078	1085	1132	4242
11:00	1053	1146	1186	1118	4503
12:00	1098	1169	1187	1147	4601
13:00	1195	1230	1189	1200	4814
14:00	1184	1243	1259	1246	4932
15:00	1260	1297	1217	1170	4944
16:00	971	955	1061	1084	4071
17:00	1134	1062	1161	1158	4515
18:00	1214	1203	1226	1279	4922
19:00	1293	1241	1216	1005	4755
20:00	969	920	843	815	3547
21:00	772	804	759	702	3037
22:00	612	659	693	624	2588
23:00	548	526	483	415	1972
					83472

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	387	354	325	294	1360
1:00	248	252	194	204	898
2:00	191	188	149	175	703
3:00	155	197	202	195	749
4:00	206	260	250	354	1070
5:00	322	513	699	800	2334
6:00	905	1118	1269	1198	4490
7:00	1216	1326	1351	1294	5187
8:00	1263	1307	1194	1210	4974
9:00	1104	1100	1114	1163	4481
10:00	1075	1097	1116	1188	4476
11:00	1070	1169	1189	1176	4604
12:00	1234	1273	1203	1089	4799
13:00	1210	1233	1234	1273	4950
14:00	1166	1306	1384	1231	5087
15:00	1281	1211	1224	1238	4954
16:00	1154	1236	1234	1293	4917
17:00	1384	1362	1386	1272	5404
18:00	1198	1252	1014	1092	4556
19:00	1095	1129	1113	1020	4357
20:00	1019	1024	1000	943	3986
21:00	792	720	812	748	3072
22:00	717	667	708	654	2746
23:00	551	564	593	590	2298
					86452

	Average				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	401	349	301	290	1341
1:00	249	231	197	196	873
2:00	185	180	145	179	689
3:00	167	163	200	194	724
4:00	198	237	263	308	1006
5:00	339	518	706	798	2361
6:00	841	1127	1253	1198	4419
7:00	1224	1353	1345	1292	5214
8:00	1285	1305	1254	1221	5065
9:00	1037	1101	1144	1037	4319
10:00	946	1108	1061	1099	4214
11:00	1038	1103	1144	1140	4425
12:00	1138	1208	1173	1131	4650
13:00	1209	1194	1196	1225	4824
14:00	1184	1264	1280	1208	4936
15:00	1271	1254	1156	1221	4902
16:00	1092	1128	1209	1259	4688
17:00	1253	1260	1285	1224	5022
18:00	1198	1252	1167	1217	4834
19:00	1232	1181	1119	1028	4560
20:00	985	943	883	847	3658
21:00	777	737	747	702	2963
22:00	635	646	675	630	2586
23:00	551	526	524	469	2070
					84343
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	88560

	Vol	Hour
07:00-09:00 Peak	5315	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5330	16:30

	Vol	Hour
AM Peak	5315	07:15
PM Peak	5330	16:30
Daily Peak	5330	16:30

	Vol	Hour
07:00-09:00 Peak	5275	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4922	18:00

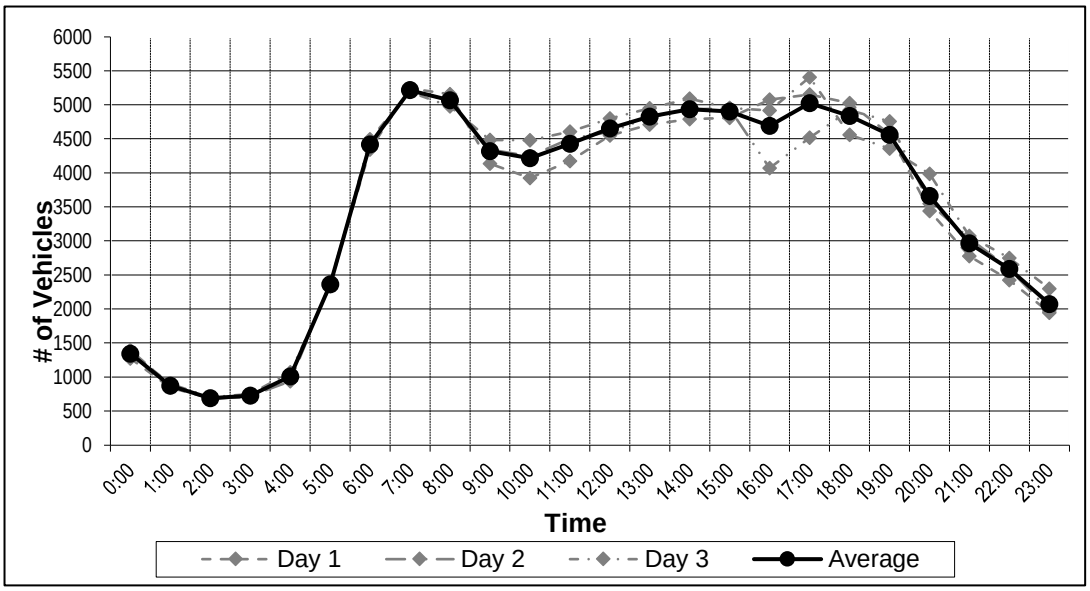
	Vol	Hour
AM Peak	5275	07:15
PM Peak	5062	14:30
Daily Peak	5275	07:15

	Vol	Hour
07:00-09:00 Peak	5234	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5425	16:45

	Vol	Hour
AM Peak	5234	07:15
PM Peak	5425	16:45
Daily Peak	5425	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	5275	07:15	0.97
12:00-14:00 Peak	4824	13:00	0.98
16:00-19:00 Peak	5057	16:45	0.98

	Vol	Hour
AM Peak	5275	07:15
PM Peak	5057	16:45
Daily Peak	5275	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	15430
MD	9:00 am - 4:00 pm	33880
PM	4:00 pm - 7:00 pm	15270
NT	7:00 pm - 6:00 am	23620
AADT	0:00 am - 12:00 pm	88600
		88200
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.38
PM	0.17
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	6.0%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	5.7%

2021-NB Loc 3

SR 9/I-95, N OF GOLDEN GLADES INTERCHANGE, Loc 3e (13.6 and 14.0) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	30	21	14	10	75
1:00	12	10	6	5	33
2:00	6	6	5	8	25
3:00	3	12	7	14	36
4:00	11	3	7	11	32
5:00	11	25	51	51	138
6:00	89	131	196	199	615
7:00	177	247	249	238	911
8:00	250	219	240	202	911
9:00	205	150	166	143	664
10:00	153	153	157	140	603
11:00	145	157	162	154	618
12:00	143	183	192	171	689
13:00	199	173	198	221	791
14:00	152	261	231	224	868
15:00	208	281	210	244	943
16:00	267	239	309	335	1150
17:00	313	325	329	290	1257
18:00	289	290	315	322	1216
19:00	232	193	171	156	752
20:00	123	136	115	112	486
21:00	89	93	71	69	322
22:00	64	68	43	61	236
23:00	52	40	47	34	173
					13544

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	40	26	21	16	103
1:00	16	7	6	12	41
2:00	11	10	8	6	35
3:00	6	9	6	7	28
4:00	11	3	6	11	31
5:00	13	26	32	49	120
6:00	80	122	181	192	575
7:00	182	236	250	248	916
8:00	242	221	237	227	927
9:00	290	150	161	144	745
10:00	160	180	174	153	667
11:00	144	161	164	149	618
12:00	159	163	206	216	744
13:00	174	216	249	314	953
14:00	206	215	252	239	912
15:00	266	286	268	265	1085
16:00	240	267	269	234	1010
17:00	267	247	262	304	1080
18:00	316	361	374	369	1420
19:00	309	303	187	186	985
20:00	133	142	111	115	501
21:00	103	91	81	83	358
22:00	65	65	82	46	258
23:00	51	49	45	30	175
					14287

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	28	28	23	12	91
1:00	14	9	10	7	40
2:00	6	5	5	4	20
3:00	10	4	4	2	20
4:00	5	7	10	10	32
5:00	16	25	38	48	127
6:00	75	123	165	184	547
7:00	187	225	251	257	920
8:00	234	223	234	186	877
9:00	179	176	171	141	667
10:00	146	176	176	167	665
11:00	166	159	184	181	690
12:00	234	212	187	179	812
13:00	175	192	185	184	736
14:00	229	245	197	212	883
15:00	306	275	305	239	1125
16:00	253	281	235	266	1035
17:00	294	321	317	332	1264
18:00	303	326	345	346	1320
19:00	271	248	179	171	869
20:00	128	139	113	110	490
21:00	104	98	116	98	416
22:00	85	65	73	68	291
23:00	48	58	71	65	242
					14179

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	33	25	19	13	90
1:00	14	9	7	8	38
2:00	8	7	6	6	27
3:00	6	8	6	8	28
4:00	9	4	8	11	32
5:00	13	25	40	49	127
6:00	81	125	181	192	579
7:00	182	236	250	248	916
8:00	242	221	237	205	905
9:00	225	159	166	143	693
10:00	153	170	169	153	645
11:00	152	159	170	161	642
12:00	179	186	195	189	749
13:00	183	194	211	240	828
14:00	196	240	227	225	888
15:00	260	281	261	249	1051
16:00	253	262	271	278	1064
17:00	291	298	303	309	1201
18:00	303	326	345	346	1320
19:00	271	248	179	171	869
20:00	128	139	113	112	492
21:00	99	94	89	83	365
22:00	71	66	66	58	261
23:00	50	49	54	43	196
					14006
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	14706

	Vol	Hour
07:00-09:00 Peak	984	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1302	16:45

	Vol	Hour
AM Peak	984	07:15
PM Peak	1302	16:45
Daily Peak	1302	16:45

	Vol	Hour
07:00-09:00 Peak	976	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1420	18:00

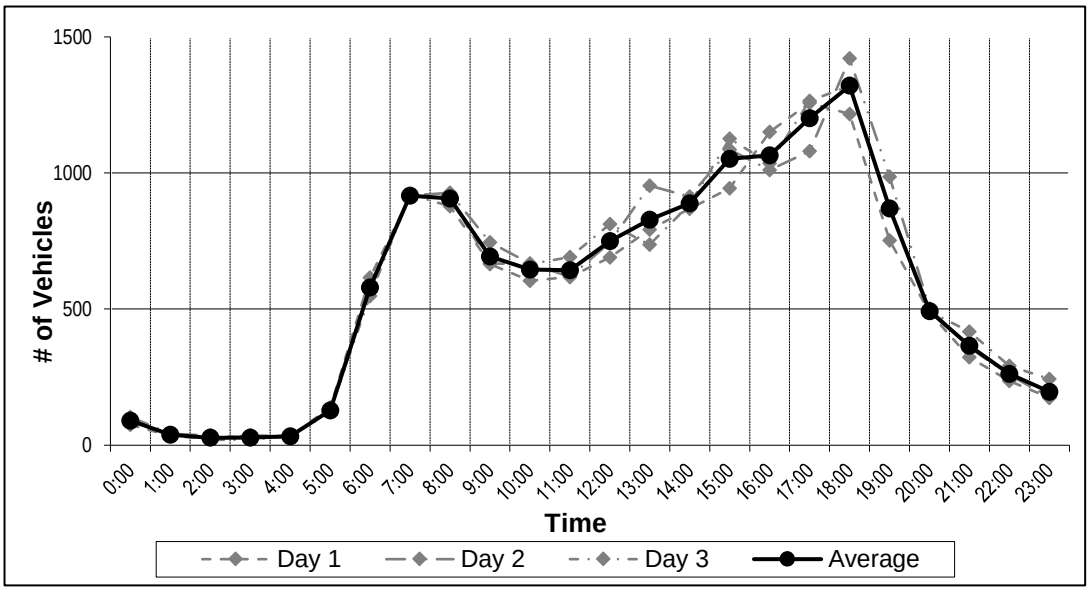
	Vol	Hour
AM Peak	976	07:15
PM Peak	1420	18:00
Daily Peak	1420	18:00

	Vol	Hour
07:00-09:00 Peak	967	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1320	18:00

	Vol	Hour
AM Peak	967	07:15
PM Peak	1320	18:00
Daily Peak	1320	18:00

	Vol	Hour	PHF
06:00-09:00 Peak	976	07:15	0.98
12:00-14:00 Peak	828	13:00	0.86
16:00-19:00 Peak	1320	18:00	0.95

	Vol	Hour
AM Peak	976	07:15
PM Peak	1320	18:00
Daily Peak	1320	18:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	2520
MD	9:00 am - 4:00 pm	5770
PM	4:00 pm - 7:00 pm	3760
NT	7:00 pm - 6:00 am	2630
AADT	0:00 am - 12:00 pm	14700
		14680
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.39
PM	0.26
NT	0.18
AADT	1.00

	K
07:00-09:00 Peak Hour	6.6%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	9.0%

2021-NB Loc 3e

SR 9/I-95, N OF NB OFF-RAMP TO EXP LN, Loc 5 (14.5) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	348	333	253	263	1197
1:00	227	201	191	170	789
2:00	166	160	139	156	621
3:00	162	195	197	170	724
4:00	169	215	267	256	907
5:00	319	470	693	731	2213
6:00	884	1151	1211	1148	4394
7:00	1160	1283	1262	1220	4925
8:00	1214	1188	1200	1137	4739
9:00	1014	960	957	1037	3968
10:00	992	1112	972	924	4000
11:00	941	961	1003	1069	3974
12:00	1017	1100	1083	1087	4287
13:00	1166	1084	1104	1101	4455
14:00	1133	1160	1157	1083	4533
15:00	1026	1165	1268	1221	4680
16:00	1105	1120	1210	1316	4751
17:00	1175	1148	1265	1178	4766
18:00	1121	1234	1171	1199	4725
19:00	1217	1108	1018	1037	4380
20:00	956	858	803	913	3530
21:00	905	860	749	723	3237
22:00	675	649	638	683	2645
23:00	653	569	581	507	2310
					80750

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	508	382	327	291	1508
1:00	261	210	214	190	875
2:00	180	166	126	195	667
3:00	156	179	187	191	713
4:00	178	227	256	268	929
5:00	360	524	669	756	2309
6:00	824	828	1199	1132	3983
7:00	1125	1256	1247	1214	4842
8:00	1177	1216	1165	1013	4571
9:00	769	1046	1142	1017	3974
10:00	950	1022	1046	1082	4100
11:00	1013	1075	1003	1070	4161
12:00	1059	1092	1139	1129	4419
13:00	1136	1156	1135	1134	4561
14:00	1116	1178	1187	1183	4664
15:00	1162	1221	1134	1098	4615
16:00	900	977	1155	1163	4195
17:00	1224	1190	1239	1250	4903
18:00	1311	1291	1319	1300	5221
19:00	1301	1265	1210	1044	4820
20:00	951	894	861	767	3473
21:00	779	781	725	694	2979
22:00	594	641	679	604	2518
23:00	537	524	448	408	1917
					80917

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	365	344	306	284	1299
1:00	231	249	188	198	866
2:00	181	199	138	169	687
3:00	152	190	199	186	727
4:00	198	252	256	341	1047
5:00	322	479	647	770	2218
6:00	839	1038	1186	1115	4178
7:00	1089	1229	1231	1208	4757
8:00	1139	1243	1129	1162	4673
9:00	1075	1028	1038	1135	4276
10:00	1022	1033	1053	1120	4228
11:00	1029	1102	1137	1122	4390
12:00	1132	1205	1152	1060	4549
13:00	1136	1152	1185	1162	4635
14:00	1124	1182	1331	1155	4792
15:00	1157	1108	1153	1138	4556
16:00	1097	1140	1147	1243	4627
17:00	1254	1249	1290	1179	4972
18:00	1216	1263	1122	1198	4799
19:00	1150	1132	1137	1060	4479
20:00	1108	1108	1110	1057	4383
21:00	942	855	980	866	3643
22:00	826	723	754	765	3068
23:00	676	608	630	599	2513
					84362

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	407	353	295	279	1334
1:00	240	220	198	186	844
2:00	176	175	134	173	658
3:00	157	188	194	182	721
4:00	182	231	260	288	961
5:00	334	491	670	752	2247
6:00	849	1006	1199	1132	4186
7:00	1125	1256	1247	1214	4842
8:00	1177	1216	1165	1104	4662
9:00	953	1011	1046	1063	4073
10:00	988	1056	1024	1042	4110
11:00	994	1046	1048	1087	4175
12:00	1069	1132	1125	1092	4418
13:00	1146	1131	1141	1132	4550
14:00	1124	1173	1225	1140	4662
15:00	1115	1165	1185	1152	4617
16:00	1034	1079	1171	1241	4525
17:00	1218	1196	1265	1202	4881
18:00	1216	1263	1204	1232	4915
19:00	1223	1168	1122	1047	4560
20:00	1005	953	925	912	3795
21:00	875	832	818	761	3286
22:00	698	671	690	684	2743
23:00	622	567	553	505	2247
					82012
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	86113

	Vol	Hour
07:00-09:00 Peak	4979	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4904	16:45

	Vol	Hour
AM Peak	4979	07:15
PM Peak	4904	16:45
Daily Peak	4979	07:15

	Vol	Hour
07:00-09:00 Peak	4894	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5221	18:00

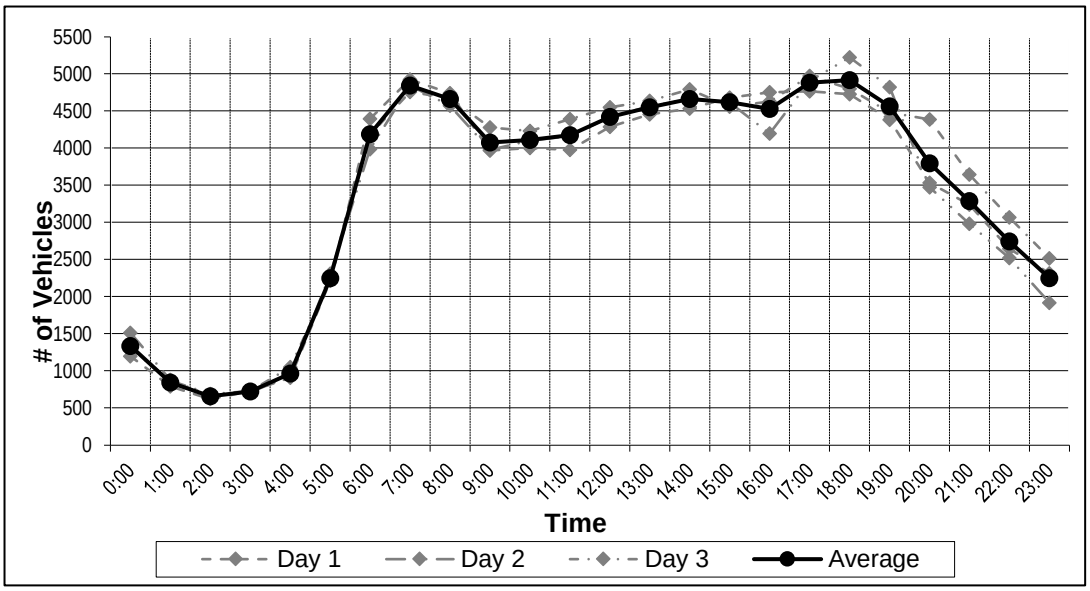
	Vol	Hour
AM Peak	4894	07:15
PM Peak	5221	18:00
Daily Peak	5221	18:00

	Vol	Hour
07:00-09:00 Peak	4821	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5036	16:45

	Vol	Hour
AM Peak	4821	7:30
PM Peak	5036	16:45
Daily Peak	5036	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	4894	07:15	0.97
12:00-14:00 Peak	4550	13:00	0.99
16:00-19:00 Peak	4946	17:30	0.98

	Vol	Hour
AM Peak	4894	07:15
PM Peak	4946	17:30
Daily Peak	4946	17:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	14370
MD	9:00 am - 4:00 pm	32140
PM	4:00 pm - 7:00 pm	15040
NT	7:00 pm - 6:00 am	24230
AADT	0:00 am - 12:00 pm	86100
		85780
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.37
PM	0.18
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.3%
15:00-18:00 Peak Hour	5.7%

2021-NB Loc 5

SR 9/I-95, MIAMIGARDENS DRIVE INTERCHANGE, Loc 6 (14.5 GPoff) - NB

Day 1 Tuesday, September 21, 2021					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	29	28	25	29	111
1:00	20	11	11	14	56
2:00	6	10	6	14	36
3:00	3	27	12	16	58
4:00	8	9	8	21	46
5:00	17	12	20	35	84
6:00	30	48	46	79	203
7:00	92	107	125	159	483
8:00	158	154	163	161	636
9:00	128	113	117	115	473
10:00	104	120	103	126	453
11:00	113	113	118	104	448
12:00	125	121	140	124	510
13:00	140	127	137	133	537
14:00	142	142	126	129	539
15:00	132	151	137	115	535
16:00	102	96	124	133	455
17:00	121	134	80	141	476
18:00	118	136	136	149	539
19:00	140	122	117	102	481
20:00	104	98	83	82	367
21:00	73	66	61	67	267
22:00	52	54	41	58	205
23:00	51	45	60	34	190
					8188

Day 2 Wednesday, September 22, 2021					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	36	25	25	22	108
1:00	30	21	19	8	78
2:00	13	17	8	19	57
3:00	12	16	9	14	51
4:00	11	13	13	13	50
5:00	13	11	18	42	84
6:00	39	83	49	87	258
7:00	90	109	137	158	494
8:00	156	155	157	166	634
9:00	142	111	140	135	528
10:00	116	104	102	116	438
11:00	106	121	93	123	443
12:00	118	117	135	135	505
13:00	116	127	135	136	514
14:00	110	142	123	142	517
15:00	123	155	139	122	539
16:00	97	93	94	116	400
17:00	110	110	128	90	438
18:00	117	113	99	107	436
19:00	120	120	141	103	484
20:00	105	100	98	84	387
21:00	77	78	62	70	287
22:00	70	63	59	45	237
23:00	56	49	52	41	198
					8165

Day 3 Thursday, September 23, 2021					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	40	24	22	23	109
1:00	22	16	14	12	64
2:00	13	10	7	16	46
3:00	10	17	9	14	50
4:00	11	12	13	19	55
5:00	10	20	26	39	95
6:00	28	45	64	95	232
7:00	88	111	148	157	504
8:00	153	155	150	171	629
9:00	155	114	149	156	574
10:00	113	109	103	119	444
11:00	111	120	117	145	493
12:00	138	144	113	119	514
13:00	137	152	153	139	581
14:00	138	151	161	146	596
15:00	162	146	135	144	587
16:00	122	123	140	132	517
17:00	159	128	155	134	576
18:00	118	125	120	117	480
19:00	101	92	112	94	399
20:00	102	89	102	99	392
21:00	80	74	73	69	296
22:00	64	58	58	68	248
23:00	58	46	51	57	212
					8693

Average					
Start Time	Quarter Hour (15 min) 1st	2nd	3rd	4th	Hour Total
0:00	35	26	24	25	110
1:00	24	16	15	11	66
2:00	11	12	7	16	46
3:00	8	20	10	15	53
4:00	10	11	11	18	50
5:00	13	14	21	39	87
6:00	32	59	53	87	231
7:00	90	109	137	158	494
8:00	156	155	157	166	634
9:00	142	113	135	135	525
10:00	111	111	103	120	445
11:00	110	118	109	124	461
12:00	127	127	129	126	509
13:00	131	135	142	136	544
14:00	130	145	137	139	551
15:00	139	151	137	127	554
16:00	107	104	119	127	457
17:00	130	124	121	122	497
18:00	118	125	118	124	485
19:00	120	111	123	100	454
20:00	104	96	94	88	382
21:00	77	73	65	69	284
22:00	62	58	53	57	230
23:00	55	47	54	44	200
					8349
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	8766

	Vol	Hour
07:00-09:00 Peak	636	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	539	18:00

	Vol	Hour
AM Peak	636	08:00
PM Peak	561	18:15
Daily Peak	636	08:00

	Vol	Hour
07:00-09:00 Peak	634	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	464	16:45

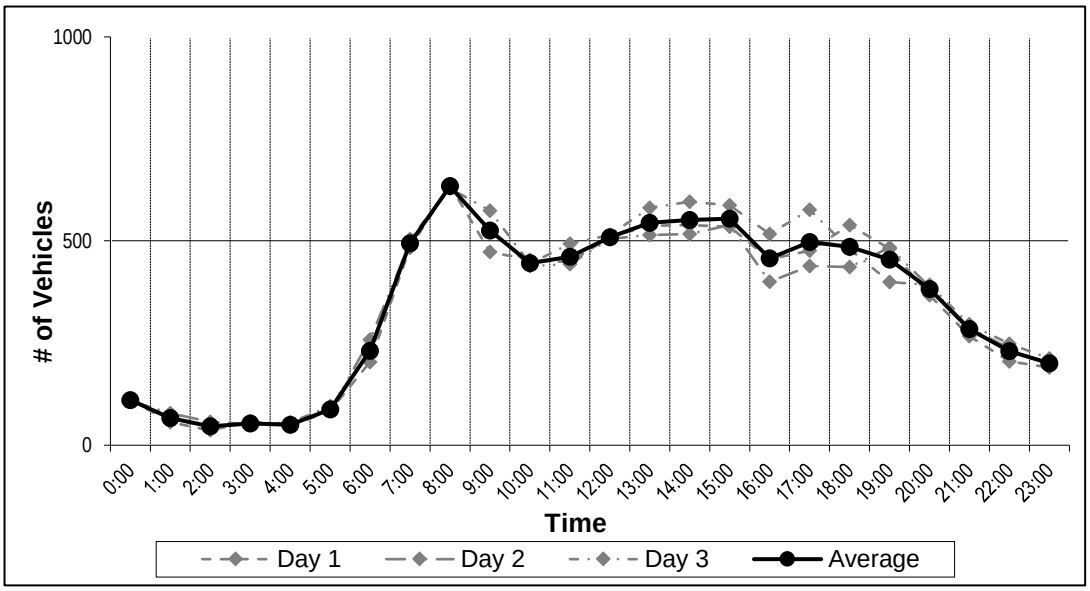
	Vol	Hour
AM Peak	634	08:00
PM Peak	559	14:45
Daily Peak	634	08:00

	Vol	Hour
07:00-09:00 Peak	629	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	576	17:00

	Vol	Hour
AM Peak	631	08:15
PM Peak	620	14:15
Daily Peak	631	08:15

	Vol	Hour	PHF
06:00-09:00 Peak	634	08:00	0.95
12:00-14:00 Peak	544	13:00	0.96
16:00-19:00 Peak	502	16:45	0.97

	Vol	Hour
AM Peak	634	08:00
PM Peak	566	14:30
Daily Peak	634	08:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	1430
MD	9:00 am - 4:00 pm	3770
PM	4:00 pm - 7:00 pm	1510
NT	7:00 pm - 6:00 am	2040
AADT	0:00 am - 12:00 pm	8800
		8750
	FDOT 2019 AADT	

Distribution	
AM	0.16
MD	0.43
PM	0.17
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	7.2%
12:00-14:00 Peak Hour	6.2%
15:00-18:00 Peak Hour	5.7%

2021-NB Loc 6

SR 9/I-95, MIAMI GARDENS DRIVE INTERCHANGE BTWN NB RAMPS, Loc 7 (14.6) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	314	304	226	232	1076
1:00	205	190	177	155	727
2:00	164	148	133	143	588
3:00	161	127	161	156	605
4:00	158	198	252	262	870
5:00	296	445	666	683	2090
6:00	714	954	1058	1019	3745
7:00	981	1131	1112	1045	4269
8:00	1019	967	974	940	3900
9:00	865	830	815	895	3405
10:00	851	957	828	790	3426
11:00	801	809	851	954	3415
12:00	876	974	909	952	3711
13:00	1017	934	956	974	3881
14:00	962	995	1025	937	3919
15:00	881	997	899	1030	3807
16:00	928	1001	1067	1157	4153
17:00	1034	1062	1089	1008	4193
18:00	974	1065	1014	1027	4080
19:00	1073	980	882	909	3844
20:00	851	738	686	663	2938
21:00	644	589	567	538	2338
22:00	525	527	566	508	2126
23:00	464	407	431	353	1655
					68761

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	349	301	246	237	1133
1:00	208	172	176	175	731
2:00	159	147	115	167	588
3:00	136	154	173	170	633
4:00	161	207	229	249	846
5:00	335	482	625	676	2118
6:00	764	960	1095	992	3811
7:00	979	1031	1092	1028	4130
8:00	927	948	963	944	3782
9:00	859	947	963	833	3602
10:00	778	854	918	924	3474
11:00	837	910	834	925	3506
12:00	877	932	979	980	3768
13:00	997	996	1004	986	3983
14:00	977	991	1019	1015	4002
15:00	1014	1049	998	947	4008
16:00	838	765	914	868	3385
17:00	922	875	938	954	3689
18:00	985	995	1031	996	4007
19:00	1054	1026	978	899	3957
20:00	790	753	738	644	2925
21:00	674	684	653	608	2619
22:00	492	570	604	529	2195
23:00	480	460	387	370	1697
					68589

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	316	321	290	259	1186
1:00	222	225	168	178	793
2:00	163	184	131	149	627
3:00	140	178	190	177	685
4:00	190	242	236	329	997
5:00	308	470	613	723	2114
6:00	786	965	1132	964	3847
7:00	976	931	1072	1010	3989
8:00	834	928	951	947	3660
9:00	889	884	883	976	3632
10:00	880	902	936	980	3698
11:00	897	971	980	960	3808
12:00	990	1025	1043	915	3973
13:00	991	979	975	1023	3968
14:00	950	1024	1135	987	4096
15:00	973	944	1017	969	3903
16:00	939	991	996	1104	4030
17:00	1080	1113	1122	980	4295
18:00	980	1030	904	941	3855
19:00	914	937	889	801	3541
20:00	830	834	812	764	3240
21:00	686	606	693	644	2629
22:00	615	570	607	555	2347
23:00	468	473	519	516	1976
					70889

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	326	309	254	243	1132
1:00	212	196	174	169	751
2:00	162	160	126	153	601
3:00	146	153	175	168	642
4:00	170	216	239	280	905
5:00	313	466	635	694	2108
6:00	755	960	1095	992	3802
7:00	979	1031	1092	1028	4130
8:00	927	948	963	944	3782
9:00	871	887	887	901	3546
10:00	836	904	894	898	3532
11:00	845	897	888	946	3576
12:00	914	977	977	949	3817
13:00	1002	970	978	994	3944
14:00	963	1003	1060	980	4006
15:00	956	997	971	982	3906
16:00	902	919	992	1043	3856
17:00	1012	1017	1050	981	4060
18:00	980	1030	983	988	3981
19:00	1014	981	916	870	3781
20:00	824	775	745	690	3034
21:00	668	626	638	597	2529
22:00	544	556	592	531	2223
23:00	471	447	446	413	1777
					69421

Seasonal Factor (SF)	1.05
Weekly Axle Factor (WAF)	1.00
Calculated AADT	72892

	Vol	Hour
07:00-09:00 Peak	4307	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4342	16:45

	Vol	Hour
AM Peak	4307	07:15
PM Peak	4342	16:45
Daily Peak	4342	16:45

	Vol	Hour
07:00-09:00 Peak	4130	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4007	18:00

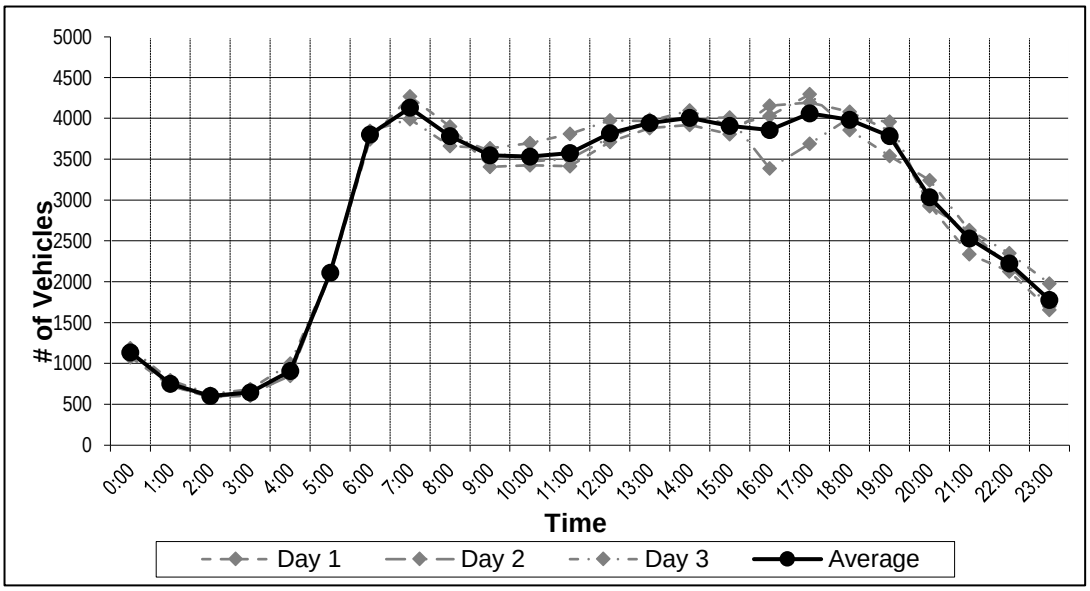
	Vol	Hour
AM Peak	4130	07:00
PM Peak	4107	18:30
Daily Peak	4130	07:00

	Vol	Hour
07:00-09:00 Peak	4037	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4419	16:45

	Vol	Hour
AM Peak	4037	06:15
PM Peak	4419	16:45
Daily Peak	4419	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	4130	07:00	0.95
12:00-14:00 Peak	3944	13:00	0.98
16:00-19:00 Peak	4122	16:45	0.98

	Vol	Hour
AM Peak	4130	07:00
PM Peak	4122	16:45
Daily Peak	4130	07:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	12300
MD	9:00 am - 4:00 pm	27640
PM	4:00 pm - 7:00 pm	12490
NT	7:00 pm - 6:00 am	20150
AADT	0:00 am - 12:00 pm	72900
		72580

FDOT 2019 AADT

Distribution	
AM	0.17
MD	0.38
PM	0.17
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	5.7%

2021-NB Loc 7

SR 9/I-95, N OF MIAMI GARDENS DRIVE INTERCHANGE, Loc 9 (14.9) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	369	362	263	270	1264
1:00	242	221	207	171	841
2:00	187	171	152	158	668
3:00	185	155	213	165	718
4:00	189	231	312	302	1034
5:00	331	523	766	768	2388
6:00	850	1097	1257	1243	4447
7:00	1222	1377	1334	1278	5211
8:00	1265	1202	1253	1183	4903
9:00	1047	1026	962	1100	4135
10:00	1044	1155	1015	963	4177
11:00	938	986	1045	1073	4042
12:00	1066	1120	1088	1150	4424
13:00	1208	1160	1164	1185	4717
14:00	1174	1238	1259	1179	4850
15:00	1113	1236	1142	1277	4768
16:00	1206	1277	1350	1431	5264
17:00	1337	1397	1339	1258	5331
18:00	1257	1340	1262	1247	5106
19:00	1238	1190	1064	1081	4573
20:00	1000	862	777	752	3391
21:00	753	708	691	640	2792
22:00	605	622	671	600	2498
23:00	546	472	458	411	1887
					83429

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	415	346	293	283	1337
1:00	234	198	194	201	827
2:00	203	174	148	189	714
3:00	163	176	206	204	749
4:00	180	252	278	285	995
5:00	395	560	740	815	2510
6:00	863	1119	1272	1228	4482
7:00	1214	1339	1341	1282	5176
8:00	1202	1237	1225	1172	4836
9:00	1070	1072	1171	1053	4366
10:00	926	1038	1073	1114	4151
11:00	975	1127	1045	973	4120
12:00	1064	1087	1194	1163	4508
13:00	1178	1192	1276	1163	4809
14:00	1230	1280	1343	1289	5142
15:00	1306	1271	1256	1226	5059
16:00	1121	1073	1180	1104	4478
17:00	1183	1182	1157	1210	4732
18:00	1244	1244	1242	1227	4957
19:00	1238	1206	1165	1069	4678
20:00	956	907	892	769	3524
21:00	805	812	807	703	3127
22:00	608	661	710	610	2589
23:00	541	532	465	428	1966
					83832

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	388	360	332	296	1376
1:00	244	262	202	211	919
2:00	190	209	153	169	721
3:00	164	201	225	213	803
4:00	214	271	289	368	1142
5:00	362	535	721	819	2437
6:00	912	1140	1286	1213	4551
7:00	1206	1301	1347	1286	5140
8:00	1138	1272	1197	1161	4768
9:00	1092	1117	1051	1168	4428
10:00	1071	1133	1110	1180	4494
11:00	1057	1154	1218	1104	4533
12:00	1160	1221	1256	1081	4718
13:00	1186	1213	1273	1229	4901
14:00	1183	1270	1422	1306	5181
15:00	1241	1201	1279	1267	4988
16:00	1230	1281	1286	1411	5208
17:00	1366	1446	1387	1257	5456
18:00	1251	1292	1154	1145	4842
19:00	1135	1136	1113	974	4358
20:00	1018	981	964	900	3863
21:00	812	760	811	743	3126
22:00	723	653	713	650	2739
23:00	525	548	613	550	2236
					86928

	Average				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	391	356	296	283	1326
1:00	240	227	201	194	862
2:00	193	185	151	172	701
3:00	171	177	215	194	757
4:00	194	251	293	318	1056
5:00	363	539	742	801	2445
6:00	875	1119	1272	1228	4494
7:00	1214	1339	1341	1282	5176
8:00	1202	1237	1225	1172	4836
9:00	1070	1072	1061	1107	4310
10:00	1014	1109	1066	1086	4275
11:00	990	1089	1103	1050	4232
12:00	1097	1143	1179	1131	4550
13:00	1191	1188	1238	1192	4809
14:00	1196	1263	1341	1258	5058
15:00	1220	1236	1226	1257	4939
16:00	1186	1210	1272	1315	4983
17:00	1295	1342	1294	1242	5173
18:00	1251	1292	1219	1206	4968
19:00	1204	1177	1114	1041	4536
20:00	991	917	878	807	3593
21:00	790	760	770	695	3015
22:00	645	645	698	620	2608
23:00	537	517	512	463	2029
					84731

Seasonal Factor (SF)	1.05
Weekly Axle Factor (WAF)	1.00
Calculated AADT	88968

	Vol	Hour
07:00-09:00 Peak	5254	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5515	16:30

	Vol	Hour
AM Peak	5254	07:15
PM Peak	5515	16:30
Daily Peak	5515	16:30

	Vol	Hour
07:00-09:00 Peak	5176	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4957	18:00

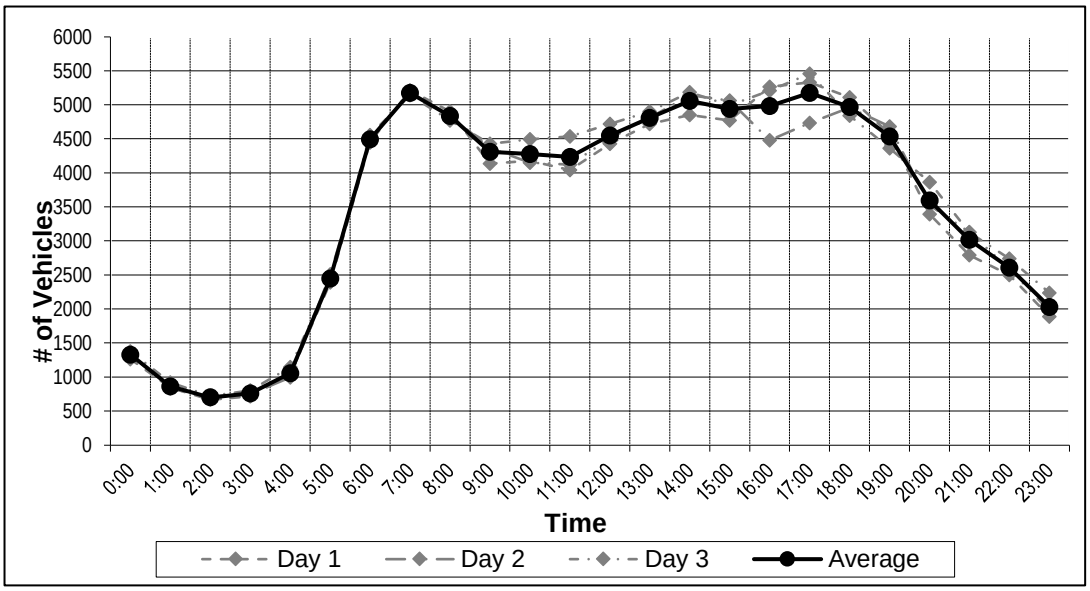
	Vol	Hour
AM Peak	5176	07:00
PM Peak	5218	14:15
Daily Peak	5218	14:15

	Vol	Hour
07:00-09:00 Peak	5140	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5610	16:45

	Vol	Hour
AM Peak	5140	07:00
PM Peak	5610	16:45
Daily Peak	5610	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	5176	07:00	0.96
12:00-14:00 Peak	4809	13:00	0.97
16:00-19:00 Peak	5246	16:45	0.98

	Vol	Hour
AM Peak	5176	07:00
PM Peak	5246	16:45
Daily Peak	5246	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	15230
MD	9:00 am - 4:00 pm	33780
PM	4:00 pm - 7:00 pm	15880
NT	7:00 pm - 6:00 am	23720
AADT	0:00 am - 12:00 pm	89000
		88610
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.38
PM	0.18
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	5.8%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	5.9%

2021-NB Loc 9

SR 9/I-95, N OF MIAMI GARDENS DRIVE INTERCHANGE, Loc 9e (14.5, 14.6, & 14.9) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	35	24	14	17	90
1:00	13	13	6	7	39
2:00	8	4	3	9	24
3:00	3	8	4	6	21
4:00	6	1	9	13	29
5:00	12	37	83	92	224
6:00	151	231	291	309	982
7:00	287	363	375	379	1404
8:00	356	316	382	313	1367
9:00	266	231	219	213	929
10:00	219	255	210	190	874
11:00	201	216	225	232	874
12:00	199	263	261	255	978
13:00	249	240	269	286	1044
14:00	202	326	309	287	1124
15:00	309	402	354	400	1465
16:00	373	329	477	499	1678
17:00	429	438	359	428	1654
18:00	371	397	419	440	1627
19:00	370	269	224	192	1055
20:00	156	163	161	142	622
21:00	104	111	92	83	390
22:00	76	81	61	73	291
23:00	63	47	50	31	191
					18976

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	48	23	22	17	110
1:00	18	9	7	10	44
2:00	8	9	5	6	28
3:00	6	9	5	3	23
4:00	10	1	7	9	27
5:00	21	46	60	85	212
6:00	132	266	245	294	937
7:00	288	343	379	374	1384
8:00	335	317	357	415	1424
9:00	313	317	246	213	1089
10:00	231	236	247	243	957
11:00	188	211	263	235	897
12:00	205	222	291	275	993
13:00	234	286	261	299	1080
14:00	258	302	320	323	1203
15:00	348	398	369	356	1471
16:00	368	366	403	343	1480
17:00	366	347	387	433	1533
18:00	434	482	521	517	1954
19:00	473	462	279	249	1463
20:00	184	176	151	162	673
21:00	118	118	111	107	454
22:00	83	82	110	73	348
23:00	66	51	65	36	218
					20002

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	35	30	28	17	110
1:00	17	11	14	10	52
2:00	7	6	4	4	21
3:00	8	5	5	2	20
4:00	5	9	11	15	40
5:00	14	49	65	82	210
6:00	126	207	272	279	884
7:00	289	322	382	369	1362
8:00	313	317	332	290	1252
9:00	261	235	240	212	948
10:00	206	243	235	236	920
11:00	228	247	246	242	963
12:00	252	267	260	225	1004
13:00	237	261	279	289	1066
14:00	311	324	298	290	1223
15:00	393	406	393	340	1532
16:00	350	382	341	344	1417
17:00	406	437	437	417	1697
18:00	403	440	344	337	1524
19:00	282	289	160	111	842
20:00	110	86	190	185	571
21:00	146	133	150	126	555
22:00	119	88	88	85	380
23:00	58	60	70	76	264
					18857

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	39	26	21	17	103
1:00	16	11	9	9	45
2:00	8	6	4	6	24
3:00	6	7	5	4	22
4:00	7	4	9	12	32
5:00	16	44	69	86	215
6:00	136	235	269	294	934
7:00	288	343	379	374	1384
8:00	335	317	357	339	1348
9:00	280	261	235	213	989
10:00	219	245	231	223	918
11:00	206	225	245	236	912
12:00	219	251	271	252	993
13:00	240	262	270	291	1063
14:00	257	317	309	300	1183
15:00	350	402	372	365	1489
16:00	364	359	407	395	1525
17:00	400	407	394	426	1627
18:00	403	440	428	431	1702
19:00	375	340	221	184	1120
20:00	150	142	167	163	622
21:00	123	121	118	105	467
22:00	93	84	86	77	340
23:00	62	53	62	48	225
					19282
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	20246

	Vol	Hour
07:00-09:00 Peak	1473	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1843	16:30

	Vol	Hour
AM Peak	1473	07:15
PM Peak	1843	16:30
Daily Peak	1843	16:30

	Vol	Hour
07:00-09:00 Peak	1431	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1954	18:00

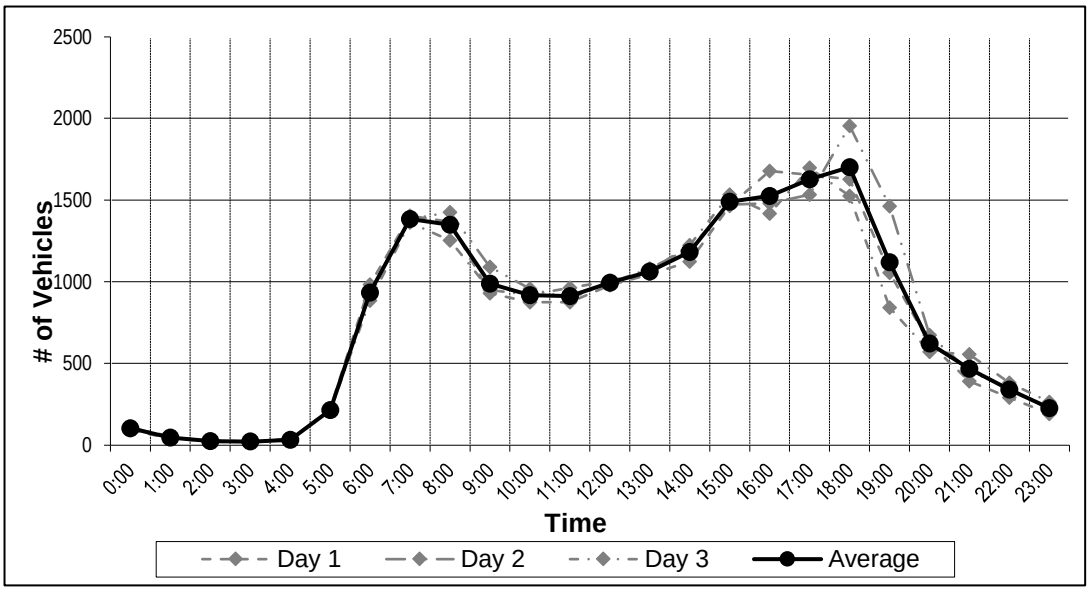
	Vol	Hour
AM Peak	1431	07:15
PM Peak	1993	18:15
Daily Peak	1993	18:15

	Vol	Hour
07:00-09:00 Peak	1386	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1697	17:00

	Vol	Hour
AM Peak	1386	07:15
PM Peak	1697	17:00
Daily Peak	1697	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	1431	07:15	0.94
12:00-14:00 Peak	1063	13:00	0.91
16:00-19:00 Peak	1702	18:00	0.97

	Vol	Hour
AM Peak	1431	07:15
PM Peak	1702	18:00
Daily Peak	1702	18:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	3850
MD	9:00 am - 4:00 pm	7920
PM	4:00 pm - 7:00 pm	5100
NT	7:00 pm - 6:00 am	3350
AADT	0:00 am - 12:00 pm	20200
		20220
	FDOT 2019 AADT	

Distribution	
AM	0.19
MD	0.39
PM	0.25
NT	0.17
AADT	1.00

	K
07:00-09:00 Peak Hour	7.1%
12:00-14:00 Peak Hour	5.3%
15:00-18:00 Peak Hour	8.4%

2021-NB Loc 9e

SR 9/I-95, S OF IVES DAIRY ROAD INTERCHANGE, Loc 11 (15.2, 15.6, & 15.9) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	392	373	272	285	1322
1:00	241	235	205	174	855
2:00	182	187	147	170	686
3:00	184	165	213	170	732
4:00	185	240	306	311	1042
5:00	327	527	771	811	2436
6:00	853	1133	1358	1371	4715
7:00	1315	1487	1503	1409	5714
8:00	1390	1303	1348	1319	5360
9:00	1200	1110	1049	1094	4453
10:00	1068	1247	1112	1038	4465
11:00	1003	1067	1142	1171	4383
12:00	1148	1192	1197	1229	4766
13:00	1290	1260	1288	1304	5142
14:00	1244	1356	1381	1301	5282
15:00	1289	1400	1251	1421	5361
16:00	1385	1396	1540	1606	5927
17:00	1551	1568	1522	1429	6070
18:00	1410	1471	1438	1435	5754
19:00	1388	1322	1138	1167	5015
20:00	1088	955	858	814	3715
21:00	797	761	706	692	2956
22:00	649	648	714	632	2643
23:00	611	482	493	416	2002
					90796

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	446	343	309	292	1390
1:00	237	211	198	214	860
2:00	205	184	152	183	724
3:00	174	178	210	213	775
4:00	192	249	291	288	1020
5:00	381	567	756	815	2519
6:00	900	1154	1368	1347	4769
7:00	1327	1462	1490	1411	5690
8:00	1382	1354	1357	1318	5411
9:00	1124	1436	1353	1134	5047
10:00	1019	1131	1165	1218	4533
11:00	1065	1186	1181	1060	4492
12:00	1146	1195	1284	1270	4895
13:00	1269	1296	1399	1276	5240
14:00	1347	1415	1442	1404	5608
15:00	1452	1446	1390	1388	5676
16:00	1024	1121	1376	1322	4843
17:00	1323	1360	1332	1384	5399
18:00	1450	1477	1479	1427	5833
19:00	1435	1394	1326	1136	5291
20:00	1035	1024	945	829	3833
21:00	889	846	823	696	3254
22:00	644	694	760	643	2741
23:00	572	579	521	440	2112
					91955

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	414	382	343	314	1453
1:00	253	265	214	217	949
2:00	191	205	163	172	731
3:00	167	193	238	211	809
4:00	220	273	287	381	1161
5:00	362	535	714	849	2460
6:00	947	1175	1377	1322	4821
7:00	1339	1437	1476	1413	5665
8:00	1374	1405	1365	1304	5448
9:00	1227	1200	1150	1248	4825
10:00	1159	1214	1201	1237	4811
11:00	1163	1252	1302	1246	4963
12:00	1253	1307	1369	1167	5096
13:00	1269	1299	1366	1387	5321
14:00	1295	1405	1536	1445	5681
15:00	1394	1354	1421	1419	5588
16:00	1381	1412	1474	1727	5994
17:00	1763	1779	1575	1304	6421
18:00	1430	1474	1459	1162	5525
19:00	1180	1161	1179	1031	4551
20:00	1059	1034	1034	1006	4133
21:00	908	823	882	819	3432
22:00	764	699	757	675	2895
23:00	579	577	629	590	2375
					95108

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	417	366	308	297	1388
1:00	244	237	206	202	889
2:00	193	192	154	175	714
3:00	175	179	220	198	772
4:00	199	254	295	327	1075
5:00	357	543	747	825	2472
6:00	900	1154	1368	1347	4769
7:00	1327	1462	1490	1411	5690
8:00	1382	1354	1357	1314	5407
9:00	1184	1249	1184	1159	4776
10:00	1082	1197	1159	1164	4602
11:00	1077	1168	1208	1159	4612
12:00	1182	1231	1283	1222	4918
13:00	1276	1285	1351	1322	5234
14:00	1295	1392	1453	1383	5523
15:00	1378	1400	1354	1409	5541
16:00	1263	1310	1463	1552	5588
17:00	1546	1569	1476	1372	5963
18:00	1430	1474	1459	1341	5704
19:00	1334	1292	1214	1111	4951
20:00	1061	1004	946	883	3894
21:00	865	810	804	736	3215
22:00	686	680	744	650	2760
23:00	587	546	548	482	2163
					92620
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	97251

	Vol	Hour
07:00-09:00 Peak	5789	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	6265	16:30

	Vol	Hour
AM Peak	5789	07:15
PM Peak	6265	16:30
Daily Peak	6265	16:30

	Vol	Hour
07:00-09:00 Peak	5745	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5833	18:00

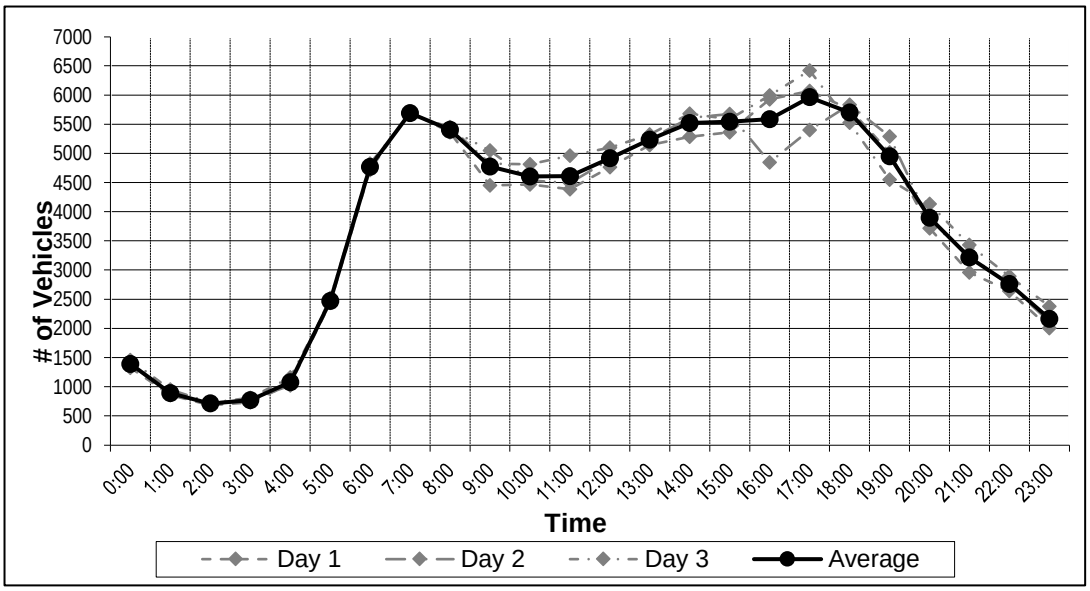
	Vol	Hour
AM Peak	5745	07:15
PM Peak	5833	18:00
Daily Peak	5833	18:00

	Vol	Hour
07:00-09:00 Peak	5700	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	6844	16:45

	Vol	Hour
AM Peak	5700	07:15
PM Peak	6844	16:45
Daily Peak	6844	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	5745	07:15	0.96
12:00-14:00 Peak	5234	13:00	0.97
16:00-19:00 Peak	6143	16:45	0.98

	Vol	Hour
AM Peak	5745	07:15
PM Peak	6143	16:45
Daily Peak	6143	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	16660
MD	9:00 am - 4:00 pm	36970
PM	4:00 pm - 7:00 pm	18120
NT	7:00 pm - 6:00 am	25140
AADT	0:00 am - 12:00 pm	97300
		96890
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.38
PM	0.19
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.9%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	6.3%

2021-NB Loc 11

SR 9/I-95, IVES DAIRY ROAD INTERCHANGE NB OFF-RAMP, Loc 12 (15.9 GPoff) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	52	69	43	34	198
1:00	42	37	21	15	115
2:00	25	20	26	25	96
3:00	19	11	11	13	54
4:00	9	29	22	33	93
5:00	33	39	74	105	251
6:00	94	142	187	271	694
7:00	248	277	315	283	1123
8:00	256	248	259	226	989
9:00	218	184	200	195	797
10:00	183	257	203	212	855
11:00	186	185	234	222	827
12:00	228	216	239	244	927
13:00	247	225	246	282	1000
14:00	225	281	294	289	1089
15:00	241	230	208	264	943
16:00	219	237	296	283	1035
17:00	238	235	255	226	954
18:00	246	225	147	267	885
19:00	269	260	211	243	983
20:00	212	197	160	155	724
21:00	149	129	133	116	527
22:00	89	104	135	103	431
23:00	118	83	101	71	373
					15963

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	89	38	38	37	202
1:00	28	26	22	28	104
2:00	30	23	18	26	97
3:00	19	15	16	18	68
4:00	17	17	24	27	85
5:00	38	49	69	91	247
6:00	95	136	207	245	683
7:00	244	268	295	287	1094
8:00	261	268	250	212	991
9:00	195	235	248	259	937
10:00	215	202	228	233	878
11:00	201	226	241	218	886
12:00	191	230	235	251	907
13:00	225	245	309	275	1054
14:00	254	277	220	204	955
15:00	243	246	238	243	970
16:00	238	240	238	235	951
17:00	196	238	249	216	899
18:00	278	268	290	246	1082
19:00	231	233	231	201	896
20:00	215	196	170	170	751
21:00	165	148	136	106	555
22:00	111	128	127	108	474
23:00	95	111	86	77	369
					16135

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	69	63	57	41	230
1:00	33	40	24	33	130
2:00	36	21	27	19	103
3:00	17	24	16	29	86
4:00	24	18	18	42	102
5:00	21	42	65	95	223
6:00	95	129	226	219	669
7:00	239	259	275	291	1064
8:00	266	288	240	244	1038
9:00	222	202	211	224	859
10:00	211	257	238	229	935
11:00	228	243	241	224	936
12:00	230	240	286	240	996
13:00	184	213	249	299	945
14:00	274	260	281	290	1105
15:00	262	213	226	233	934
16:00	256	242	257	263	1018
17:00	278	315	309	259	1161
18:00	262	247	219	217	945
19:00	244	155	197	192	788
20:00	200	193	190	174	757
21:00	175	148	157	141	621
22:00	129	119	124	129	501
23:00	83	106	119	92	400
					16546

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	70	57	46	37	210
1:00	34	34	22	25	115
2:00	30	21	24	23	98
3:00	18	17	14	20	69
4:00	17	21	21	34	93
5:00	31	43	69	97	240
6:00	95	136	207	245	683
7:00	244	268	295	287	1094
8:00	261	268	250	227	1006
9:00	212	207	220	226	865
10:00	203	239	223	225	890
11:00	205	218	239	221	883
12:00	216	229	253	245	943
13:00	219	228	268	285	1000
14:00	251	273	265	261	1050
15:00	249	230	224	247	950
16:00	238	240	264	260	1002
17:00	237	263	271	234	1005
18:00	262	247	219	243	971
19:00	248	216	213	212	889
20:00	209	195	173	166	743
21:00	163	142	142	121	568
22:00	110	117	129	113	469
23:00	99	100	102	80	381
					16217

Seasonal Factor (SF)	1.05
Weekly Axle Factor (WAF)	1.00
Calculated AADT	17028

	Vol	Hour
07:00-09:00 Peak	1131	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1054	16:15

	Vol	Hour
07:00-09:00 Peak	1111	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1082	18:00

	Vol	Hour
07:00-09:00 Peak	1120	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1165	16:45

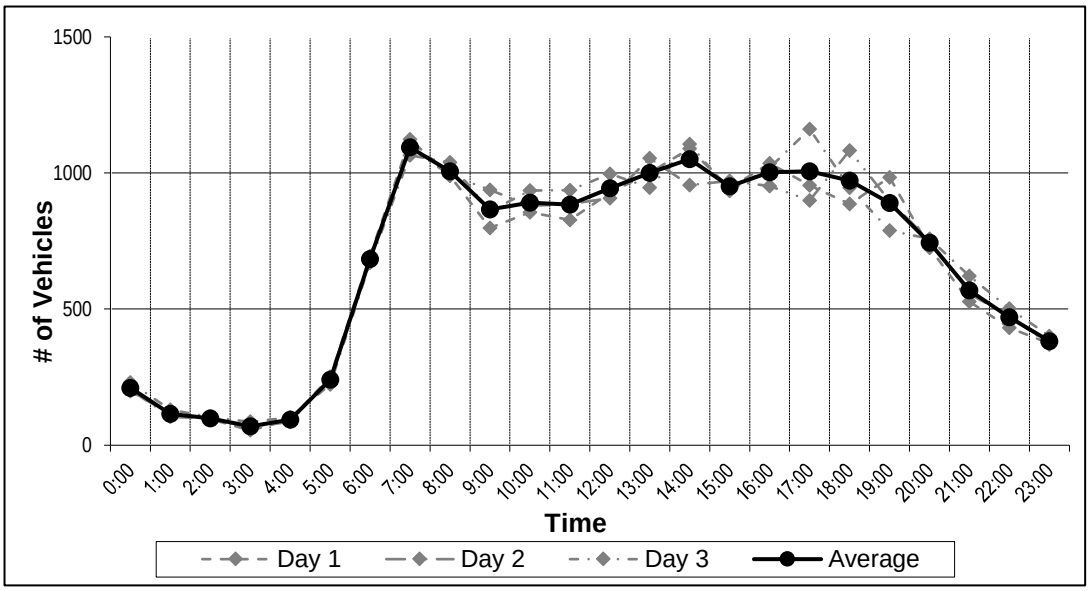
	Vol	Hour	PHF
06:00-09:00 Peak	1111	07:15	0.94
12:00-14:00 Peak	1000	13:00	0.88
16:00-19:00 Peak	1031	16:45	0.95

	Vol	Hour
AM Peak	1131	07:15
PM Peak	1105	14:15
Daily Peak	1131	07:15

	Vol	Hour
AM Peak	1111	07:15
PM Peak	1115	13:30
Daily Peak	1115	13:30

	Vol	Hour
AM Peak	1120	7:30
PM Peak	1165	16:45
Daily Peak	1165	16:45

	Vol	Hour
AM Peak	1111	07:15
PM Peak	1077	13:30
Daily Peak	1111	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	2920
MD	9:00 am - 4:00 pm	6910
PM	4:00 pm - 7:00 pm	3130
NT	7:00 pm - 6:00 am	4030
AADT	0:00 am - 12:00 pm	17000
		16990

FDOT 2019 AADT

Distribution	
AM	0.17
MD	0.41
PM	0.18
NT	0.24
AADT	1.00

	K
07:00-09:00 Peak Hour	6.5%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	6.1%

2021-NB Loc 12

SR 9/I-95, IVES DAIRY ROAD INTERCHANGE, Loc 13 (16.3 & 16.7) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	333	299	221	262	1115
1:00	194	196	189	151	730
2:00	155	166	124	146	591
3:00	167	149	202	158	676
4:00	169	218	272	273	932
5:00	296	464	673	713	2146
6:00	750	949	1163	1047	3909
7:00	1054	1172	1183	1092	4501
8:00	1127	1018	1066	1062	4273
9:00	960	939	822	849	3570
10:00	851	1002	855	822	3530
11:00	791	849	899	936	3475
12:00	897	948	922	950	3717
13:00	1012	1000	1023	973	4008
14:00	1000	1045	1022	970	4037
15:00	1026	1147	1137	1096	4406
16:00	1090	1111	1217	1267	4685
17:00	1248	1246	1205	1195	4894
18:00	1141	1149	1201	1146	4637
19:00	1091	1021	906	900	3918
20:00	876	729	701	665	2971
21:00	657	600	579	568	2404
22:00	545	559	579	503	2186
23:00	510	386	381	361	1638
					72949

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	353	302	273	240	1168
1:00	199	187	175	176	737
2:00	173	164	136	150	623
3:00	154	156	185	194	689
4:00	168	228	264	246	906
5:00	359	514	663	729	2265
6:00	798	978	1147	1060	3983
7:00	1052	1162	1168	1105	4487
8:00	1088	1020	1090	1053	4251
9:00	798	1057	1082	854	3791
10:00	808	883	922	943	3556
11:00	853	928	911	849	3541
12:00	914	942	1022	988	3866
13:00	1019	997	1031	946	3993
14:00	1070	1102	1132	1142	4446
15:00	1159	1184	1120	1107	4570
16:00	1090	1127	1191	1332	4740
17:00	1332	1309	1220	1095	4956
18:00	590	1127	1136	1089	3942
19:00	1142	1138	1074	913	4267
20:00	816	839	734	676	3065
21:00	701	664	733	584	2682
22:00	527	568	611	525	2231
23:00	483	461	434	363	1741
					74496

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	343	314	287	272	1216
1:00	217	229	184	186	816
2:00	155	181	140	149	625
3:00	150	157	220	182	709
4:00	193	248	268	320	1029
5:00	343	485	623	752	2203
6:00	846	1006	1130	1073	4055
7:00	1049	1152	1153	1117	4471
8:00	1049	1022	1113	1011	4195
9:00	962	984	894	1014	3854
10:00	916	903	934	966	3719
11:00	911	976	1028	996	3911
12:00	1008	1022	1060	948	4038
13:00	1056	1047	1082	1057	4242
14:00	1000	1096	1210	1107	4413
15:00	1073	1110	1153	1110	4446
16:00	1089	1142	1164	1396	4791
17:00	1415	1372	1235	994	5016
18:00	866	1138	1169	944	4117
19:00	900	842	865	500	3107
20:00	815	816	825	800	3256
21:00	727	650	719	671	2767
22:00	627	584	607	566	2384
23:00	436	451	526	499	1912
					75292

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	343	305	260	258	1166
1:00	203	204	183	171	761
2:00	161	170	133	148	612
3:00	157	154	202	178	691
4:00	177	231	268	280	956
5:00	333	488	653	731	2205
6:00	798	978	1147	1060	3983
7:00	1052	1162	1168	1105	4487
8:00	1088	1020	1090	1042	4240
9:00	907	993	933	906	3739
10:00	858	929	904	910	3601
11:00	852	918	946	927	3643
12:00	940	971	1001	962	3874
13:00	1029	1015	1045	992	4081
14:00	1023	1081	1121	1073	4298
15:00	1086	1147	1137	1104	4474
16:00	1090	1127	1191	1332	4740
17:00	1332	1309	1220	1095	4956
18:00	866	1138	1169	1060	4233
19:00	1044	1000	948	771	3763
20:00	836	795	753	714	3098
21:00	695	638	677	608	2618
22:00	566	570	599	531	2266
23:00	476	433	447	408	1764
					74249
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	77961

	Vol	Hour
07:00-09:00 Peak	4574	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	4978	16:30

	Vol	Hour
AM Peak	4574	07:15
PM Peak	4978	16:30
Daily Peak	4978	16:30

	Vol	Hour
07:00-09:00 Peak	4523	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5193	16:45

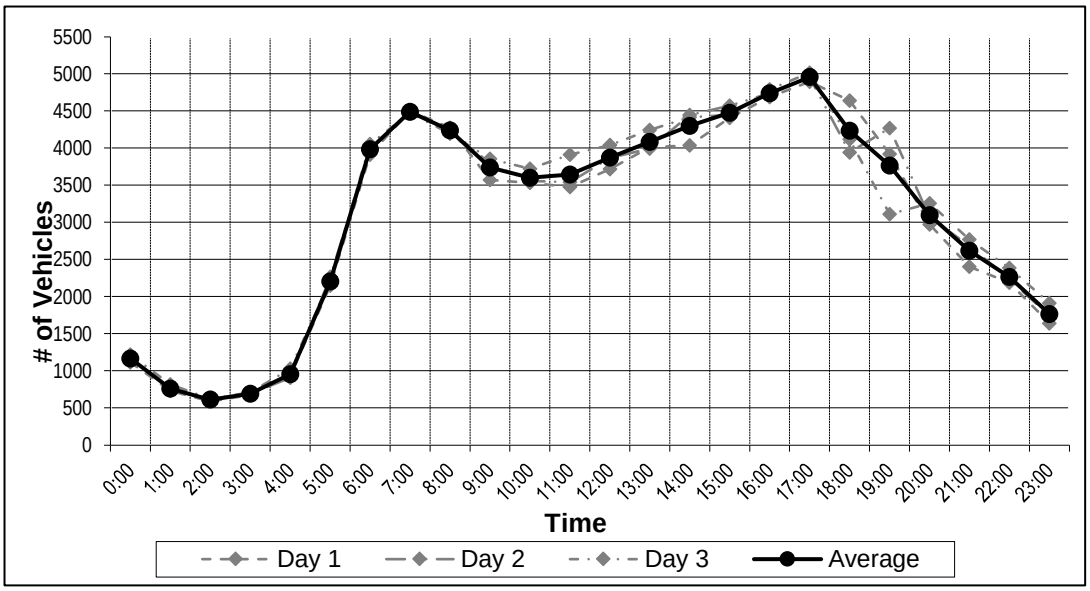
	Vol	Hour
AM Peak	4523	07:15
PM Peak	5193	16:45
Daily Peak	5193	16:45

	Vol	Hour
07:00-09:00 Peak	4471	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5418	16:45

	Vol	Hour
AM Peak	4471	07:00
PM Peak	5418	16:45
Daily Peak	5418	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	4523	07:15	0.97
12:00-14:00 Peak	4081	13:00	0.98
16:00-19:00 Peak	5193	16:45	0.97

	Vol	Hour
AM Peak	4523	07:15
PM Peak	5193	16:45
Daily Peak	5193	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	13350
MD	9:00 am - 4:00 pm	29100
PM	4:00 pm - 7:00 pm	14630
NT	7:00 pm - 6:00 am	20580
AADT	0:00 am - 12:00 pm	78000
		77660
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.37
PM	0.19
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	5.8%
12:00-14:00 Peak Hour	5.2%
15:00-18:00 Peak Hour	6.7%

2021-NB Loc 13

SR 9/I-95 EXP, N OF EXP LN NB OFF RAMP, Loc 11 (15.2,15.6,15.9,16.3,16.7,17.0,17.4,17.9) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	19	15	10	12	56
1:00	8	8	5	5	26
2:00	4	2	1	5	12
3:00	4	2	2	3	11
4:00	3	2	5	6	16
5:00	10	32	55	70	167
6:00	100	153	199	184	636
7:00	199	229	239	239	906
8:00	234	214	244	201	893
9:00	152	151	134	134	571
10:00	136	175	130	119	560
11:00	123	109	144	129	505
12:00	123	168	160	175	626
13:00	149	168	157	165	639
14:00	141	199	194	164	698
15:00	177	128	170	222	697
16:00	225	215	275	327	1042
17:00	255	262	255	233	1005
18:00	220	221	262	267	970
19:00	222	156	132	110	620
20:00	77	82	87	83	329
21:00	62	70	57	52	241
22:00	49	49	33	40	171
23:00	38	28	31	26	123
					11520

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	29	15	12	9	65
1:00	12	6	3	5	26
2:00	5	4	4	4	17
3:00	6	5	5	1	17
4:00	3	1	4	7	15
5:00	14	36	45	68	163
6:00	125	224	181	177	707
7:00	192	216	241	222	871
8:00	207	195	216	224	842
9:00	164	104	116	137	521
10:00	148	142	160	139	589
11:00	124	133	157	165	579
12:00	128	136	180	159	603
13:00	146	169	144	173	632
14:00	167	162	189	186	704
15:00	214	236	229	224	903
16:00	216	212	199	185	812
17:00	198	181	177	208	764
18:00	216	262	311	337	1126
19:00	303	264	178	152	897
20:00	97	107	84	97	385
21:00	62	66	74	62	264
22:00	44	51	69	44	208
23:00	32	7	6	20	65
					11775

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	18	16	12	13	59
1:00	10	5	8	6	29
2:00	4	5	3	2	14
3:00	7	5	3	2	17
4:00	3	7	7	8	25
5:00	12	30	47	66	155
6:00	93	148	187	170	598
7:00	184	203	243	205	835
8:00	180	176	187	164	707
9:00	140	126	151	131	548
10:00	123	136	159	148	566
11:00	132	155	154	155	596
12:00	155	164	168	124	611
13:00	124	171	173	161	629
14:00	188	201	186	164	739
15:00	242	246	228	204	920
16:00	199	219	237	256	911
17:00	227	222	236	226	911
18:00	218	242	287	302	1049
19:00	263	210	155	131	759
20:00	96	71	114	100	381
21:00	98	69	81	74	322
22:00	77	52	58	53	240
23:00	35	37	50	41	163
					11784

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	22	15	11	11	59
1:00	10	6	5	5	26
2:00	4	4	3	4	15
3:00	6	4	3	2	15
4:00	3	3	5	7	18
5:00	12	33	49	68	162
6:00	106	175	189	177	647
7:00	192	216	241	222	871
8:00	207	195	216	196	814
9:00	152	127	134	134	547
10:00	136	151	150	135	572
11:00	126	132	152	150	560
12:00	135	156	169	153	613
13:00	140	169	158	166	633
14:00	165	187	190	171	713
15:00	211	203	209	217	840
16:00	213	215	237	256	921
17:00	227	222	223	222	894
18:00	218	242	287	302	1049
19:00	263	210	155	131	759
20:00	90	87	95	93	365
21:00	74	68	71	63	276
22:00	57	51	53	46	207
23:00	35	24	29	29	117
					11693
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	12278

	Vol	Hour
07:00-09:00 Peak	941	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1119	16:30

	Vol	Hour
07:00-09:00 Peak	886	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1126	18:00

	Vol	Hour
07:00-09:00 Peak	835	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1049	18:00

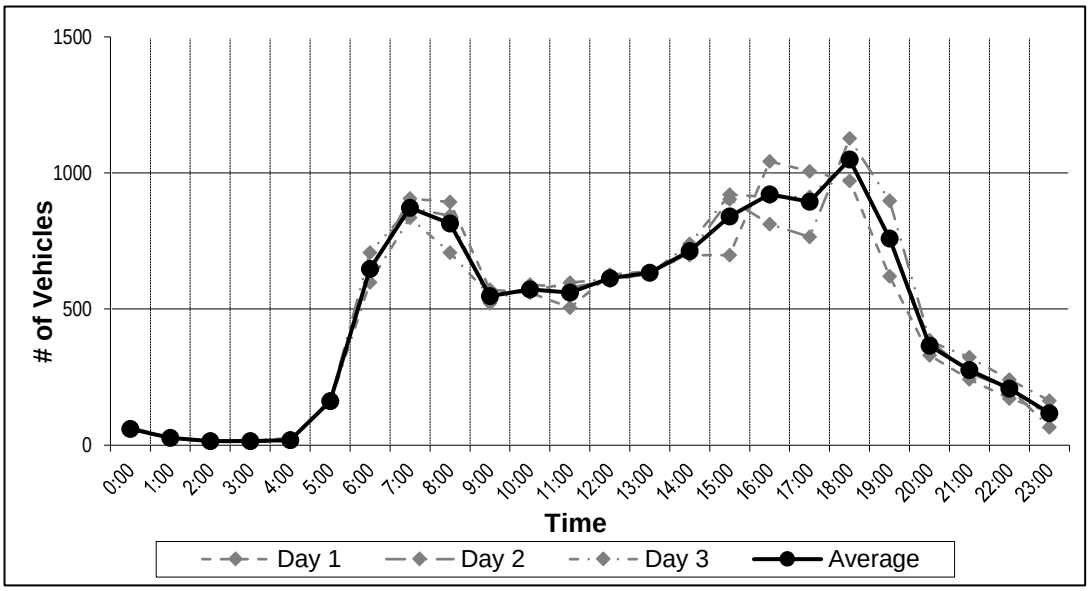
	Vol	Hour	PHF
06:00-09:00 Peak	886	07:15	0.92
12:00-14:00 Peak	633	13:00	0.94
16:00-19:00 Peak	1049	18:00	0.87

	Vol	Hour
AM Peak	941	07:15
PM Peak	1119	16:30
Daily Peak	1119	16:30

	Vol	Hour
AM Peak	886	07:15
PM Peak	1215	18:30
Daily Peak	1215	18:30

	Vol	Hour
AM Peak	835	07:00
PM Peak	1094	18:15
Daily Peak	1094	18:15

	Vol	Hour
AM Peak	886	07:15
PM Peak	1094	18:15
Daily Peak	1094	18:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	2450
MD	9:00 am - 4:00 pm	4700
PM	4:00 pm - 7:00 pm	3010
NT	7:00 pm - 6:00 am	2110
AADT	0:00 am - 12:00 pm	12300
		12270
	FDOT 2019 AADT	

Distribution	
AM	0.20
MD	0.38
PM	0.25
NT	0.17
AADT	1.00

	K
07:00-09:00 Peak Hour	7.2%
12:00-14:00 Peak Hour	5.2%
15:00-18:00 Peak Hour	8.5%

2021-NB Loc 13e

SR 9/I-95, IVES DAIRY ROAD INTERCHANGE NB ON RAMP, Loc 14 (17.0 GPon) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	49	51	38	45	183
1:00	26	29	21	20	96
2:00	15	19	21	19	74
3:00	18	11	16	20	65
4:00	10	14	28	27	79
5:00	35	43	51	102	231
6:00	70	111	188	186	555
7:00	206	245	266	241	958
8:00	219	223	242	242	926
9:00	203	175	190	202	770
10:00	160	174	171	152	657
11:00	167	159	177	174	677
12:00	195	185	176	206	762
13:00	194	226	200	211	831
14:00	229	217	220	207	873
15:00	241	175	218	182	816
16:00	228	227	239	239	933
17:00	255	259	233	200	947
18:00	220	221	256	227	924
19:00	218	210	195	193	816
20:00	175	167	159	110	611
21:00	124	141	96	78	439
22:00	77	81	78	70	306
23:00	68	65	57	45	235
					13764

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	46	30	26	20	122
1:00	15	19	21	12	67
2:00	15	11	8	8	42
3:00	10	20	7	16	53
4:00	15	16	23	34	88
5:00	23	36	51	87	197
6:00	83	124	182	180	569
7:00	204	241	267	241	953
8:00	210	202	240	261	913
9:00	236	238	232	221	927
10:00	195	198	198	163	754
11:00	160	189	175	197	721
12:00	179	204	200	186	769
13:00	191	187	208	190	776
14:00	203	217	215	221	856
15:00	182	217	194	229	822
16:00	222	232	231	225	910
17:00	262	276	262	222	1022
18:00	210	185	164	186	745
19:00	236	242	236	210	924
20:00	162	189	136	140	627
21:00	137	121	160	96	514
22:00	105	107	93	93	398
23:00	89	79	73	48	289
					14058

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	43	35	38	33	149
1:00	34	18	18	24	94
2:00	13	15	15	13	56
3:00	14	16	20	19	69
4:00	15	34	27	40	116
5:00	36	41	67	99	243
6:00	95	136	175	174	580
7:00	201	236	268	241	946
8:00	200	181	238	244	863
9:00	207	227	207	222	863
10:00	191	188	207	214	800
11:00	184	194	189	215	782
12:00	199	178	233	203	813
13:00	240	226	239	215	920
14:00	226	217	209	216	868
15:00	222	223	242	242	929
16:00	215	237	222	211	885
17:00	269	292	290	244	1095
18:00	200	149	173	195	717
19:00	227	226	216	202	871
20:00	169	178	148	125	620
21:00	131	131	128	124	514
22:00	107	115	111	91	424
23:00	85	75	84	59	303
					14520

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	46	39	34	33	152
1:00	25	22	20	19	86
2:00	14	15	15	13	57
3:00	14	16	14	18	62
4:00	13	21	26	34	94
5:00	31	40	56	96	223
6:00	83	124	182	180	569
7:00	204	241	267	241	953
8:00	210	202	240	249	901
9:00	215	213	210	215	853
10:00	182	187	192	176	737
11:00	170	181	180	195	726
12:00	191	189	203	198	781
13:00	208	213	216	205	842
14:00	219	217	215	215	866
15:00	215	205	218	218	856
16:00	222	232	231	225	910
17:00	262	276	262	222	1022
18:00	210	185	198	203	796
19:00	227	226	216	202	871
20:00	169	178	148	125	620
21:00	131	131	128	99	489
22:00	96	101	94	85	376
23:00	81	73	71	51	276
					14118
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	14824

	Vol	Hour
07:00-09:00 Peak	971	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	992	16:30

	Vol	Hour
AM Peak	971	07:15
PM Peak	992	16:30
Daily Peak	992	16:30

	Vol	Hour
07:00-09:00 Peak	959	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1025	16:45

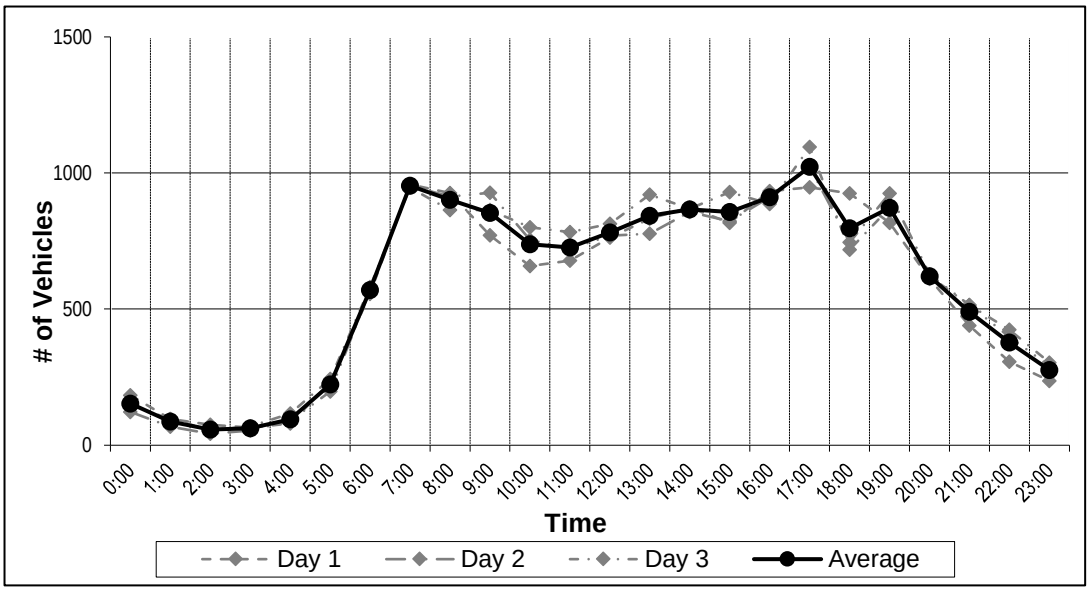
	Vol	Hour
AM Peak	975	08:30
PM Peak	1025	16:45
Daily Peak	1025	16:45

	Vol	Hour
07:00-09:00 Peak	946	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1095	17:00

	Vol	Hour
AM Peak	946	07:00
PM Peak	1095	17:00
Daily Peak	1095	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	959	07:15	0.90
12:00-14:00 Peak	842	13:00	0.97
16:00-19:00 Peak	1025	16:45	0.93

	Vol	Hour
AM Peak	959	07:15
PM Peak	1025	16:45
Daily Peak	1025	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2540
MD	9:00 am - 4:00 pm	5940
PM	4:00 pm - 7:00 pm	2860
NT	7:00 pm - 6:00 am	3440
AADT	0:00 am - 12:00 pm	14800
		14780
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.40
PM	0.19
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	6.5%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.9%

2021-NB Loc 14

SR 9/I-95, N OF IVES DAIRY ROAD INTERCHANGE, Loc 15 (17.0 & 17.4) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	464	402	333	344	1543
1:00	253	250	235	204	942
2:00	189	198	161	179	727
3:00	202	182	216	211	811
4:00	216	263	335	327	1141
5:00	364	570	811	899	2644
6:00	854	1113	1484	1362	4813
7:00	1505	1719	1814	1644	6682
8:00	1586	1519	1620	1570	6295
9:00	1353	1384	1251	1319	5307
10:00	1242	1358	1277	1162	5039
11:00	1164	1234	1303	1338	5039
12:00	1280	1362	1360	1394	5396
13:00	1424	1490	1453	1436	5803
14:00	1491	1551	1535	1476	6053
15:00	1534	1605	1593	1397	6129
16:00	1487	1519	1684	1712	6402
17:00	1705	1707	1612	1524	6548
18:00	1574	1647	1634	1569	6424
19:00	1498	1513	1286	1276	5573
20:00	1214	1075	1047	917	4253
21:00	903	910	712	677	3202
22:00	735	729	623	566	2653
23:00	637	516	510	496	2159
					101578

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	432	407	358	298	1495
1:00	255	248	217	219	939
2:00	210	200	168	178	756
3:00	193	197	218	230	838
4:00	215	274	327	315	1131
5:00	407	593	797	899	2696
6:00	946	1190	1487	1413	5036
7:00	1541	1726	1811	1637	6715
8:00	1537	1488	1609	1568	6202
9:00	1439	1649	1572	1282	5942
10:00	1247	1321	1363	1325	5256
11:00	1260	1319	1350	1300	5229
12:00	1357	1396	1458	1484	5695
13:00	1473	1422	1518	1423	5836
14:00	1448	1534	1536	1623	6141
15:00	1509	1631	1574	1588	6302
16:00	1375	1577	1659	1745	6356
17:00	1810	1638	1648	1335	6431
18:00	1120	1165	1404	1495	5184
19:00	1569	1618	1540	1363	6090
20:00	1146	1240	1064	975	4425
21:00	986	959	1010	849	3804
22:00	763	800	809	736	3108
23:00	663	635	573	490	2361
					103968

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	451	391	385	346	1573
1:00	302	278	234	238	1052
2:00	200	218	170	186	774
3:00	187	203	274	231	895
4:00	237	289	338	404	1268
5:00	416	575	785	917	2693
6:00	1037	1267	1489	1464	5257
7:00	1577	1733	1807	1630	6747
8:00	1487	1456	1597	1586	6126
9:00	1428	1487	1361	1485	5761
10:00	1334	1329	1408	1458	5529
11:00	1326	1439	1464	1452	5681
12:00	1487	1371	1546	1448	5852
13:00	1551	1571	1550	1580	6252
14:00	1522	1604	1663	1644	6433
15:00	1588	1578	1612	1654	6432
16:00	1525	1634	1633	1777	6569
17:00	1915	1568	1683	1146	6312
18:00	1347	1406	1076	1156	4985
19:00	1112	1304	1014	879	4309
20:00	992	993	941	947	3873
21:00	757	713	805	914	3189
22:00	839	854	832	775	3300
23:00	702	646	689	658	2695
					103557

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	449	400	359	329	1537
1:00	270	259	229	220	978
2:00	200	205	166	181	752
3:00	194	194	236	224	848
4:00	223	275	333	349	1180
5:00	396	579	798	905	2678
6:00	946	1190	1487	1413	5036
7:00	1541	1726	1811	1637	6715
8:00	1537	1488	1609	1575	6209
9:00	1407	1507	1395	1362	5671
10:00	1274	1336	1349	1315	5274
11:00	1250	1331	1372	1363	5316
12:00	1375	1376	1455	1442	5648
13:00	1483	1494	1507	1480	5964
14:00	1487	1563	1578	1581	6209
15:00	1544	1605	1593	1546	6288
16:00	1462	1577	1659	1745	6443
17:00	1810	1638	1648	1335	6431
18:00	1347	1406	1371	1407	5531
19:00	1393	1478	1280	1173	5324
20:00	1117	1103	1017	946	4183
21:00	882	861	842	813	3398
22:00	779	794	755	692	3020
23:00	667	599	591	548	2405
					103038

Seasonal Factor (SF)	1.05
Weekly Axle Factor (WAF)	1.00
Calculated AADT	108190

	Vol	Hour
07:00-09:00 Peak	6763	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	6808	16:30

	Vol	Hour
AM Peak	6763	07:15
PM Peak	6808	16:30
Daily Peak	6808	16:30

	Vol	Hour
07:00-09:00 Peak	6715	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	6852	16:30

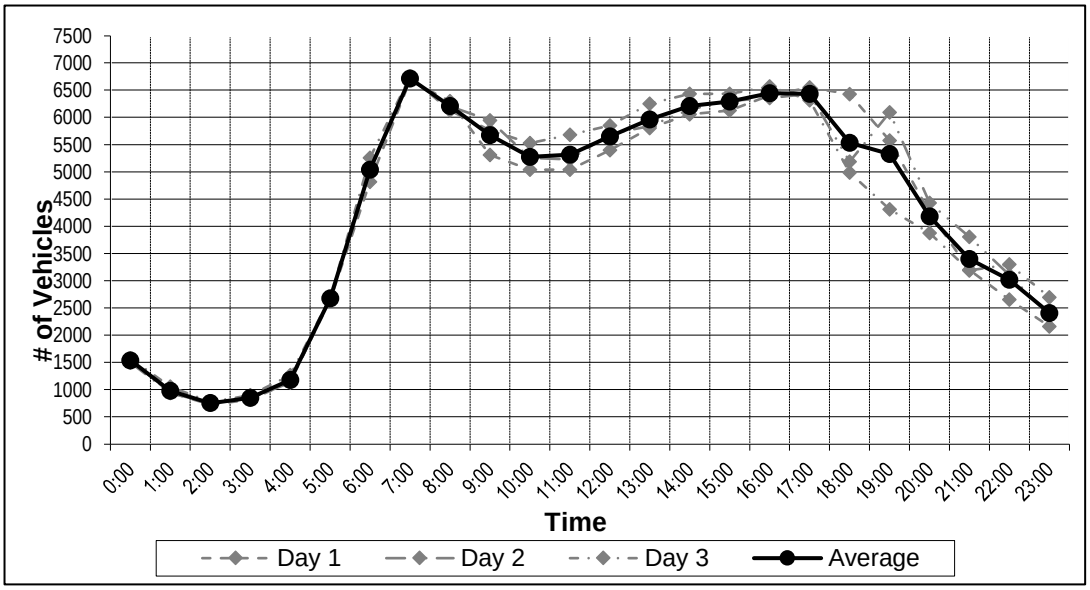
	Vol	Hour
AM Peak	6715	07:00
PM Peak	6852	16:30
Daily Peak	6852	16:30

	Vol	Hour
07:00-09:00 Peak	6747	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	6959	16:15

	Vol	Hour
AM Peak	6747	07:00
PM Peak	6959	16:15
Daily Peak	6959	16:15

	Vol	Hour	PHF
06:00-09:00 Peak	6715	07:00	0.93
12:00-14:00 Peak	5964	13:00	0.99
16:00-19:00 Peak	6852	16:30	0.95

	Vol	Hour
AM Peak	6715	07:00
PM Peak	6852	16:30
Daily Peak	6852	16:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	18860
MD	9:00 am - 4:00 pm	42390
PM	4:00 pm - 7:00 pm	19330
NT	7:00 pm - 6:00 am	27220
AADT	0:00 am - 12:00 pm	108200
		107800
	FDOT 2019 AADT	

Distribution	
AM	0.17
MD	0.39
PM	0.18
NT	0.25
AADT	1.00

	K
07:00-09:00 Peak Hour	6.2%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	6.3%

2021-NB Loc 15

SR 9/I-95, HALLANDALE BEACH BOULEVARD INTERCHANGE, Loc 17 (17.9) - NB

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	388	323	276	317	1304
1:00	249	248	221	195	913
2:00	182	193	149	152	676
3:00	163	163	191	187	704
4:00	183	220	293	306	1002
5:00	296	507	725	776	2304
6:00	801	1062	1338	1198	4399
7:00	1322	1476	1556	1367	5721
8:00	1328	1300	1369	1263	5260
9:00	1132	1157	1017	1137	4443
10:00	1045	1100	1111	971	4227
11:00	975	1016	1060	1167	4218
12:00	1048	1110	1177	1179	4514
13:00	1209	1259	1224	1255	4947
14:00	1219	1353	1290	1216	5078
15:00	1246	1337	1385	1328	5296
16:00	1281	1360	1457	1497	5595
17:00	1470	1438	1406	1369	5683
18:00	1336	1457	1389	1357	5539
19:00	1300	1138	1049	1030	4517
20:00	990	893	881	713	3477
21:00	742	769	652	658	2821
22:00	626	640	510	465	2241
23:00	590	454	422	405	1871
					86750

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	340	328	283	232	1183
1:00	216	191	175	179	761
2:00	166	171	147	148	632
3:00	163	165	193	190	711
4:00	179	239	294	266	978
5:00	332	515	716	794	2357
6:00	851	1106	1329	1228	4514
7:00	1335	1482	1577	1408	5802
8:00	1348	1196	1294	1322	5160
9:00	1332	1506	1406	1066	5310
10:00	1025	1108	1127	1132	4392
11:00	1105	1096	1160	1076	4437
12:00	1145	1182	1231	1239	4797
13:00	1280	1192	1266	1198	4936
14:00	1175	1288	1278	1360	5101
15:00	1378	1365	1408	1360	5511
16:00	1151	1393	1431	1462	5437
17:00	1202	1210	1121	1164	4697
18:00	1285	1264	1254	1346	5149
19:00	1359	1342	1273	1132	5106
20:00	943	1024	877	807	3651
21:00	794	830	800	727	3151
22:00	615	658	683	592	2548
23:00	487	228	330	390	1435
					87756

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	376	313	321	275	1285
1:00	248	229	189	199	865
2:00	167	181	136	160	644
3:00	147	160	232	182	721
4:00	209	239	308	349	1105
5:00	360	504	705	822	2391
6:00	901	1150	1320	1257	4628
7:00	1348	1488	1598	1449	5883
8:00	1367	1091	1219	1285	4962
9:00	1185	1249	1145	1214	4793
10:00	1135	1160	1239	1156	4690
11:00	1127	1199	1238	1227	4791
12:00	1242	1133	1283	1236	4894
13:00	1263	1352	1280	1327	5222
14:00	1258	1373	1452	1399	5482
15:00	1358	1308	1361	1431	5458
16:00	1291	1426	1405	1426	5548
17:00	1336	1324	1264	1115	5039
18:00	1147	991	1218	1238	4594
19:00	1240	1211	1139	1062	4652
20:00	981	973	899	971	3824
21:00	833	818	788	753	3192
22:00	670	686	682	639	2677
23:00	576	547	574	550	2247
					89587

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	368	321	293	275	1257
1:00	238	223	195	191	847
2:00	172	182	144	153	651
3:00	158	163	205	186	712
4:00	190	233	298	307	1028
5:00	329	509	715	797	2350
6:00	851	1106	1329	1228	4514
7:00	1335	1482	1577	1408	5802
8:00	1348	1196	1294	1290	5128
9:00	1216	1304	1189	1139	4848
10:00	1068	1123	1159	1086	4436
11:00	1069	1104	1153	1157	4483
12:00	1145	1142	1230	1218	4735
13:00	1251	1268	1257	1260	5036
14:00	1217	1338	1340	1325	5220
15:00	1327	1337	1385	1373	5422
16:00	1241	1393	1431	1462	5527
17:00	1336	1324	1264	1216	5140
18:00	1256	1237	1287	1314	5094
19:00	1300	1230	1154	1075	4759
20:00	971	963	886	830	3650
21:00	790	806	747	713	3056
22:00	637	661	625	565	2488
23:00	551	410	442	448	1851
					88034
				Seasonal Factor (SF)	1.05
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	92436

	Vol	Hour
07:00-09:00 Peak	5727	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5862	16:30

	Vol	Hour
AM Peak	5727	07:15
PM Peak	5862	16:30
Daily Peak	5862	16:30

	Vol	Hour
07:00-09:00 Peak	5815	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5488	16:15

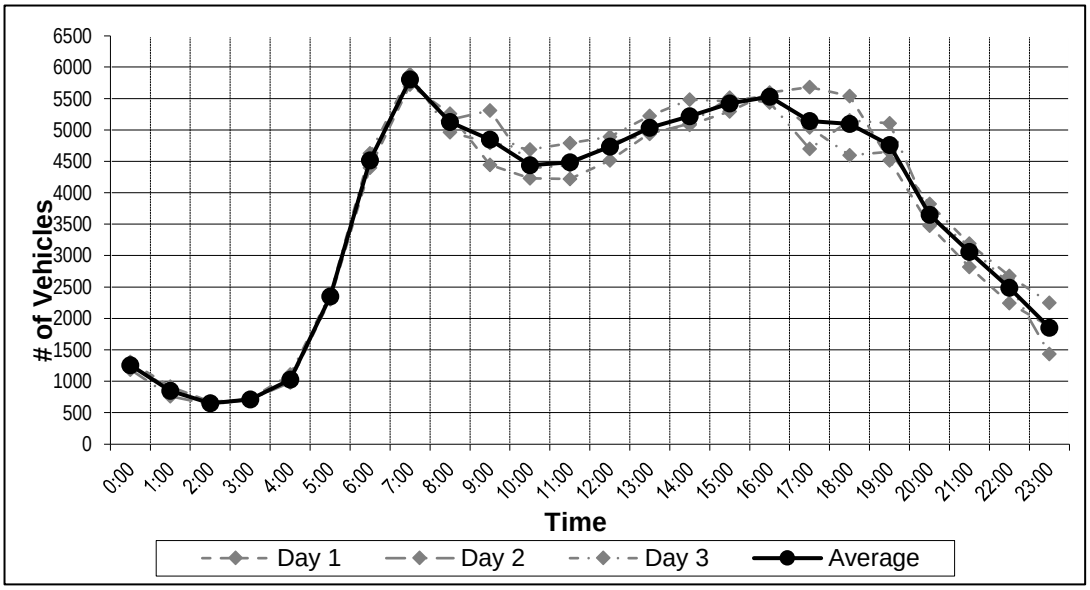
	Vol	Hour
AM Peak	5815	07:15
PM Peak	5511	14:45
Daily Peak	5815	07:15

	Vol	Hour
07:00-09:00 Peak	5902	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	5593	16:15

	Vol	Hour
AM Peak	5902	07:15
PM Peak	5593	16:15
Daily Peak	5902	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	5815	07:15	0.92
12:00-14:00 Peak	5036	13:00	0.99
16:00-19:00 Peak	5622	16:15	0.96

	Vol	Hour
AM Peak	5815	07:15
PM Peak	5622	16:15
Daily Peak	5815	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	16220
MD	9:00 am - 4:00 pm	35890
PM	4:00 pm - 7:00 pm	16550
NT	7:00 pm - 6:00 am	23440
AADT	0:00 am - 12:00 pm	92400
		92100
	FDOT 2019 AADT	

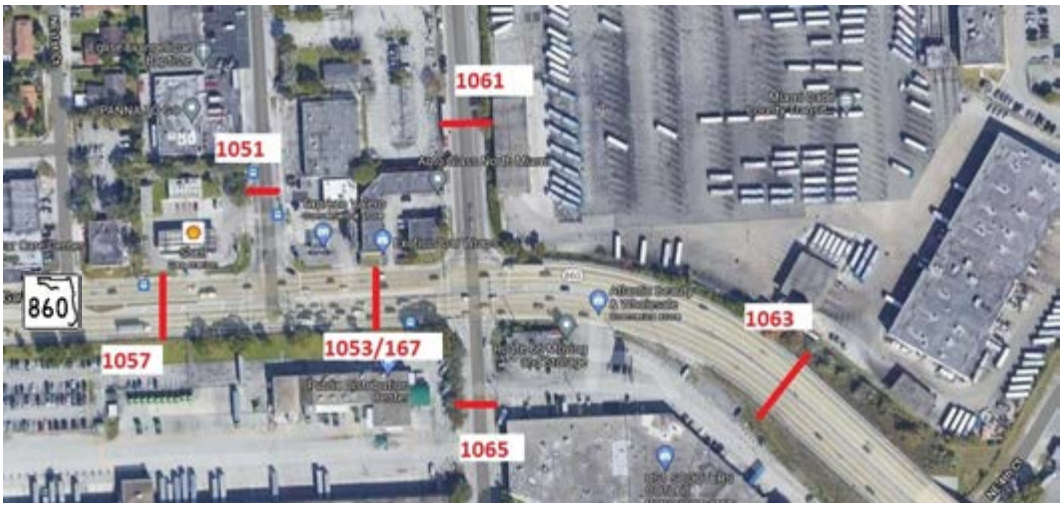
Distribution	
AM	0.18
MD	0.39
PM	0.18
NT	0.25
AADT	1.00

	K
07:00-09:00 Peak Hour	6.3%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	6.1%

2021-NB Loc 17

Attachment A2

Traffic Data for
SR 860/Miami Gardens Drive



ATTACHMENT

A2

MIAMI GARDENS DR W OF NE 2ND AVE, 87-1057 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	137	92	83	53	365
1:00	53	64	46	32	195
2:00	36	27	33	30	126
3:00	32	24	44	36	136
4:00	35	36	35	62	168
5:00	59	65	80	73	277
6:00	80	94	115	166	455
7:00	176	178	227	267	848
8:00	254	247	233	249	983
9:00	231	222	191	216	860
10:00	205	212	205	224	846
11:00	214	199	184	221	818
12:00	218	226	233	236	913
13:00	225	253	216	228	922
14:00	230	241	249	306	1026
15:00	296	260	289	296	1141
16:00	279	292	323	330	1224
17:00	352	301	330	275	1258
18:00	273	222	214	170	879
19:00	177	249	224	226	876
20:00	202	171	149	159	681
21:00	158	143	119	163	583
22:00	141	144	91	109	485
23:00	87	88	88	72	335
					16400

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	97	55	38	266
1:00	45	35	30	35	145
2:00	25	24	32	18	99
3:00	35	34	31	25	125
4:00	26	23	29	44	122
5:00	56	50	51	76	233
6:00	87	101	116	156	460
7:00	151	164	177	206	698
8:00	236	238	231	238	943
9:00	198	233	181	212	824
10:00	194	203	171	192	760
11:00	184	212	218	201	815
12:00	252	221	228	243	944
13:00	231	244	264	261	1000
14:00	303	229	262	263	1057
15:00	297	278	295	299	1169
16:00	329	296	300	304	1229
17:00	384	378	326	290	1378
18:00	240	297	249	252	1038
19:00	236	228	233	222	919
20:00	185	199	137	179	700
21:00	153	175	136	140	604
22:00	140	129	103	113	485
23:00	120	117	97	83	417
					16430

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	67	73	80	54	274
1:00	59	45	45	35	184
2:00	43	37	17	32	129
3:00	36	24	24	25	109
4:00	30	31	33	50	144
5:00	49	49	56	80	234
6:00	72	95	122	147	436
7:00	179	189	202	213	783
8:00	231	220	234	247	932
9:00	230	213	192	174	809
10:00	200	210	187	217	814
11:00	234	211	222	251	918
12:00	233	214	258	222	927
13:00	232	233	247	241	953
14:00	262	236	226	278	1002
15:00	268	284	317	284	1153
16:00	302	282	293	312	1189
17:00	320	307	321	279	1227
18:00	267	269	268	259	1063
19:00	254	251	257	228	990
20:00	258	183	187	181	809
21:00	156	168	143	133	600
22:00	147	204	176	176	703
23:00	148	169	147	139	603
					16985

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	93	87	73	48	301
1:00	52	48	40	34	174
2:00	35	29	27	27	118
3:00	34	27	33	29	123
4:00	30	30	32	52	144
5:00	55	55	62	76	248
6:00	80	97	118	156	451
7:00	169	177	202	229	777
8:00	240	235	233	245	953
9:00	220	223	188	201	832
10:00	200	208	188	211	807
11:00	211	207	208	224	850
12:00	234	220	240	234	928
13:00	229	243	242	243	957
14:00	265	235	246	282	1028
15:00	287	274	300	293	1154
16:00	303	290	305	315	1213
17:00	352	329	326	281	1288
18:00	260	263	244	227	994
19:00	222	243	238	225	928
20:00	215	184	158	173	730
21:00	156	162	133	145	596
22:00	143	159	123	133	558
23:00	118	125	111	98	452
					16604

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	16604

	Vol	Hour
07:00-09:00 Peak	1001	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1313	16:45

	Vol	Hour
AM Peak	1001	07:45
PM Peak	1313	16:45
Daily Peak	1313	16:45

	Vol	Hour
07:00-09:00 Peak	943	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1392	16:45

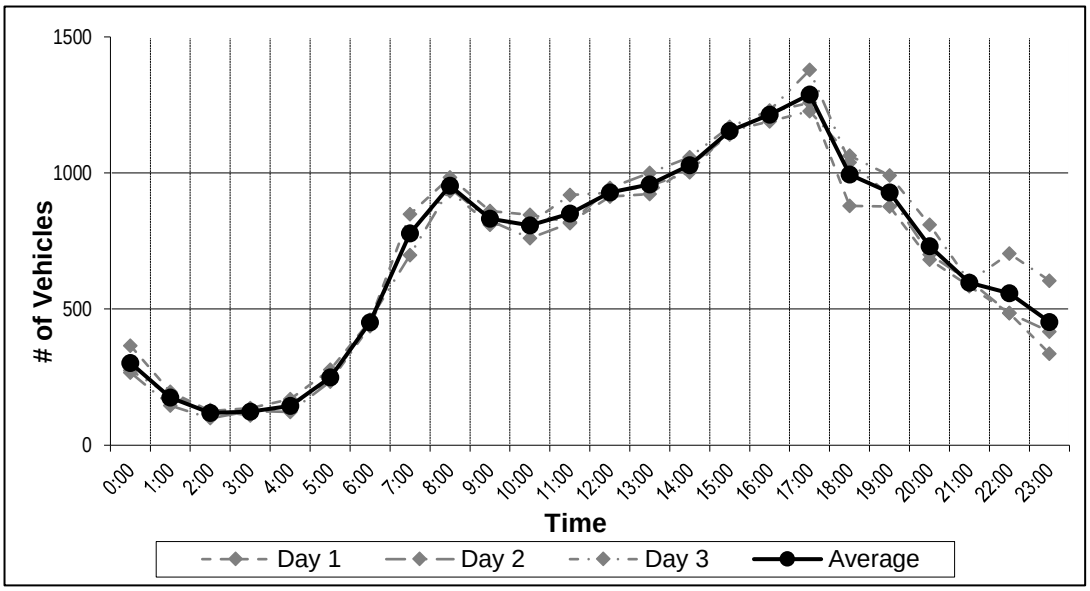
	Vol	Hour
AM Peak	943	08:00
PM Peak	1392	16:45
Daily Peak	1392	16:45

	Vol	Hour
07:00-09:00 Peak	932	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1260	16:45

	Vol	Hour
AM Peak	932	08:00
PM Peak	1260	16:45
Daily Peak	1260	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	953	08:00	0.97
12:00-14:00 Peak	957	13:00	0.98
16:00-19:00 Peak	1322	16:45	0.94

	Vol	Hour
AM Peak	953	08:00
PM Peak	1322	16:45
Daily Peak	1322	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2180
MD	9:00 am - 4:00 pm	6560
PM	4:00 pm - 7:00 pm	3500
NT	7:00 pm - 6:00 am	4370
AADT	0:00 am - 12:00 pm	16600
		16610
	FDOT 2019 AADT	none

Distribution	
AM	0.13
MD	0.39
PM	0.21
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.8%
15:00-18:00 Peak Hour	8.0%

87-1057 (WB)

MIAMI GARDENS DR W OF NE 2ND AVE, 87-1057 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	127	93	76	80	376
1:00	58	45	45	46	194
2:00	60	45	45	44	194
3:00	48	50	53	64	215
4:00	43	45	53	68	209
5:00	63	89	115	144	411
6:00	151	210	250	371	982
7:00	330	401	438	474	1643
8:00	492	432	445	446	1815
9:00	381	303	319	331	1334
10:00	326	304	292	285	1207
11:00	247	246	310	342	1145
12:00	326	305	300	281	1212
13:00	301	290	310	295	1196
14:00	290	254	335	337	1216
15:00	330	319	373	317	1339
16:00	337	318	310	307	1272
17:00	323	327	331	317	1298
18:00	350	313	310	322	1295
19:00	285	242	245	259	1031
20:00	187	212	188	170	757
21:00	150	157	151	132	590
22:00	135	148	149	128	560
23:00	111	115	87	92	405
					21896

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	66	68	70	52	256
1:00	56	45	35	26	162
2:00	34	23	36	30	123
3:00	29	28	36	48	141
4:00	43	43	51	53	190
5:00	52	70	120	139	381
6:00	145	204	265	386	1000
7:00	326	388	477	492	1683
8:00	474	435	426	413	1748
9:00	397	361	348	296	1402
10:00	279	289	249	267	1084
11:00	224	271	291	296	1082
12:00	255	265	263	285	1068
13:00	306	289	323	271	1189
14:00	311	280	306	330	1227
15:00	308	312	303	306	1229
16:00	307	290	329	339	1265
17:00	327	317	296	334	1274
18:00	330	318	312	298	1258
19:00	268	224	236	226	954
20:00	218	203	170	182	773
21:00	154	156	160	153	623
22:00	135	127	125	115	502
23:00	118	86	98	95	397
					21011

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	67	66	64	74	271
1:00	47	50	50	49	196
2:00	44	35	52	31	162
3:00	44	38	39	45	166
4:00	43	32	59	52	186
5:00	49	86	102	170	407
6:00	132	223	283	378	1016
7:00	398	432	465	487	1782
8:00	509	483	454	408	1854
9:00	384	365	326	322	1397
10:00	315	282	284	248	1129
11:00	291	265	268	301	1125
12:00	268	269	261	273	1071
13:00	293	350	335	328	1306
14:00	316	291	334	357	1298
15:00	330	331	356	348	1365
16:00	324	316	319	350	1309
17:00	354	340	339	319	1352
18:00	310	309	322	296	1237
19:00	275	294	244	240	1053
20:00	224	213	179	187	803
21:00	192	179	171	175	717
22:00	196	138	140	144	618
23:00	108	135	122	154	519
					22339

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	87	76	70	69	302
1:00	54	47	43	40	184
2:00	46	34	44	35	159
3:00	40	39	43	52	174
4:00	43	40	54	58	195
5:00	55	82	112	151	400
6:00	143	212	266	378	999
7:00	351	407	460	484	1702
8:00	492	450	442	422	1806
9:00	387	343	331	316	1377
10:00	307	292	275	267	1141
11:00	254	261	290	313	1118
12:00	283	280	275	280	1118
13:00	300	310	323	298	1231
14:00	306	275	325	341	1247
15:00	323	321	344	324	1312
16:00	323	308	319	332	1282
17:00	335	328	322	323	1308
18:00	330	313	315	305	1263
19:00	276	253	242	242	1013
20:00	210	209	179	180	778
21:00	165	164	161	153	643
22:00	155	138	138	129	560
23:00	112	112	102	114	440
					21752

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	21752

	Vol	Hour
07:00-09:00 Peak	1843	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1325	17:15

	Vol	Hour
AM Peak	1843	07:45
PM Peak	1359	14:45
Daily Peak	1843	07:45

	Vol	Hour
07:00-09:00 Peak	1878	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1312	16:30

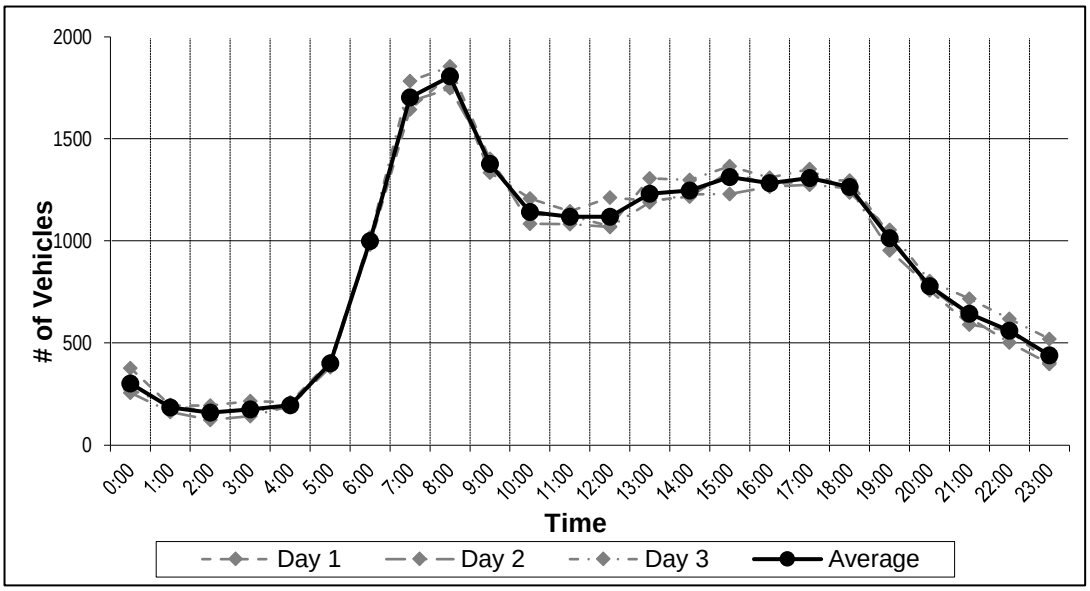
	Vol	Hour
AM Peak	1878	7:30
PM Peak	1312	16:30
Daily Peak	1878	7:30

	Vol	Hour
07:00-09:00 Peak	1944	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1383	16:45

	Vol	Hour
AM Peak	1944	7:30
PM Peak	1383	16:45
Daily Peak	1944	7:30

	Vol	Hour	PHF
06:00-09:00 Peak	1886	07:30	0.96
12:00-14:00 Peak	1231	13:00	0.95
16:00-19:00 Peak	1317	16:45	0.98

	Vol	Hour
AM Peak	1886	07:30
PM Peak	1329	14:45
Daily Peak	1886	07:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	4510
MD	9:00 am - 4:00 pm	8540
PM	4:00 pm - 7:00 pm	3850
NT	7:00 pm - 6:00 am	4850
AADT	0:00 am - 12:00 pm	21800
		21750
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.39
PM	0.18
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	8.7%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.1%

87-1057 (EB)

NE 2ND AVE N OF MIAMI GARDENS DR, 87-1051 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	18	12	12	10	52
1:00	11	12	4	11	38
2:00	9	5	6	5	25
3:00	5	6	10	12	33
4:00	5	4	10	25	44
5:00	21	30	25	26	102
6:00	38	37	58	61	194
7:00	66	70	84	94	314
8:00	90	80	84	78	332
9:00	66	60	58	69	253
10:00	63	66	54	58	241
11:00	54	65	59	64	242
12:00	71	62	58	49	240
13:00	61	69	67	84	281
14:00	62	66	74	71	273
15:00	91	86	76	70	323
16:00	85	87	91	86	349
17:00	92	82	71	61	306
18:00	63	57	58	49	227
19:00	44	53	61	54	212
20:00	38	51	40	47	176
21:00	37	31	32	49	149
22:00	33	29	27	34	123
23:00	33	33	27	21	114
					4643

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	17	10	18	5	50
1:00	18	7	13	9	47
2:00	4	6	10	8	28
3:00	7	10	8	9	34
4:00	3	6	10	12	31
5:00	11	21	19	27	78
6:00	29	36	62	79	206
7:00	68	79	91	96	334
8:00	85	77	95	78	335
9:00	63	59	63	70	255
10:00	58	64	54	65	241
11:00	51	76	55	59	241
12:00	68	72	58	47	245
13:00	72	57	70	74	273
14:00	75	59	69	72	275
15:00	66	36	71	69	242
16:00	79	80	80	91	330
17:00	75	78	76	75	304
18:00	64	64	56	62	246
19:00	50	52	48	47	197
20:00	39	50	41	35	165
21:00	40	37	32	31	140
22:00	29	27	24	28	108
23:00	19	38	27	25	109
					4514

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	17	11	9	6	43
1:00	15	7	8	9	39
2:00	14	3	3	7	27
3:00	3	4	9	5	21
4:00	6	3	7	23	39
5:00	19	19	22	30	90
6:00	35	37	63	64	199
7:00	67	83	92	97	339
8:00	93	82	82	66	323
9:00	65	59	67	67	258
10:00	67	54	51	57	229
11:00	54	62	59	75	250
12:00	54	65	57	59	235
13:00	63	67	56	65	251
14:00	80	61	65	89	295
15:00	77	82	76	68	303
16:00	84	75	95	85	339
17:00	95	98	71	72	336
18:00	53	63	61	57	234
19:00	57	45	58	56	216
20:00	52	48	46	45	191
21:00	61	35	34	34	164
22:00	26	35	38	34	133
23:00	29	37	29	15	110
					4664

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	17	11	13	7	48
1:00	15	9	8	10	42
2:00	9	5	6	7	27
3:00	5	7	9	9	30
4:00	5	4	9	20	38
5:00	17	23	22	28	90
6:00	34	37	61	68	200
7:00	67	77	89	96	329
8:00	89	80	87	74	330
9:00	65	59	63	69	256
10:00	63	61	53	60	237
11:00	53	68	58	66	245
12:00	64	66	58	52	240
13:00	65	64	64	74	267
14:00	72	62	69	77	280
15:00	78	68	74	69	289
16:00	83	81	89	87	340
17:00	87	86	73	69	315
18:00	60	61	58	56	235
19:00	50	50	56	52	208
20:00	43	50	42	42	177
21:00	46	34	33	38	151
22:00	29	30	30	32	121
23:00	27	36	28	20	111
					4606

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	4606

	Vol	Hour
07:00-09:00 Peak	348	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	356	16:15

	Vol	Hour
AM Peak	348	7:30
PM Peak	356	16:15
Daily Peak	356	16:15

	Vol	Hour
07:00-09:00 Peak	353	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	330	16:00

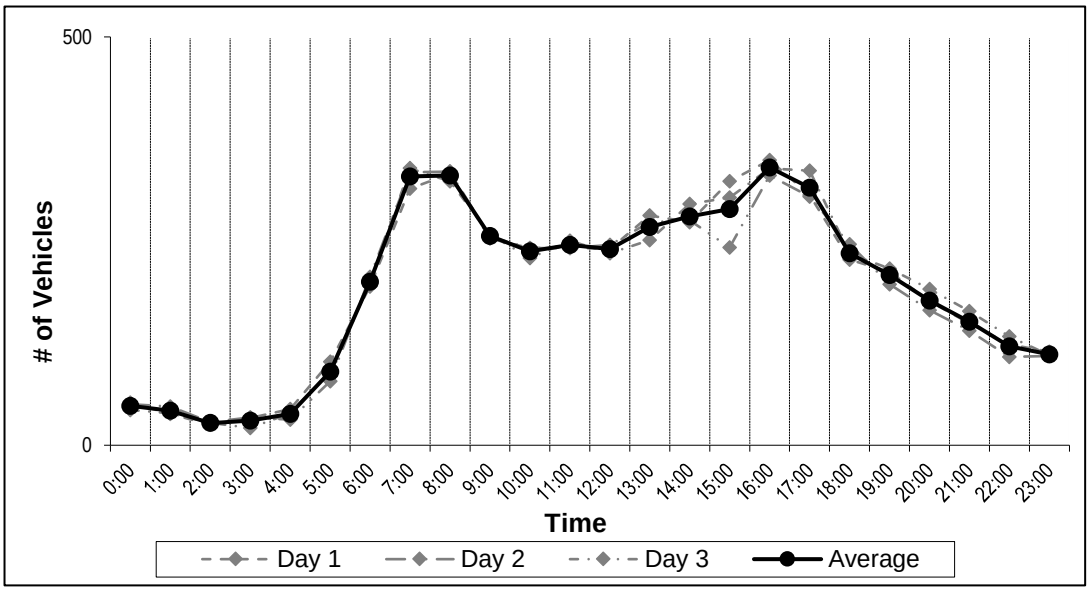
	Vol	Hour
AM Peak	353	07:45
PM Peak	330	16:00
Daily Peak	353	07:45

	Vol	Hour
07:00-09:00 Peak	365	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	373	16:30

	Vol	Hour
AM Peak	365	07:15
PM Peak	373	16:30
Daily Peak	373	16:30

	Vol	Hour	PHF
06:00-09:00 Peak	354	07:30	0.92
12:00-14:00 Peak	267	13:00	0.90
16:00-19:00 Peak	349	16:30	0.98

	Vol	Hour
AM Peak	354	07:30
PM Peak	349	16:30
Daily Peak	354	07:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	860
MD	9:00 am - 4:00 pm	1810
PM	4:00 pm - 7:00 pm	890
NT	7:00 pm - 6:00 am	1040
AADT	0:00 am - 12:00 pm	4600
		4600
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.39
PM	0.19
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	7.7%
12:00-14:00 Peak Hour	5.8%
15:00-18:00 Peak Hour	7.6%

87-1051 (SB)

NE 2ND AVE N OF MIAMI GARDENS DR, 87-1051 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	40	13	17	15	85
1:00	16	10	12	8	46
2:00	7	6	10	6	29
3:00	14	5	4	10	33
4:00	4	4	5	8	21
5:00	10	6	20	30	66
6:00	32	54	60	54	200
7:00	61	55	67	58	241
8:00	72	66	63	86	287
9:00	69	66	64	65	264
10:00	58	45	53	53	209
11:00	57	55	60	59	231
12:00	89	55	46	54	244
13:00	82	65	60	62	269
14:00	64	60	70	79	273
15:00	85	112	109	110	416
16:00	100	88	110	84	382
17:00	99	99	95	91	384
18:00	84	91	86	92	353
19:00	69	86	80	55	290
20:00	68	77	56	61	262
21:00	61	42	32	47	182
22:00	40	48	32	38	158
23:00	34	46	30	24	134
					5059

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	21	22	13	16	72
1:00	5	15	9	5	34
2:00	6	6	9	7	28
3:00	8	4	6	8	26
4:00	5	3	6	10	24
5:00	6	14	17	33	70
6:00	40	58	62	83	243
7:00	58	56	64	53	231
8:00	59	66	56	78	259
9:00	63	58	58	60	239
10:00	63	48	61	51	223
11:00	57	61	64	56	238
12:00	59	67	49	81	256
13:00	69	71	69	62	271
14:00	88	77	86	94	345
15:00	79	34	90	91	294
16:00	93	117	110	87	407
17:00	89	103	104	101	397
18:00	96	87	84	79	346
19:00	70	63	58	88	279
20:00	61	68	63	64	256
21:00	35	62	42	47	186
22:00	45	41	28	39	153
23:00	41	39	33	31	144
					5021

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	22	17	11	12	62
1:00	13	12	18	9	52
2:00	9	7	13	4	33
3:00	12	8	8	6	34
4:00	5	3	10	9	27
5:00	9	17	16	39	81
6:00	30	58	71	65	224
7:00	57	65	60	69	251
8:00	65	73	87	76	301
9:00	74	58	70	53	255
10:00	41	45	54	57	197
11:00	49	56	61	59	225
12:00	51	62	57	73	243
13:00	53	55	73	81	262
14:00	72	63	74	101	310
15:00	70	105	97	87	359
16:00	102	88	91	87	368
17:00	95	104	91	111	401
18:00	92	81	85	78	336
19:00	72	82	89	65	308
20:00	66	57	48	57	228
21:00	64	55	56	38	213
22:00	44	59	36	44	183
23:00	31	44	36	29	140
					5093

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	28	17	14	14	73
1:00	11	12	13	7	43
2:00	7	6	11	6	30
3:00	11	6	6	8	31
4:00	5	3	7	9	24
5:00	8	12	18	34	72
6:00	34	57	64	67	222
7:00	59	59	64	60	242
8:00	65	68	69	80	282
9:00	69	61	64	59	253
10:00	54	46	56	54	210
11:00	54	57	62	58	231
12:00	66	61	51	69	247
13:00	68	64	67	68	267
14:00	75	67	77	91	310
15:00	78	84	99	96	357
16:00	98	98	104	86	386
17:00	94	102	97	101	394
18:00	91	86	85	83	345
19:00	70	77	76	69	292
20:00	65	67	56	61	249
21:00	53	53	43	44	193
22:00	43	49	32	40	164
23:00	35	43	33	28	139
					5056
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	5056

	Vol	Hour
07:00-09:00 Peak	287	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	392	16:30

	Vol	Hour
AM Peak	287	08:00
PM Peak	431	15:15
Daily Peak	431	15:15

	Vol	Hour
07:00-09:00 Peak	261	06:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	407	16:00

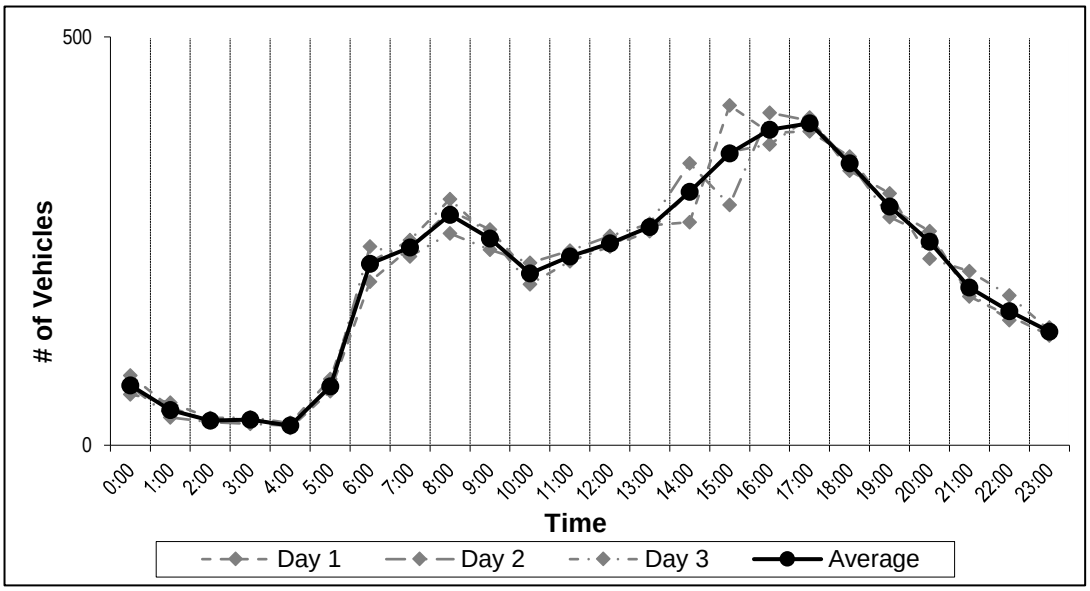
	Vol	Hour
AM Peak	263	08:15
PM Peak	411	15:45
Daily Peak	411	15:45

	Vol	Hour
07:00-09:00 Peak	301	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	401	17:00

	Vol	Hour
AM Peak	310	08:15
PM Peak	401	17:00
Daily Peak	401	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	282	08:00	0.88
12:00-14:00 Peak	268	12:45	0.97
16:00-19:00 Peak	394	17:00	0.97

	Vol	Hour
AM Peak	286	08:15
PM Peak	396	15:45
Daily Peak	396	15:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	750
MD	9:00 am - 4:00 pm	1880
PM	4:00 pm - 7:00 pm	1130
NT	7:00 pm - 6:00 am	1310
AADT	0:00 am - 12:00 pm	5100
		5070
	FDOT 2019 AADT	none

Distribution	
AM	0.15
MD	0.37
PM	0.22
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.6%
12:00-14:00 Peak Hour	5.3%
15:00-18:00 Peak Hour	7.8%

87-1051 (NB)

MIAMI GARDENS DR E OF NE 2ND AVE, 87-1053 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	157	97	94	69	417
1:00	62	66	54	36	218
2:00	45	35	40	33	153
3:00	43	27	41	43	154
4:00	40	44	40	68	192
5:00	73	74	115	108	370
6:00	102	125	159	217	603
7:00	248	268	272	345	1133
8:00	327	296	301	340	1264
9:00	292	289	295	317	1193
10:00	282	277	293	290	1142
11:00	264	251	262	292	1069
12:00	304	235	249	257	1045
13:00	247	294	238	245	1024
14:00	258	275	282	330	1145
15:00	320	317	344	332	1313
16:00	323	318	366	348	1355
17:00	388	349	348	312	1397
18:00	303	296	314	258	1171
19:00	250	286	248	247	1031
20:00	219	219	177	185	800
21:00	186	153	136	177	652
22:00	160	169	101	121	551
23:00	110	111	91	82	394
					19786

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	81	100	57	45	283
1:00	46	45	35	37	163
2:00	27	27	31	24	109
3:00	35	31	30	25	121
4:00	31	23	31	46	131
5:00	60	56	61	91	268
6:00	105	111	131	184	531
7:00	176	182	199	239	796
8:00	258	268	274	261	1061
9:00	231	243	219	244	937
10:00	219	245	196	205	865
11:00	218	240	235	241	934
12:00	267	273	249	264	1053
13:00	243	275	296	282	1096
14:00	337	276	310	310	1233
15:00	336	306	345	336	1323
16:00	377	370	334	350	1431
17:00	421	424	373	348	1566
18:00	289	323	296	293	1201
19:00	260	286	257	256	1059
20:00	223	240	170	214	847
21:00	170	212	148	154	684
22:00	171	142	126	138	577
23:00	142	130	119	94	485
					18754

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	85	75	65	301
1:00	58	52	54	39	203
2:00	37	47	24	34	142
3:00	49	33	28	27	137
4:00	28	33	43	53	157
5:00	53	55	64	102	274
6:00	94	114	160	170	538
7:00	232	240	233	269	974
8:00	275	276	302	253	1106
9:00	239	246	219	207	911
10:00	233	245	237	239	954
11:00	274	248	274	266	1062
12:00	261	264	280	270	1075
13:00	256	247	318	282	1103
14:00	295	296	268	352	1211
15:00	336	352	392	357	1437
16:00	387	332	359	367	1445
17:00	377	359	387	357	1480
18:00	331	328	333	324	1316
19:00	324	309	317	272	1222
20:00	286	233	224	213	956
21:00	187	192	181	172	732
22:00	168	243	214	219	844
23:00	190	215	189	177	771
					20351

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	105	94	75	60	334
1:00	55	54	48	37	194
2:00	36	36	32	30	134
3:00	42	30	33	32	137
4:00	33	33	38	56	160
5:00	62	62	80	100	304
6:00	100	117	150	190	557
7:00	219	230	235	284	968
8:00	287	280	292	285	1144
9:00	254	259	244	256	1013
10:00	245	256	242	245	988
11:00	252	246	257	266	1021
12:00	277	257	259	264	1057
13:00	249	272	284	270	1075
14:00	297	282	287	331	1197
15:00	331	325	360	342	1358
16:00	362	340	353	355	1410
17:00	395	377	369	339	1480
18:00	308	316	314	292	1230
19:00	278	294	274	258	1104
20:00	243	231	190	204	868
21:00	181	186	155	168	690
22:00	166	185	147	159	657
23:00	147	152	133	118	550
					19630
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	19630

	Vol	Hour
07:00-09:00 Peak	1269	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1451	16:30

	Vol	Hour
AM Peak	1269	07:45
PM Peak	1451	16:30
Daily Peak	1451	16:30

	Vol	Hour
07:00-09:00 Peak	1061	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1568	16:45

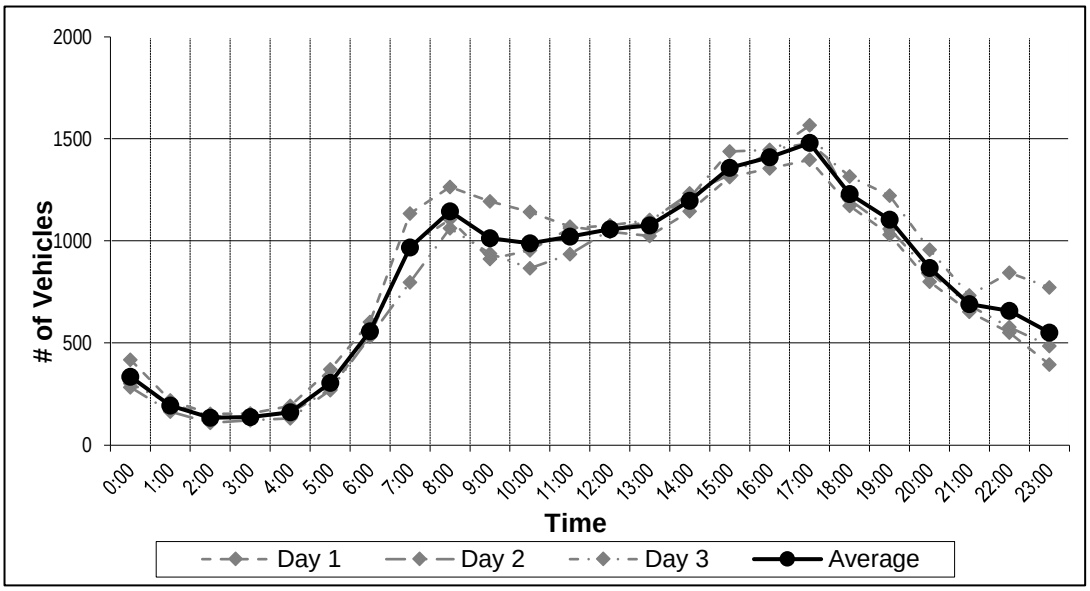
	Vol	Hour
AM Peak	1061	08:00
PM Peak	1568	16:45
Daily Peak	1568	16:45

	Vol	Hour
07:00-09:00 Peak	1122	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1490	16:45

	Vol	Hour
AM Peak	1122	07:45
PM Peak	1490	16:45
Daily Peak	1490	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1144	08:00	0.98
12:00-14:00 Peak	1075	13:00	0.95
16:00-19:00 Peak	1496	16:45	0.95

	Vol	Hour
AM Peak	1144	08:00
PM Peak	1496	16:45
Daily Peak	1496	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2670
MD	9:00 am - 4:00 pm	7710
PM	4:00 pm - 7:00 pm	4120
NT	7:00 pm - 6:00 am	5130
AADT	0:00 am - 12:00 pm	19600
		19630
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.39
PM	0.21
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.8%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	7.6%

87-1053 (WB)

MIAMI GARDENS DR E OF NE 2ND AVE, 87-1053 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	127	90	74	87	378
1:00	58	51	43	53	205
2:00	64	47	46	42	199
3:00	53	54	59	67	233
4:00	45	52	61	81	239
5:00	72	108	121	146	447
6:00	162	194	280	400	1036
7:00	350	449	485	543	1827
8:00	528	499	480	484	1991
9:00	427	360	335	386	1508
10:00	365	324	317	311	1317
11:00	281	277	336	365	1259
12:00	372	297	283	300	1252
13:00	313	325	334	325	1297
14:00	326	296	367	368	1357
15:00	372	346	398	340	1456
16:00	353	334	330	339	1356
17:00	358	355	352	336	1401
18:00	347	327	324	306	1304
19:00	290	273	266	277	1106
20:00	194	222	198	186	800
21:00	168	169	173	149	659
22:00	138	153	162	144	597
23:00	124	121	97	97	439
					23663

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	77	67	72	52	268
1:00	65	49	39	29	182
2:00	38	23	38	36	135
3:00	27	33	39	52	151
4:00	36	46	58	63	203
5:00	61	75	134	136	406
6:00	146	177	272	401	996
7:00	368	409	519	544	1840
8:00	519	473	474	445	1911
9:00	429	392	382	348	1551
10:00	319	310	275	287	1191
11:00	261	302	317	327	1207
12:00	265	301	277	291	1134
13:00	330	306	346	304	1286
14:00	343	305	339	352	1339
15:00	340	330	336	327	1333
16:00	327	323	337	382	1369
17:00	340	352	319	371	1382
18:00	329	341	326	317	1313
19:00	267	269	257	231	1024
20:00	230	209	187	184	810
21:00	191	166	162	166	685
22:00	140	138	136	127	541
23:00	117	108	115	94	434
					22691

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	79	66	67	73	285
1:00	50	51	52	49	202
2:00	50	35	51	35	171
3:00	46	39	46	46	177
4:00	45	34	66	63	208
5:00	56	93	110	170	429
6:00	143	196	296	415	1050
7:00	400	462	514	539	1915
8:00	551	539	504	437	2031
9:00	407	386	356	365	1514
10:00	349	324	306	284	1263
11:00	317	313	282	320	1232
12:00	293	287	276	301	1157
13:00	317	374	370	364	1425
14:00	356	346	361	385	1448
15:00	374	385	373	385	1517
16:00	366	345	368	382	1461
17:00	398	378	377	349	1502
18:00	330	331	342	321	1324
19:00	297	315	262	261	1135
20:00	250	244	205	191	890
21:00	216	177	183	187	763
22:00	199	147	151	161	658
23:00	115	155	122	164	556
					24313

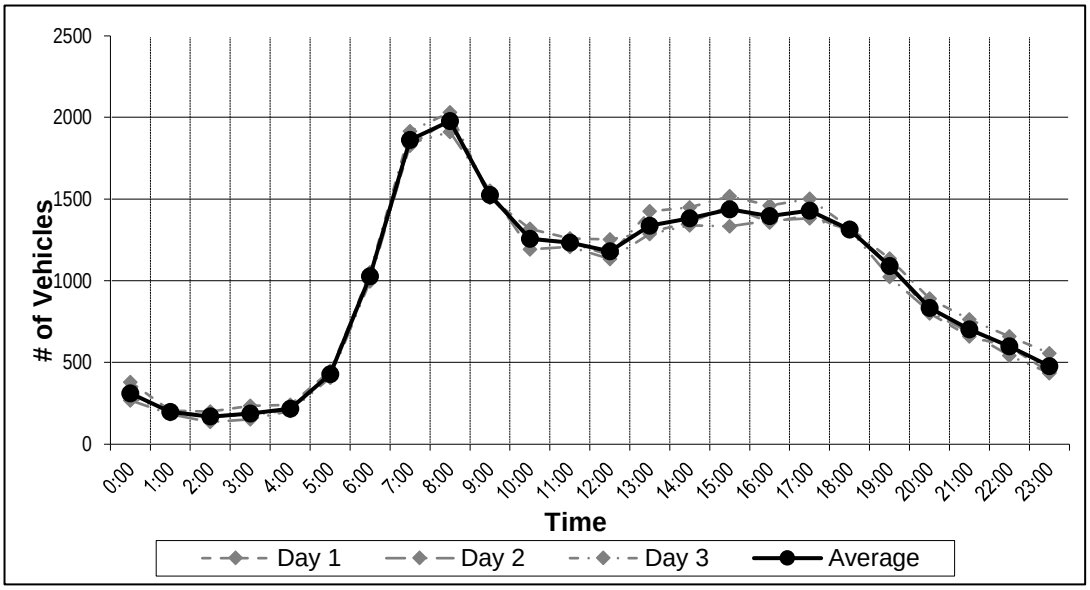
Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	94	74	71	71	310
1:00	58	50	45	44	197
2:00	51	35	45	38	169
3:00	42	42	48	55	187
4:00	42	44	62	69	217
5:00	63	92	122	151	428
6:00	150	189	283	405	1027
7:00	373	440	506	542	1861
8:00	533	504	486	455	1978
9:00	421	379	358	366	1524
10:00	344	319	299	294	1256
11:00	286	297	312	337	1232
12:00	310	295	279	297	1181
13:00	320	335	350	331	1336
14:00	342	316	356	368	1382
15:00	362	354	369	351	1436
16:00	349	334	345	368	1396
17:00	365	362	349	352	1428
18:00	335	333	331	315	1314
19:00	285	286	262	256	1089
20:00	225	225	197	187	834
21:00	192	171	173	167	703
22:00	159	146	150	144	599
23:00	119	128	111	118	476
					23560
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	23560

	Vol	Hour
07:00-09:00 Peak	2055	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1404	16:45
AM Peak	2055	7:30
PM Peak	1484	14:45
Daily Peak	2055	7:30

	Vol	Hour
07:00-09:00 Peak	2055	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1411	16:30
AM Peak	2055	7:30
PM Peak	1411	16:30
Daily Peak	2055	7:30

	Vol	Hour
07:00-09:00 Peak	2143	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1535	16:45
AM Peak	2143	7:30
PM Peak	1535	16:45
Daily Peak	2143	7:30

	Vol	Hour	PHF
06:00-09:00 Peak	2085	07:30	0.96
12:00-14:00 Peak	1336	13:00	0.95
16:00-19:00 Peak	1444	16:45	0.98
AM Peak	2085	07:30	
PM Peak	1453	14:45	
Daily Peak	2085	07:30	



Period	Hour	Vol
AM	6:00 am - 9:00 am	4870
MD	9:00 am - 4:00 pm	9350
PM	4:00 pm - 7:00 pm	4140
NT	7:00 pm - 6:00 am	5210
AADT	0:00 am - 12:00 pm	23600
		23570
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.40
PM	0.18
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	8.8%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.1%

87-1053 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 201_MGD@NE2Ave
Site Code: 201-3808
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				NE 2nd Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	44	285	0	0	0	98	31	0	0	0	0	0	48	1	7	514
06:45 AM	1	31	352	0	0	0	154	36	0	0	0	0	0	53	0	10	637
Total	1	75	637	0	0	0	252	67	0	0	0	0	0	101	1	17	1151
07:00 AM	1	28	349	0	0	0	159	31	0	0	0	0	0	67	0	7	642
07:15 AM	3	11	414	0	0	0	181	49	0	0	0	0	0	72	0	18	748
07:30 AM	2	18	435	0	0	0	197	39	0	0	0	0	0	82	0	10	783
07:45 AM	0	10	491	0	0	0	207	44	0	0	0	0	0	93	0	6	851
Total	6	67	1689	0	0	0	744	163	0	0	0	0	0	314	0	41	3024
08:00 AM	0	21	490	0	0	0	209	43	0	0	0	0	0	98	0	5	866
08:15 AM	1	30	516	0	0	0	201	46	0	0	0	0	0	80	0	12	886
08:30 AM	4	14	470	0	0	0	227	66	0	0	0	0	0	82	0	5	868
08:45 AM	1	9	419	0	0	0	273	68	0	0	0	0	0	58	0	5	833
Total	6	74	1895	0	0	0	910	223	0	0	0	0	0	318	0	27	3453
09:00 AM	0	17	386	0	0	0	249	57	0	0	0	0	0	59	0	11	779
09:15 AM	0	10	333	0	0	0	217	36	0	0	0	0	0	53	0	12	661
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	27	719	0	0	0	466	93	0	0	0	0	0	112	0	23	1440
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	1	26	324	0	0	0	327	65	0	0	0	0	0	47	0	18	808
03:45 PM	1	28	339	0	0	0	277	59	0	0	0	0	0	68	0	10	782
Total	2	54	663	0	0	0	604	124	0	0	0	0	0	115	0	28	1590
04:00 PM	2	25	303	0	0	0	282	80	0	0	0	0	0	61	0	16	769
04:15 PM	1	24	293	0	0	0	288	68	0	0	0	0	0	60	0	14	748
04:30 PM	2	19	324	0	0	0	278	72	0	0	0	0	0	72	0	20	787
04:45 PM	3	23	360	0	0	0	283	65	0	0	0	0	0	59	0	22	815
Total	8	91	1280	0	0	0	1131	285	0	0	0	0	0	252	0	72	3119
05:00 PM	1	20	344	0	0	0	316	76	0	0	0	0	0	70	0	22	849
05:15 PM	0	24	306	0	0	0	274	81	0	0	0	0	0	79	0	29	793
05:30 PM	1	15	345	0	0	0	290	73	0	0	0	0	0	57	0	10	791
05:45 PM	2	18	293	0	0	0	265	88	0	0	0	0	0	56	0	13	735
Total	4	77	1288	0	0	0	1145	318	0	0	0	0	0	262	0	74	3168
06:00 PM	1	19	267	0	0	0	247	74	0	0	0	0	0	29	0	10	647
06:15 PM	0	18	262	0	0	0	241	51	0	0	0	0	0	50	0	14	636
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	37	529	0	0	0	488	125	0	0	0	0	0	79	0	24	1283

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

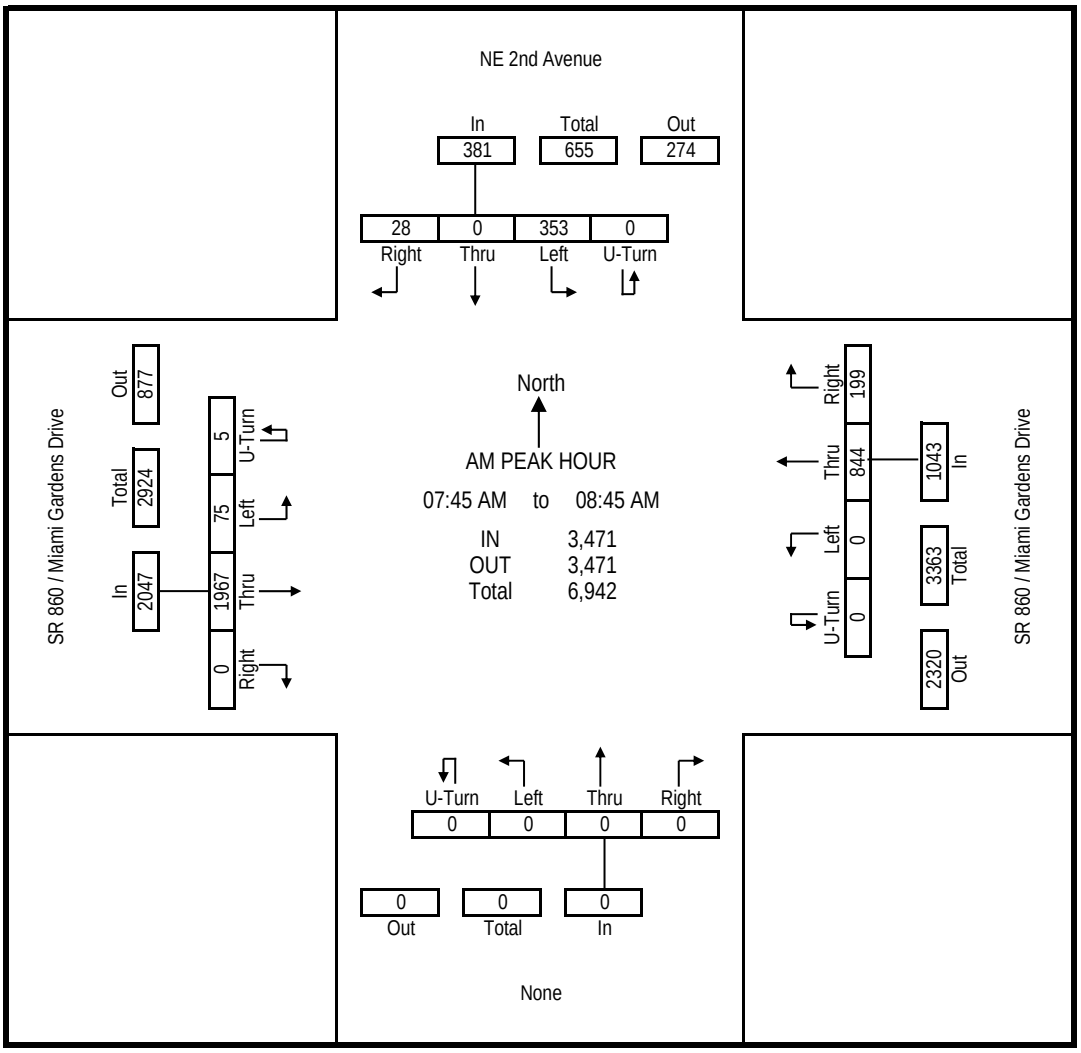
FDOT District 6

File Name: 201_MGD@NE2Ave
Site Code: 201-3808
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				NE 2nd Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:45 AM	0	10	491	0	0	0	207	44	0	0	0	0	0	93	0	6	851
08:00 AM	0	21	490	0	0	0	209	43	0	0	0	0	0	98	0	5	866
08:15 AM	1	30	516	0	0	0	201	46	0	0	0	0	0	80	0	12	886
08:30 AM	4	14	470	0	0	0	227	66	0	0	0	0	0	82	0	5	868
Total	5	75	1967	0	0	0	844	199	0	0	0	0	0	353	0	28	3471
PHF	0.313	0.625	0.953	0.000	0.000	0.000	0.930	0.754	0.000	0.000	0.000	0.000	0.000	0.901	0.000	0.979	0.98
Heavy Veh %	0%	12%	3%	0%	0%	0%	4%	7%	0%	0%	0%	0%	0%	4%	0%	15%	4%
App Vol %	0%	4%	96%	0%	0%	0%	81%	19%	0%	0%	0%	0%	0%	93%	0%	7%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 07:45 AM to 08:45 AM

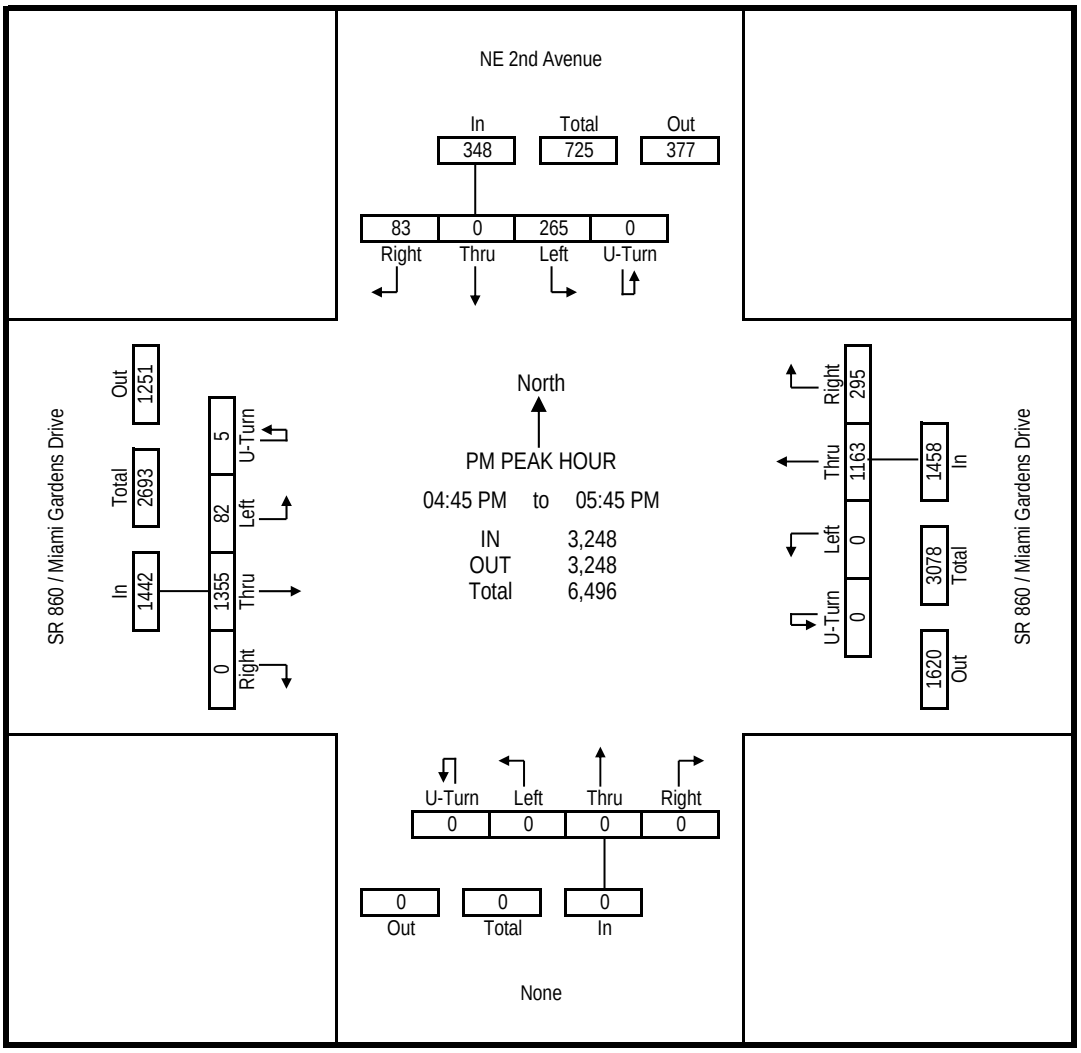


Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				NE 2nd Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:45 PM	3	23	360	0	0	0	283	65	0	0	0	0	0	59	0	22	815
05:00 PM	1	20	344	0	0	0	316	76	0	0	0	0	0	70	0	22	849
05:15 PM	0	24	306	0	0	0	274	81	0	0	0	0	0	79	0	29	793
05:30 PM	1	15	345	0	0	0	290	73	0	0	0	0	0	57	0	10	791
Total	5	82	1355	0	0	0	1163	295	0	0	0	0	0	265	0	83	3248
PHF	0.417	0.854	0.941	0.000	0.000	0.000	0.920	0.910	0.000	0.000	0.000	0.000	0.000	0.839	0.000	0.716	0.96
Heavy Veh %	0%	5%	2%	0%	0%	0%	2%	4%	0%	0%	0%	0%	0%	1%	0%	0%	2%
App Vol %	0%	6%	94%	0%	0%	0%	80%	20%	0%	0%	0%	0%	0%	76%	0%	24%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM

Peak Hour for Entire Intersection Begins at : 04:45 PM to 05:45 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 201_MGD@NE2Ave
Site Code: 201-3808
Count Date: 9/23/2021

Groups Printed: Automobiles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				NE 2nd Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	44	275	0	0	0	88	30	0	0	0	0	0	47	1	7	492
06:45 AM	1	30	345	0	0	0	139	34	0	0	0	0	0	52	0	9	610
Total	1	74	620	0	0	0	227	64	0	0	0	0	0	99	1	16	1102
07:00 AM	1	26	345	0	0	0	137	29	0	0	0	0	0	64	0	7	609
07:15 AM	3	11	396	0	0	0	163	43	0	0	0	0	0	69	0	14	699
07:30 AM	2	18	424	0	0	0	185	35	0	0	0	0	0	77	0	7	748
07:45 AM	0	8	478	0	0	0	200	41	0	0	0	0	0	89	0	5	821
Total	6	63	1643	0	0	0	685	148	0	0	0	0	0	299	0	33	2877
08:00 AM	0	19	477	0	0	0	196	41	0	0	0	0	0	93	0	3	829
08:15 AM	1	24	498	0	0	0	192	41	0	0	0	0	0	77	0	10	843
08:30 AM	4	14	460	0	0	0	221	62	0	0	0	0	0	81	0	5	847
08:45 AM	1	9	401	0	0	0	266	66	0	0	0	0	0	55	0	4	802
Total	6	66	1836	0	0	0	875	210	0	0	0	0	0	306	0	22	3321
09:00 AM	0	16	373	0	0	0	243	54	0	0	0	0	0	58	0	10	754
09:15 AM	0	10	315	0	0	0	201	34	0	0	0	0	0	47	0	11	618
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	26	688	0	0	0	444	88	0	0	0	0	0	105	0	21	1372
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	1	26	319	0	0	0	317	65	0	0	0	0	0	47	0	18	793
03:45 PM	1	26	332	0	0	0	269	58	0	0	0	0	0	67	0	10	763
Total	2	52	651	0	0	0	586	123	0	0	0	0	0	114	0	28	1556
04:00 PM	2	25	297	0	0	0	271	76	0	0	0	0	0	58	0	16	745
04:15 PM	1	19	288	0	0	0	280	57	0	0	0	0	0	59	0	14	718
04:30 PM	2	16	312	0	0	0	270	69	0	0	0	0	0	72	0	19	760
04:45 PM	3	23	354	0	0	0	276	60	0	0	0	0	0	57	0	22	795
Total	8	83	1251	0	0	0	1097	262	0	0	0	0	0	246	0	71	3018
05:00 PM	1	18	342	0	0	0	310	72	0	0	0	0	0	69	0	22	834
05:15 PM	0	23	298	0	0	0	269	81	0	0	0	0	0	78	0	29	778
05:30 PM	1	14	336	0	0	0	284	71	0	0	0	0	0	57	0	10	773
05:45 PM	2	14	287	0	0	0	263	88	0	0	0	0	0	56	0	12	722
Total	4	69	1263	0	0	0	1126	312	0	0	0	0	0	260	0	73	3107
06:00 PM	1	17	261	0	0	0	244	73	0	0	0	0	0	28	0	10	634
06:15 PM	0	18	251	0	0	0	233	50	0	0	0	0	0	50	0	13	615
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	35	512	0	0	0	477	123	0	0	0	0	0	78	0	23	1249

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 201_MGD@NE2Ave
Site Code: 201-3808
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				NE 2nd Avenue Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	10	0	0	0	10	1	0	0	0	0	0	1	0	0	22
06:45 AM	0	1	7	0	0	0	15	2	0	0	0	0	0	1	0	1	27
Total	0	1	17	0	0	0	25	3	0	0	0	0	0	2	0	1	49
07:00 AM	0	2	4	0	0	0	22	2	0	0	0	0	0	3	0	0	33
07:15 AM	0	0	18	0	0	0	18	6	0	0	0	0	0	3	0	4	49
07:30 AM	0	0	11	0	0	0	12	4	0	0	0	0	0	5	0	3	35
07:45 AM	0	2	13	0	0	0	7	3	0	0	0	0	0	4	0	1	30
Total	0	4	46	0	0	0	59	15	0	0	0	0	0	15	0	8	147
08:00 AM	0	2	13	0	0	0	13	2	0	0	0	0	0	5	0	2	37
08:15 AM	0	6	18	0	0	0	9	5	0	0	0	0	0	3	0	2	43
08:30 AM	0	0	10	0	0	0	6	4	0	0	0	0	0	1	0	0	21
08:45 AM	0	0	18	0	0	0	7	2	0	0	0	0	0	3	0	1	31
Total	0	8	59	0	0	0	35	13	0	0	0	0	0	12	0	5	132
09:00 AM	0	1	13	0	0	0	6	3	0	0	0	0	0	1	0	1	25
09:15 AM	0	0	18	0	0	0	16	2	0	0	0	0	0	6	0	1	43
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	31	0	0	0	22	5	0	0	0	0	0	7	0	2	68
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0	15
03:45 PM	0	2	7	0	0	0	8	1	0	0	0	0	0	1	0	0	19
Total	0	2	12	0	0	0	18	1	0	0	0	0	0	1	0	0	34
04:00 PM	0	0	6	0	0	0	11	4	0	0	0	0	0	3	0	0	24
04:15 PM	0	5	5	0	0	0	8	11	0	0	0	0	0	1	0	0	30
04:30 PM	0	3	12	0	0	0	8	3	0	0	0	0	0	0	0	1	27
04:45 PM	0	0	6	0	0	0	7	5	0	0	0	0	0	2	0	0	20
Total	0	8	29	0	0	0	34	23	0	0	0	0	0	6	0	1	101
05:00 PM	0	2	2	0	0	0	6	4	0	0	0	0	0	1	0	0	15
05:15 PM	0	1	8	0	0	0	5	0	0	0	0	0	0	1	0	0	15
05:30 PM	0	1	9	0	0	0	6	2	0	0	0	0	0	0	0	0	18
05:45 PM	0	4	6	0	0	0	2	0	0	0	0	0	0	0	0	1	13
Total	0	8	25	0	0	0	19	6	0	0	0	0	0	2	0	1	61
06:00 PM	0	2	6	0	0	0	3	1	0	0	0	0	0	1	0	0	13
06:15 PM	0	0	11	0	0	0	8	1	0	0	0	0	0	0	0	1	21
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	17	0	0	0	11	2	0	0	0	0	0	1	0	1	34

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 201_MGD@NE2Ave
Site Code: 201-3808
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				NE 2nd Avenue Eastbound				
Start Time	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MIAMI GARDENS DR W OF NE 2ND CT, 87-1067 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	157	97	94	69	417
1:00	62	66	54	36	218
2:00	45	35	40	33	153
3:00	43	27	41	43	154
4:00	40	44	40	68	192
5:00	73	74	115	108	370
6:00	102	125	159	217	603
7:00	248	268	272	345	1133
8:00	327	296	301	340	1264
9:00	292	289	295	317	1193
10:00	282	277	293	290	1142
11:00	264	251	262	292	1069
12:00	304	235	249	257	1045
13:00	247	294	238	245	1024
14:00	258	275	282	330	1145
15:00	320	317	344	332	1313
16:00	323	318	366	348	1355
17:00	388	349	348	312	1397
18:00	303	296	314	258	1171
19:00	250	286	248	247	1031
20:00	219	219	177	185	800
21:00	186	153	136	177	652
22:00	160	169	101	121	551
23:00	110	111	91	82	394
					19786

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	81	100	57	45	283
1:00	46	45	35	37	163
2:00	27	27	31	24	109
3:00	35	31	30	25	121
4:00	31	23	31	46	131
5:00	60	56	61	91	268
6:00	105	111	131	184	531
7:00	176	182	199	239	796
8:00	258	268	274	261	1061
9:00	231	243	219	244	937
10:00	219	245	196	205	865
11:00	218	240	235	241	934
12:00	267	273	249	264	1053
13:00	243	275	296	282	1096
14:00	337	276	310	310	1233
15:00	336	306	345	336	1323
16:00	377	370	334	350	1431
17:00	421	424	373	348	1566
18:00	289	323	296	293	1201
19:00	260	286	257	256	1059
20:00	223	240	170	214	847
21:00	170	212	148	154	684
22:00	171	142	126	138	577
23:00	142	130	119	94	485
					18754

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	85	75	65	301
1:00	58	52	54	39	203
2:00	37	47	24	34	142
3:00	49	33	28	27	137
4:00	28	33	43	53	157
5:00	53	55	64	102	274
6:00	94	114	160	170	538
7:00	232	240	233	269	974
8:00	275	276	302	253	1106
9:00	239	246	219	207	911
10:00	233	245	237	239	954
11:00	274	248	274	266	1062
12:00	261	264	280	270	1075
13:00	256	247	318	282	1103
14:00	295	296	268	352	1211
15:00	336	352	392	357	1437
16:00	387	332	359	367	1445
17:00	377	359	387	357	1480
18:00	331	328	333	324	1316
19:00	324	309	317	272	1222
20:00	286	233	224	213	956
21:00	187	192	181	172	732
22:00	168	243	214	219	844
23:00	190	215	189	177	771
					20351

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	105	94	75	60	334
1:00	55	54	48	37	194
2:00	36	36	32	30	134
3:00	42	30	33	32	137
4:00	33	33	38	56	160
5:00	62	62	80	100	304
6:00	100	117	150	190	557
7:00	219	230	235	284	968
8:00	287	280	292	285	1144
9:00	254	259	244	256	1013
10:00	245	256	242	245	988
11:00	252	246	257	266	1021
12:00	277	257	259	264	1057
13:00	249	272	284	270	1075
14:00	297	282	287	331	1197
15:00	331	325	360	342	1358
16:00	362	340	353	355	1410
17:00	395	377	369	339	1480
18:00	308	316	314	292	1230
19:00	278	294	274	258	1104
20:00	243	231	190	204	868
21:00	181	186	155	168	690
22:00	166	185	147	159	657
23:00	147	152	133	118	550
					19630

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	19630

	Vol	Hour
07:00-09:00 Peak	1269	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1451	16:30

	Vol	Hour
AM Peak	1269	07:45
PM Peak	1451	16:30
Daily Peak	1451	16:30

	Vol	Hour
07:00-09:00 Peak	1061	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1568	16:45

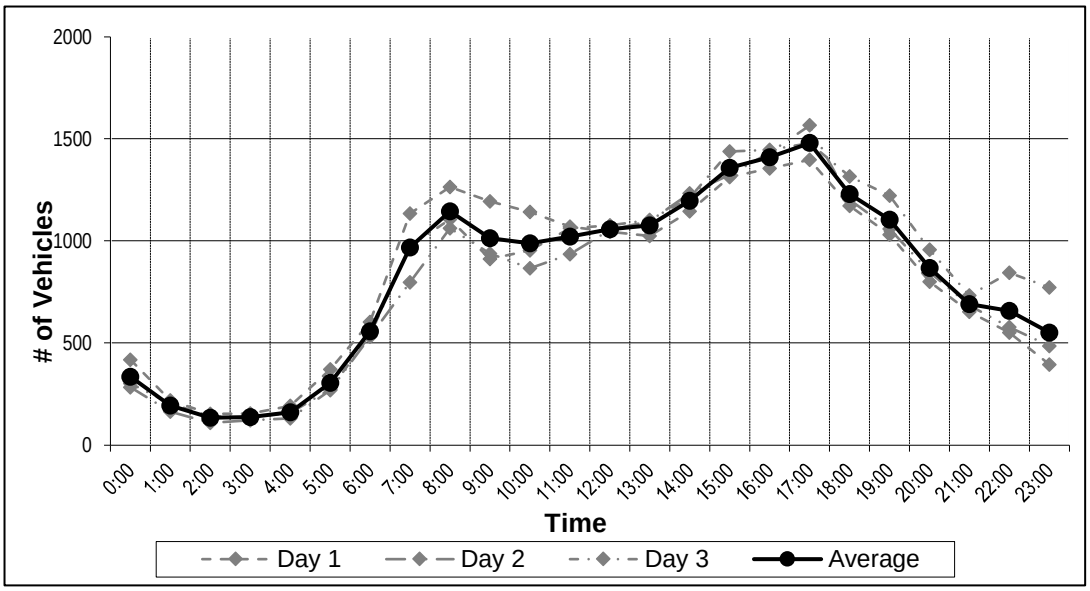
	Vol	Hour
AM Peak	1061	08:00
PM Peak	1568	16:45
Daily Peak	1568	16:45

	Vol	Hour
07:00-09:00 Peak	1122	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1490	16:45

	Vol	Hour
AM Peak	1122	07:45
PM Peak	1490	16:45
Daily Peak	1490	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1144	08:00	0.98
12:00-14:00 Peak	1075	13:00	0.95
16:00-19:00 Peak	1496	16:45	0.95

	Vol	Hour
AM Peak	1144	08:00
PM Peak	1496	16:45
Daily Peak	1496	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2670
MD	9:00 am - 4:00 pm	7710
PM	4:00 pm - 7:00 pm	4120
NT	7:00 pm - 6:00 am	5130
AADT	0:00 am - 12:00 pm	19600
		19630
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.39
PM	0.21
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.8%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	7.6%

87-1067 (WB)

MIAMI GARDENS DR W OF NE 2ND CT, 87-1067 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	127	90	74	87	378
1:00	58	51	43	53	205
2:00	64	47	46	42	199
3:00	53	54	59	67	233
4:00	45	52	61	81	239
5:00	72	108	121	146	447
6:00	162	194	280	400	1036
7:00	350	449	485	543	1827
8:00	528	499	480	484	1991
9:00	427	360	335	386	1508
10:00	365	324	317	311	1317
11:00	281	277	336	365	1259
12:00	372	297	283	300	1252
13:00	313	325	334	325	1297
14:00	326	296	367	368	1357
15:00	372	346	398	340	1456
16:00	353	334	330	339	1356
17:00	358	355	352	336	1401
18:00	347	327	324	306	1304
19:00	290	273	266	277	1106
20:00	194	222	198	186	800
21:00	168	169	173	149	659
22:00	138	153	162	144	597
23:00	124	121	97	97	439
					23663

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	77	67	72	52	268
1:00	65	49	39	29	182
2:00	38	23	38	36	135
3:00	27	33	39	52	151
4:00	36	46	58	63	203
5:00	61	75	134	136	406
6:00	146	177	272	401	996
7:00	368	409	519	544	1840
8:00	519	473	474	445	1911
9:00	429	392	382	348	1551
10:00	319	310	275	287	1191
11:00	261	302	317	327	1207
12:00	265	301	277	291	1134
13:00	330	306	346	304	1286
14:00	343	305	339	352	1339
15:00	340	330	336	327	1333
16:00	327	323	337	382	1369
17:00	340	352	319	371	1382
18:00	329	341	326	317	1313
19:00	267	269	257	231	1024
20:00	230	209	187	184	810
21:00	191	166	162	166	685
22:00	140	138	136	127	541
23:00	117	108	115	94	434
					22691

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	79	66	67	73	285
1:00	50	51	52	49	202
2:00	50	35	51	35	171
3:00	46	39	46	46	177
4:00	45	34	66	63	208
5:00	56	93	110	170	429
6:00	143	196	296	415	1050
7:00	400	462	514	539	1915
8:00	551	539	504	437	2031
9:00	407	386	356	365	1514
10:00	349	324	306	284	1263
11:00	317	313	282	320	1232
12:00	293	287	276	301	1157
13:00	317	374	370	364	1425
14:00	356	346	361	385	1448
15:00	374	385	373	385	1517
16:00	366	345	368	382	1461
17:00	398	378	377	349	1502
18:00	330	331	342	321	1324
19:00	297	315	262	261	1135
20:00	250	244	205	191	890
21:00	216	177	183	187	763
22:00	199	147	151	161	658
23:00	115	155	122	164	556
					24313

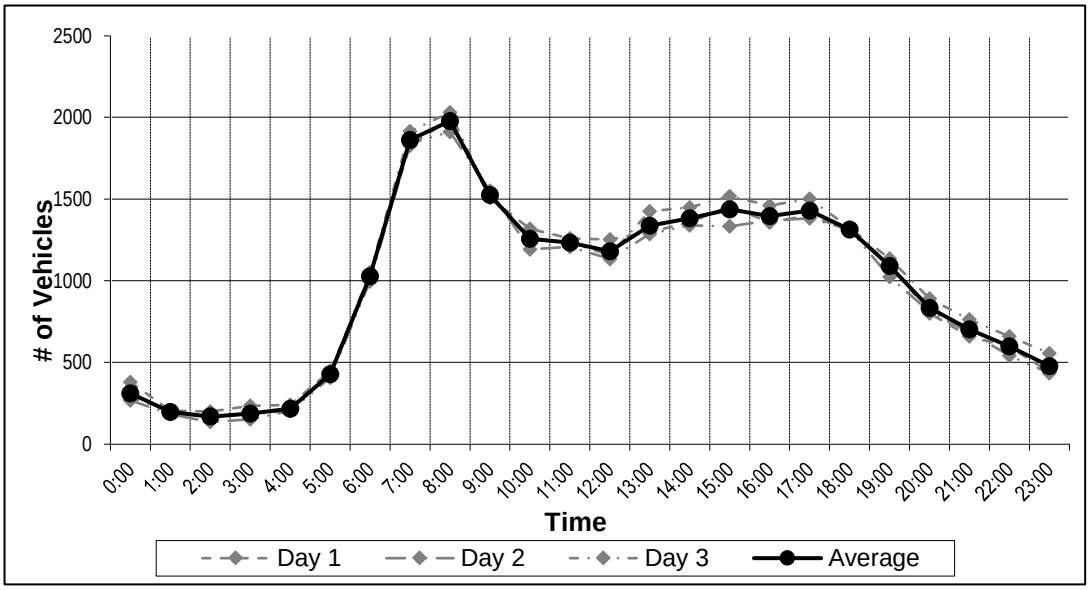
Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	94	74	71	71	310
1:00	58	50	45	44	197
2:00	51	35	45	38	169
3:00	42	42	48	55	187
4:00	42	44	62	69	217
5:00	63	92	122	151	428
6:00	150	189	283	405	1027
7:00	373	440	506	542	1861
8:00	533	504	486	455	1978
9:00	421	379	358	366	1524
10:00	344	319	299	294	1256
11:00	286	297	312	337	1232
12:00	310	295	279	297	1181
13:00	320	335	350	331	1336
14:00	342	316	356	368	1382
15:00	362	354	369	351	1436
16:00	349	334	345	368	1396
17:00	365	362	349	352	1428
18:00	335	333	331	315	1314
19:00	285	286	262	256	1089
20:00	225	225	197	187	834
21:00	192	171	173	167	703
22:00	159	146	150	144	599
23:00	119	128	111	118	476
					23560
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	23560

	Vol	Hour
07:00-09:00 Peak	2055	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1404	16:45
	Vol	Hour
AM Peak	2055	7:30
PM Peak	1484	14:45
Daily Peak	2055	7:30

	Vol	Hour
07:00-09:00 Peak	2055	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1411	16:30
	Vol	Hour
AM Peak	2055	7:30
PM Peak	1411	16:30
Daily Peak	2055	7:30

	Vol	Hour
07:00-09:00 Peak	2143	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1535	16:45
	Vol	Hour
AM Peak	2143	7:30
PM Peak	1535	16:45
Daily Peak	2143	7:30

	Vol	Hour	PHF
06:00-09:00 Peak	2085	07:30	0.96
12:00-14:00 Peak	1336	13:00	0.95
16:00-19:00 Peak	1444	16:45	0.98
	Vol	Hour	
AM Peak	2085	07:30	
PM Peak	1453	14:45	
Daily Peak	2085	07:30	



Period	Hour	Vol
AM	6:00 am - 9:00 am	4870
MD	9:00 am - 4:00 pm	9350
PM	4:00 pm - 7:00 pm	4140
NT	7:00 pm - 6:00 am	5210
AADT	0:00 am - 12:00 pm	23600
		23570
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.40
PM	0.18
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	8.8%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.1%

87-1067 (EB)

NE 2ND CT N OF MIAMI GARDENS DR, 87-1061 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	5	16	6	33
1:00	7	3	1	2	13
2:00	5	7	1	3	16
3:00	5	7	3	4	19
4:00	4	5	6	18	33
5:00	17	20	17	24	78
6:00	31	23	18	19	91
7:00	31	16	19	25	91
8:00	32	22	21	22	97
9:00	33	31	29	34	127
10:00	33	32	31	29	125
11:00	27	35	33	43	138
12:00	31	32	35	38	136
13:00	33	35	28	34	130
14:00	49	33	46	38	166
15:00	33	48	58	50	189
16:00	46	37	42	31	156
17:00	65	43	37	36	181
18:00	42	24	34	29	129
19:00	23	24	23	24	94
20:00	14	17	9	10	50
21:00	14	8	12	19	53
22:00	27	9	4	13	53
23:00	9	7	7	5	28
					2226

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	9	5	10	8	32
1:00	7	6	3	1	17
2:00	2	1	1	3	7
3:00	8	5	2	4	19
4:00	4	5	9	14	32
5:00	20	22	17	22	81
6:00	28	19	14	16	77
7:00	26	16	12	24	78
8:00	28	17	22	24	91
9:00	33	31	29	36	129
10:00	36	30	33	24	123
11:00	29	28	34	36	127
12:00	33	36	37	35	141
13:00	40	27	38	29	134
14:00	37	33	40	38	148
15:00	44	30	64	47	185
16:00	33	29	41	42	145
17:00	59	42	38	22	161
18:00	35	23	29	17	104
19:00	31	27	21	17	96
20:00	16	15	10	11	52
21:00	11	12	9	6	38
22:00	10	10	9	9	38
23:00	9	4	5	4	22
					2077

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	5	6	13	9	33
1:00	6	3	3	1	13
2:00	4	3	2	3	12
3:00	10	3	4	3	20
4:00	5	3	12	18	38
5:00	20	18	17	19	74
6:00	28	21	18	20	87
7:00	27	27	19	23	96
8:00	29	32	28	24	113
9:00	23	34	31	28	116
10:00	31	30	35	27	123
11:00	33	24	42	31	130
12:00	49	30	28	33	140
13:00	41	31	32	26	130
14:00	41	31	37	35	144
15:00	37	40	68	39	184
16:00	45	30	38	36	149
17:00	58	42	35	24	159
18:00	35	18	22	22	97
19:00	31	17	22	19	89
20:00	25	17	10	11	63
21:00	15	10	6	10	41
22:00	23	10	10	5	48
23:00	10	10	10	15	45
					2144

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	7	5	13	8	33
1:00	7	4	2	1	14
2:00	4	4	1	3	12
3:00	8	5	3	4	20
4:00	4	4	9	17	34
5:00	19	20	17	22	78
6:00	29	21	17	18	85
7:00	28	20	17	24	89
8:00	30	24	24	23	101
9:00	30	32	30	33	125
10:00	33	31	33	27	124
11:00	30	29	36	37	132
12:00	38	33	33	35	139
13:00	38	31	33	30	132
14:00	42	32	41	37	152
15:00	38	39	63	45	185
16:00	41	32	40	36	149
17:00	61	42	37	27	167
18:00	37	22	28	23	110
19:00	28	23	22	20	93
20:00	18	16	10	11	55
21:00	13	10	9	12	44
22:00	20	10	8	9	47
23:00	9	7	7	8	31
					2151

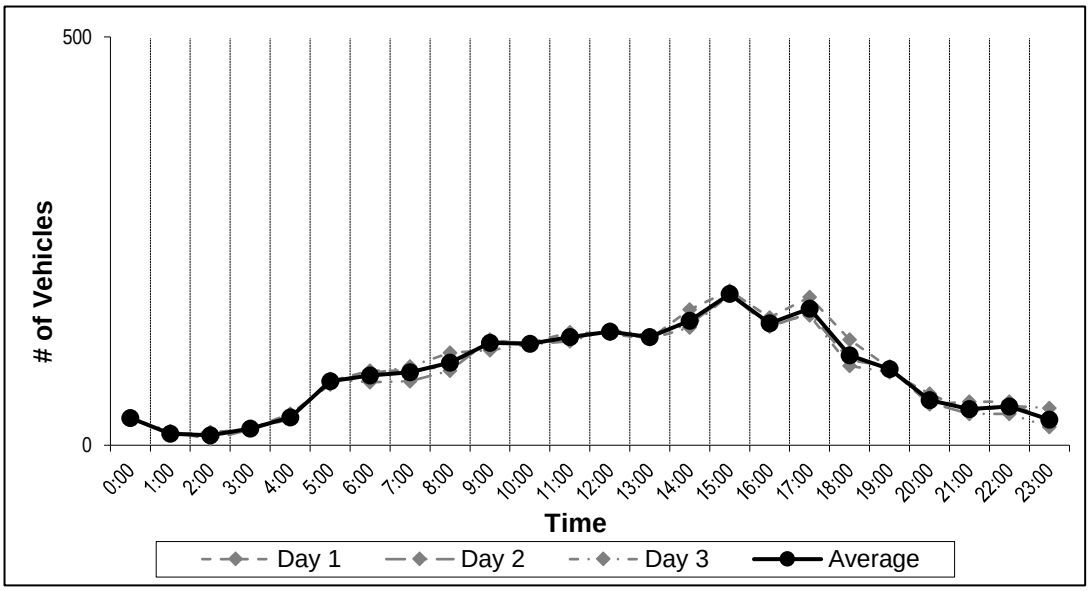
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	2151

	Vol	Hour
07:00-09:00 Peak	100	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	181	16:30
AM Peak	138	11:00
PM Peak	202	15:15
Daily Peak	202	15:15

	Vol	Hour
07:00-09:00 Peak	91	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	184	16:30
AM Peak	135	09:45
PM Peak	185	15:00
Daily Peak	185	15:00

	Vol	Hour
07:00-09:00 Peak	113	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	174	16:30
AM Peak	130	11:00
PM Peak	192	15:15
Daily Peak	192	15:15

	Vol	Hour	PHF
06:00-09:00 Peak	102	07:45	0.85
12:00-14:00 Peak	139	12:00	0.91
16:00-19:00 Peak	179	16:30	0.73
AM Peak	132	11:00	
PM Peak	188	15:15	
Daily Peak	188	15:15	



Period	Hour	Vol
AM	6:00 am - 9:00 am	280
MD	9:00 am - 4:00 pm	990
PM	4:00 pm - 7:00 pm	430
NT	7:00 pm - 6:00 am	460
AADT	0:00 am - 12:00 pm	2200
		2160
	FDOT 2019 AADT	none

Distribution	
AM	0.13
MD	0.46
PM	0.20
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	4.7%
12:00-14:00 Peak Hour	6.5%
15:00-18:00 Peak Hour	8.3%

87-1061 (SB)

NE 2ND CT N OF MIAMI GARDENS DR, 87-1061 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	7	10	10	6	33
1:00	1	2	1	1	5
2:00	2	4	3	3	12
3:00	2	4	6	9	21
4:00	8	13	17	13	51
5:00	22	11	24	38	95
6:00	31	23	24	45	123
7:00	26	21	38	38	123
8:00	37	31	37	41	146
9:00	42	44	34	33	153
10:00	33	29	27	24	113
11:00	25	30	38	32	125
12:00	23	31	33	27	114
13:00	26	25	31	28	110
14:00	23	24	34	23	104
15:00	29	24	26	21	100
16:00	20	16	14	17	67
17:00	16	15	19	22	72
18:00	17	22	24	30	93
19:00	19	24	17	17	77
20:00	20	10	18	8	56
21:00	10	11	9	11	41
22:00	3	4	7	8	22
23:00	8	3	6	4	21
					1877

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	6	5	8	23
1:00	5	2	2	0	9
2:00	1	0	5	3	9
3:00	6	3	6	5	20
4:00	8	10	10	13	41
5:00	14	12	20	39	85
6:00	17	23	28	35	103
7:00	31	19	36	38	124
8:00	41	32	29	36	138
9:00	43	43	41	30	157
10:00	36	30	26	25	117
11:00	21	27	37	31	116
12:00	20	20	24	27	91
13:00	24	28	19	25	96
14:00	26	20	25	26	97
15:00	14	22	26	20	82
16:00	13	23	10	12	58
17:00	16	17	17	17	67
18:00	17	16	22	27	82
19:00	23	18	15	20	76
20:00	11	9	10	10	40
21:00	7	7	9	9	32
22:00	8	4	8	9	29
23:00	3	4	5	4	16
					1708

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	5	3	4	15
1:00	1	3	3	1	8
2:00	1	3	3	3	10
3:00	5	3	9	8	25
4:00	7	9	11	16	43
5:00	18	11	23	44	96
6:00	28	21	36	39	124
7:00	31	28	25	43	127
8:00	37	30	31	47	145
9:00	50	43	44	27	164
10:00	36	31	27	27	121
11:00	24	29	32	38	123
12:00	32	25	40	43	140
13:00	26	37	29	36	128
14:00	27	30	18	20	95
15:00	17	33	23	28	101
16:00	18	20	21	13	72
17:00	16	16	21	17	70
18:00	20	20	23	31	94
19:00	24	19	24	14	81
20:00	13	6	9	6	34
21:00	7	9	10	11	37
22:00	3	8	7	9	27
23:00	3	3	9	5	20
					1900

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	5	7	6	6	24
1:00	2	2	2	1	7
2:00	1	2	4	3	10
3:00	4	3	7	7	21
4:00	8	11	13	14	46
5:00	18	11	22	40	91
6:00	25	22	29	40	116
7:00	29	23	33	40	125
8:00	38	31	32	41	142
9:00	45	43	40	30	158
10:00	35	30	27	25	117
11:00	23	29	36	34	122
12:00	25	25	32	32	114
13:00	25	30	26	30	111
14:00	25	25	26	23	99
15:00	20	26	25	23	94
16:00	17	20	15	14	66
17:00	16	16	19	19	70
18:00	18	19	23	29	89
19:00	22	20	19	17	78
20:00	15	8	12	8	43
21:00	8	9	9	10	36
22:00	5	5	7	9	26
23:00	5	3	7	4	19
					1824

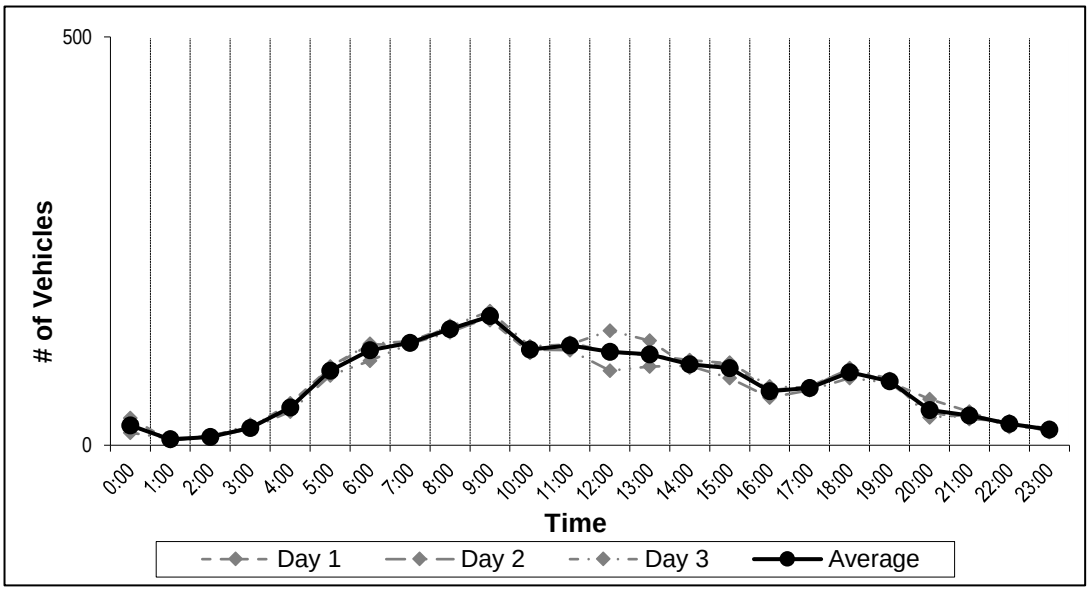
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	1824

	Vol	Hour
07:00-09:00 Peak	146	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	93	18:00
AM Peak	164	08:30
PM Peak	117	12:15
Daily Peak	164	08:30

	Vol	Hour
07:00-09:00 Peak	147	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	82	18:00
AM Peak	163	08:45
PM Peak	103	12:30
Daily Peak	163	08:45

	Vol	Hour
07:00-09:00 Peak	145	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	94	18:00
AM Peak	184	08:45
PM Peak	146	12:30
Daily Peak	184	08:45

	Vol	Hour	PHF
06:00-09:00 Peak	142	07:30	0.89
12:00-14:00 Peak	119	12:30	0.93
16:00-19:00 Peak	89	18:00	0.77
AM Peak	169	08:45	
PM Peak	119	12:30	
Daily Peak	169	08:45	



Period	Hour	Vol
AM	6:00 am - 9:00 am	380
MD	9:00 am - 4:00 pm	820
PM	4:00 pm - 7:00 pm	230
NT	7:00 pm - 6:00 am	400
AADT	0:00 am - 12:00 pm	1800
		1830
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.45
PM	0.13
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.8%
12:00-14:00 Peak Hour	6.5%
15:00-18:00 Peak Hour	4.9%

87-1061 (NB)

NE 2ND CT S OF MIAMI GARDENS DR, 87-1065 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	7	3	5	2	17
1:00	2	1	3	3	9
2:00	1	5	8	6	20
3:00	5	6	1	8	20
4:00	16	6	8	8	38
5:00	3	11	11	14	39
6:00	3	3	4	7	17
7:00	5	9	7	11	32
8:00	9	11	9	8	37
9:00	7	11	4	8	30
10:00	12	16	11	10	49
11:00	9	5	9	8	31
12:00	14	4	11	8	37
13:00	4	7	5	10	26
14:00	5	8	4	5	22
15:00	5	7	5	6	23
16:00	7	9	5	3	24
17:00	3	4	9	4	20
18:00	5	5	7	5	22
19:00	2	2	5	5	14
20:00	5	1	0	3	9
21:00	3	5	1	5	14
22:00	1	3	0	1	5
23:00	2	2	3	0	7
					562

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	0	2	3	8
1:00	0	12	3	4	19
2:00	0	2	3	1	6
3:00	5	3	5	6	19
4:00	2	3	4	1	10
5:00	9	2	3	9	23
6:00	3	7	7	10	27
7:00	11	9	5	21	46
8:00	9	12	7	6	34
9:00	12	12	18	9	51
10:00	8	9	7	5	29
11:00	5	5	7	7	24
12:00	3	7	7	9	26
13:00	22	7	9	9	47
14:00	18	4	9	5	36
15:00	9	9	11	11	40
16:00	9	7	14	3	33
17:00	5	7	3	3	18
18:00	4	1	3	2	10
19:00	2	3	3	3	11
20:00	1	3	4	4	12
21:00	1	4	5	3	13
22:00	4	1	3	1	9
23:00	1	0	1	0	2
					553

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	0	2	3	8
1:00	1	4	1	1	7
2:00	1	0	1	3	5
3:00	3	1	7	3	14
4:00	2	4	1	3	10
5:00	1	2	4	6	13
6:00	7	5	5	10	27
7:00	12	9	7	13	41
8:00	10	5	8	16	39
9:00	10	12	7	10	39
10:00	7	3	7	2	19
11:00	3	7	4	5	19
12:00	10	11	7	8	36
13:00	6	11	43	37	97
14:00	13	9	4	6	32
15:00	6	9	10	7	32
16:00	6	5	3	6	20
17:00	6	3	3	7	19
18:00	2	3	4	4	13
19:00	6	7	3	5	21
20:00	3	6	1	1	11
21:00	2	3	5	5	15
22:00	5	1	5	5	16
23:00	0	3	1	7	11
					564

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	1	3	3	11
1:00	1	6	2	3	12
2:00	1	2	4	3	10
3:00	4	3	4	6	17
4:00	7	4	4	4	19
5:00	4	5	6	10	25
6:00	4	5	5	9	23
7:00	9	9	6	15	39
8:00	9	9	8	10	36
9:00	10	12	10	9	41
10:00	9	9	8	6	32
11:00	6	6	7	7	26
12:00	9	7	8	8	32
13:00	11	8	19	19	57
14:00	12	7	6	5	30
15:00	7	8	9	8	32
16:00	7	7	7	4	25
17:00	5	5	5	5	20
18:00	4	3	5	4	16
19:00	3	4	4	4	15
20:00	3	3	2	3	11
21:00	2	4	4	4	14
22:00	3	2	3	2	10
23:00	1	2	2	2	7
					560

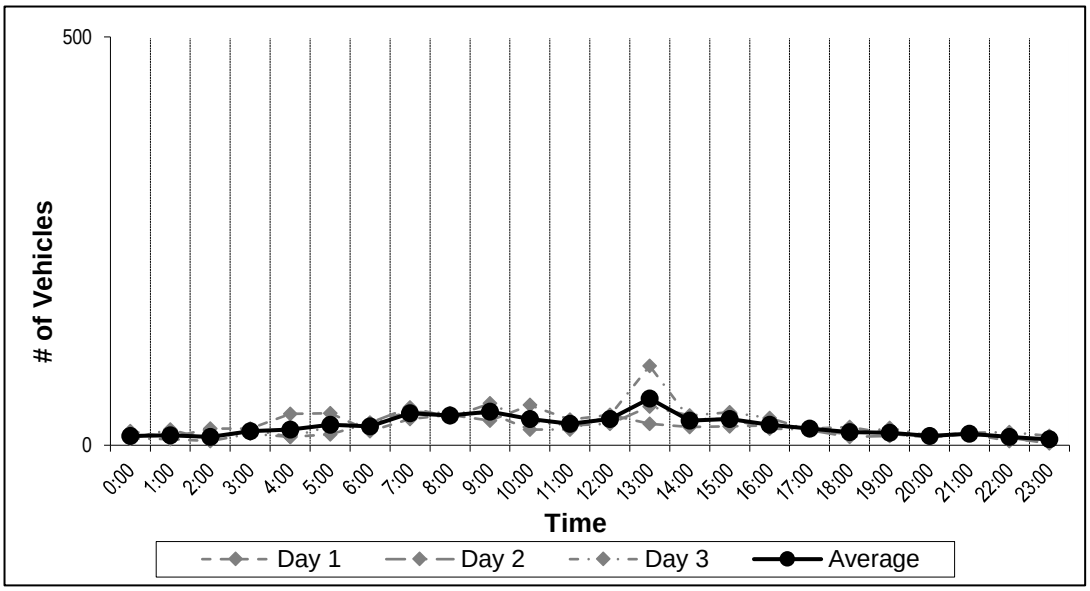
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	560

	Vol	Hour
07:00-09:00 Peak	40	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	24	16:00
AM Peak	49	10:00
PM Peak	37	12:00
Daily Peak	49	10:00

	Vol	Hour
07:00-09:00 Peak	49	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	33	16:00
AM Peak	51	09:00
PM Peak	47	12:45
Daily Peak	51	09:00

	Vol	Hour
07:00-09:00 Peak	41	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	20	16:00
AM Peak	46	08:30
PM Peak	104	13:15
Daily Peak	104	13:15

	Vol	Hour	PHF
06:00-09:00 Peak	41	07:45	0.68
12:00-14:00 Peak	57	13:00	0.75
16:00-19:00 Peak	25	16:00	0.89
AM Peak	42	08:45	
PM Peak	58	13:15	
Daily Peak	58	13:15	



Period	Hour	Vol
AM	6:00 am - 9:00 am	100
MD	9:00 am - 4:00 pm	250
PM	4:00 pm - 7:00 pm	60
NT	7:00 pm - 6:00 am	150
AADT	0:00 am - 12:00 pm	600
		560
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.45
PM	0.11
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	7.3%
12:00-14:00 Peak Hour	10.2%
15:00-18:00 Peak Hour	4.5%

87-1065 (SB)

NE 2ND CT S OF MIAMI GARDENS DR, 87-1065 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	1	3	1	11
1:00	1	2	3	1	7
2:00	1	3	7	4	15
3:00	5	3	3	8	19
4:00	5	10	4	4	23
5:00	5	4	7	10	26
6:00	4	6	10	14	34
7:00	14	14	12	17	57
8:00	21	27	17	27	92
9:00	23	15	10	21	69
10:00	17	21	10	10	58
11:00	10	14	12	21	57
12:00	17	12	11	16	56
13:00	12	8	14	14	48
14:00	15	14	12	10	51
15:00	9	14	13	15	51
16:00	20	18	19	19	76
17:00	17	18	17	13	65
18:00	15	13	9	10	47
19:00	10	9	10	3	32
20:00	4	6	3	4	17
21:00	6	5	3	3	17
22:00	5	1	2	3	11
23:00	3	3	6	1	13
					952

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	1	1	3	6
1:00	2	8	1	5	16
2:00	2	4	4	1	11
3:00	3	3	3	4	13
4:00	3	2	6	3	14
5:00	10	6	13	8	37
6:00	10	16	11	6	43
7:00	10	17	10	17	54
8:00	17	17	17	21	72
9:00	11	19	17	10	57
10:00	16	3	11	17	47
11:00	10	16	17	10	53
12:00	14	16	14	14	58
13:00	17	15	14	13	59
14:00	13	9	17	7	46
15:00	17	19	17	15	68
16:00	21	12	19	23	75
17:00	25	19	17	16	77
18:00	12	11	7	9	39
19:00	7	4	5	7	23
20:00	8	3	8	3	22
21:00	1	3	3	3	10
22:00	3	4	3	3	13
23:00	1	3	3	1	8
					921

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	3	1	3	8
1:00	1	0	4	1	6
2:00	2	1	2	2	7
3:00	1	3	4	4	12
4:00	3	4	2	4	13
5:00	10	1	5	3	19
6:00	5	8	6	10	29
7:00	14	13	14	12	53
8:00	17	10	14	19	60
9:00	16	15	10	14	55
10:00	16	14	10	10	50
11:00	10	17	16	16	59
12:00	19	14	13	16	62
13:00	21	17	12	13	63
14:00	20	14	15	5	54
15:00	10	16	17	20	63
16:00	19	13	20	19	71
17:00	26	19	20	14	79
18:00	17	9	13	8	47
19:00	10	8	6	4	28
20:00	6	3	3	2	14
21:00	3	3	4	4	14
22:00	3	2	3	4	12
23:00	0	3	2	1	6
					884

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	2	2	2	9
1:00	1	3	3	2	9
2:00	2	3	4	2	11
3:00	3	3	3	5	14
4:00	4	5	4	4	17
5:00	8	4	8	7	27
6:00	6	10	9	10	35
7:00	13	15	12	15	55
8:00	18	18	16	22	74
9:00	17	16	12	15	60
10:00	16	13	10	12	51
11:00	10	16	15	16	57
12:00	17	14	13	15	59
13:00	17	13	13	13	56
14:00	16	12	15	7	50
15:00	12	16	16	17	61
16:00	20	14	19	20	73
17:00	23	19	18	14	74
18:00	15	11	10	9	45
19:00	9	7	7	5	28
20:00	6	4	5	3	18
21:00	3	4	3	3	13
22:00	4	2	3	3	12
23:00	1	3	4	1	9
					917

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	917

	Vol	Hour
07:00-09:00 Peak	92	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	76	16:00

	Vol	Hour
AM Peak	94	08:15
PM Peak	76	16:00
Daily Peak	94	08:15

	Vol	Hour
07:00-09:00 Peak	72	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	86	16:30

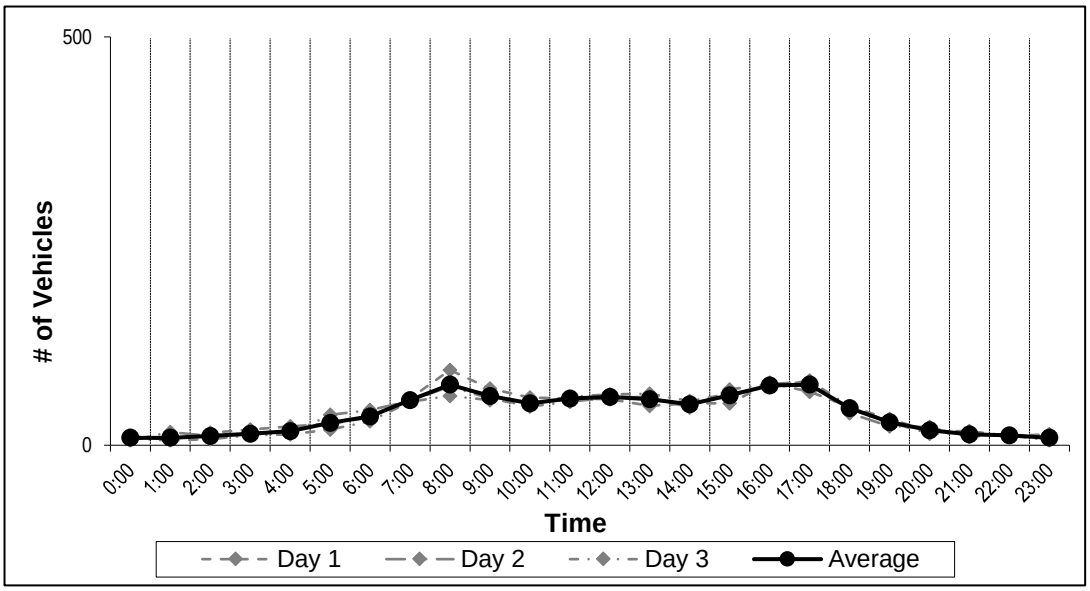
	Vol	Hour
AM Peak	72	08:00
PM Peak	86	16:30
Daily Peak	86	16:30

	Vol	Hour
07:00-09:00 Peak	60	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	84	16:30

	Vol	Hour
AM Peak	64	08:30
PM Peak	84	16:30
Daily Peak	84	16:30

	Vol	Hour	PHF
06:00-09:00 Peak	74	08:00	0.84
12:00-14:00 Peak	59	12:00	0.87
16:00-19:00 Peak	81	16:30	0.88

	Vol	Hour
AM Peak	74	08:00
PM Peak	81	16:30
Daily Peak	81	16:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	160
MD	9:00 am - 4:00 pm	390
PM	4:00 pm - 7:00 pm	190
NT	7:00 pm - 6:00 am	170
AADT	0:00 am - 12:00 pm	900
		910
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.43
PM	0.21
NT	0.19
AADT	1.00

	K
07:00-09:00 Peak Hour	8.1%
12:00-14:00 Peak Hour	6.4%
15:00-18:00 Peak Hour	8.8%

87-1065 (NB)

MIAMI GARDENS DR E OF NE 2ND CT, 87-1063 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	96	101	93	83	373
1:00	58	47	44	51	200
2:00	58	40	43	58	199
3:00	39	35	58	48	180
4:00	33	49	48	59	189
5:00	62	71	85	129	347
6:00	125	155	158	218	656
7:00	316	304	288	354	1262
8:00	350	337	318	335	1340
9:00	280	269	282	268	1099
10:00	268	264	292	252	1076
11:00	289	287	283	303	1162
12:00	266	291	321	308	1186
13:00	309	321	310	337	1277
14:00	268	330	338	362	1298
15:00	371	397	403	372	1543
16:00	346	392	377	410	1525
17:00	377	433	407	415	1632
18:00	393	387	361	344	1485
19:00	297	287	298	295	1177
20:00	264	248	210	198	920
21:00	200	185	166	173	724
22:00	157	162	148	128	595
23:00	137	152	133	96	518
					21963

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	83	85	98	71	337
1:00	61	52	45	33	191
2:00	41	33	26	32	132
3:00	33	30	37	27	127
4:00	55	25	58	65	203
5:00	46	63	81	118	308
6:00	110	155	171	201	637
7:00	224	246	265	347	1082
8:00	364	332	319	337	1352
9:00	251	264	263	256	1034
10:00	264	269	291	273	1097
11:00	287	293	277	296	1153
12:00	259	280	330	331	1200
13:00	318	325	317	358	1318
14:00	303	341	379	373	1396
15:00	344	352	407	388	1491
16:00	337	370	370	361	1438
17:00	363	399	414	421	1597
18:00	431	404	341	354	1530
19:00	347	292	288	289	1216
20:00	238	232	249	215	934
21:00	167	179	183	191	720
22:00	140	115	147	148	550
23:00	130	140	105	114	489
					21532

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	139	91	81	70	381
1:00	67	46	40	39	192
2:00	41	36	31	33	141
3:00	40	24	33	31	128
4:00	29	28	36	76	169
5:00	66	49	79	112	306
6:00	131	140	173	210	654
7:00	207	246	295	360	1108
8:00	335	341	317	332	1325
9:00	309	273	300	279	1161
10:00	271	259	292	231	1053
11:00	291	280	288	310	1169
12:00	272	302	311	285	1170
13:00	307	319	289	346	1261
14:00	298	316	357	404	1375
15:00	343	391	427	385	1546
16:00	375	323	342	417	1457
17:00	354	429	386	352	1521
18:00	391	365	351	400	1507
19:00	358	315	317	272	1262
20:00	263	275	236	216	990
21:00	209	191	203	168	771
22:00	176	183	168	136	663
23:00	145	145	158	118	566
					21876

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	106	92	91	75	364
1:00	62	48	43	41	194
2:00	47	36	33	41	157
3:00	37	30	43	35	145
4:00	39	34	47	67	187
5:00	58	61	82	120	321
6:00	122	150	167	210	649
7:00	249	265	283	354	1151
8:00	350	337	318	335	1340
9:00	280	269	282	268	1099
10:00	268	264	292	252	1076
11:00	289	287	283	303	1162
12:00	266	291	321	308	1186
13:00	311	322	305	347	1285
14:00	290	329	358	380	1357
15:00	353	380	412	382	1527
16:00	353	362	363	396	1474
17:00	365	420	402	396	1583
18:00	405	385	351	366	1507
19:00	334	298	301	285	1218
20:00	255	252	232	210	949
21:00	192	185	184	177	738
22:00	158	153	154	137	602
23:00	137	146	132	109	524
					21795

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	21795

	Vol	Hour
07:00-09:00 Peak	1359	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1648	17:15

	Vol	Hour
AM Peak	1359	07:45
PM Peak	1648	17:15
Daily Peak	1648	17:15

	Vol	Hour
07:00-09:00 Peak	1362	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1670	17:30

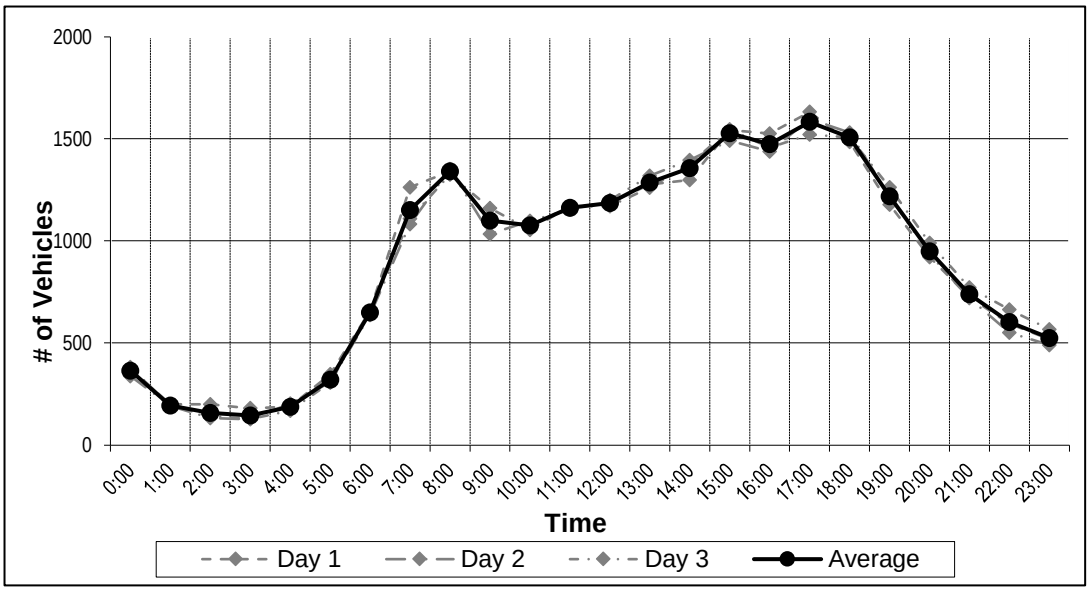
	Vol	Hour
AM Peak	1362	07:45
PM Peak	1670	17:30
Daily Peak	1670	17:30

	Vol	Hour
07:00-09:00 Peak	1353	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1586	16:45

	Vol	Hour
AM Peak	1353	07:45
PM Peak	1586	16:45
Daily Peak	1586	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1359	07:45	0.96
12:00-14:00 Peak	1285	13:00	0.93
16:00-19:00 Peak	1623	17:15	0.97

	Vol	Hour
AM Peak	1359	07:45
PM Peak	1623	17:15
Daily Peak	1623	17:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	3140
MD	9:00 am - 4:00 pm	8690
PM	4:00 pm - 7:00 pm	4560
NT	7:00 pm - 6:00 am	5400
AADT	0:00 am - 12:00 pm	21800
		21790
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.40
PM	0.21
NT	0.25
AADT	1.00

	K
07:00-09:00 Peak Hour	6.2%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	7.4%

87-1063 (WB)

MIAMI GARDENS DR E OF NE 2ND CT, 87-1063 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	55	60	52	49	216
1:00	47	48	32	43	170
2:00	29	25	28	30	112
3:00	44	42	38	47	171
4:00	40	38	55	48	181
5:00	67	75	94	132	368
6:00	120	168	247	361	896
7:00	328	366	515	650	1859
8:00	623	662	615	633	2533
9:00	637	407	356	371	1771
10:00	292	271	301	262	1126
11:00	288	241	272	268	1069
12:00	256	276	275	293	1100
13:00	277	282	318	303	1180
14:00	321	286	394	407	1408
15:00	303	324	321	345	1293
16:00	320	419	370	328	1437
17:00	423	401	369	328	1521
18:00	285	330	327	299	1241
19:00	257	244	243	247	991
20:00	177	195	154	161	687
21:00	170	149	132	113	564
22:00	116	124	124	97	461
23:00	95	94	80	61	330
					22685

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	64	37	45	43	189
1:00	38	31	36	28	133
2:00	30	41	17	21	109
3:00	28	43	25	38	134
4:00	29	32	55	43	159
5:00	66	75	80	103	324
6:00	125	166	284	374	949
7:00	361	490	556	641	2048
8:00	630	662	615	630	2537
9:00	678	380	404	401	1863
10:00	277	292	319	261	1149
11:00	306	243	228	296	1073
12:00	252	306	269	268	1095
13:00	251	264	289	300	1104
14:00	389	327	314	358	1388
15:00	313	278	277	297	1165
16:00	387	411	436	424	1658
17:00	416	350	382	388	1536
18:00	303	289	286	303	1181
19:00	256	230	191	196	873
20:00	150	166	177	132	625
21:00	134	126	124	114	498
22:00	100	94	94	101	389
23:00	86	86	68	79	319
					22498

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	62	45	52	58	217
1:00	38	34	31	25	128
2:00	34	20	22	29	105
3:00	33	40	33	31	137
4:00	35	27	52	55	169
5:00	61	65	96	115	337
6:00	115	150	268	378	911
7:00	397	455	487	636	1975
8:00	600	624	559	570	2353
9:00	530	407	308	340	1585
10:00	307	249	283	264	1103
11:00	268	239	316	239	1062
12:00	260	247	280	317	1104
13:00	303	301	347	303	1254
14:00	318	299	374	356	1347
15:00	325	296	371	383	1375
16:00	394	407	430	457	1688
17:00	457	385	425	402	1669
18:00	335	323	300	273	1231
19:00	233	233	268	220	954
20:00	198	213	160	164	735
21:00	156	145	134	132	567
22:00	98	119	107	102	426
23:00	87	102	97	82	368
					22800

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	60	47	50	50	207
1:00	41	38	33	32	144
2:00	31	29	22	27	109
3:00	35	42	32	39	148
4:00	35	32	54	49	170
5:00	65	72	90	117	344
6:00	120	161	266	371	918
7:00	362	437	519	642	1960
8:00	618	649	596	611	2474
9:00	615	398	356	371	1740
10:00	292	271	301	262	1126
11:00	287	241	272	268	1068
12:00	256	276	275	293	1100
13:00	277	282	318	302	1179
14:00	343	304	361	374	1382
15:00	314	299	323	342	1278
16:00	367	412	412	403	1594
17:00	432	379	392	373	1576
18:00	308	314	304	292	1218
19:00	249	236	234	221	940
20:00	175	191	164	152	682
21:00	153	140	130	120	543
22:00	105	112	108	100	425
23:00	89	94	82	74	339
					22664
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	22664

	Vol	Hour
07:00-09:00 Peak	2550	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1540	16:15

	Vol	Hour
AM Peak	2550	07:45
PM Peak	1540	16:15
Daily Peak	2550	07:45

	Vol	Hour
07:00-09:00 Peak	2548	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1687	16:15

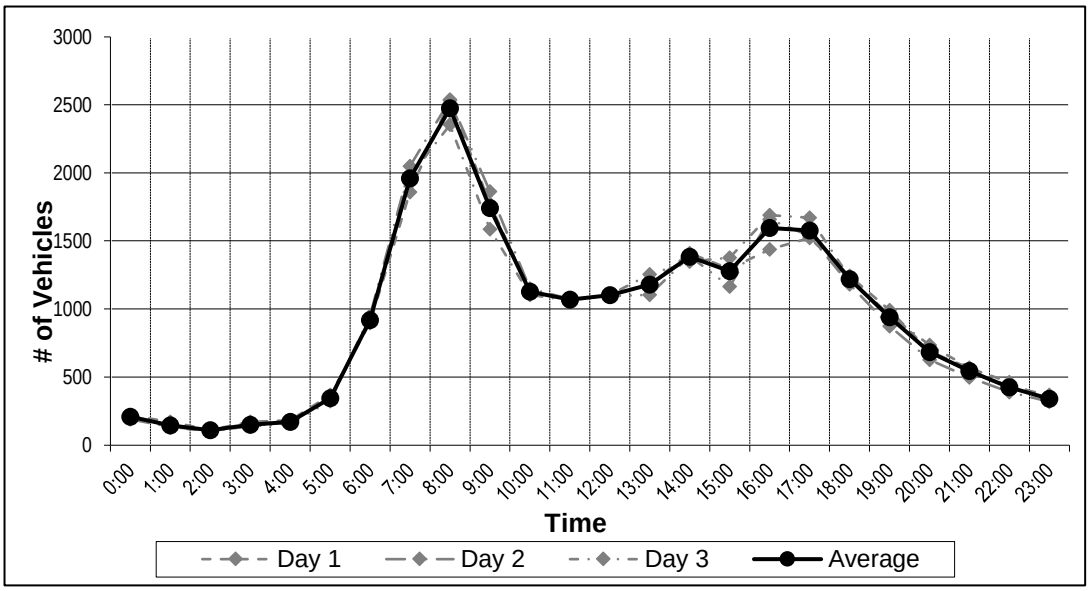
	Vol	Hour
AM Peak	2585	08:15
PM Peak	1687	16:15
Daily Peak	2585	08:15

	Vol	Hour
07:00-09:00 Peak	2419	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1751	16:15

	Vol	Hour
AM Peak	2419	07:45
PM Peak	1751	16:15
Daily Peak	2419	07:45

	Vol	Hour	PHF
06:00-09:00 Peak	2505	07:45	0.96
12:00-14:00 Peak	1179	13:00	0.93
16:00-19:00 Peak	1659	16:15	0.96

	Vol	Hour
AM Peak	2505	07:45
PM Peak	1659	16:15
Daily Peak	2505	07:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	5350
MD	9:00 am - 4:00 pm	8870
PM	4:00 pm - 7:00 pm	4390
NT	7:00 pm - 6:00 am	4050
AADT	0:00 am - 12:00 pm	22700
		22660
	FDOT 2019 AADT	none

Distribution	
AM	0.24
MD	0.39
PM	0.19
NT	0.18
AADT	1.00

	K
07:00-09:00 Peak Hour	11.1%
12:00-14:00 Peak Hour	5.2%
15:00-18:00 Peak Hour	7.3%

87-1063 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 202_MGD@NE2Ct
Site Code: 201-4761
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

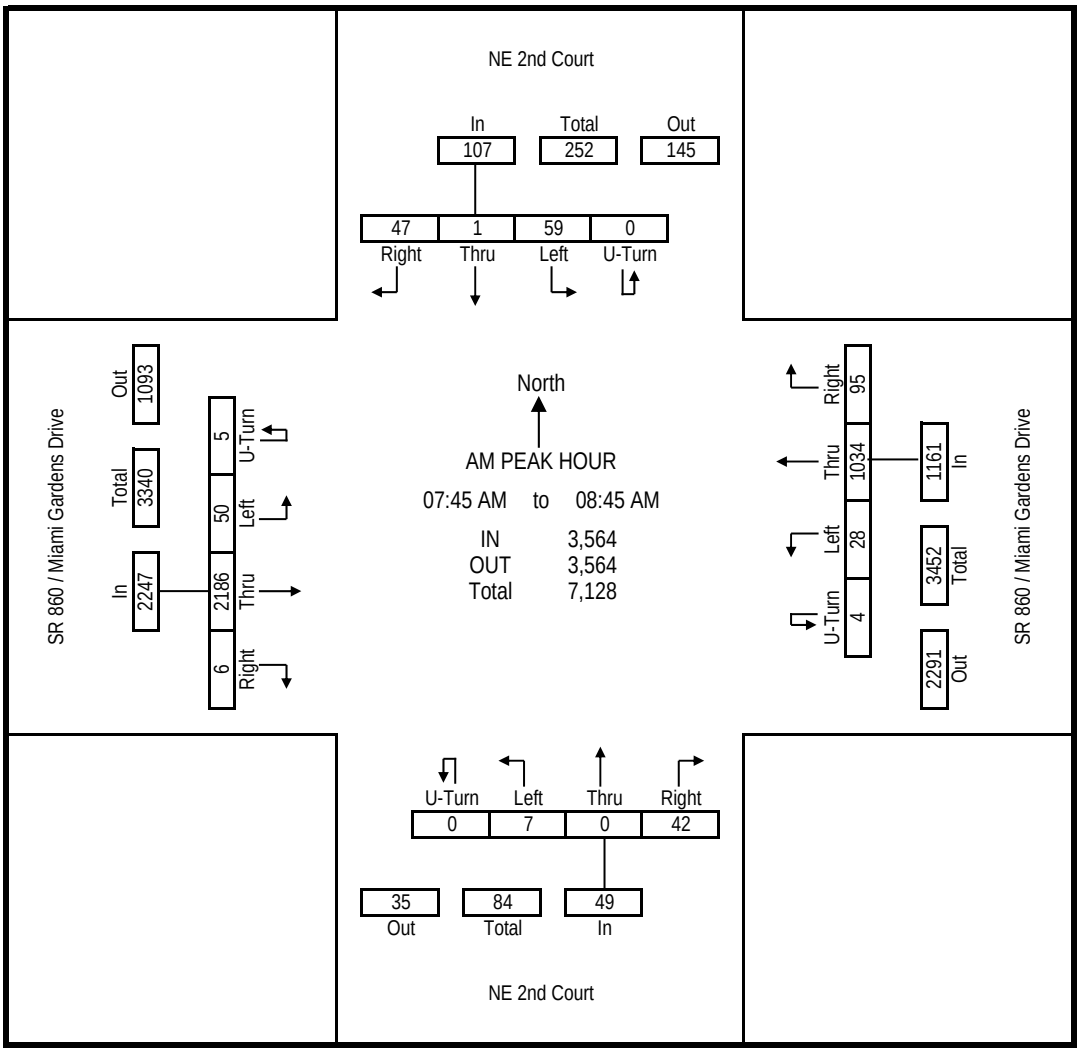
	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 2nd Court Northbound				NE 2nd Court Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	24	287	0	0	5	126	16	0	0	0	5	0	8	0	10	481
06:45 AM	0	27	381	2	0	8	179	19	0	3	0	6	0	10	0	13	648
Total	0	51	668	2	0	13	305	35	0	3	0	11	0	18	0	23	1129
07:00 AM	0	16	386	2	2	10	186	19	0	3	0	10	0	10	1	22	667
07:15 AM	1	15	457	1	0	6	217	17	0	3	0	11	0	9	1	18	756
07:30 AM	0	10	466	4	0	2	231	17	0	2	0	11	0	9	0	13	765
07:45 AM	1	20	589	1	0	13	247	28	0	1	0	11	0	14	0	6	931
Total	2	61	1898	8	2	31	881	81	0	9	0	43	0	42	2	59	3119
08:00 AM	3	14	552	0	0	8	253	22	0	3	0	13	0	19	1	12	900
08:15 AM	0	8	559	2	1	3	261	20	0	2	0	7	0	19	0	8	890
08:30 AM	1	8	486	3	3	4	273	25	0	1	0	11	0	7	0	21	843
08:45 AM	0	23	476	6	0	11	333	27	0	3	0	17	0	11	0	17	924
Total	4	53	2073	11	4	26	1120	94	0	9	0	48	0	56	1	58	3557
09:00 AM	0	28	439	2	4	8	289	24	0	3	2	11	0	12	0	15	837
09:15 AM	0	17	362	3	1	8	228	29	0	5	0	7	0	13	0	22	695
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	45	801	5	5	16	517	53	0	8	2	18	0	25	0	37	1532
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	6	386	1	6	10	378	14	0	5	0	10	0	25	0	47	888
03:45 PM	1	8	414	2	2	5	353	21	0	2	0	19	0	24	0	15	866
Total	1	14	800	3	8	15	731	35	0	7	0	29	0	49	0	62	1754
04:00 PM	1	10	378	2	5	4	407	13	0	2	0	12	0	19	0	25	878
04:15 PM	0	5	361	1	4	3	396	16	0	4	2	10	1	11	0	16	830
04:30 PM	0	5	363	1	1	1	349	13	0	5	0	16	0	18	1	16	789
04:45 PM	0	2	411	3	1	1	382	9	0	2	0	15	0	20	2	11	859
Total	1	22	1513	7	11	9	1534	51	0	13	2	53	1	68	3	68	3356
05:00 PM	2	3	420	2	3	4	376	11	1	9	0	20	0	35	0	32	918
05:15 PM	0	5	358	3	2	0	365	12	0	1	2	17	0	24	0	23	812
05:30 PM	1	7	428	1	1	2	402	13	0	3	0	19	0	16	0	15	908
05:45 PM	0	6	349	1	3	5	370	9	0	2	0	13	0	8	0	11	777
Total	3	21	1555	7	9	11	1513	45	1	15	2	69	0	83	0	81	3415
06:00 PM	0	7	276	0	1	2	327	9	0	3	1	14	0	13	0	11	664
06:15 PM	0	13	273	2	2	1	313	7	0	3	0	7	0	7	0	16	644
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	20	549	2	3	3	640	16	0	6	1	21	0	20	0	27	1308

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 2nd Court Northbound				NE 2nd Court Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:45 AM	1	20	589	1	0	13	247	28	0	1	0	11	0	14	0	6	931
08:00 AM	3	14	552	0	0	8	253	22	0	3	0	13	0	19	1	12	900
08:15 AM	0	8	559	2	1	3	261	20	0	2	0	7	0	19	0	8	890
08:30 AM	1	8	486	3	3	4	273	25	0	1	0	11	0	7	0	21	843
Total	5	50	2186	6	4	28	1034	95	0	7	0	42	0	59	1	47	3564
PHF	0.417	0.625	0.928	0.500	0.333	0.538	0.947	0.848	0.000	0.583	0.000	0.808	0.000	0.776	0.560	0.957	0.96
Heavy Veh %	0%	12%	3%	0%	0%	10%	3%	13%	0%	36%	0%	11%	0%	23%	50%	20%	5%
App Vol %	0%	2%	97%	0%	0%	2%	89%	8%	0%	14%	0%	86%	0%	55%	1%	44%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM

Peak Hour for Entire Intersection Begins at : 07:45 AM to 08:45 AM

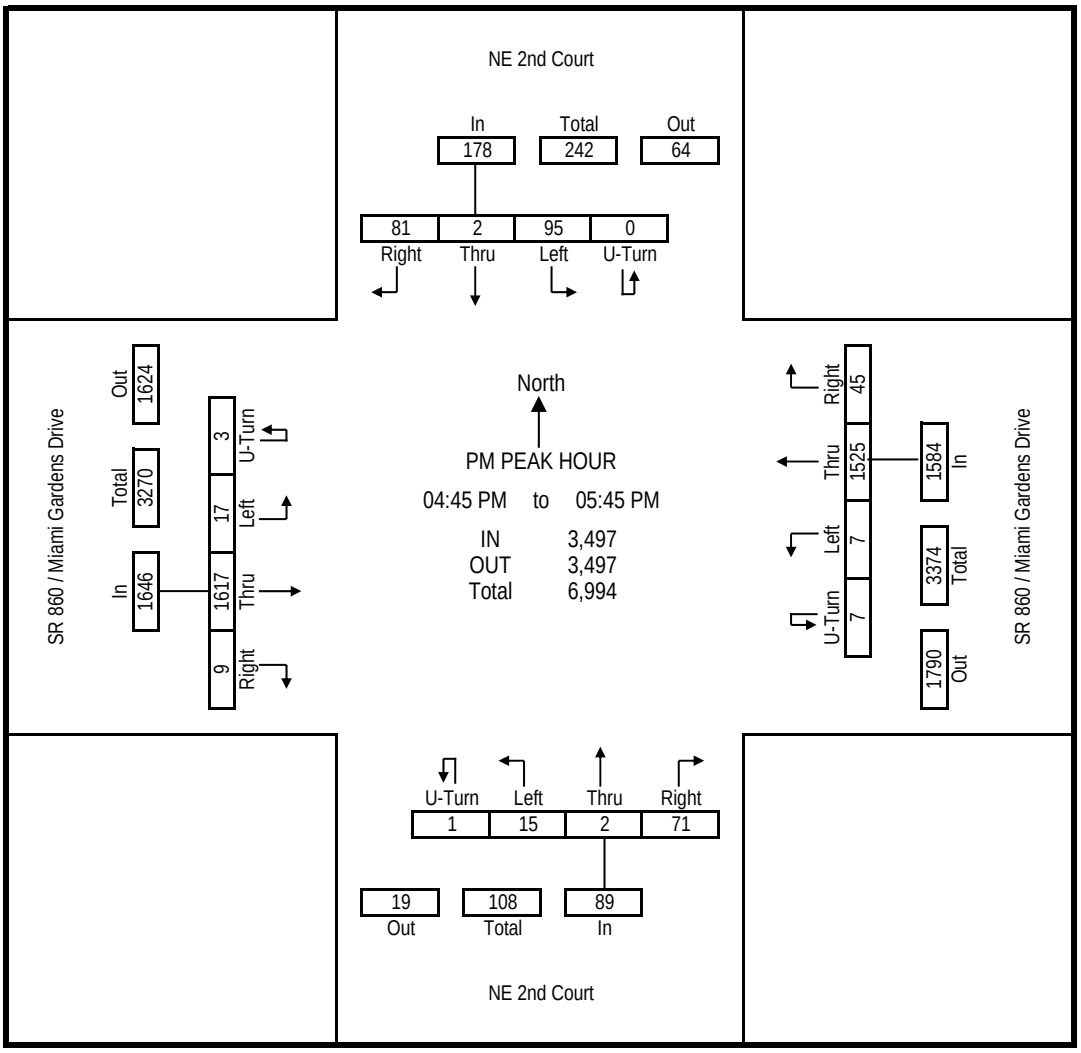


Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 2nd Court Northbound				NE 2nd Court Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:45 PM	0	2	411	3	1	1	382	9	0	2	0	15	0	20	2	11	859
05:00 PM	2	3	420	2	3	4	376	11	1	9	0	20	0	35	0	32	918
05:15 PM	0	5	358	3	2	0	365	12	0	1	2	17	0	24	0	23	812
05:30 PM	1	7	428	1	1	2	402	13	0	3	0	19	0	16	0	15	908
Total	3	17	1617	9	7	7	1525	45	1	15	2	71	0	95	2	81	3497
PHF	0.375	0.607	0.945	0.750	0.583	0.438	0.948	0.865	0.250	0.417	0.250	0.888	0.000	0.679	0.250	0.633	0.95
Heavy Veh %	0%	15%	2%	10%	0%	22%	2%	25%	0%	6%	0%	1%	0%	10%	0%	5%	3%
App Vol %	0%	1%	98%	1%	0%	0%	96%	3%	1%	17%	2%	80%	0%	53%	1%	46%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM

Peak Hour for Entire Intersection Begins at : 04:45 PM to 05:45 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 202_MGD@NE2Ct
Site Code: 201-4761
Count Date: 9/23/2021

Groups Printed: Automobiles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 2nd Court Northbound				NE 2nd Court Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	23	275	0	0	4	120	14	0	0	0	5	0	1	0	3	445
06:45 AM	0	26	370	2	0	8	168	17	0	1	0	4	0	5	0	7	608
Total	0	49	645	2	0	12	288	31	0	1	0	9	0	6	0	10	1053
07:00 AM	0	16	377	2	2	10	178	16	0	1	0	8	0	3	0	6	619
07:15 AM	1	12	436	1	0	5	205	15	0	1	0	7	0	2	1	6	692
07:30 AM	0	8	451	4	0	1	221	17	0	0	0	10	0	6	0	8	726
07:45 AM	1	19	570	1	0	12	241	24	0	0	0	9	0	10	0	6	893
Total	2	55	1834	8	2	28	845	72	0	2	0	34	0	21	1	26	2930
08:00 AM	3	12	532	0	0	7	243	21	0	2	0	11	0	13	0	8	852
08:15 AM	0	6	535	2	1	3	250	15	0	0	0	6	0	13	0	6	837
08:30 AM	1	6	474	3	3	3	267	21	0	1	0	11	0	5	0	15	810
08:45 AM	0	15	454	5	0	8	326	22	0	2	0	16	0	7	0	16	871
Total	4	39	1995	10	4	21	1086	79	0	5	0	44	0	38	0	45	3370
09:00 AM	0	22	422	2	2	8	285	18	0	2	2	8	0	7	0	13	791
09:15 AM	0	12	339	2	1	6	217	22	0	2	0	6	0	6	0	18	631
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	34	761	4	3	14	502	40	0	4	2	14	0	13	0	31	1422
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	5	379	1	6	3	369	9	0	5	0	10	0	18	0	45	850
03:45 PM	1	7	405	2	2	4	344	15	0	2	0	19	0	16	0	12	829
Total	1	12	784	3	8	7	713	24	0	7	0	29	0	34	0	57	1679
04:00 PM	1	8	364	2	5	4	395	11	0	2	0	12	0	16	0	21	841
04:15 PM	0	5	353	0	4	1	377	11	0	3	2	9	1	8	0	14	788
04:30 PM	0	5	349	1	1	1	337	8	0	5	0	13	0	13	1	15	749
04:45 PM	0	2	402	3	1	1	372	6	0	2	0	14	0	16	2	9	830
Total	1	20	1468	6	11	7	1481	36	0	12	2	48	1	53	3	59	3208
05:00 PM	2	3	416	2	3	3	364	8	1	9	0	20	0	32	0	32	895
05:15 PM	0	3	351	2	2	0	360	8	0	1	2	17	0	22	0	22	790
05:30 PM	1	6	419	1	1	1	393	8	0	2	0	19	0	15	0	14	880
05:45 PM	0	5	342	1	3	4	368	6	0	2	0	13	0	7	0	10	761
Total	3	17	1528	6	9	8	1485	30	1	14	2	69	0	76	0	78	3326
06:00 PM	0	4	272	0	1	2	324	4	0	3	0	13	0	12	0	9	644
06:15 PM	0	5	268	1	2	0	304	3	0	3	0	7	0	5	0	15	613
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	9	540	1	3	2	628	7	0	6	0	20	0	17	0	24	1257

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 202_MGD@NE2Ct
Site Code: 201-4761
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				NE 2nd Court Northbound				NE 2nd Court Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	12	0	0	1	6	2	0	0	0	0	0	7	0	7	36
06:45 AM	0	1	11	0	0	0	11	2	0	2	0	2	0	5	0	6	40
Total	0	2	23	0	0	1	17	4	0	2	0	2	0	12	0	13	76
07:00 AM	0	0	9	0	0	0	8	3	0	2	0	2	0	7	1	16	48
07:15 AM	0	3	21	0	0	1	12	2	0	2	0	4	0	7	0	12	64
07:30 AM	0	2	15	0	0	1	10	0	0	2	0	1	0	3	0	5	39
07:45 AM	0	1	19	0	0	1	6	4	0	1	0	2	0	4	0	0	38
Total	0	6	64	0	0	3	36	9	0	7	0	9	0	21	1	33	189
08:00 AM	0	2	20	0	0	1	10	1	0	1	0	2	0	6	1	4	48
08:15 AM	0	2	24	0	0	0	11	5	0	2	0	1	0	6	0	2	53
08:30 AM	0	2	12	0	0	1	6	4	0	0	0	0	0	2	0	6	33
08:45 AM	0	8	22	1	0	3	7	5	0	1	0	1	0	4	0	1	53
Total	0	14	78	1	0	5	34	15	0	4	0	4	0	18	1	13	187
09:00 AM	0	6	17	0	2	0	4	6	0	1	0	3	0	5	0	2	46
09:15 AM	0	5	23	1	0	2	11	7	0	3	0	1	0	7	0	4	64
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	11	40	1	2	2	15	13	0	4	0	4	0	12	0	6	110
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	7	0	0	7	9	5	0	0	0	0	0	7	0	2	38
03:45 PM	0	1	9	0	0	1	9	6	0	0	0	0	0	8	0	3	37
Total	0	2	16	0	0	8	18	11	0	0	0	0	0	15	0	5	75
04:00 PM	0	2	14	0	0	0	12	2	0	0	0	0	0	3	0	4	37
04:15 PM	0	0	8	1	0	2	19	5	0	1	0	1	0	3	0	2	42
04:30 PM	0	0	14	0	0	0	12	5	0	0	0	3	0	5	0	1	40
04:45 PM	0	0	9	0	0	0	10	3	0	0	0	1	0	4	0	2	29
Total	0	2	45	1	0	2	53	15	0	1	0	5	0	15	0	9	148
05:00 PM	0	0	4	0	0	1	12	3	0	0	0	0	0	3	0	0	23
05:15 PM	0	2	7	1	0	0	5	4	0	0	0	0	0	2	0	1	22
05:30 PM	0	1	9	0	0	1	9	5	0	1	0	0	0	1	0	1	28
05:45 PM	0	1	7	0	0	1	2	3	0	0	0	0	0	1	0	1	16
Total	0	4	27	1	0	3	28	15	0	1	0	0	0	7	0	3	89
06:00 PM	0	3	4	0	0	0	3	5	0	0	1	1	0	1	0	2	20
06:15 PM	0	8	5	1	0	1	9	4	0	0	0	0	0	2	0	1	31
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	11	9	1	0	1	12	9	0	0	1	1	0	3	0	3	51

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 202_MGD@NE2Ct
Site Code: 201-4761
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				NE 2nd Court Northbound				NE 2nd Court Eastbound				
Start Time	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	5
09:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
03:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3
04:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	4
05:15 PM	0	2	0	7	0	0	0	0	0	1	0	1	0	0	0	0	11
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	9	0	1	0	2	0	1	0	2	0	0	0	0	17
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MIAMI GARDENS DR W OF NE 6TH AVE, 87-1077 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	96	101	93	83	373
1:00	58	47	44	51	200
2:00	58	40	43	58	199
3:00	39	35	58	48	180
4:00	33	49	48	59	189
5:00	62	71	85	129	347
6:00	125	155	158	218	656
7:00	316	304	288	354	1262
8:00	350	337	318	335	1340
9:00	280	269	282	268	1099
10:00	268	264	292	252	1076
11:00	289	287	283	303	1162
12:00	266	291	321	308	1186
13:00	309	321	310	337	1277
14:00	268	330	338	362	1298
15:00	371	397	403	372	1543
16:00	346	392	377	410	1525
17:00	377	433	407	415	1632
18:00	393	387	361	344	1485
19:00	297	287	298	295	1177
20:00	264	248	210	198	920
21:00	200	185	166	173	724
22:00	157	162	148	128	595
23:00	137	152	133	96	518
					21963

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	83	85	98	71	337
1:00	61	52	45	33	191
2:00	41	33	26	32	132
3:00	33	30	37	27	127
4:00	55	25	58	65	203
5:00	46	63	81	118	308
6:00	110	155	171	201	637
7:00	224	246	265	347	1082
8:00	364	332	319	337	1352
9:00	251	264	263	256	1034
10:00	264	269	291	273	1097
11:00	287	293	277	296	1153
12:00	259	280	330	331	1200
13:00	318	325	317	358	1318
14:00	303	341	379	373	1396
15:00	344	352	407	388	1491
16:00	337	370	370	361	1438
17:00	363	399	414	421	1597
18:00	431	404	341	354	1530
19:00	347	292	288	289	1216
20:00	238	232	249	215	934
21:00	167	179	183	191	720
22:00	140	115	147	148	550
23:00	130	140	105	114	489
					21532

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	139	91	81	70	381
1:00	67	46	40	39	192
2:00	41	36	31	33	141
3:00	40	24	33	31	128
4:00	29	28	36	76	169
5:00	66	49	79	112	306
6:00	131	140	173	210	654
7:00	207	246	295	360	1108
8:00	335	341	317	332	1325
9:00	309	273	300	279	1161
10:00	271	259	292	231	1053
11:00	291	280	288	310	1169
12:00	272	302	311	285	1170
13:00	307	319	289	346	1261
14:00	298	316	357	404	1375
15:00	343	391	427	385	1546
16:00	375	323	342	417	1457
17:00	354	429	386	352	1521
18:00	391	365	351	400	1507
19:00	358	315	317	272	1262
20:00	263	275	236	216	990
21:00	209	191	203	168	771
22:00	176	183	168	136	663
23:00	145	145	158	118	566
					21876

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	106	92	91	75	364
1:00	62	48	43	41	194
2:00	47	36	33	41	157
3:00	37	30	43	35	145
4:00	39	34	47	67	187
5:00	58	61	82	120	321
6:00	122	150	167	210	649
7:00	249	265	283	354	1151
8:00	350	337	318	335	1340
9:00	280	269	282	268	1099
10:00	268	264	292	252	1076
11:00	289	287	283	303	1162
12:00	266	291	321	308	1186
13:00	311	322	305	347	1285
14:00	290	329	358	380	1357
15:00	353	380	412	382	1527
16:00	353	362	363	396	1474
17:00	365	420	402	396	1583
18:00	405	385	351	366	1507
19:00	334	298	301	285	1218
20:00	255	252	232	210	949
21:00	192	185	184	177	738
22:00	158	153	154	137	602
23:00	137	146	132	109	524
					21795

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	21795

	Vol	Hour
07:00-09:00 Peak	1359	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1648	17:15

	Vol	Hour
AM Peak	1359	07:45
PM Peak	1648	17:15
Daily Peak	1648	17:15

	Vol	Hour
07:00-09:00 Peak	1362	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1670	17:30

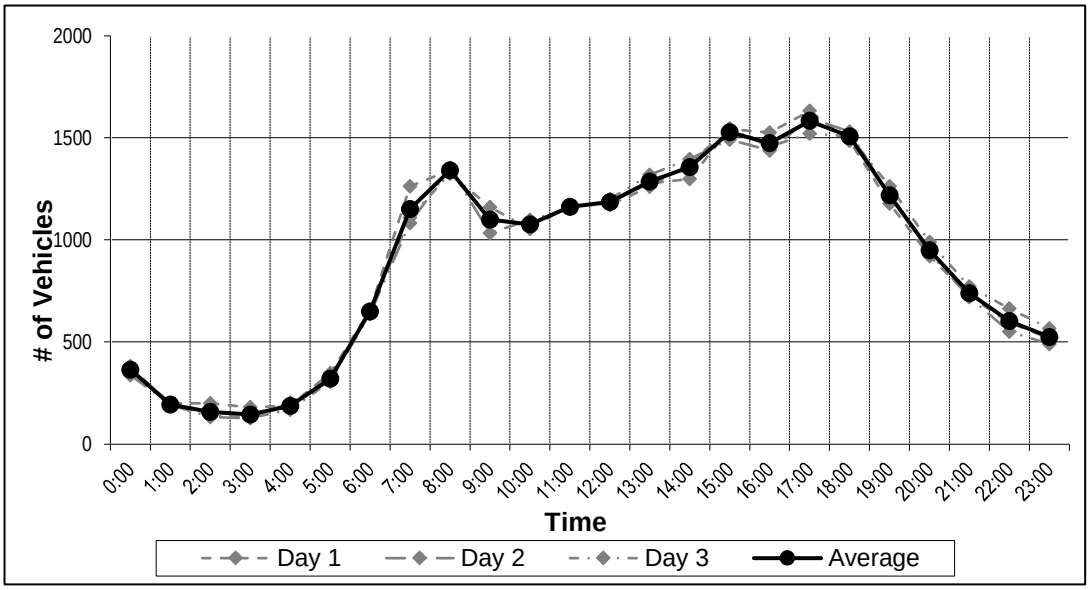
	Vol	Hour
AM Peak	1362	07:45
PM Peak	1670	17:30
Daily Peak	1670	17:30

	Vol	Hour
07:00-09:00 Peak	1353	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1586	16:45

	Vol	Hour
AM Peak	1353	07:45
PM Peak	1586	16:45
Daily Peak	1586	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1359	07:45	0.96
12:00-14:00 Peak	1285	13:00	0.93
16:00-19:00 Peak	1623	17:15	0.97

	Vol	Hour
AM Peak	1359	07:45
PM Peak	1623	17:15
Daily Peak	1623	17:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	3140
MD	9:00 am - 4:00 pm	8690
PM	4:00 pm - 7:00 pm	4560
NT	7:00 pm - 6:00 am	5400
AADT	0:00 am - 12:00 pm	21800
		21790
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.40
PM	0.21
NT	0.25
AADT	1.00

	K
07:00-09:00 Peak Hour	6.2%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	7.4%

87-1077 (WB)

MIAMI GARDENS DR W OF NE 6TH AVE, 87-1077 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	55	60	52	49	216
1:00	47	48	32	43	170
2:00	29	25	28	30	112
3:00	44	42	38	47	171
4:00	40	38	55	48	181
5:00	67	75	94	132	368
6:00	120	168	247	361	896
7:00	328	366	515	650	1859
8:00	623	662	615	633	2533
9:00	637	407	356	371	1771
10:00	292	271	301	262	1126
11:00	288	241	272	268	1069
12:00	256	276	275	293	1100
13:00	277	282	318	303	1180
14:00	321	286	394	407	1408
15:00	303	324	321	345	1293
16:00	320	419	370	328	1437
17:00	423	401	369	328	1521
18:00	285	330	327	299	1241
19:00	257	244	243	247	991
20:00	177	195	154	161	687
21:00	170	149	132	113	564
22:00	116	124	124	97	461
23:00	95	94	80	61	330
					22685

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	64	37	45	43	189
1:00	38	31	36	28	133
2:00	30	41	17	21	109
3:00	28	43	25	38	134
4:00	29	32	55	43	159
5:00	66	75	80	103	324
6:00	125	166	284	374	949
7:00	361	490	556	641	2048
8:00	630	662	615	630	2537
9:00	678	380	404	401	1863
10:00	277	292	319	261	1149
11:00	306	243	228	296	1073
12:00	252	306	269	268	1095
13:00	251	264	289	300	1104
14:00	389	327	314	358	1388
15:00	313	278	277	297	1165
16:00	387	411	436	424	1658
17:00	416	350	382	388	1536
18:00	303	289	286	303	1181
19:00	256	230	191	196	873
20:00	150	166	177	132	625
21:00	134	126	124	114	498
22:00	100	94	94	101	389
23:00	86	86	68	79	319
					22498

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	62	45	52	58	217
1:00	38	34	31	25	128
2:00	34	20	22	29	105
3:00	33	40	33	31	137
4:00	35	27	52	55	169
5:00	61	65	96	115	337
6:00	115	150	268	378	911
7:00	397	455	487	636	1975
8:00	600	624	559	570	2353
9:00	530	407	308	340	1585
10:00	307	249	283	264	1103
11:00	268	239	316	239	1062
12:00	260	247	280	317	1104
13:00	303	301	347	303	1254
14:00	318	299	374	356	1347
15:00	325	296	371	383	1375
16:00	394	407	430	457	1688
17:00	457	385	425	402	1669
18:00	335	323	300	273	1231
19:00	233	233	268	220	954
20:00	198	213	160	164	735
21:00	156	145	134	132	567
22:00	98	119	107	102	426
23:00	87	102	97	82	368
					22800

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	60	47	50	50	207
1:00	41	38	33	32	144
2:00	31	29	22	27	109
3:00	35	42	32	39	148
4:00	35	32	54	49	170
5:00	65	72	90	117	344
6:00	120	161	266	371	918
7:00	362	437	519	642	1960
8:00	618	649	596	611	2474
9:00	615	398	356	371	1740
10:00	292	271	301	262	1126
11:00	287	241	272	268	1068
12:00	256	276	275	293	1100
13:00	277	282	318	302	1179
14:00	343	304	361	374	1382
15:00	314	299	323	342	1278
16:00	367	412	412	403	1594
17:00	432	379	392	373	1576
18:00	308	314	304	292	1218
19:00	249	236	234	221	940
20:00	175	191	164	152	682
21:00	153	140	130	120	543
22:00	105	112	108	100	425
23:00	89	94	82	74	339
					22664
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	22664

	Vol	Hour
07:00-09:00 Peak	2550	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1540	16:15

	Vol	Hour
AM Peak	2550	07:45
PM Peak	1540	16:15
Daily Peak	2550	07:45

	Vol	Hour
07:00-09:00 Peak	2548	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1687	16:15

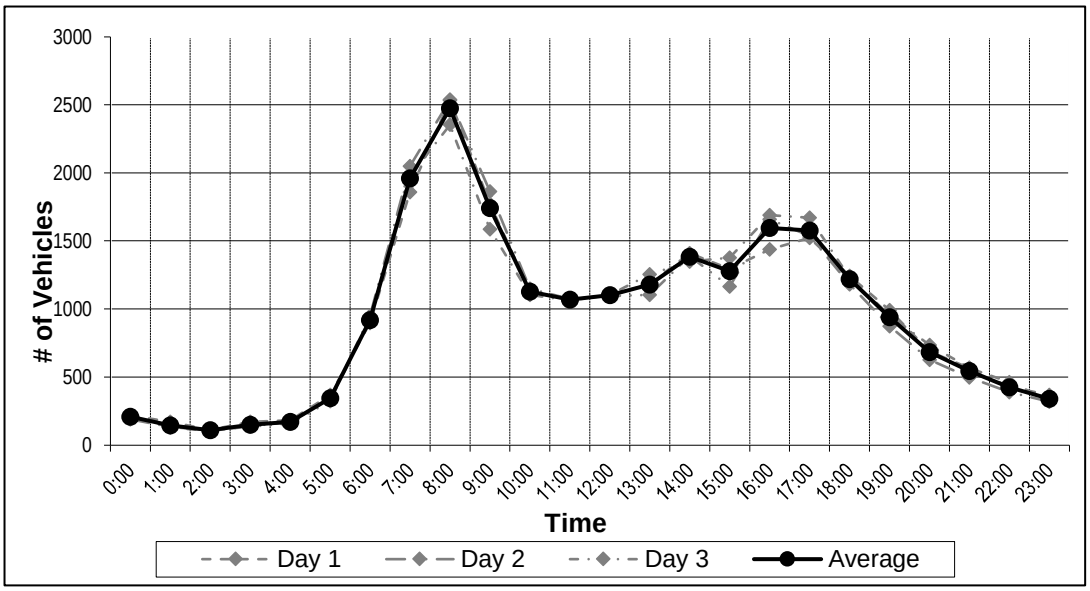
	Vol	Hour
AM Peak	2585	08:15
PM Peak	1687	16:15
Daily Peak	2585	08:15

	Vol	Hour
07:00-09:00 Peak	2419	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1751	16:15

	Vol	Hour
AM Peak	2419	07:45
PM Peak	1751	16:15
Daily Peak	2419	07:45

	Vol	Hour	PHF
06:00-09:00 Peak	2505	07:45	0.96
12:00-14:00 Peak	1179	13:00	0.93
16:00-19:00 Peak	1659	16:15	0.96

	Vol	Hour
AM Peak	2505	07:45
PM Peak	1659	16:15
Daily Peak	2505	07:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	5350
MD	9:00 am - 4:00 pm	8870
PM	4:00 pm - 7:00 pm	4390
NT	7:00 pm - 6:00 am	4050
AADT	0:00 am - 12:00 pm	22700
		22660
	FDOT 2019 AADT	none

Distribution	
AM	0.24
MD	0.39
PM	0.19
NT	0.18
AADT	1.00

	K
07:00-09:00 Peak Hour	11.1%
12:00-14:00 Peak Hour	5.2%
15:00-18:00 Peak Hour	7.3%

87-1077 (EB)

I-95 SB RAMPS N OF MIAMI GARDENS DR, 87-1071 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	75	67	53	59	254
1:00	37	32	35	44	148
2:00	41	37	28	40	146
3:00	34	31	34	23	122
4:00	18	26	40	32	116
5:00	32	28	56	74	190
6:00	76	92	117	152	437
7:00	269	278	234	238	1019
8:00	226	288	246	252	1012
9:00	240	210	193	178	821
10:00	146	169	146	146	607
11:00	147	138	129	146	560
12:00	149	139	133	142	563
13:00	153	146	140	150	589
14:00	140	159	182	188	669
15:00	187	169	188	201	745
16:00	167	185	191	213	756
17:00	165	213	201	205	784
18:00	154	182	165	208	709
19:00	176	173	164	130	643
20:00	146	128	123	116	513
21:00	108	142	85	107	442
22:00	92	107	79	72	350
23:00	87	92	66	63	308
					12503

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	47	56	68	37	208
1:00	34	30	33	23	120
2:00	26	23	23	21	93
3:00	25	11	27	21	84
4:00	27	23	40	32	122
5:00	22	34	44	76	176
6:00	73	108	114	130	425
7:00	137	154	206	211	708
8:00	297	249	240	265	1051
9:00	220	205	139	130	694
10:00	173	130	150	140	593
11:00	150	152	129	142	573
12:00	143	137	144	152	576
13:00	137	156	139	128	560
14:00	164	177	163	207	711
15:00	189	161	149	161	660
16:00	178	177	191	201	747
17:00	176	198	172	169	715
18:00	171	148	181	208	708
19:00	202	186	193	188	769
20:00	145	148	131	129	553
21:00	97	100	104	106	407
22:00	66	20	94	108	288
23:00	69	82	62	67	280
					11821

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	65	66	56	41	228
1:00	37	37	27	34	135
2:00	23	33	17	22	95
3:00	35	22	15	29	101
4:00	27	21	26	39	113
5:00	31	34	43	66	174
6:00	67	83	113	170	433
7:00	167	175	198	235	775
8:00	212	227	234	273	946
9:00	268	193	180	217	858
10:00	161	165	160	142	628
11:00	155	126	107	162	550
12:00	156	133	129	139	557
13:00	154	155	124	160	593
14:00	179	127	153	214	673
15:00	204	184	188	184	760
16:00	198	184	204	198	784
17:00	165	158	163	189	675
18:00	151	142	174	176	643
19:00	156	183	209	127	675
20:00	153	183	127	124	587
21:00	114	127	105	96	442
22:00	117	107	90	81	395
23:00	94	91	76	69	330
					12150

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	62	63	59	46	230
1:00	36	33	32	34	135
2:00	30	31	23	28	112
3:00	31	21	25	24	101
4:00	24	23	35	34	116
5:00	28	32	48	72	180
6:00	72	94	115	151	432
7:00	191	202	213	228	834
8:00	245	255	240	263	1003
9:00	243	203	171	175	792
10:00	160	155	152	143	610
11:00	151	139	122	150	562
12:00	149	136	135	144	564
13:00	148	152	134	146	580
14:00	161	154	166	203	684
15:00	193	171	175	182	721
16:00	181	182	195	204	762
17:00	169	190	179	188	726
18:00	159	157	173	197	686
19:00	178	181	189	148	696
20:00	148	153	127	123	551
21:00	106	123	98	103	430
22:00	92	78	88	87	345
23:00	83	88	68	66	305
					12157
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	12157

	Vol	Hour
07:00-09:00 Peak	1019	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	792	16:45

	Vol	Hour
AM Peak	1026	08:15
PM Peak	792	16:45
Daily Peak	1026	08:15

	Vol	Hour
07:00-09:00 Peak	1051	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	766	16:30

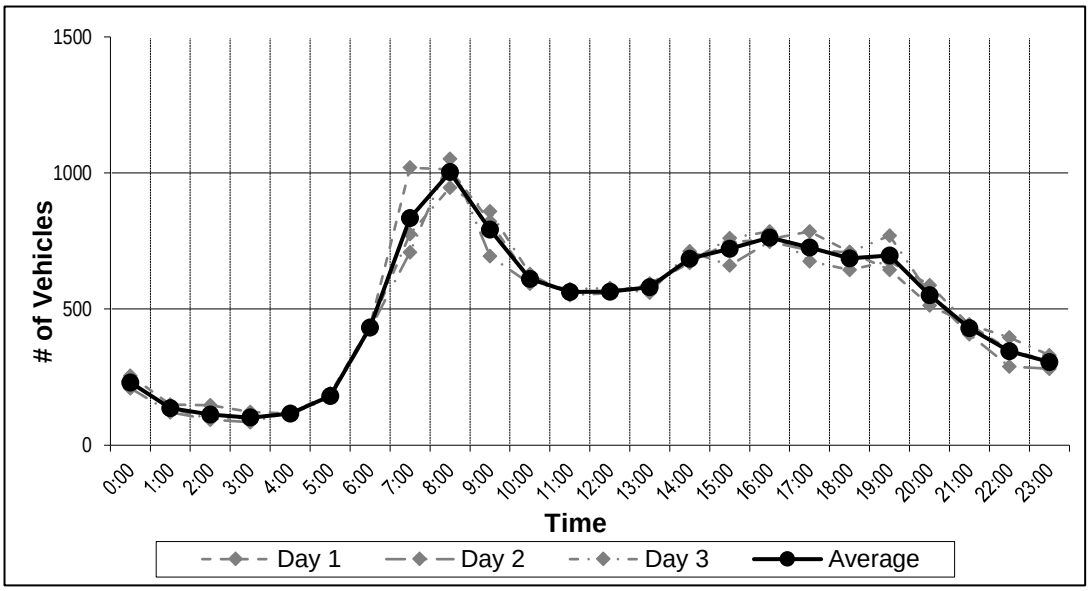
	Vol	Hour
AM Peak	1051	08:00
PM Peak	789	18:45
Daily Peak	1051	08:00

	Vol	Hour
07:00-09:00 Peak	946	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	784	16:00

	Vol	Hour
AM Peak	1002	08:15
PM Peak	790	14:45
Daily Peak	1002	08:15

	Vol	Hour	PHF
06:00-09:00 Peak	1003	08:00	0.95
12:00-14:00 Peak	580	13:00	0.95
16:00-19:00 Peak	762	16:00	0.93

	Vol	Hour
AM Peak	1003	08:00
PM Peak	762	16:00
Daily Peak	1003	08:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	2270
MD	9:00 am - 4:00 pm	4510
PM	4:00 pm - 7:00 pm	2170
NT	7:00 pm - 6:00 am	3200
AADT	0:00 am - 12:00 pm	12200
		12150
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.37
PM	0.18
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	8.3%
12:00-14:00 Peak Hour	4.8%
15:00-18:00 Peak Hour	6.3%

87-1071 (SB)

I-95 SB RAMPS N OF MIAMI GARDENS DR, 87-1071 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	44	37	34	22	137
1:00	27	27	20	10	84
2:00	16	13	19	16	64
3:00	17	29	15	25	86
4:00	19	40	41	37	137
5:00	51	51	82	92	276
6:00	102	139	167	116	524
7:00	113	112	163	214	602
8:00	246	190	206	199	841
9:00	158	168	190	183	699
10:00	171	172	228	180	751
11:00	181	166	181	201	729
12:00	190	192	202	202	786
13:00	194	210	209	218	831
14:00	178	195	193	182	748
15:00	217	189	205	207	818
16:00	209	202	219	172	802
17:00	215	213	207	209	844
18:00	190	204	213	216	823
19:00	166	173	127	119	585
20:00	129	99	84	93	405
21:00	79	99	52	62	292
22:00	79	80	72	46	277
23:00	54	60	32	27	173
					12314

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	37	31	25	9	102
1:00	22	16	10	11	59
2:00	11	11	11	10	43
3:00	12	8	7	18	45
4:00	15	23	37	26	101
5:00	36	55	79	89	259
6:00	106	149	167	138	560
7:00	186	199	193	247	825
8:00	202	199	223	172	796
9:00	158	193	205	166	722
10:00	178	221	200	169	768
11:00	159	178	207	196	740
12:00	184	192	226	208	810
13:00	219	213	230	247	909
14:00	189	206	174	206	775
15:00	204	248	190	202	844
16:00	166	172	160	166	664
17:00	190	160	188	190	728
18:00	187	205	234	198	824
19:00	142	156	126	140	564
20:00	111	124	108	94	437
21:00	58	98	78	85	319
22:00	75	72	51	49	247
23:00	58	54	44	44	200
					12341

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	41	19	18	18	96
1:00	17	15	15	9	56
2:00	12	13	15	19	59
3:00	12	14	25	16	67
4:00	13	25	28	35	101
5:00	39	53	80	89	261
6:00	106	142	153	134	535
7:00	166	192	191	214	763
8:00	198	174	206	161	739
9:00	137	165	187	160	649
10:00	175	165	233	160	733
11:00	193	172	184	194	743
12:00	184	200	211	179	774
13:00	179	200	205	206	790
14:00	245	199	202	207	853
15:00	222	206	213	211	852
16:00	206	203	216	212	837
17:00	233	216	217	200	866
18:00	204	184	215	226	829
19:00	188	186	178	189	741
20:00	131	115	93	112	451
21:00	105	86	103	73	367
22:00	81	79	76	59	295
23:00	68	54	52	45	219
					12676

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	41	29	26	16	112
1:00	22	19	15	10	66
2:00	13	12	15	15	55
3:00	14	17	16	20	67
4:00	16	29	35	33	113
5:00	42	53	80	90	265
6:00	105	143	162	129	539
7:00	155	168	182	225	730
8:00	215	188	212	177	792
9:00	151	175	194	170	690
10:00	175	186	220	170	751
11:00	178	172	191	197	738
12:00	186	195	213	196	790
13:00	197	208	215	224	844
14:00	204	200	190	198	792
15:00	214	214	203	207	838
16:00	194	192	198	183	767
17:00	213	196	204	200	813
18:00	194	198	221	213	826
19:00	165	172	144	149	630
20:00	124	113	95	100	432
21:00	81	94	78	73	326
22:00	78	77	66	51	272
23:00	60	56	43	39	198
					12446
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	12446

	Vol	Hour
07:00-09:00 Peak	856	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	844	17:00

	Vol	Hour
07:00-09:00 Peak	871	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	824	18:00

	Vol	Hour
07:00-09:00 Peak	795	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	878	16:45

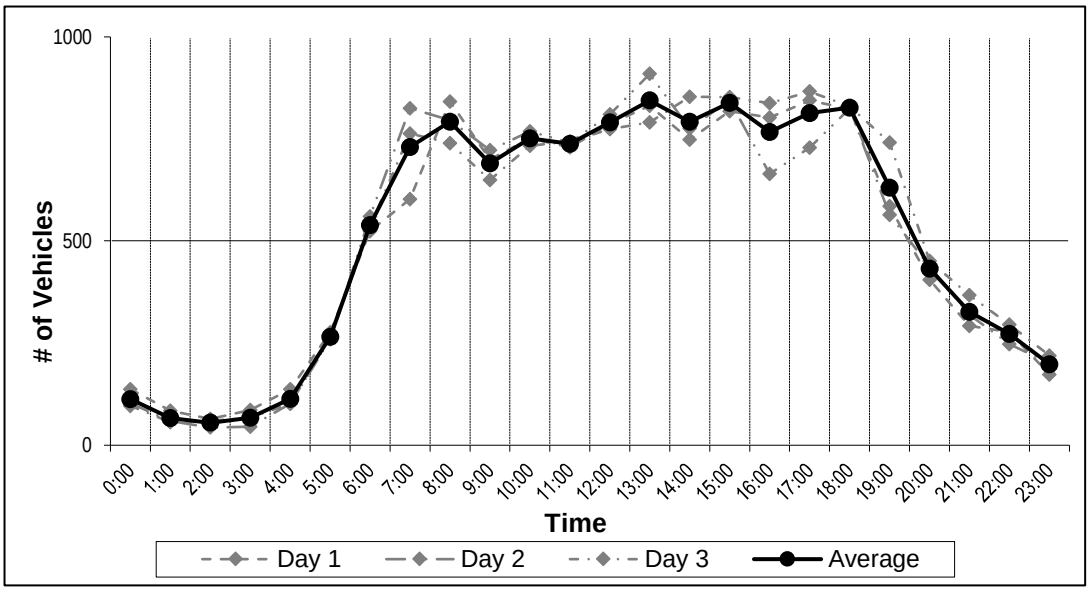
	Vol	Hour	PHF
06:00-09:00 Peak	840	07:45	0.93
12:00-14:00 Peak	844	13:00	0.94
16:00-19:00 Peak	826	18:00	0.93

	Vol	Hour
AM Peak	856	07:45
PM Peak	844	17:00
Daily Peak	856	07:45

	Vol	Hour
AM Peak	871	07:45
PM Peak	909	13:00
Daily Peak	909	13:00

	Vol	Hour
AM Peak	795	07:15
PM Peak	878	16:45
Daily Peak	878	16:45

	Vol	Hour
AM Peak	840	07:45
PM Peak	851	13:15
Daily Peak	851	13:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	2060
MD	9:00 am - 4:00 pm	5440
PM	4:00 pm - 7:00 pm	2410
NT	7:00 pm - 6:00 am	2540
AADT	0:00 am - 12:00 pm	12400
		12450
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.44
PM	0.19
NT	0.20
AADT	1.00

	K
07:00-09:00 Peak Hour	6.7%
12:00-14:00 Peak Hour	6.8%
15:00-18:00 Peak Hour	6.6%

87-1071 (NB)

NE 6TH AVE S OF MIAMI GARDENS DR, 87-1075 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	41	47	63	50	201
1:00	42	39	33	23	137
2:00	31	36	23	24	114
3:00	34	32	16	19	101
4:00	24	28	31	39	122
5:00	33	54	54	80	221
6:00	83	126	154	205	568
7:00	231	227	266	323	1047
8:00	340	334	301	277	1252
9:00	245	264	243	225	977
10:00	212	200	215	227	854
11:00	243	247	225	219	934
12:00	229	228	207	203	867
13:00	246	259	237	252	994
14:00	236	243	259	287	1025
15:00	274	268	286	248	1076
16:00	293	347	324	283	1247
17:00	330	313	310	272	1225
18:00	272	228	248	234	982
19:00	244	230	226	174	874
20:00	158	155	165	132	610
21:00	138	138	122	124	522
22:00	138	140	123	106	507
23:00	113	98	103	80	394
					16851

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	54	60	54	241
1:00	40	33	36	33	142
2:00	25	24	33	25	107
3:00	25	19	15	23	82
4:00	15	18	23	36	92
5:00	24	45	49	76	194
6:00	82	120	179	229	610
7:00	243	278	279	331	1131
8:00	371	337	334	369	1411
9:00	333	258	244	183	1018
10:00	206	209	205	200	820
11:00	207	232	187	196	822
12:00	198	258	230	235	921
13:00	237	218	228	232	915
14:00	210	246	242	297	995
15:00	268	237	277	287	1069
16:00	274	278	261	273	1086
17:00	280	260	264	258	1062
18:00	234	221	257	178	890
19:00	195	196	226	182	799
20:00	182	162	124	150	618
21:00	155	121	132	101	509
22:00	138	125	116	116	495
23:00	103	119	103	85	410
					16439

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	67	83	67	69	286
1:00	43	36	36	32	147
2:00	32	29	21	36	118
3:00	28	34	18	22	102
4:00	17	21	34	30	102
5:00	31	56	51	66	204
6:00	89	95	167	248	599
7:00	241	275	269	325	1110
8:00	338	316	347	342	1343
9:00	332	275	227	236	1070
10:00	235	202	217	278	932
11:00	243	195	220	216	874
12:00	240	225	221	252	938
13:00	258	229	269	238	994
14:00	226	305	269	252	1052
15:00	240	288	284	284	1096
16:00	284	294	269	286	1133
17:00	312	301	258	256	1127
18:00	215	222	268	248	953
19:00	249	239	250	192	930
20:00	207	202	152	163	724
21:00	139	164	140	113	556
22:00	153	127	137	144	561
23:00	106	121	118	116	461
					17412

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	60	61	63	58	242
1:00	42	36	35	29	142
2:00	29	30	26	28	113
3:00	29	28	16	21	94
4:00	19	22	29	35	105
5:00	29	52	51	74	206
6:00	85	114	167	227	593
7:00	238	260	271	326	1095
8:00	350	329	327	329	1335
9:00	303	266	238	215	1022
10:00	218	204	212	235	869
11:00	231	225	211	210	877
12:00	222	237	219	230	908
13:00	247	235	245	241	968
14:00	224	265	257	279	1025
15:00	261	264	282	273	1080
16:00	284	306	285	281	1156
17:00	307	291	277	262	1137
18:00	240	224	258	220	942
19:00	229	222	234	183	868
20:00	182	173	147	148	650
21:00	144	141	131	113	529
22:00	143	131	125	122	521
23:00	107	113	108	94	422
					16899

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	16899

	Vol	Hour
07:00-09:00 Peak	1298	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1284	16:15

	Vol	Hour
AM Peak	1298	07:45
PM Peak	1284	16:15
Daily Peak	1298	07:45

	Vol	Hour
07:00-09:00 Peak	1411	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1092	16:15

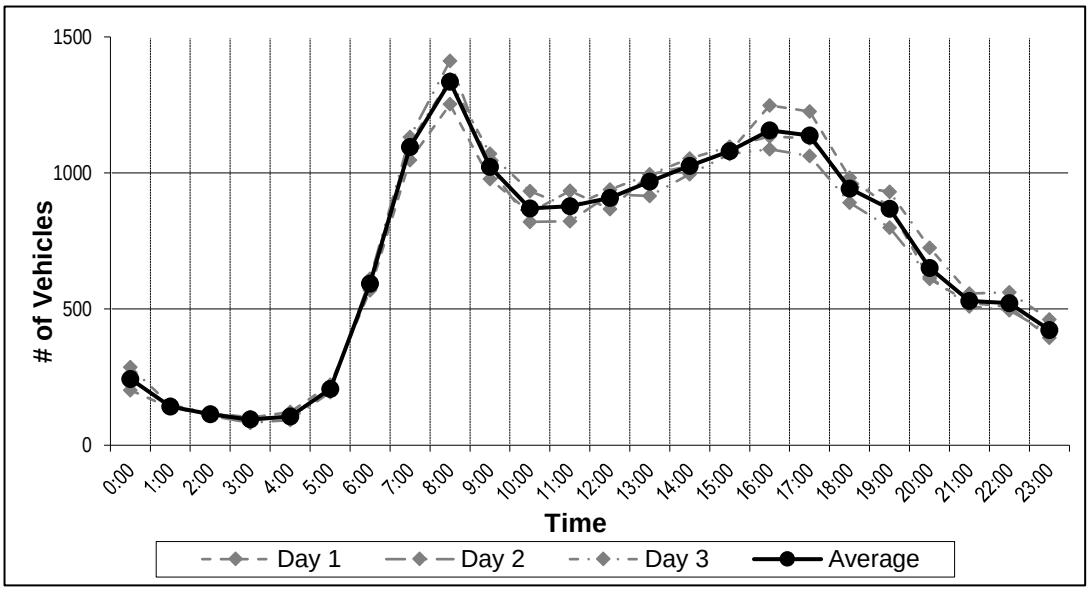
	Vol	Hour
AM Peak	1411	08:00
PM Peak	1116	15:30
Daily Peak	1411	08:00

	Vol	Hour
07:00-09:00 Peak	1343	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1168	16:30

	Vol	Hour
AM Peak	1343	08:00
PM Peak	1168	16:30
Daily Peak	1343	08:00

	Vol	Hour	PHF
06:00-09:00 Peak	1335	08:00	0.95
12:00-14:00 Peak	968	13:00	0.98
16:00-19:00 Peak	1179	16:15	0.96

	Vol	Hour
AM Peak	1335	08:00
PM Peak	1179	16:15
Daily Peak	1335	08:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	3020
MD	9:00 am - 4:00 pm	6750
PM	4:00 pm - 7:00 pm	3240
NT	7:00 pm - 6:00 am	3890
AADT	0:00 am - 12:00 pm	16900
		16900
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.40
PM	0.19
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	7.9%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	7.0%

87-1075 (SB)

NE 6TH AVE S OF MIAMI GARDENS DR, 87-1075 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	77	51	45	47	220
1:00	39	28	24	21	112
2:00	19	22	17	15	73
3:00	13	18	24	23	78
4:00	23	27	35	33	118
5:00	38	43	73	82	236
6:00	91	84	119	136	430
7:00	107	143	152	165	567
8:00	156	179	192	172	699
9:00	159	151	161	171	642
10:00	169	180	169	154	672
11:00	171	186	180	168	705
12:00	220	197	191	189	797
13:00	216	199	232	200	847
14:00	211	227	235	238	911
15:00	260	294	299	276	1129
16:00	343	315	323	285	1266
17:00	313	355	326	260	1254
18:00	268	263	226	205	962
19:00	194	193	183	172	742
20:00	182	122	136	103	543
21:00	108	120	106	108	442
22:00	96	92	94	94	376
23:00	82	66	81	78	307
					14128

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	68	49	43	22	182
1:00	33	22	19	18	92
2:00	18	17	19	21	75
3:00	18	17	23	23	81
4:00	21	21	28	27	97
5:00	35	53	65	76	229
6:00	69	96	134	132	431
7:00	163	157	175	175	670
8:00	168	180	201	199	748
9:00	161	151	135	139	586
10:00	132	141	165	145	583
11:00	173	143	168	158	642
12:00	160	181	165	189	695
13:00	193	176	168	187	724
14:00	202	215	226	210	853
15:00	234	239	263	245	981
16:00	282	281	213	273	1049
17:00	313	315	310	271	1209
18:00	236	237	208	160	841
19:00	185	171	182	145	683
20:00	160	146	136	124	566
21:00	115	103	104	105	427
22:00	87	87	97	77	348
23:00	77	71	96	56	300
					13092

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	42	48	35	198
1:00	42	24	24	31	121
2:00	18	19	16	20	73
3:00	20	18	27	19	84
4:00	18	20	20	31	89
5:00	26	57	59	75	217
6:00	76	102	132	138	448
7:00	146	168	166	173	653
8:00	181	199	185	195	760
9:00	187	163	156	150	656
10:00	147	155	175	165	642
11:00	154	180	152	189	675
12:00	220	216	204	195	835
13:00	190	238	245	211	884
14:00	230	247	304	308	1089
15:00	258	263	292	288	1101
16:00	303	296	254	318	1171
17:00	327	320	328	307	1282
18:00	263	246	233	215	957
19:00	221	197	203	200	821
20:00	197	150	163	133	643
21:00	141	149	132	111	533
22:00	125	112	69	115	421
23:00	91	83	93	77	344
					14697

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	47	45	35	200
1:00	38	25	22	23	108
2:00	18	19	17	19	73
3:00	17	18	25	22	82
4:00	21	23	28	30	102
5:00	33	51	66	78	228
6:00	79	94	128	135	436
7:00	139	156	164	171	630
8:00	168	186	193	189	736
9:00	169	155	151	153	628
10:00	149	159	170	155	633
11:00	166	170	167	172	675
12:00	200	198	187	191	776
13:00	200	204	215	199	818
14:00	214	230	255	252	951
15:00	251	265	285	270	1071
16:00	309	297	263	292	1161
17:00	318	330	321	279	1248
18:00	256	249	222	193	920
19:00	200	187	189	172	748
20:00	180	139	145	120	584
21:00	121	124	114	108	467
22:00	103	97	87	95	382
23:00	83	73	90	70	316
					13973
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	13973

	Vol	Hour
07:00-09:00 Peak	699	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1279	16:45

	Vol	Hour
AM Peak	705	11:00
PM Peak	1279	16:45
Daily Peak	1279	16:45

	Vol	Hour
07:00-09:00 Peak	748	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1211	16:45

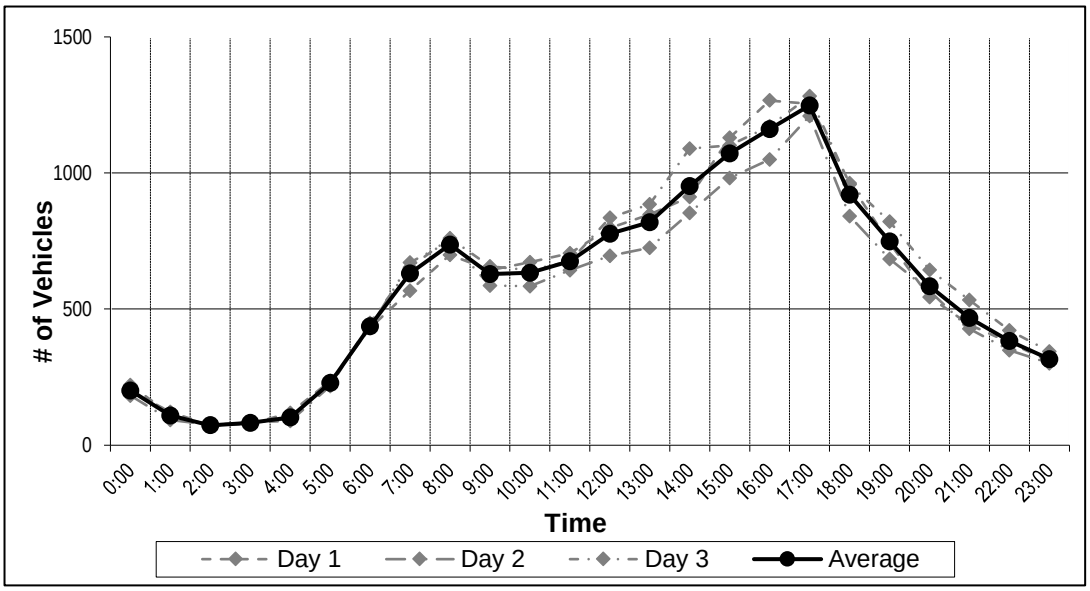
	Vol	Hour
AM Peak	748	08:00
PM Peak	1211	16:45
Daily Peak	1211	16:45

	Vol	Hour
07:00-09:00 Peak	760	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1293	16:45

	Vol	Hour
AM Peak	766	08:15
PM Peak	1293	16:45
Daily Peak	1293	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	736	08:00	0.95
12:00-14:00 Peak	818	13:00	0.95
16:00-19:00 Peak	1261	16:45	0.96

	Vol	Hour
AM Peak	737	08:15
PM Peak	1261	16:45
Daily Peak	1261	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	1800
MD	9:00 am - 4:00 pm	5550
PM	4:00 pm - 7:00 pm	3330
NT	7:00 pm - 6:00 am	3290
AADT	0:00 am - 12:00 pm	14000
		13970
	FDOT 2019 AADT	none

Distribution	
AM	0.13
MD	0.40
PM	0.24
NT	0.24
AADT	1.00

	K
07:00-09:00 Peak Hour	5.3%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	9.0%

87-1075 (NB)

MIAMI GARDENS DR E OF NE 6TH AVE, 87-1073 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	91	60	48	40	239
1:00	39	31	44	25	139
2:00	25	32	20	16	93
3:00	23	23	25	29	100
4:00	25	52	42	43	162
5:00	55	68	119	124	366
6:00	164	190	218	189	761
7:00	282	239	285	318	1124
8:00	310	358	326	321	1315
9:00	301	308	304	311	1224
10:00	282	331	312	288	1213
11:00	296	300	331	315	1242
12:00	326	291	322	299	1238
13:00	277	355	288	364	1284
14:00	319	316	305	318	1258
15:00	349	352	360	350	1411
16:00	357	327	333	377	1394
17:00	367	323	361	384	1435
18:00	316	382	357	364	1419
19:00	293	289	231	253	1066
20:00	235	188	161	181	765
21:00	152	171	114	121	558
22:00	149	141	122	85	497
23:00	120	113	76	64	373
					20676

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	59	60	50	29	198
1:00	47	28	23	16	114
2:00	14	11	17	16	58
3:00	14	24	23	25	86
4:00	15	23	42	33	113
5:00	53	77	109	131	370
6:00	165	214	233	227	839
7:00	306	278	335	351	1270
8:00	331	365	334	329	1359
9:00	304	316	323	310	1253
10:00	285	315	325	285	1210
11:00	291	317	347	324	1279
12:00	325	326	353	324	1328
13:00	385	329	329	353	1396
14:00	307	331	317	377	1332
15:00	381	357	368	311	1417
16:00	267	282	266	280	1095
17:00	263	280	352	344	1239
18:00	343	341	367	357	1408
19:00	263	272	250	236	1021
20:00	195	166	199	172	732
21:00	144	166	148	152	610
22:00	130	112	99	111	452
23:00	117	102	86	84	389
					20568

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	70	57	44	48	219
1:00	31	30	18	16	95
2:00	23	23	22	23	91
3:00	14	15	28	21	78
4:00	22	28	35	43	128
5:00	53	74	103	132	362
6:00	171	200	199	222	792
7:00	272	286	334	344	1236
8:00	322	343	351	318	1334
9:00	313	297	300	284	1194
10:00	311	279	346	299	1235
11:00	291	300	282	314	1187
12:00	305	327	375	288	1295
13:00	343	321	307	377	1348
14:00	323	350	325	356	1354
15:00	345	356	376	321	1398
16:00	358	296	349	361	1364
17:00	359	362	375	332	1428
18:00	309	343	317	380	1349
19:00	331	331	246	285	1193
20:00	201	235	165	170	771
21:00	183	196	149	134	662
22:00	138	154	116	115	523
23:00	140	101	101	78	420
					21056

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	59	47	39	218
1:00	39	30	28	19	116
2:00	21	22	20	18	81
3:00	17	21	25	25	88
4:00	21	34	40	40	135
5:00	54	73	110	129	366
6:00	167	201	217	213	798
7:00	287	268	318	338	1211
8:00	321	355	337	323	1336
9:00	306	307	309	302	1224
10:00	293	308	328	291	1220
11:00	293	306	320	318	1237
12:00	319	315	350	304	1288
13:00	335	335	308	365	1343
14:00	316	332	316	350	1314
15:00	358	355	368	327	1408
16:00	327	302	316	339	1284
17:00	330	322	363	353	1368
18:00	323	355	347	367	1392
19:00	296	297	242	258	1093
20:00	210	196	175	174	755
21:00	160	178	137	136	611
22:00	139	136	112	104	491
23:00	126	105	88	75	394
					20771
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	20771

	Vol	Hour
07:00-09:00 Peak	1315	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1443	17:30

	Vol	Hour
AM Peak	1315	08:00
PM Peak	1443	17:30
Daily Peak	1443	17:30

	Vol	Hour
07:00-09:00 Peak	1382	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1408	18:00

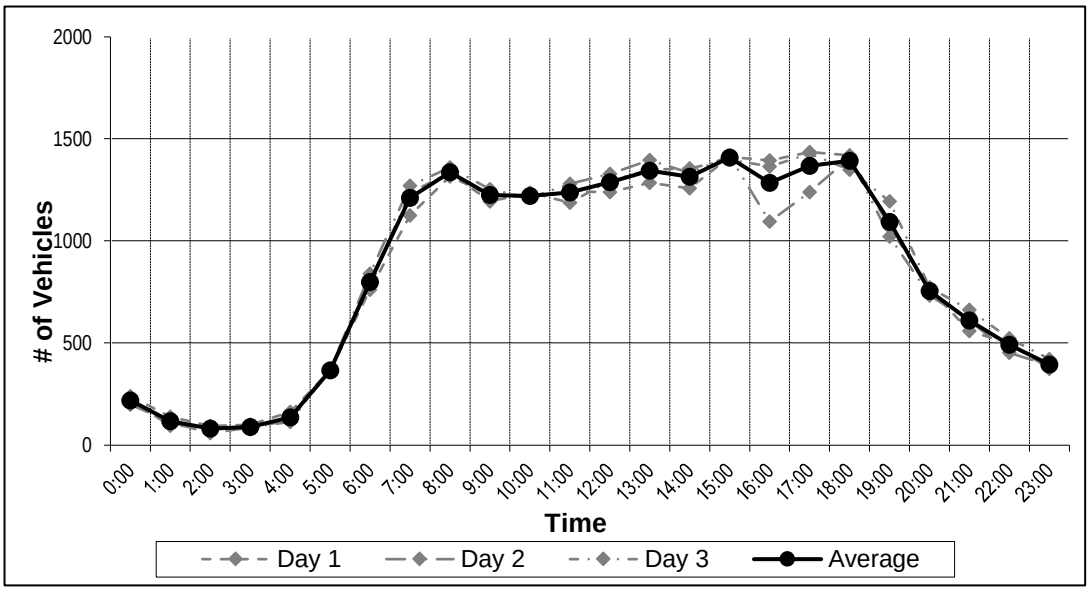
	Vol	Hour
AM Peak	1382	7:30
PM Peak	1483	14:45
Daily Peak	1483	14:45

	Vol	Hour
07:00-09:00 Peak	1360	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1457	16:45

	Vol	Hour
AM Peak	1360	07:45
PM Peak	1457	16:45
Daily Peak	1457	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1351	07:45	0.95
12:00-14:00 Peak	1343	13:00	0.92
16:00-19:00 Peak	1394	17:30	0.96

	Vol	Hour
AM Peak	1351	07:45
PM Peak	1431	14:45
Daily Peak	1431	14:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	3350
MD	9:00 am - 4:00 pm	9030
PM	4:00 pm - 7:00 pm	4040
NT	7:00 pm - 6:00 am	4350
AADT	0:00 am - 12:00 pm	20800
		20770
	FDOT 2019 AADT	none

Distribution	
AM	0.16
MD	0.43
PM	0.19
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	6.5%
12:00-14:00 Peak Hour	6.5%
15:00-18:00 Peak Hour	6.7%

87-1073 (WB)

MIAMI GARDENS DR E OF NE 6TH AVE, 87-1073 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	77	76	70	57	280
1:00	65	58	57	46	226
2:00	36	46	38	47	167
3:00	54	62	60	63	239
4:00	56	65	64	89	274
5:00	91	122	155	193	561
6:00	175	247	327	386	1135
7:00	361	404	481	528	1774
8:00	501	514	494	483	1992
9:00	460	399	409	359	1627
10:00	336	370	360	334	1400
11:00	365	368	323	380	1436
12:00	341	329	439	407	1516
13:00	437	434	407	383	1661
14:00	423	402	443	442	1710
15:00	411	445	428	446	1730
16:00	450	470	453	481	1854
17:00	457	476	438	401	1772
18:00	431	400	458	410	1699
19:00	368	340	330	314	1352
20:00	281	286	239	241	1047
21:00	229	209	188	184	810
22:00	193	164	178	151	686
23:00	113	121	137	90	461
					27409

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	65	68	51	257
1:00	49	56	37	32	174
2:00	39	35	29	30	133
3:00	39	50	50	42	181
4:00	45	52	73	67	237
5:00	98	115	146	173	532
6:00	173	262	317	383	1135
7:00	388	451	500	488	1827
8:00	489	514	489	502	1994
9:00	490	433	424	362	1709
10:00	331	357	392	323	1403
11:00	388	344	314	362	1408
12:00	336	359	357	368	1420
13:00	352	378	383	384	1497
14:00	456	429	424	425	1734
15:00	430	426	384	423	1663
16:00	474	482	501	526	1983
17:00	495	450	450	455	1850
18:00	437	448	435	417	1737
19:00	403	344	315	316	1378
20:00	264	289	249	232	1034
21:00	214	204	180	186	784
22:00	159	165	177	161	662
23:00	128	99	102	96	425
					27157

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	89	75	82	73	319
1:00	50	39	42	32	163
2:00	45	49	27	47	168
3:00	39	54	50	51	194
4:00	46	44	72	74	236
5:00	94	113	158	176	541
6:00	203	230	301	352	1086
7:00	418	480	478	491	1867
8:00	485	509	514	499	2007
9:00	463	430	364	393	1650
10:00	356	340	383	328	1407
11:00	345	341	391	331	1408
12:00	397	345	353	384	1479
13:00	359	361	455	394	1569
14:00	414	443	421	411	1689
15:00	424	417	463	447	1751
16:00	461	406	394	453	1714
17:00	468	457	461	470	1856
18:00	385	375	385	392	1537
19:00	398	375	351	328	1452
20:00	326	306	269	225	1126
21:00	238	220	207	185	850
22:00	198	214	163	143	718
23:00	141	139	116	120	516
					27303

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	80	72	73	60	285
1:00	55	51	45	37	188
2:00	40	43	31	41	155
3:00	44	55	53	52	204
4:00	49	54	70	77	250
5:00	94	117	153	181	545
6:00	184	246	315	374	1119
7:00	389	445	486	502	1822
8:00	492	512	499	495	1998
9:00	471	421	399	371	1662
10:00	341	356	378	328	1403
11:00	366	351	343	358	1418
12:00	358	344	383	386	1471
13:00	383	391	415	387	1576
14:00	431	425	429	426	1711
15:00	422	429	425	439	1715
16:00	462	453	449	487	1851
17:00	473	461	450	442	1826
18:00	418	408	426	406	1658
19:00	390	353	332	319	1394
20:00	290	294	252	233	1069
21:00	227	211	192	185	815
22:00	183	181	173	152	689
23:00	127	120	118	102	467
					27291

Seasonal Factor (SF) 1.00
Weekly Axle Factor (WAF) 1.00
Calculated AADT 27291

	Vol	Hour
07:00-09:00 Peak	2037	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1867	16:30

	Vol	Hour
07:00-09:00 Peak	1994	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2004	16:15

	Vol	Hour
07:00-09:00 Peak	2007	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1856	17:00

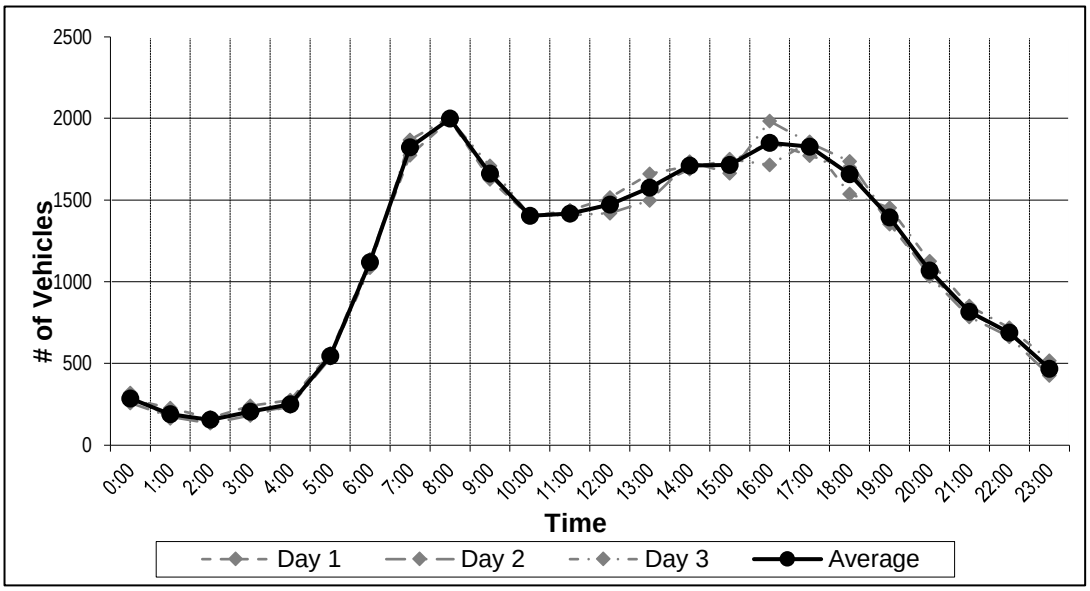
	Vol	Hour	PHF
06:00-09:00 Peak	2005	07:45	0.98
12:00-14:00 Peak	1576	13:00	0.95
16:00-19:00 Peak	1871	16:45	0.96

	Vol	Hour
AM Peak	2037	07:45
PM Peak	1867	16:30
Daily Peak	2037	07:45

	Vol	Hour
AM Peak	1995	08:15
PM Peak	2004	16:15
Daily Peak	2004	16:15

	Vol	Hour
AM Peak	2007	08:00
PM Peak	1856	17:00
Daily Peak	2007	08:00

	Vol	Hour
AM Peak	2005	07:45
PM Peak	1871	16:45
Daily Peak	2005	07:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	4940
MD	9:00 am - 4:00 pm	10960
PM	4:00 pm - 7:00 pm	5340
NT	7:00 pm - 6:00 am	6060
AADT	0:00 am - 12:00 pm	27300
		27300
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.40
PM	0.20
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.3%
12:00-14:00 Peak Hour	5.8%
15:00-18:00 Peak Hour	6.9%

87-1073 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 203_MGD@I-95SBRamps
Site Code: 203-3238
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 6th Avenue Northbound				I-95 Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	11	184	113	1	8	66	136	0	60	7	75	0	16	63	38	778
06:45 AM	0	6	217	180	0	15	81	130	0	47	7	94	0	32	85	81	975
Total	0	17	401	293	1	23	147	266	0	107	14	169	0	48	148	119	1753
07:00 AM	0	9	227	185	1	16	93	153	0	75	12	96	0	33	78	52	1030
07:15 AM	0	7	288	192	0	23	93	167	0	91	13	84	0	27	95	58	1138
07:30 AM	0	7	319	191	1	15	104	183	0	98	8	88	0	50	93	52	1209
07:45 AM	0	3	355	256	3	16	137	132	0	99	7	70	0	51	69	75	1273
Total	0	26	1189	824	5	70	427	635	0	363	40	338	0	161	335	237	4650
08:00 AM	1	13	383	274	2	32	132	133	0	95	5	94	0	35	79	70	1348
08:15 AM	2	1	283	225	2	16	134	163	0	116	5	89	0	38	93	46	1213
08:30 AM	1	3	320	239	1	25	149	183	0	101	12	94	0	66	104	54	1352
08:45 AM	1	4	287	262	2	39	181	135	0	141	9	74	0	100	106	77	1418
Total	5	21	1273	1000	7	112	596	614	0	453	31	351	0	239	382	247	5331
09:00 AM	0	5	224	214	1	46	155	113	0	87	12	86	0	99	126	97	1265
09:15 AM	0	13	338	200	1	22	124	139	0	85	2	80	0	42	82	63	1191
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	18	562	414	2	68	279	252	0	172	14	166	0	141	208	160	2456
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	27	246	171	0	19	174	167	0	149	15	110	0	48	97	55	1278
03:45 PM	1	19	251	172	4	17	165	178	0	126	23	120	0	52	99	45	1272
Total	1	46	497	343	4	36	339	345	0	275	38	230	0	100	196	100	2550
04:00 PM	2	23	283	164	1	11	176	176	0	186	21	112	0	64	85	63	1367
04:15 PM	1	11	254	175	3	15	198	179	0	189	21	131	0	55	72	74	1378
04:30 PM	0	22	269	163	1	11	159	162	0	96	21	92	0	70	84	50	1200
04:45 PM	0	12	255	171	4	10	154	180	0	181	29	121	0	87	96	49	1349
Total	3	68	1061	673	9	47	687	697	0	652	92	456	0	276	337	236	5294
05:00 PM	2	20	277	193	0	15	159	174	0	169	36	148	0	45	84	45	1367
05:15 PM	1	27	268	179	1	18	142	168	0	178	27	145	0	41	88	40	1323
05:30 PM	1	8	286	159	3	17	173	166	0	164	48	133	0	41	73	36	1308
05:45 PM	0	14	269	150	1	14	178	166	0	161	30	131	0	62	74	40	1290
Total	4	69	1100	681	5	64	652	674	0	672	141	557	0	189	319	161	5288
06:00 PM	2	11	218	120	0	11	172	173	0	150	10	98	0	53	61	34	1113
06:15 PM	1	6	210	129	1	13	145	144	0	129	15	109	0	43	58	27	1030
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	17	428	249	1	24	317	317	0	279	25	207	0	96	119	61	2143

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

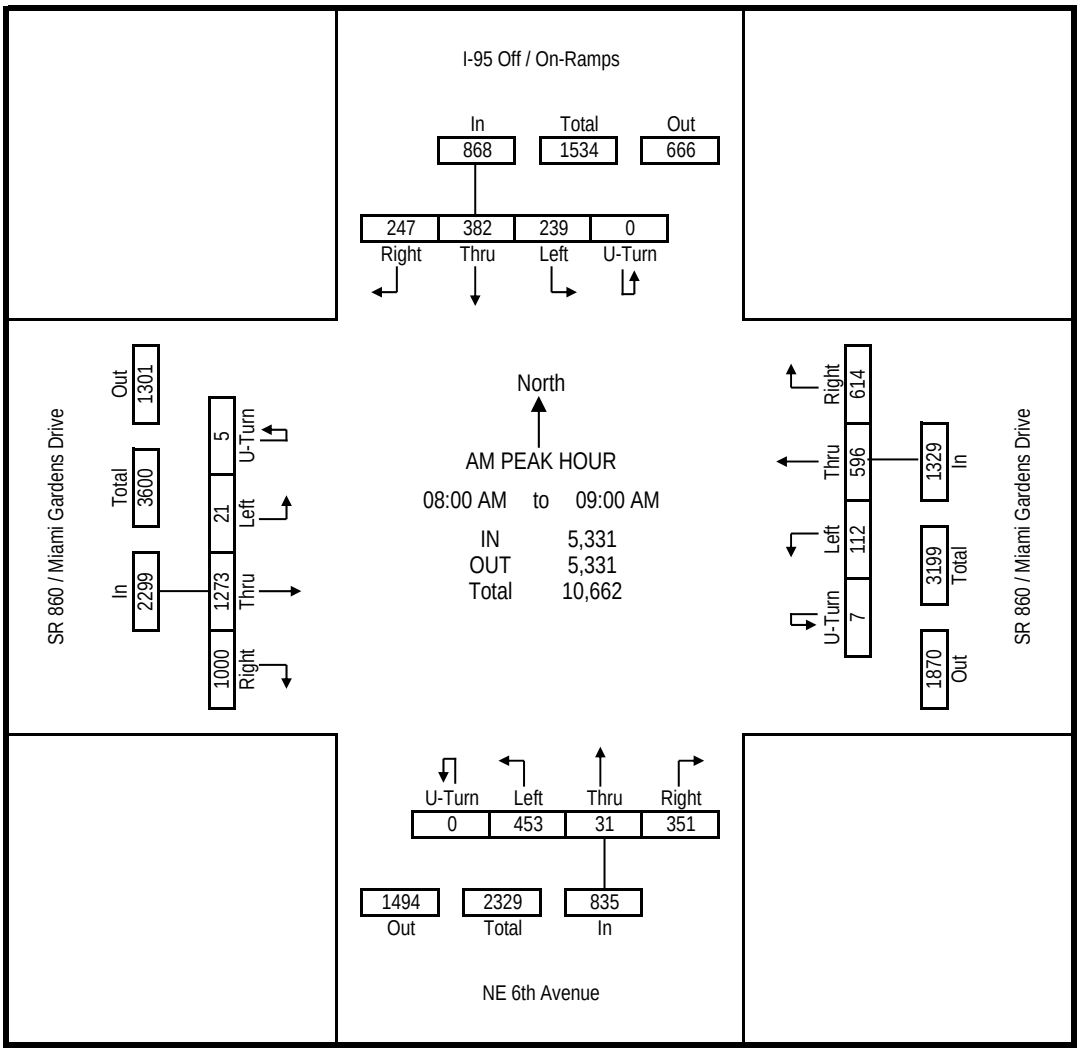
FDOT District 6

File Name: 203_MGD@I-95SBRamps
Site Code: 203-3238
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 6th Avenue Northbound				I-95 Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	1	13	383	274	2	32	132	133	0	95	5	94	0	35	79	70	1348
08:15 AM	2	1	283	225	2	16	134	163	0	116	5	89	0	38	93	46	1213
08:30 AM	1	3	320	239	1	25	149	183	0	101	12	94	0	66	104	54	1352
08:45 AM	1	4	287	262	2	39	181	135	0	141	9	74	0	100	106	77	1418
Total	5	21	1273	1000	7	112	596	614	0	453	31	351	0	239	382	247	5331
PHF	0.625	0.404	0.831	0.912	0.875	0.718	0.823	0.839	0.000	0.803	0.646	0.934	0.000	0.598	0.802	0.940	0.94
Heavy Veh %	17%	19%	4%	2%	0%	3%	4%	1%	0%	2%	3%	1%	0%	2%	1%	5%	3%
App Vol %	0%	1%	55%	43%	1%	8%	45%	46%	0%	54%	4%	42%	0%	28%	44%	28%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM

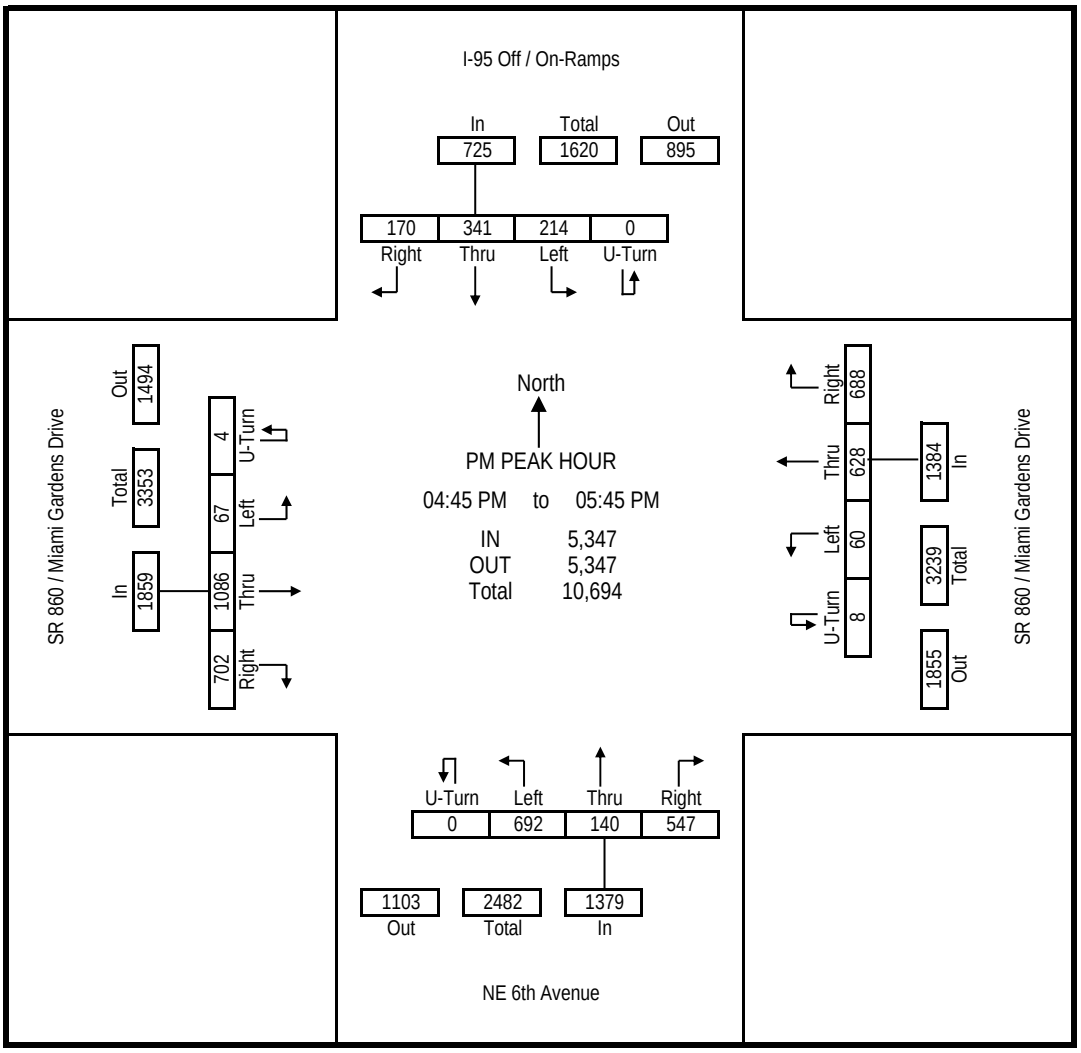


Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 6th Avenue Northbound				I-95 Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:45 PM	0	12	255	171	4	10	154	180	0	181	29	121	0	87	96	49	1349
05:00 PM	2	20	277	193	0	15	159	174	0	169	36	148	0	45	84	45	1367
05:15 PM	1	27	268	179	1	18	142	168	0	178	27	145	0	41	88	40	1323
05:30 PM	1	8	286	159	3	17	173	166	0	164	48	133	0	41	73	36	1308
Total	4	67	1086	702	8	60	628	688	0	692	140	547	0	214	341	170	5347
PHF	0.500	0.620	0.949	0.909	0.500	0.833	0.908	0.956	0.000	0.956	0.729	0.924	0.000	0.615	0.888	0.867	0.98
Heavy Veh %	0%	3%	2%	1%	0%	0%	4%	2%	0%	2%	1%	1%	0%	1%	1%	6%	2%
App Vol %	0%	4%	58%	38%	1%	4%	45%	50%	0%	50%	10%	40%	0%	30%	47%	23%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM

Peak Hour for Entire Intersection Begins at : 04:45 PM to 05:45 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 203_MGD@I-95SBRamps
Site Code: 203-3238
Count Date: 9/23/2021

Groups Printed: Automobiles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 6th Avenue Northbound				I-95 Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	9	172	110	1	8	64	135	0	58	7	73	0	15	59	34	745
06:45 AM	0	4	205	175	0	14	76	128	0	47	7	94	0	32	83	72	937
Total	0	13	377	285	1	22	140	263	0	105	14	167	0	47	142	106	1682
07:00 AM	0	7	219	176	1	16	92	152	0	74	12	96	0	33	76	46	1000
07:15 AM	0	5	266	186	0	23	89	166	0	90	13	83	0	25	93	53	1092
07:30 AM	0	6	303	185	1	15	102	183	0	96	8	88	0	50	93	47	1177
07:45 AM	0	3	336	253	3	15	130	130	0	97	7	69	0	50	65	73	1231
Total	0	21	1124	800	5	69	413	631	0	357	40	336	0	158	327	219	4500
08:00 AM	1	8	362	267	2	29	127	130	0	94	5	94	0	34	77	67	1297
08:15 AM	1	1	272	215	2	16	127	163	0	113	5	87	0	37	90	41	1170
08:30 AM	1	3	305	237	1	25	145	181	0	99	11	92	0	64	104	50	1318
08:45 AM	1	4	275	258	2	39	171	133	0	140	9	74	0	98	106	76	1386
Total	4	16	1214	977	7	109	570	607	0	446	30	347	0	233	377	234	5171
09:00 AM	0	4	210	208	1	44	148	112	0	86	11	81	0	95	124	91	1215
09:15 AM	0	11	314	188	1	21	114	137	0	82	2	80	0	37	79	57	1123
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	15	524	396	2	65	262	249	0	168	13	161	0	132	203	148	2338
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	25	238	168	0	19	164	164	0	146	15	105	0	48	97	46	1235
03:45 PM	1	19	243	168	4	17	158	167	0	121	23	118	0	52	99	42	1232
Total	1	44	481	336	4	36	322	331	0	267	38	223	0	100	196	88	2467
04:00 PM	2	22	275	161	1	10	171	171	0	184	21	110	0	61	84	55	1328
04:15 PM	1	11	246	172	3	15	186	173	0	186	19	129	0	54	69	61	1325
04:30 PM	0	20	256	162	1	11	149	155	0	93	21	92	0	70	83	46	1159
04:45 PM	0	11	245	169	4	10	149	174	0	175	29	119	0	85	95	47	1312
Total	3	64	1022	664	9	46	655	673	0	638	90	450	0	270	331	209	5124
05:00 PM	2	20	271	191	0	15	155	172	0	162	35	146	0	45	83	42	1339
05:15 PM	1	26	262	178	1	18	136	165	0	175	27	142	0	40	87	38	1296
05:30 PM	1	8	281	157	3	17	163	162	0	164	47	132	0	41	73	33	1282
05:45 PM	0	13	261	148	1	14	174	164	0	161	30	131	0	61	74	36	1268
Total	4	67	1075	674	5	64	628	663	0	662	139	551	0	187	317	149	5185
06:00 PM	2	11	214	118	0	11	165	170	0	149	10	97	0	53	61	33	1094
06:15 PM	1	6	206	128	1	13	140	144	0	124	15	108	0	43	58	22	1009
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	17	420	246	1	24	305	314	0	273	25	205	0	96	119	55	2103

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 203_MGD@I-95SBRamps
Site Code: 203-3238
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				NE 6th Avenue Northbound				I-95 Off / On-Ramps Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	2	12	3	0	0	2	1	0	2	0	2	0	1	4	4	33
06:45 AM	0	2	12	5	0	1	5	2	0	0	0	0	0	0	2	9	38
Total	0	4	24	8	0	1	7	3	0	2	0	2	0	1	6	13	71
07:00 AM	0	2	8	9	0	0	1	1	0	1	0	0	0	0	2	6	30
07:15 AM	0	2	22	6	0	0	4	1	0	1	0	1	0	2	2	5	46
07:30 AM	0	1	16	6	0	0	2	0	0	2	0	0	0	0	0	5	32
07:45 AM	0	0	19	3	0	1	7	2	0	2	0	1	0	1	4	2	42
Total	0	5	65	24	0	1	14	4	0	6	0	2	0	3	8	18	150
08:00 AM	0	5	21	7	0	3	5	3	0	1	0	0	0	1	2	3	51
08:15 AM	1	0	11	10	0	0	7	0	0	3	0	2	0	1	3	5	43
08:30 AM	0	0	15	2	0	0	4	2	0	2	1	2	0	2	0	4	34
08:45 AM	0	0	12	4	0	0	10	2	0	1	0	0	0	2	0	1	32
Total	1	5	59	23	0	3	26	7	0	7	1	4	0	6	5	13	160
09:00 AM	0	1	14	6	0	2	7	1	0	1	1	5	0	4	2	6	50
09:15 AM	0	2	24	12	0	1	10	2	0	3	0	0	0	5	3	6	68
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	38	18	0	3	17	3	0	4	1	5	0	9	5	12	118
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	2	8	3	0	0	10	3	0	3	0	5	0	0	0	9	43
03:45 PM	0	0	8	4	0	0	7	11	0	5	0	2	0	0	0	3	40
Total	0	2	16	7	0	0	17	14	0	8	0	7	0	0	0	12	83
04:00 PM	0	1	8	3	0	1	5	5	0	2	0	2	0	3	1	8	39
04:15 PM	0	0	8	3	0	0	12	6	0	3	2	2	0	1	3	13	53
04:30 PM	0	2	13	1	0	0	10	7	0	3	0	0	0	0	1	4	41
04:45 PM	0	1	10	2	0	0	5	6	0	6	0	2	0	2	1	2	37
Total	0	4	39	9	0	1	32	24	0	14	2	6	0	6	6	27	170
05:00 PM	0	0	6	2	0	0	4	2	0	7	1	2	0	0	1	3	28
05:15 PM	0	1	6	1	0	0	6	3	0	3	0	3	0	1	1	2	27
05:30 PM	0	0	5	2	0	0	10	4	0	0	1	1	0	0	0	3	26
05:45 PM	0	1	8	2	0	0	4	2	0	0	0	0	0	1	0	4	22
Total	0	2	25	7	0	0	24	11	0	10	2	6	0	2	2	12	103
06:00 PM	0	0	4	2	0	0	7	3	0	1	0	1	0	0	0	1	19
06:15 PM	0	0	4	1	0	0	5	0	0	5	0	1	0	0	0	5	21
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	8	3	0	0	12	3	0	6	0	2	0	0	0	6	40

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 203_MGD@I-95SBRamps
Site Code: 203-3238
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				NE 6th Avenue Northbound				I-95 Off / On-Ramps Eastbound				
Start Time	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MIAMI GARDENS DR W OF I-95 NB RAMPS, 87-1087 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	91	60	48	40	239
1:00	39	31	44	25	139
2:00	25	32	20	16	93
3:00	23	23	25	29	100
4:00	25	52	42	43	162
5:00	55	68	119	124	366
6:00	164	190	218	189	761
7:00	282	239	285	318	1124
8:00	310	358	326	321	1315
9:00	301	308	304	311	1224
10:00	282	331	312	288	1213
11:00	296	300	331	315	1242
12:00	326	291	322	299	1238
13:00	277	355	288	364	1284
14:00	319	316	305	318	1258
15:00	349	352	360	350	1411
16:00	357	327	333	377	1394
17:00	367	323	361	384	1435
18:00	316	382	357	364	1419
19:00	293	289	231	253	1066
20:00	235	188	161	181	765
21:00	152	171	114	121	558
22:00	149	141	122	85	497
23:00	120	113	76	64	373
					20676

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	59	60	50	29	198
1:00	47	28	23	16	114
2:00	14	11	17	16	58
3:00	14	24	23	25	86
4:00	15	23	42	33	113
5:00	53	77	109	131	370
6:00	165	214	233	227	839
7:00	306	278	335	351	1270
8:00	331	365	334	329	1359
9:00	304	316	323	310	1253
10:00	285	315	325	285	1210
11:00	291	317	347	324	1279
12:00	325	326	353	324	1328
13:00	385	329	329	353	1396
14:00	307	331	317	377	1332
15:00	381	357	368	311	1417
16:00	267	282	266	280	1095
17:00	263	280	352	344	1239
18:00	343	341	367	357	1408
19:00	263	272	250	236	1021
20:00	195	166	199	172	732
21:00	144	166	148	152	610
22:00	130	112	99	111	452
23:00	117	102	86	84	389
					20568

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	70	57	44	48	219
1:00	31	30	18	16	95
2:00	23	23	22	23	91
3:00	14	15	28	21	78
4:00	22	28	35	43	128
5:00	53	74	103	132	362
6:00	171	200	199	222	792
7:00	272	286	334	344	1236
8:00	322	343	351	318	1334
9:00	313	297	300	284	1194
10:00	311	279	346	299	1235
11:00	291	300	282	314	1187
12:00	305	327	375	288	1295
13:00	343	321	307	377	1348
14:00	323	350	325	356	1354
15:00	345	356	376	321	1398
16:00	358	296	349	361	1364
17:00	359	362	375	332	1428
18:00	309	343	317	380	1349
19:00	331	331	246	285	1193
20:00	201	235	165	170	771
21:00	183	196	149	134	662
22:00	138	154	116	115	523
23:00	140	101	101	78	420
					21056

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	59	47	39	218
1:00	39	30	28	19	116
2:00	21	22	20	18	81
3:00	17	21	25	25	88
4:00	21	34	40	40	135
5:00	54	73	110	129	366
6:00	167	201	217	213	798
7:00	287	268	318	338	1211
8:00	321	355	337	323	1336
9:00	306	307	309	302	1224
10:00	293	308	328	291	1220
11:00	293	306	320	318	1237
12:00	319	315	350	304	1288
13:00	335	335	308	365	1343
14:00	316	332	316	350	1314
15:00	358	355	368	327	1408
16:00	327	302	316	339	1284
17:00	330	322	363	353	1368
18:00	323	355	347	367	1392
19:00	296	297	242	258	1093
20:00	210	196	175	174	755
21:00	160	178	137	136	611
22:00	139	136	112	104	491
23:00	126	105	88	75	394
					20771
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	20771

	Vol	Hour
07:00-09:00 Peak	1315	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1443	17:30

	Vol	Hour
AM Peak	1315	08:00
PM Peak	1443	17:30
Daily Peak	1443	17:30

	Vol	Hour
07:00-09:00 Peak	1382	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1408	18:00

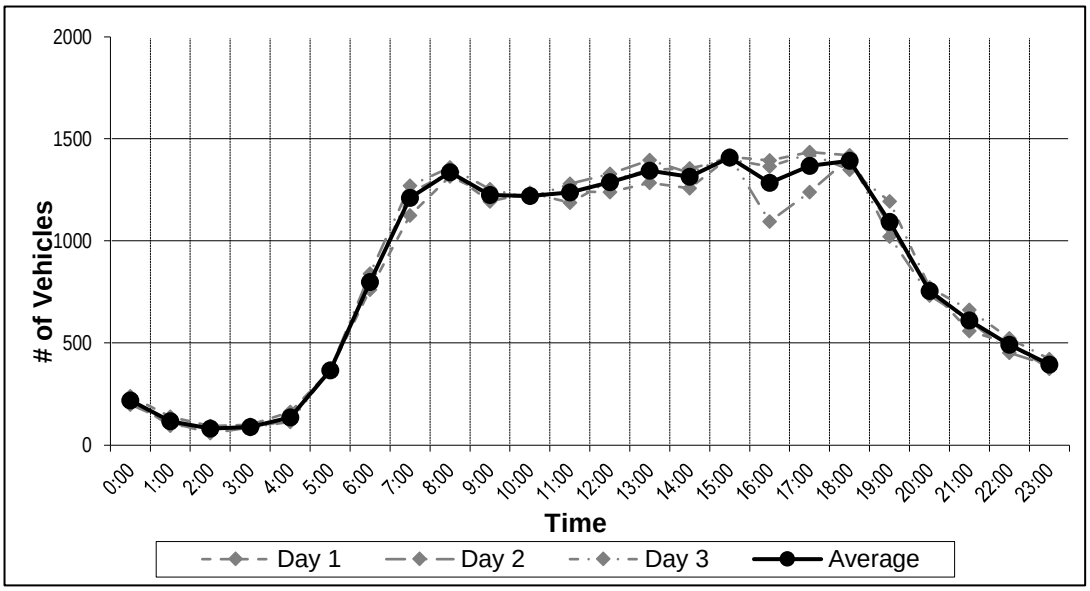
	Vol	Hour
AM Peak	1382	7:30
PM Peak	1483	14:45
Daily Peak	1483	14:45

	Vol	Hour
07:00-09:00 Peak	1360	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1457	16:45

	Vol	Hour
AM Peak	1360	07:45
PM Peak	1457	16:45
Daily Peak	1457	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1351	07:45	0.95
12:00-14:00 Peak	1343	13:00	0.92
16:00-19:00 Peak	1394	17:30	0.96

	Vol	Hour
AM Peak	1351	07:45
PM Peak	1431	14:45
Daily Peak	1431	14:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	3350
MD	9:00 am - 4:00 pm	9030
PM	4:00 pm - 7:00 pm	4040
NT	7:00 pm - 6:00 am	4350
AADT	0:00 am - 12:00 pm	20800
		20770
	FDOT 2019 AADT	none

Distribution	
AM	0.16
MD	0.43
PM	0.19
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	6.5%
12:00-14:00 Peak Hour	6.5%
15:00-18:00 Peak Hour	6.7%

87-1087 (WB)

MIAMI GARDENS DR W OF I-95 NB RAMPS, 87-1087 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	77	76	70	57	280
1:00	65	58	57	46	226
2:00	36	46	38	47	167
3:00	54	62	60	63	239
4:00	56	65	64	89	274
5:00	91	122	155	193	561
6:00	175	247	327	386	1135
7:00	361	404	481	528	1774
8:00	501	514	494	483	1992
9:00	460	399	409	359	1627
10:00	336	370	360	334	1400
11:00	365	368	323	380	1436
12:00	341	329	439	407	1516
13:00	437	434	407	383	1661
14:00	423	402	443	442	1710
15:00	411	445	428	446	1730
16:00	450	470	453	481	1854
17:00	457	476	438	401	1772
18:00	431	400	458	410	1699
19:00	368	340	330	314	1352
20:00	281	286	239	241	1047
21:00	229	209	188	184	810
22:00	193	164	178	151	686
23:00	113	121	137	90	461
					27409

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	65	68	51	257
1:00	49	56	37	32	174
2:00	39	35	29	30	133
3:00	39	50	50	42	181
4:00	45	52	73	67	237
5:00	98	115	146	173	532
6:00	173	262	317	383	1135
7:00	388	451	500	488	1827
8:00	489	514	489	502	1994
9:00	490	433	424	362	1709
10:00	331	357	392	323	1403
11:00	388	344	314	362	1408
12:00	336	359	357	368	1420
13:00	352	378	383	384	1497
14:00	456	429	424	425	1734
15:00	430	426	384	423	1663
16:00	474	482	501	526	1983
17:00	495	450	450	455	1850
18:00	437	448	435	417	1737
19:00	403	344	315	316	1378
20:00	264	289	249	232	1034
21:00	214	204	180	186	784
22:00	159	165	177	161	662
23:00	128	99	102	96	425
					27157

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	89	75	82	73	319
1:00	50	39	42	32	163
2:00	45	49	27	47	168
3:00	39	54	50	51	194
4:00	46	44	72	74	236
5:00	94	113	158	176	541
6:00	203	230	301	352	1086
7:00	418	480	478	491	1867
8:00	485	509	514	499	2007
9:00	463	430	364	393	1650
10:00	356	340	383	328	1407
11:00	345	341	391	331	1408
12:00	397	345	353	384	1479
13:00	359	361	455	394	1569
14:00	414	443	421	411	1689
15:00	424	417	463	447	1751
16:00	461	406	394	453	1714
17:00	468	457	461	470	1856
18:00	385	375	385	392	1537
19:00	398	375	351	328	1452
20:00	326	306	269	225	1126
21:00	238	220	207	185	850
22:00	198	214	163	143	718
23:00	141	139	116	120	516
					27303

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	80	72	73	60	285
1:00	55	51	45	37	188
2:00	40	43	31	41	155
3:00	44	55	53	52	204
4:00	49	54	70	77	250
5:00	94	117	153	181	545
6:00	184	246	315	374	1119
7:00	389	445	486	502	1822
8:00	492	512	499	495	1998
9:00	471	421	399	371	1662
10:00	341	356	378	328	1403
11:00	366	351	343	358	1418
12:00	358	344	383	386	1471
13:00	383	391	415	387	1576
14:00	431	425	429	426	1711
15:00	422	429	425	439	1715
16:00	462	453	449	487	1851
17:00	473	461	450	442	1826
18:00	418	408	426	406	1658
19:00	390	353	332	319	1394
20:00	290	294	252	233	1069
21:00	227	211	192	185	815
22:00	183	181	173	152	689
23:00	127	120	118	102	467
					27291
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	27291

	Vol	Hour
07:00-09:00 Peak	2037	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1867	16:30

	Vol	Hour
07:00-09:00 Peak	1994	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2004	16:15

	Vol	Hour
07:00-09:00 Peak	2007	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1856	17:00

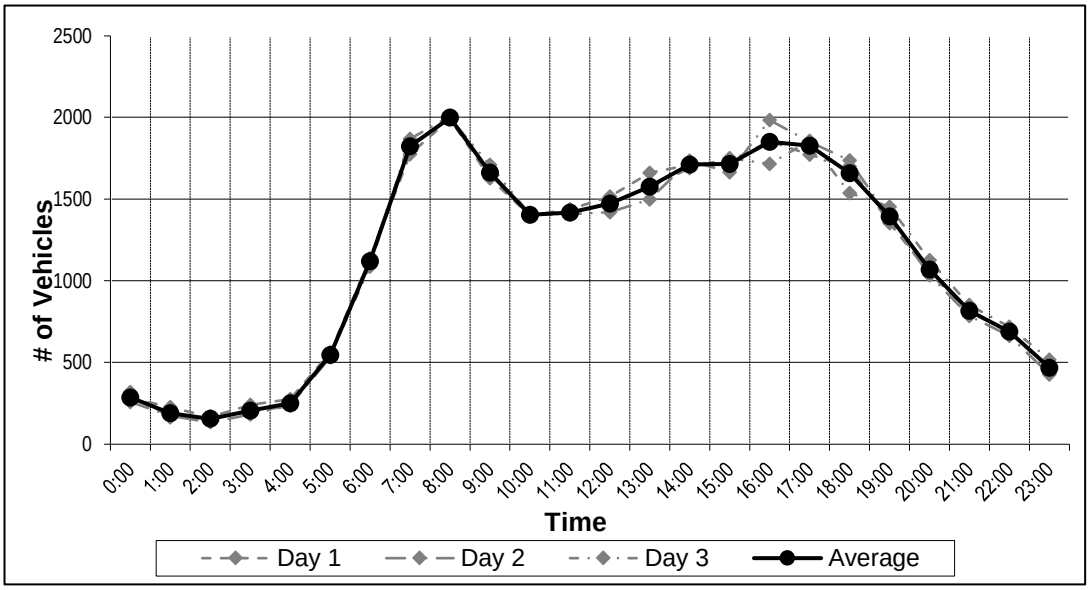
	Vol	Hour	PHF
06:00-09:00 Peak	2005	07:45	0.98
12:00-14:00 Peak	1576	13:00	0.95
16:00-19:00 Peak	1871	16:45	0.96

	Vol	Hour
AM Peak	2037	07:45
PM Peak	1867	16:30
Daily Peak	2037	07:45

	Vol	Hour
AM Peak	1995	08:15
PM Peak	2004	16:15
Daily Peak	2004	16:15

	Vol	Hour
AM Peak	2007	08:00
PM Peak	1856	17:00
Daily Peak	2007	08:00

	Vol	Hour
AM Peak	2005	07:45
PM Peak	1871	16:45
Daily Peak	2005	07:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	4940
MD	9:00 am - 4:00 pm	10960
PM	4:00 pm - 7:00 pm	5340
NT	7:00 pm - 6:00 am	6060
AADT	0:00 am - 12:00 pm	27300
		27300
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.40
PM	0.20
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.3%
12:00-14:00 Peak Hour	5.8%
15:00-18:00 Peak Hour	6.9%

87-1087 (EB)

I-95 NB RAMPS N OF MIAMI GARDENS DR, 87-1081 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	41	42	37	36	156
1:00	30	28	19	15	92
2:00	14	14	13	14	55
3:00	13	15	14	12	54
4:00	14	10	9	15	48
5:00	14	19	27	42	102
6:00	54	56	60	82	252
7:00	95	104	134	156	489
8:00	174	196	182	181	733
9:00	186	163	151	154	654
10:00	153	124	130	126	533
11:00	133	120	121	124	498
12:00	136	140	127	137	540
13:00	130	130	159	175	594
14:00	156	168	199	197	720
15:00	209	188	202	206	805
16:00	166	160	132	156	614
17:00	154	151	156	156	617
18:00	156	174	171	138	639
19:00	192	189	139	158	678
20:00	134	106	140	104	484
21:00	92	74	55	49	270
22:00	77	44	54	67	242
23:00	44	75	54	48	221
					10090

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	39	39	32	36	146
1:00	28	23	15	12	78
2:00	13	18	9	12	52
3:00	13	16	12	14	55
4:00	12	8	12	19	51
5:00	10	23	33	54	120
6:00	48	57	69	96	270
7:00	101	110	159	153	523
8:00	191	189	172	195	747
9:00	170	157	142	163	632
10:00	139	123	129	138	529
11:00	142	133	139	144	558
12:00	161	131	136	146	574
13:00	116	120	124	127	487
14:00	128	175	198	183	684
15:00	189	144	145	162	640
16:00	169	137	156	146	608
17:00	154	157	171	165	647
18:00	158	169	147	161	635
19:00	171	122	134	114	541
20:00	120	112	110	92	434
21:00	83	88	90	81	342
22:00	68	73	62	69	272
23:00	57	46	57	41	201
					9826

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	45	43	36	33	157
1:00	33	22	18	15	88
2:00	10	16	16	12	54
3:00	13	15	10	16	54
4:00	11	6	10	18	45
5:00	14	21	30	60	125
6:00	54	52	66	90	262
7:00	96	113	159	162	530
8:00	180	175	166	189	710
9:00	163	144	149	170	626
10:00	127	133	116	125	501
11:00	109	104	106	115	434
12:00	153	120	132	146	551
13:00	145	147	151	129	572
14:00	112	154	192	158	616
15:00	171	147	144	144	606
16:00	142	138	159	134	573
17:00	149	146	173	139	607
18:00	130	134	161	163	588
19:00	169	121	135	118	543
20:00	131	110	119	87	447
21:00	91	75	99	78	343
22:00	63	66	75	76	280
23:00	52	53	55	43	203
					9515

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	42	41	35	35	153
1:00	30	24	17	14	85
2:00	12	16	13	13	54
3:00	13	15	12	14	54
4:00	12	8	10	17	47
5:00	13	21	30	52	116
6:00	52	55	65	89	261
7:00	97	109	151	157	514
8:00	182	187	173	188	730
9:00	173	155	147	162	637
10:00	140	127	125	130	522
11:00	128	119	122	128	497
12:00	150	130	132	143	555
13:00	130	132	145	144	551
14:00	132	166	196	179	673
15:00	190	160	164	171	685
16:00	159	145	149	145	598
17:00	152	151	167	153	623
18:00	148	159	160	154	621
19:00	177	144	136	130	587
20:00	128	109	123	94	454
21:00	89	79	81	69	318
22:00	69	61	64	71	265
23:00	51	58	55	44	208
					9808
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	9808

	Vol	Hour
07:00-09:00 Peak	733	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	657	17:45

	Vol	Hour
AM Peak	745	08:15
PM Peak	805	15:00
Daily Peak	805	15:00

	Vol	Hour
07:00-09:00 Peak	747	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	663	17:30

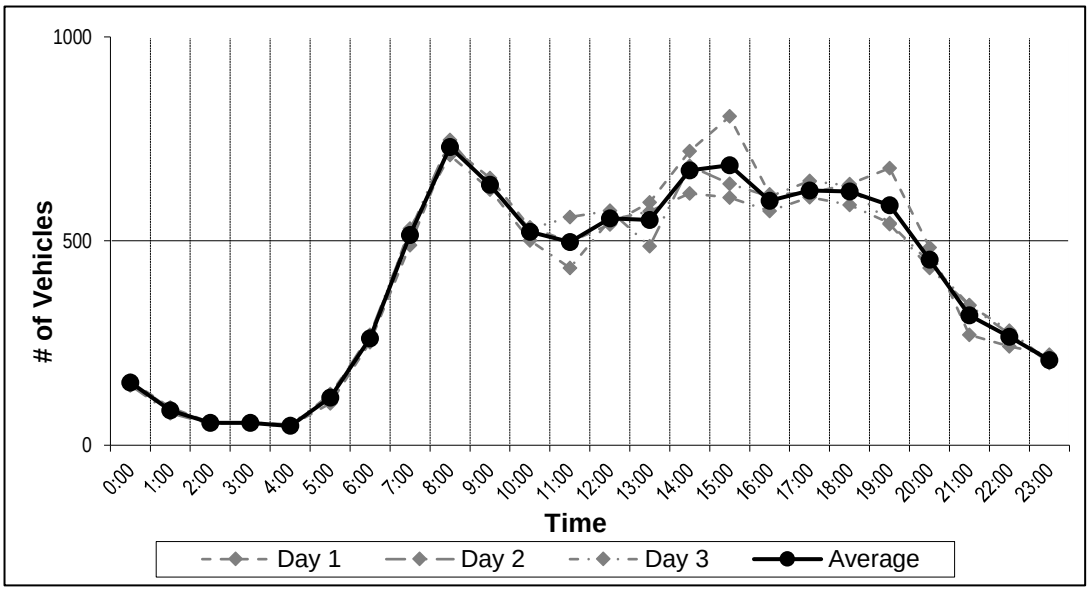
	Vol	Hour
AM Peak	747	08:00
PM Peak	745	14:15
Daily Peak	747	08:00

	Vol	Hour
07:00-09:00 Peak	710	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	607	17:00

	Vol	Hour
AM Peak	710	08:00
PM Peak	675	14:15
Daily Peak	710	08:00

	Vol	Hour	PHF
06:00-09:00 Peak	730	08:00	0.97
12:00-14:00 Peak	555	12:00	0.93
16:00-19:00 Peak	627	17:30	0.94

	Vol	Hour
AM Peak	730	08:00
PM Peak	731	14:15
Daily Peak	731	14:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	1510
MD	9:00 am - 4:00 pm	4120
PM	4:00 pm - 7:00 pm	1840
NT	7:00 pm - 6:00 am	2340
AADT	0:00 am - 12:00 pm	9800
		9810
	FDOT 2019 AADT	9500
		3%

Distribution	
AM	0.15
MD	0.42
PM	0.19
NT	0.24
AADT	1.00

	K
07:00-09:00 Peak Hour	7.4%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.4%

87-1081 (SB)

I-95 NB RAMPS N OF MIAMI GARDENS DR, 87-1081 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	77	66	61	53	257
1:00	46	40	39	39	164
2:00	37	37	36	31	141
3:00	35	45	49	45	174
4:00	49	52	60	60	221
5:00	63	96	118	131	408
6:00	150	164	191	221	726
7:00	252	273	259	252	1036
8:00	242	224	230	235	931
9:00	213	203	190	195	801
10:00	175	170	167	168	680
11:00	175	158	169	153	655
12:00	161	195	175	200	731
13:00	208	200	247	285	940
14:00	258	314	266	271	1109
15:00	288	278	291	295	1152
16:00	276	300	292	297	1165
17:00	304	355	299	236	1194
18:00	314	254	235	273	1076
19:00	223	220	181	170	794
20:00	202	209	170	144	725
21:00	158	129	132	120	539
22:00	111	118	98	93	420
23:00	103	65	88	73	329
					16368

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	57	57	52	242
1:00	38	34	40	39	151
2:00	38	32	34	34	138
3:00	36	52	52	37	177
4:00	56	51	68	58	233
5:00	73	108	129	138	448
6:00	157	179	212	214	762
7:00	273	286	268	249	1076
8:00	238	216	227	209	890
9:00	185	184	169	183	721
10:00	146	155	147	173	621
11:00	165	164	179	150	658
12:00	177	164	163	182	686
13:00	194	194	216	187	791
14:00	239	210	224	222	895
15:00	195	212	218	206	831
16:00	211	210	234	229	884
17:00	227	253	248	223	951
18:00	238	244	230	233	945
19:00	233	208	175	172	788
20:00	178	182	146	162	668
21:00	161	130	139	135	565
22:00	106	120	126	120	472
23:00	88	73	83	80	324
					14917

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	66	58	54	254
1:00	46	39	39	37	161
2:00	40	37	32	33	142
3:00	37	45	51	44	177
4:00	51	52	61	56	220
5:00	73	102	121	137	433
6:00	149	167	210	226	752
7:00	256	262	257	249	1024
8:00	237	229	245	238	949
9:00	218	207	198	199	822
10:00	180	179	165	176	700
11:00	164	159	162	149	634
12:00	157	170	167	181	675
13:00	194	181	223	229	827
14:00	248	256	243	236	983
15:00	248	240	254	249	991
16:00	238	258	260	270	1026
17:00	269	299	275	233	1076
18:00	236	206	231	259	932
19:00	230	218	181	176	805
20:00	189	196	157	146	688
21:00	161	130	144	117	552
22:00	106	135	102	109	452
23:00	95	75	79	75	324
					15599

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	63	59	53	251
1:00	43	38	39	38	158
2:00	38	35	34	33	140
3:00	36	47	51	42	176
4:00	52	52	63	58	225
5:00	70	102	123	135	430
6:00	152	170	204	220	746
7:00	260	274	261	250	1045
8:00	239	223	234	227	923
9:00	205	198	186	192	781
10:00	167	168	160	172	667
11:00	168	160	170	151	649
12:00	165	176	168	188	697
13:00	199	192	229	234	854
14:00	248	260	244	243	995
15:00	244	243	254	250	991
16:00	242	256	262	265	1025
17:00	267	302	274	231	1074
18:00	263	235	232	255	985
19:00	229	215	179	173	796
20:00	190	196	158	151	695
21:00	160	130	138	124	552
22:00	108	124	109	107	448
23:00	95	71	83	76	325
					15628
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	15628

	Vol	Hour
07:00-09:00 Peak	1036	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1255	16:45

	Vol	Hour
AM Peak	1036	07:00
PM Peak	1255	16:45
Daily Peak	1255	16:45

	Vol	Hour
07:00-09:00 Peak	1076	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	962	17:15

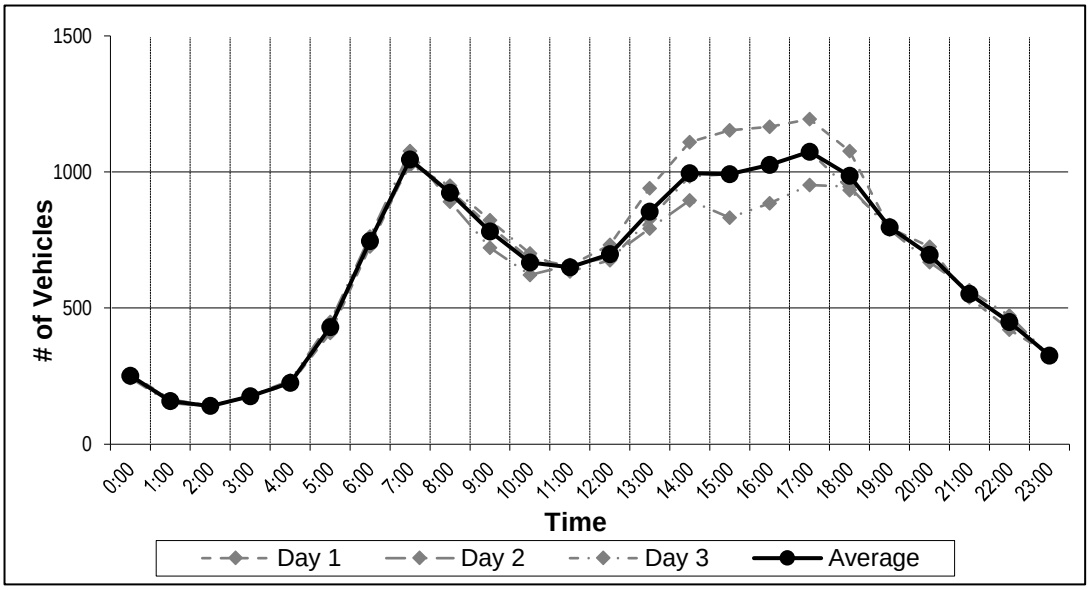
	Vol	Hour
AM Peak	1076	07:00
PM Peak	962	17:15
Daily Peak	1076	07:00

	Vol	Hour
07:00-09:00 Peak	1024	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1113	16:45

	Vol	Hour
AM Peak	1024	07:00
PM Peak	1113	16:45
Daily Peak	1113	16:45

	Vol	Hour	PHF
06:00-09:00 Peak	1045	07:00	0.95
12:00-14:00 Peak	854	13:00	0.91
16:00-19:00 Peak	1108	16:45	0.92

	Vol	Hour
AM Peak	1045	07:00
PM Peak	1108	16:45
Daily Peak	1108	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2710
MD	9:00 am - 4:00 pm	5630
PM	4:00 pm - 7:00 pm	3080
NT	7:00 pm - 6:00 am	4200
AADT	0:00 am - 12:00 pm	15600
		15620
	FDOT 2019 AADT	17000
		-8%

Distribution	
AM	0.17
MD	0.36
PM	0.20
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	6.7%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	7.1%

87-1081 (NB)

MIAMI GARDENS DR E OF I-95 NB RAMPS, 87-1083 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	76	40	47	239
1:00	33	28	40	23	124
2:00	24	13	28	24	89
3:00	17	27	21	31	96
4:00	25	39	49	49	162
5:00	42	73	121	114	350
6:00	167	209	228	228	832
7:00	300	305	337	367	1309
8:00	357	383	414	354	1508
9:00	323	322	351	315	1311
10:00	316	343	330	309	1298
11:00	312	331	352	335	1330
12:00	344	350	366	335	1395
13:00	307	374	344	358	1383
14:00	366	373	379	423	1541
15:00	398	395	432	421	1646
16:00	441	416	417	392	1666
17:00	408	438	428	436	1710
18:00	459	399	456	383	1697
19:00	297	305	275	262	1139
20:00	243	229	178	189	839
21:00	148	181	136	127	592
22:00	149	156	128	96	529
23:00	127	108	80	66	381
					23166

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	63	66	44	34	207
1:00	41	23	21	18	103
2:00	17	9	15	12	53
3:00	10	13	16	18	57
4:00	19	25	36	35	115
5:00	52	72	111	115	350
6:00	161	230	256	250	897
7:00	322	355	376	387	1440
8:00	382	420	446	370	1618
9:00	323	328	377	304	1332
10:00	311	350	327	311	1299
11:00	304	344	383	321	1352
12:00	341	331	379	367	1418
13:00	369	341	368	376	1454
14:00	372	358	389	444	1563
15:00	407	462	431	328	1628
16:00	302	313	303	311	1229
17:00	276	285	463	435	1459
18:00	448	424	443	425	1740
19:00	282	271	288	247	1088
20:00	202	225	201	178	806
21:00	160	184	155	158	657
22:00	135	136	104	127	502
23:00	117	108	80	85	390
					22757

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	63	40	35	211
1:00	39	31	21	10	101
2:00	24	22	19	20	85
3:00	14	14	17	19	64
4:00	19	32	33	41	125
5:00	52	73	108	129	362
6:00	177	215	221	250	863
7:00	305	361	374	387	1427
8:00	391	419	436	380	1626
9:00	338	323	316	323	1300
10:00	325	319	336	332	1312
11:00	306	320	318	322	1266
12:00	349	346	367	354	1416
13:00	336	351	413	424	1524
14:00	409	428	409	393	1639
15:00	395	423	471	439	1728
16:00	424	418	400	421	1663
17:00	446	425	461	379	1711
18:00	463	394	423	443	1723
19:00	449	381	325	294	1449
20:00	247	268	177	183	875
21:00	194	190	160	146	690
22:00	163	155	121	112	551
23:00	138	91	89	92	410
					24121

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	71	68	41	39	219
1:00	38	27	27	17	109
2:00	22	15	21	19	77
3:00	14	18	18	23	73
4:00	21	32	39	42	134
5:00	49	73	113	119	354
6:00	168	218	235	243	864
7:00	309	340	362	380	1391
8:00	377	407	432	368	1584
9:00	328	324	348	314	1314
10:00	317	337	331	317	1302
11:00	307	332	351	326	1316
12:00	345	342	371	352	1410
13:00	337	355	375	386	1453
14:00	382	386	392	420	1580
15:00	400	427	445	396	1668
16:00	389	382	373	375	1519
17:00	377	383	451	417	1628
18:00	457	406	441	417	1721
19:00	343	319	296	268	1226
20:00	231	241	185	183	840
21:00	167	185	150	144	646
22:00	149	149	118	112	528
23:00	127	102	83	81	393
					23349
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	23349

	Vol	Hour
07:00-09:00 Peak	1521	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1761	17:15

	Vol	Hour
AM Peak	1521	07:45
PM Peak	1761	17:15
Daily Peak	1761	17:15

	Vol	Hour
07:00-09:00 Peak	1635	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1770	17:30

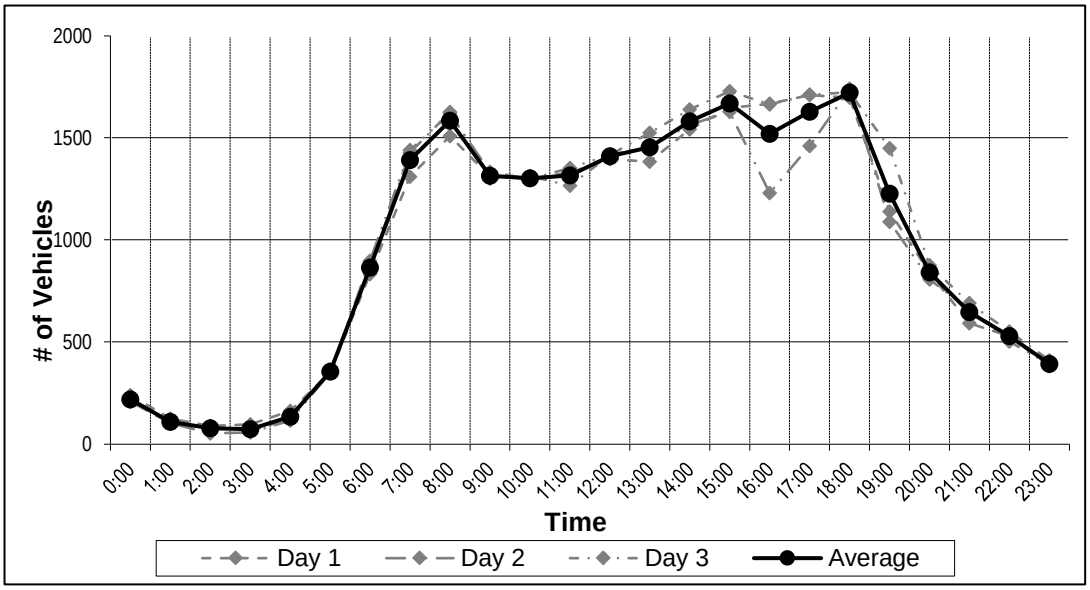
	Vol	Hour
AM Peak	1635	07:45
PM Peak	1770	17:30
Daily Peak	1770	17:30

	Vol	Hour
07:00-09:00 Peak	1633	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1753	16:45

	Vol	Hour
AM Peak	1633	07:45
PM Peak	1757	15:15
Daily Peak	1757	15:15

	Vol	Hour	PHF
06:00-09:00 Peak	1596	07:45	0.92
12:00-14:00 Peak	1453	13:00	0.94
16:00-19:00 Peak	1731	17:30	0.95

	Vol	Hour
AM Peak	1596	07:45
PM Peak	1731	17:30
Daily Peak	1731	17:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	3840
MD	9:00 am - 4:00 pm	10040
PM	4:00 pm - 7:00 pm	4870
NT	7:00 pm - 6:00 am	4600
AADT	0:00 am - 12:00 pm	23300
		23350
	FDOT 2019 AADT	none

Distribution	
AM	0.16
MD	0.43
PM	0.21
NT	0.20
AADT	1.00

	K
07:00-09:00 Peak Hour	6.8%
12:00-14:00 Peak Hour	6.2%
15:00-18:00 Peak Hour	7.4%

87-1083 (WB)

MIAMI GARDENS DR E OF I-95 NB RAMPS, 87-1083 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	74	75	68	51	268
1:00	52	43	29	47	171
2:00	30	27	25	32	114
3:00	33	21	27	27	108
4:00	24	20	40	51	135
5:00	40	51	89	97	277
6:00	101	158	203	254	716
7:00	268	331	441	439	1479
8:00	459	471	496	470	1896
9:00	436	364	388	362	1550
10:00	314	320	356	320	1310
11:00	320	354	288	321	1283
12:00	347	341	340	314	1342
13:00	266	347	336	320	1269
14:00	336	347	388	410	1481
15:00	399	335	370	397	1501
16:00	343	406	391	367	1507
17:00	364	353	356	380	1453
18:00	365	404	348	335	1452
19:00	355	350	295	308	1308
20:00	287	211	253	225	976
21:00	182	191	159	156	688
22:00	152	123	153	142	570
23:00	95	130	109	79	413
					23267

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	71	58	46	53	228
1:00	45	34	29	17	125
2:00	18	31	21	17	87
3:00	21	11	18	25	75
4:00	13	13	25	38	89
5:00	43	55	82	107	287
6:00	105	146	199	270	720
7:00	275	347	409	415	1446
8:00	446	448	474	501	1869
9:00	470	392	386	366	1614
10:00	330	306	366	332	1334
11:00	312	350	292	307	1261
12:00	381	315	324	346	1366
13:00	302	355	336	319	1312
14:00	342	362	385	398	1487
15:00	400	316	311	349	1376
16:00	395	370	385	397	1547
17:00	374	367	386	430	1557
18:00	361	375	372	384	1492
19:00	355	324	262	264	1205
20:00	243	237	250	194	924
21:00	169	165	156	173	663
22:00	127	115	141	159	542
23:00	107	109	89	88	393
					22999

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	82	72	61	48	263
1:00	42	36	29	33	140
2:00	23	22	20	15	80
3:00	27	19	14	32	92
4:00	28	22	29	38	117
5:00	44	59	91	102	296
6:00	102	134	198	265	699
7:00	322	360	430	449	1561
8:00	437	463	495	518	1913
9:00	439	402	336	389	1566
10:00	358	297	333	346	1334
11:00	307	328	358	283	1276
12:00	335	313	367	356	1371
13:00	352	359	374	323	1408
14:00	373	381	359	381	1494
15:00	370	339	393	376	1478
16:00	385	368	342	356	1451
17:00	356	386	375	413	1530
18:00	346	340	347	318	1351
19:00	340	337	324	267	1268
20:00	290	258	236	213	997
21:00	184	195	178	166	723
22:00	150	153	169	137	609
23:00	114	120	111	109	454
					23471

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	68	58	51	253
1:00	46	38	29	32	145
2:00	24	27	22	21	94
3:00	27	17	20	28	92
4:00	22	18	31	42	113
5:00	42	55	87	102	286
6:00	103	146	200	263	712
7:00	288	346	427	434	1495
8:00	447	461	488	496	1892
9:00	448	386	370	372	1576
10:00	334	308	352	333	1327
11:00	313	344	313	304	1274
12:00	354	323	344	339	1360
13:00	307	354	349	321	1331
14:00	350	363	377	396	1486
15:00	390	330	358	374	1452
16:00	374	381	373	373	1501
17:00	365	369	372	408	1514
18:00	357	373	356	346	1432
19:00	350	337	294	280	1261
20:00	273	235	246	211	965
21:00	178	184	164	165	691
22:00	143	130	154	146	573
23:00	105	120	103	92	420
					23245
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	23245

	Vol	Hour
07:00-09:00 Peak	1896	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1528	16:15

	Vol	Hour
AM Peak	1896	08:00
PM Peak	1544	14:15
Daily Peak	1896	08:00

	Vol	Hour
07:00-09:00 Peak	1869	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1557	17:00

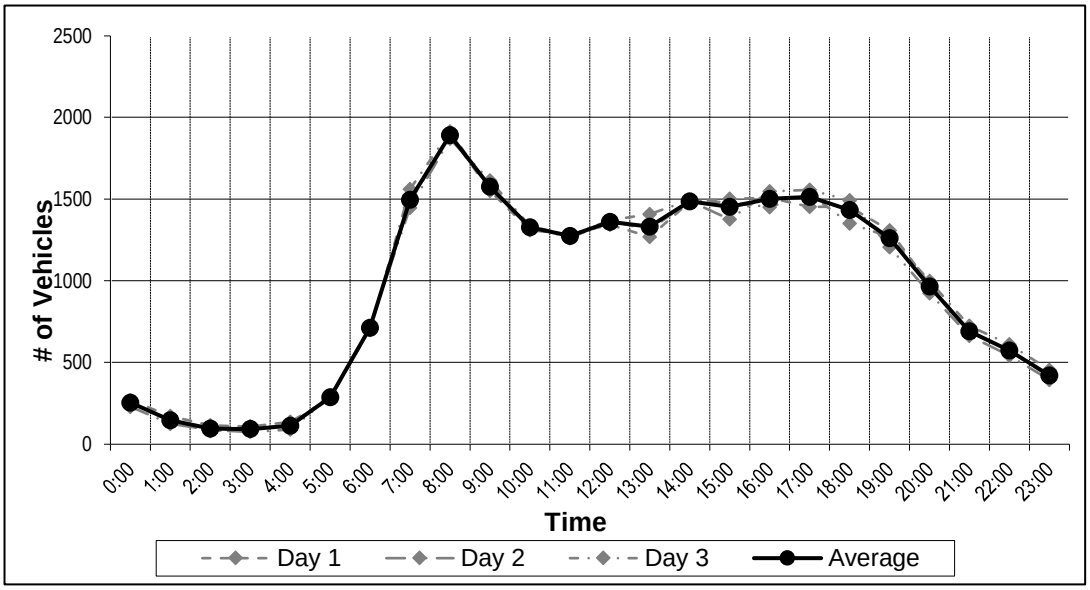
	Vol	Hour
AM Peak	1893	08:15
PM Peak	1557	17:00
Daily Peak	1893	08:15

	Vol	Hour
07:00-09:00 Peak	1913	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1530	17:00

	Vol	Hour
AM Peak	1915	08:15
PM Peak	1530	17:00
Daily Peak	1915	08:15

	Vol	Hour	PHF
06:00-09:00 Peak	1892	08:00	0.95
12:00-14:00 Peak	1360	12:00	0.96
16:00-19:00 Peak	1514	17:00	0.93

	Vol	Hour
AM Peak	1893	08:15
PM Peak	1526	14:15
Daily Peak	1893	08:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	4100
MD	9:00 am - 4:00 pm	9810
PM	4:00 pm - 7:00 pm	4450
NT	7:00 pm - 6:00 am	4890
AADT	0:00 am - 12:00 pm	23200
		23250
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.42
PM	0.19
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	8.1%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	6.5%

87-1083 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: Thu, 09/23/2021

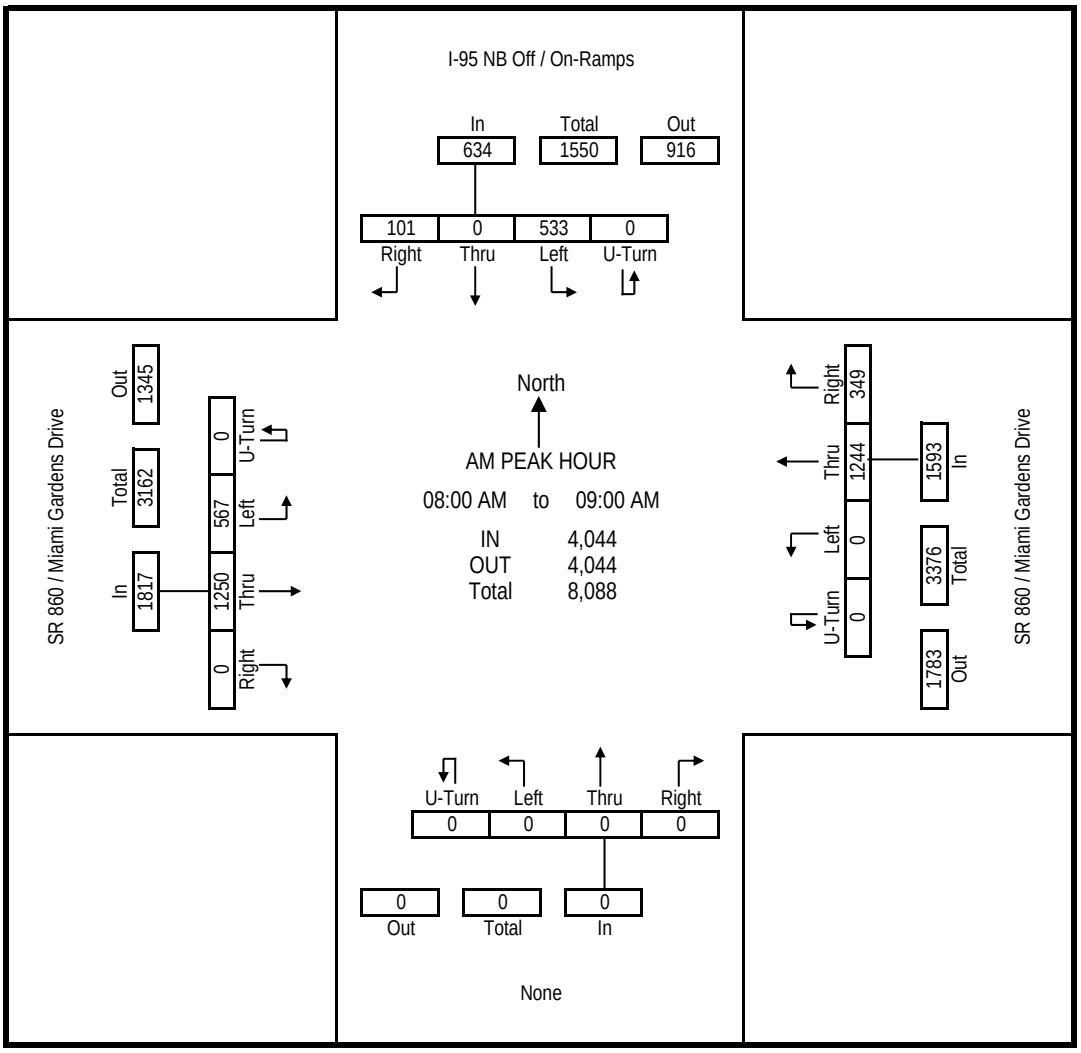
Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	119	146	0	0	0	209	65	0	0	0	0	0	47	0	17	603
06:45 AM	0	146	179	0	0	0	183	64	0	0	0	0	0	74	0	13	659
Total	0	265	325	0	0	0	392	129	0	0	0	0	0	121	0	30	1262
07:00 AM	0	158	211	0	0	0	300	92	0	0	0	0	0	74	0	18	853
07:15 AM	0	172	217	0	0	0	224	72	0	0	0	0	0	103	0	9	797
07:30 AM	1	158	287	0	0	0	291	96	0	0	0	0	0	135	0	20	988
07:45 AM	0	146	342	0	0	0	279	89	0	0	0	0	0	146	0	16	1018
Total	1	634	1057	0	0	0	1094	349	0	0	0	0	0	458	0	63	3656
08:00 AM	0	151	301	0	0	0	271	88	0	0	0	0	0	128	0	24	963
08:15 AM	0	176	286	0	0	0	301	82	0	0	0	0	0	136	0	18	999
08:30 AM	0	149	326	0	0	0	338	89	0	0	0	0	0	133	0	26	1061
08:45 AM	0	91	337	0	0	0	334	90	0	0	0	0	0	136	0	33	1021
Total	0	567	1250	0	0	0	1244	349	0	0	0	0	0	533	0	101	4044
09:00 AM	0	128	297	0	0	0	286	92	0	0	0	0	0	134	0	19	956
09:15 AM	0	133	328	0	0	0	292	66	0	0	0	0	0	113	0	12	944
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	261	625	0	0	0	578	158	0	0	0	0	0	247	0	31	1900
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	192	221	0	0	0	346	84	0	0	0	0	0	110	0	25	978
03:45 PM	0	200	238	0	0	0	334	89	0	0	0	0	0	107	0	24	992
Total	0	392	459	0	0	0	680	173	0	0	0	0	0	217	0	49	1970
04:00 PM	0	171	263	0	0	0	367	74	0	0	0	0	0	96	0	20	991
04:15 PM	0	178	223	0	0	0	358	109	0	0	0	0	0	107	0	20	995
04:30 PM	0	203	266	0	0	0	319	110	0	0	0	0	0	135	0	24	1057
04:45 PM	0	198	272	0	0	0	320	103	0	0	0	0	0	115	0	12	1020
Total	0	750	1024	0	0	0	1364	396	0	0	0	0	0	453	0	76	4063
05:00 PM	3	213	242	0	0	0	335	77	0	0	0	0	0	124	0	25	1019
05:15 PM	0	253	240	0	0	0	322	90	0	0	0	0	0	118	0	13	1036
05:30 PM	0	205	255	0	0	0	409	83	0	0	0	0	0	145	0	24	1121
05:45 PM	0	192	259	0	0	0	280	55	0	0	0	0	0	90	0	12	888
Total	3	863	996	0	0	0	1346	305	0	0	0	0	0	477	0	74	4064
06:00 PM	0	143	197	0	0	0	317	79	0	0	0	0	0	100	0	21	857
06:15 PM	0	132	209	0	0	0	303	57	0	0	0	0	0	97	0	22	820
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	275	406	0	0	0	620	136	0	0	0	0	0	197	0	43	1677

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	151	301	0	0	0	271	88	0	0	0	0	0	128	0	24	963
08:15 AM	0	176	286	0	0	0	301	82	0	0	0	0	0	136	0	18	999
08:30 AM	0	149	326	0	0	0	338	89	0	0	0	0	0	133	0	26	1061
08:45 AM	0	91	337	0	0	0	334	90	0	0	0	0	0	136	0	33	1021
Total	0	567	1250	0	0	0	1244	349	0	0	0	0	0	533	0	101	4044
PHF	0.000	0.805	0.927	0.000	0.000	0.000	0.920	0.969	0.000	0.000	0.000	0.000	0.000	0.980	0.000	0.953	0.95
Heavy Veh %	0%	6%	2%	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	0%	8%	3%
App Vol %	0%	31%	69%	0%	0%	0%	78%	22%	0%	0%	0%	0%	0%	84%	0%	16%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM

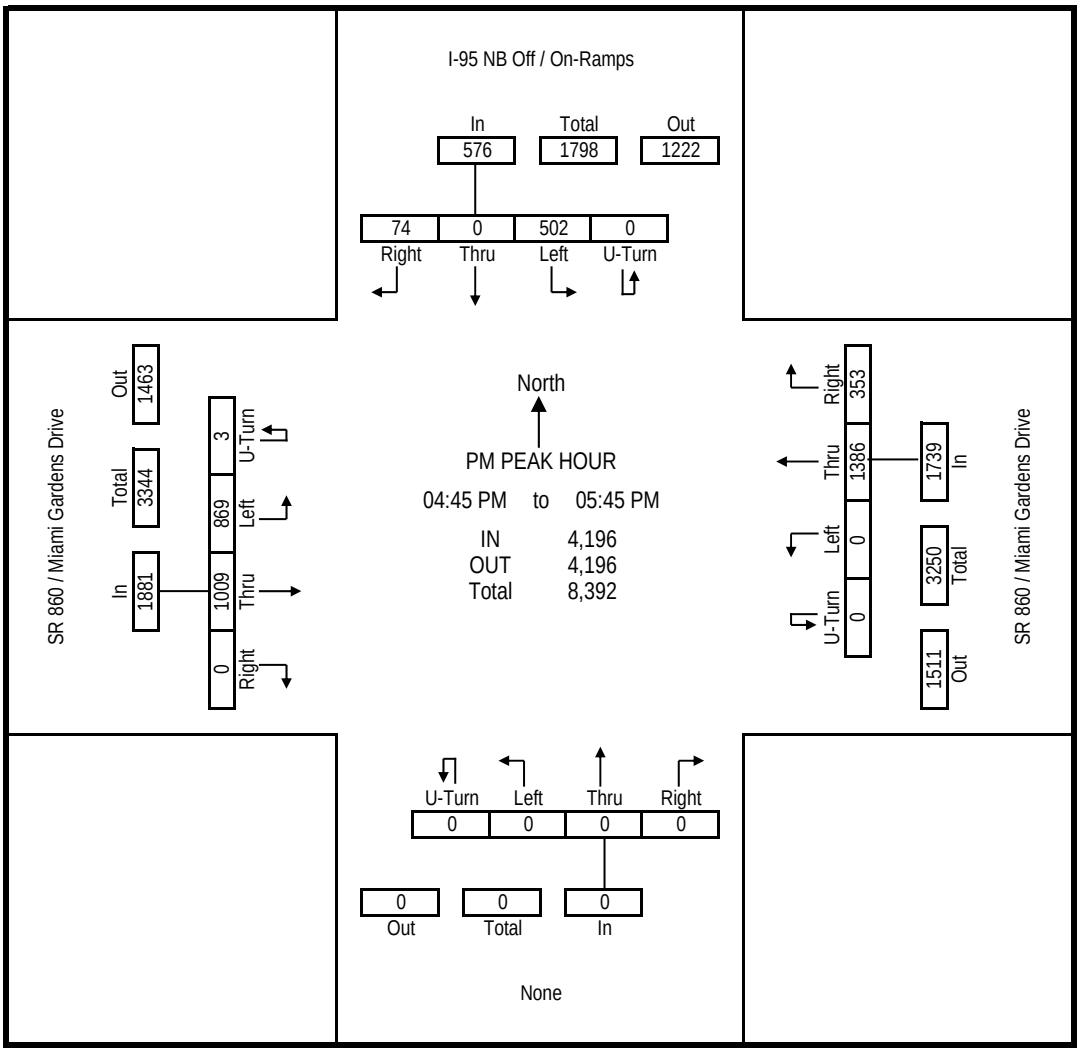


Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:45 PM	0	198	272	0	0	0	320	103	0	0	0	0	0	115	0	12	1020
05:00 PM	3	213	242	0	0	0	335	77	0	0	0	0	0	124	0	25	1019
05:15 PM	0	253	240	0	0	0	322	90	0	0	0	0	0	118	0	13	1036
05:30 PM	0	205	255	0	0	0	409	83	0	0	0	0	0	145	0	24	1121
Total	3	869	1009	0	0	0	1386	353	0	0	0	0	0	502	0	74	4196
PHF	0.250	0.859	0.927	0.000	0.000	0.000	0.847	0.857	0.000	0.000	0.000	0.000	0.000	0.866	0.000	0.740	0.94
Heavy Veh %	0%	2%	2%	0%	0%	0%	3%	2%	0%	0%	0%	0%	0%	1%	0%	6%	2%
App Vol %	0%	46%	54%	0%	0%	0%	80%	20%	0%	0%	0%	0%	0%	87%	0%	13%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM

Peak Hour for Entire Intersection Begins at : 04:45 PM to 05:45 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: 9/23/2021

Groups Printed: Automobiles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	113	137	0	0	0	206	64	0	0	0	0	0	47	0	17	584
06:45 AM	0	142	171	0	0	0	180	64	0	0	0	0	0	72	0	9	638
Total	0	255	308	0	0	0	386	128	0	0	0	0	0	119	0	26	1222
07:00 AM	0	154	206	0	0	0	295	91	0	0	0	0	0	71	0	18	835
07:15 AM	0	166	198	0	0	0	222	72	0	0	0	0	0	99	0	8	765
07:30 AM	1	148	279	0	0	0	290	94	0	0	0	0	0	131	0	19	962
07:45 AM	0	135	332	0	0	0	270	87	0	0	0	0	0	145	0	13	982
Total	1	603	1015	0	0	0	1077	344	0	0	0	0	0	446	0	58	3544
08:00 AM	0	142	292	0	0	0	263	87	0	0	0	0	0	126	0	22	932
08:15 AM	0	165	279	0	0	0	296	82	0	0	0	0	0	131	0	17	970
08:30 AM	0	140	317	0	0	0	335	87	0	0	0	0	0	128	0	22	1029
08:45 AM	0	86	332	0	0	0	325	89	0	0	0	0	0	130	0	31	993
Total	0	533	1220	0	0	0	1219	345	0	0	0	0	0	515	0	92	3924
09:00 AM	0	113	286	0	0	0	280	89	0	0	0	0	0	129	0	15	912
09:15 AM	0	119	314	0	0	0	280	63	0	0	0	0	0	111	0	11	898
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	232	600	0	0	0	560	152	0	0	0	0	0	240	0	26	1810
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	187	214	0	0	0	334	81	0	0	0	0	0	110	0	23	949
03:45 PM	0	194	234	0	0	0	316	88	0	0	0	0	0	104	0	24	960
Total	0	381	448	0	0	0	650	169	0	0	0	0	0	214	0	47	1909
04:00 PM	0	167	256	0	0	0	356	74	0	0	0	0	0	95	0	19	967
04:15 PM	0	175	219	0	0	0	343	107	0	0	0	0	0	106	0	18	968
04:30 PM	0	192	261	0	0	0	309	106	0	0	0	0	0	134	0	18	1020
04:45 PM	0	193	264	0	0	0	309	102	0	0	0	0	0	114	0	12	994
Total	0	727	1000	0	0	0	1317	389	0	0	0	0	0	449	0	67	3949
05:00 PM	3	206	241	0	0	0	330	74	0	0	0	0	0	120	0	23	997
05:15 PM	0	249	235	0	0	0	312	90	0	0	0	0	0	117	0	12	1015
05:30 PM	0	203	252	0	0	0	398	80	0	0	0	0	0	144	0	22	1099
05:45 PM	0	189	254	0	0	0	274	55	0	0	0	0	0	89	0	12	873
Total	3	847	982	0	0	0	1314	299	0	0	0	0	0	470	0	69	3984
06:00 PM	0	141	193	0	0	0	309	79	0	0	0	0	0	99	0	20	841
06:15 PM	0	127	208	0	0	0	299	56	0	0	0	0	0	95	0	20	805
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	268	401	0	0	0	608	135	0	0	0	0	0	194	0	40	1646

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	6	9	0	0	0	3	1	0	0	0	0	0	0	0	0	19
06:45 AM	0	4	8	0	0	0	3	0	0	0	0	0	0	2	0	4	21
Total	0	10	17	0	0	0	6	1	0	0	0	0	0	2	0	4	40
07:00 AM	0	4	5	0	0	0	5	1	0	0	0	0	0	3	0	0	18
07:15 AM	0	6	19	0	0	0	2	0	0	0	0	0	0	4	0	1	32
07:30 AM	0	10	8	0	0	0	1	2	0	0	0	0	0	4	0	1	26
07:45 AM	0	11	10	0	0	0	9	2	0	0	0	0	0	1	0	3	36
Total	0	31	42	0	0	0	17	5	0	0	0	0	0	12	0	5	112
08:00 AM	0	9	9	0	0	0	8	1	0	0	0	0	0	2	0	2	31
08:15 AM	0	11	7	0	0	0	5	0	0	0	0	0	0	5	0	1	29
08:30 AM	0	9	9	0	0	0	3	2	0	0	0	0	0	5	0	4	32
08:45 AM	0	5	5	0	0	0	9	1	0	0	0	0	0	6	0	2	28
Total	0	34	30	0	0	0	25	4	0	0	0	0	0	18	0	9	120
09:00 AM	0	15	11	0	0	0	6	3	0	0	0	0	0	5	0	4	44
09:15 AM	0	14	14	0	0	0	12	3	0	0	0	0	0	2	0	1	46
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	29	25	0	0	0	18	6	0	0	0	0	0	7	0	5	90
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	5	7	0	0	0	12	3	0	0	0	0	0	0	0	2	29
03:45 PM	0	6	4	0	0	0	18	1	0	0	0	0	0	3	0	0	32
Total	0	11	11	0	0	0	30	4	0	0	0	0	0	3	0	2	61
04:00 PM	0	4	7	0	0	0	11	0	0	0	0	0	0	1	0	1	24
04:15 PM	0	3	4	0	0	0	15	2	0	0	0	0	0	1	0	2	27
04:30 PM	0	11	5	0	0	0	10	4	0	0	0	0	0	1	0	6	37
04:45 PM	0	5	8	0	0	0	11	1	0	0	0	0	0	1	0	0	26
Total	0	23	24	0	0	0	47	7	0	0	0	0	0	4	0	9	114
05:00 PM	0	7	1	0	0	0	5	3	0	0	0	0	0	4	0	2	22
05:15 PM	0	4	5	0	0	0	10	0	0	0	0	0	0	1	0	1	21
05:30 PM	0	2	3	0	0	0	11	3	0	0	0	0	0	1	0	2	22
05:45 PM	0	3	5	0	0	0	6	0	0	0	0	0	0	1	0	0	15
Total	0	16	14	0	0	0	32	6	0	0	0	0	0	7	0	5	80
06:00 PM	0	2	4	0	0	0	8	0	0	0	0	0	0	1	0	1	16
06:15 PM	0	5	1	0	0	0	4	1	0	0	0	0	0	2	0	2	15
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	5	0	0	0	12	1	0	0	0	0	0	3	0	3	31

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Eastbound				
Start Time	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NE 183RD ST W OF NE 10TH AVE, 87-1107 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	81	75	44	56	256
1:00	40	31	39	25	135
2:00	22	21	26	23	92
3:00	20	24	18	29	91
4:00	25	34	43	45	147
5:00	49	73	111	113	346
6:00	157	197	222	223	799
7:00	284	314	334	373	1305
8:00	350	385	410	365	1510
9:00	343	354	345	357	1399
10:00	316	376	343	321	1356
11:00	344	353	357	347	1401
12:00	369	390	391	361	1511
13:00	366	390	373	389	1518
14:00	382	397	400	422	1601
15:00	419	420	443	434	1716
16:00	427	419	435	414	1695
17:00	421	445	426	440	1732
18:00	429	407	448	414	1698
19:00	331	341	297	302	1271
20:00	253	268	216	227	964
21:00	194	204	169	153	720
22:00	167	168	146	122	603
23:00	136	120	94	82	432
					24298

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	75	70	46	50	241
1:00	44	29	30	22	125
2:00	19	19	19	17	74
3:00	17	17	15	22	71
4:00	22	27	37	38	124
5:00	54	72	106	113	345
6:00	154	207	236	234	831
7:00	295	339	353	383	1370
8:00	363	404	426	373	1566
9:00	343	357	358	351	1409
10:00	313	380	342	322	1357
11:00	340	359	373	340	1412
12:00	367	381	398	377	1523
13:00	397	374	385	398	1554
14:00	385	390	405	432	1612
15:00	424	453	443	387	1707
16:00	357	368	378	374	1477
17:00	355	368	443	439	1605
18:00	424	419	441	435	1719
19:00	324	324	303	294	1245
20:00	232	266	227	221	946
21:00	200	205	179	169	753
22:00	160	158	134	137	589
23:00	131	120	94	91	436
					24091

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	80	69	44	50	243
1:00	43	33	30	18	124
2:00	22	26	21	21	90
3:00	19	17	16	23	75
4:00	22	31	35	41	129
5:00	54	73	104	120	351
6:00	162	200	254	263	879
7:00	329	363	376	409	1477
8:00	396	413	420	394	1623
9:00	362	366	328	361	1417
10:00	320	364	346	333	1363
11:00	341	347	340	340	1368
12:00	371	388	392	371	1522
13:00	380	379	407	422	1588
14:00	404	425	415	407	1651
15:00	418	434	449	418	1719
16:00	398	418	434	412	1662
17:00	377	396	398	412	1583
18:00	403	398	431	444	1676
19:00	407	379	322	318	1426
20:00	255	287	215	224	981
21:00	217	208	181	163	769
22:00	174	167	143	130	614
23:00	141	111	99	95	446
					24776

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	79	71	45	52	247
1:00	42	31	33	22	128
2:00	21	22	22	20	85
3:00	19	19	16	25	79
4:00	23	31	38	41	133
5:00	52	73	107	115	347
6:00	158	201	237	240	836
7:00	303	339	354	388	1384
8:00	370	401	419	377	1567
9:00	349	359	344	356	1408
10:00	316	373	344	325	1358
11:00	342	353	357	342	1394
12:00	369	386	394	370	1519
13:00	381	381	388	403	1553
14:00	390	404	407	420	1621
15:00	420	436	445	413	1714
16:00	394	402	416	400	1612
17:00	384	403	422	430	1639
18:00	419	408	440	431	1698
19:00	354	348	307	305	1314
20:00	247	274	219	224	964
21:00	204	206	176	162	748
22:00	167	164	141	130	602
23:00	136	117	96	89	438
					24388
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	24388

	Vol	Hour
07:00-09:00 Peak	1518	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1740	17:15

	Vol	Hour
07:00-09:00 Peak	1576	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1725	17:30

	Vol	Hour
07:00-09:00 Peak	1638	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1676	18:00

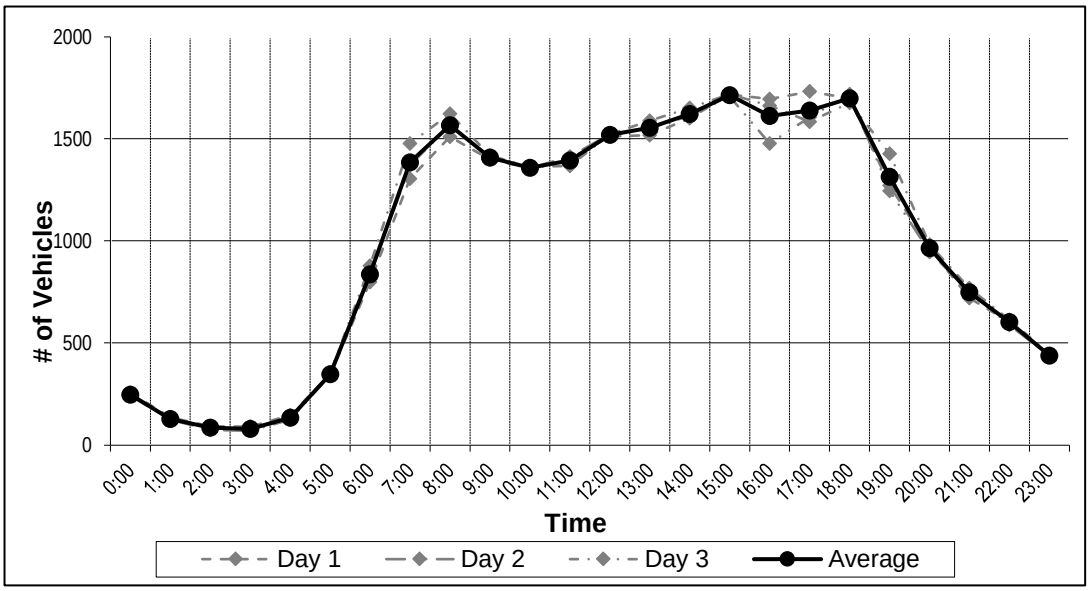
	Vol	Hour	PHF
06:00-09:00 Peak	1578	07:45	0.94
12:00-14:00 Peak	1553	13:00	0.96
16:00-19:00 Peak	1698	18:00	0.96

	Vol	Hour
AM Peak	1518	07:45
PM Peak	1740	17:15
Daily Peak	1740	17:15

	Vol	Hour
AM Peak	1576	07:45
PM Peak	1752	14:45
Daily Peak	1752	14:45

	Vol	Hour
AM Peak	1638	07:45
PM Peak	1719	15:00
Daily Peak	1719	15:00

	Vol	Hour
AM Peak	1578	07:45
PM Peak	1721	14:45
Daily Peak	1721	14:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	3790
MD	9:00 am - 4:00 pm	10570
PM	4:00 pm - 7:00 pm	4950
NT	7:00 pm - 6:00 am	5090
AADT	0:00 am - 12:00 pm	24400
		24400
	FDOT 2019 AADT	none

Distribution	
AM	0.16
MD	0.43
PM	0.20
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	6.5%
12:00-14:00 Peak Hour	6.4%
15:00-18:00 Peak Hour	7.0%

87-1107 (WB)

NE 183RD ST W OF NE 10TH AVE, 87-1107 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	74	77	65	55	271
1:00	50	42	34	40	166
2:00	31	26	24	32	113
3:00	27	24	25	27	103
4:00	23	24	33	50	130
5:00	44	53	84	93	274
6:00	96	139	202	241	678
7:00	250	307	419	403	1379
8:00	423	446	475	445	1789
9:00	429	375	388	371	1563
10:00	319	318	345	327	1309
11:00	312	319	302	319	1252
12:00	350	324	341	342	1357
13:00	283	347	356	338	1324
14:00	349	355	372	381	1457
15:00	374	335	347	380	1436
16:00	344	370	372	358	1444
17:00	359	343	362	389	1453
18:00	368	398	365	348	1479
19:00	354	345	299	289	1287
20:00	270	221	252	228	971
21:00	195	202	177	168	742
22:00	149	140	165	150	604
23:00	108	125	110	85	428
					23009

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	72	68	54	56	250
1:00	46	37	34	25	142
2:00	25	28	22	24	99
3:00	21	19	21	26	87
4:00	17	20	26	43	106
5:00	45	55	80	98	278
6:00	98	133	200	249	680
7:00	253	315	403	391	1362
8:00	417	434	464	461	1776
9:00	446	389	387	373	1595
10:00	327	311	350	333	1321
11:00	308	317	304	312	1241
12:00	367	311	333	358	1369
13:00	301	351	356	337	1345
14:00	352	363	371	375	1461
15:00	375	325	317	356	1373
16:00	370	352	369	373	1464
17:00	364	350	377	414	1505
18:00	366	384	377	373	1500
19:00	354	332	283	267	1236
20:00	248	234	250	213	945
21:00	189	189	176	176	730
22:00	137	136	159	158	590
23:00	114	115	100	89	418
					22873

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	78	75	61	53	267
1:00	45	38	34	33	150
2:00	27	24	21	23	95
3:00	24	23	19	29	95
4:00	25	25	28	43	121
5:00	46	57	85	96	284
6:00	96	127	199	246	668
7:00	277	322	413	408	1420
8:00	412	442	474	469	1797
9:00	431	394	362	384	1571
10:00	341	306	333	340	1320
11:00	306	306	337	300	1249
12:00	344	310	355	363	1372
13:00	326	353	375	339	1393
14:00	367	372	358	367	1464
15:00	360	337	358	369	1424
16:00	365	351	347	352	1415
17:00	355	359	372	406	1492
18:00	358	366	364	340	1428
19:00	347	338	314	268	1267
20:00	271	245	243	222	981
21:00	196	204	187	173	760
22:00	148	155	173	147	623
23:00	117	120	111	100	448
					23104

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	75	73	60	55	263
1:00	47	39	34	33	153
2:00	28	26	22	26	102
3:00	24	22	22	27	95
4:00	22	23	29	45	119
5:00	45	55	83	96	279
6:00	97	133	200	245	675
7:00	260	315	412	401	1388
8:00	417	441	471	458	1787
9:00	435	386	379	376	1576
10:00	329	312	343	333	1317
11:00	309	314	314	310	1247
12:00	354	315	343	354	1366
13:00	303	350	362	338	1353
14:00	356	363	367	374	1460
15:00	370	332	341	368	1411
16:00	360	358	363	361	1442
17:00	359	351	370	403	1483
18:00	364	383	369	354	1470
19:00	352	338	299	275	1264
20:00	263	233	248	221	965
21:00	193	198	180	172	743
22:00	145	144	166	152	607
23:00	113	120	107	91	431
					22996

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	22996

	Vol	Hour
07:00-09:00 Peak	1789	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1520	17:45

	Vol	Hour
AM Peak	1795	08:15
PM Peak	1520	17:45
Daily Peak	1795	08:15

	Vol	Hour
07:00-09:00 Peak	1776	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1541	17:30

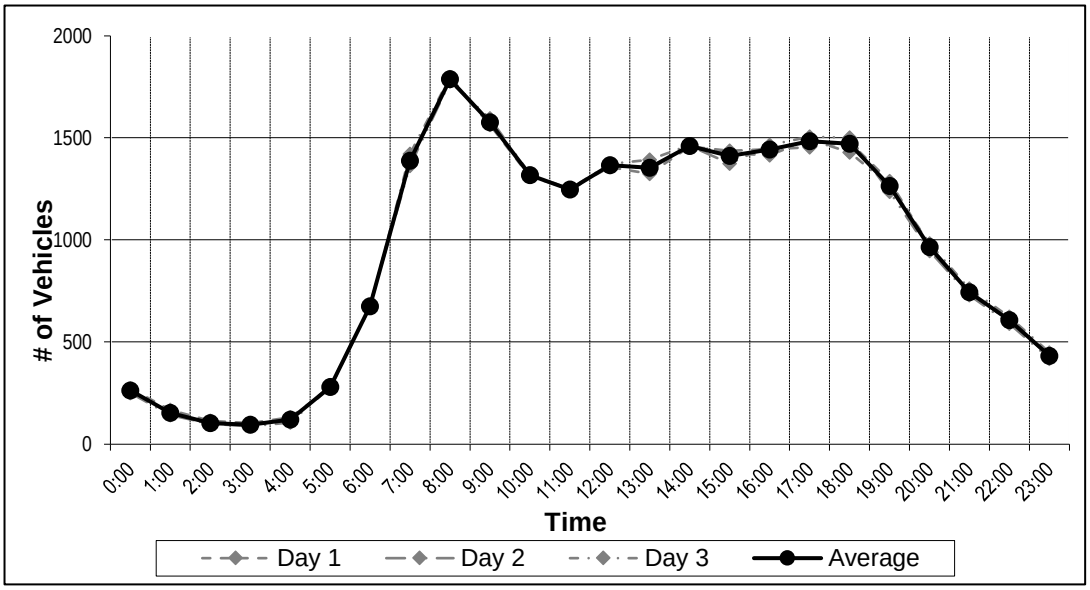
	Vol	Hour
AM Peak	1805	08:15
PM Peak	1541	17:30
Daily Peak	1805	08:15

	Vol	Hour
07:00-09:00 Peak	1797	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1502	17:30

	Vol	Hour
AM Peak	1816	08:15
PM Peak	1502	17:30
Daily Peak	1816	08:15

	Vol	Hour	PHF
06:00-09:00 Peak	1787	08:00	0.95
12:00-14:00 Peak	1369	12:45	0.95
16:00-19:00 Peak	1520	17:30	0.94

	Vol	Hour
AM Peak	1805	08:15
PM Peak	1520	17:30
Daily Peak	1805	08:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	3850
MD	9:00 am - 4:00 pm	9730
PM	4:00 pm - 7:00 pm	4400
NT	7:00 pm - 6:00 am	5020
AADT	0:00 am - 12:00 pm	23000
		23000
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.42
PM	0.19
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.8%
12:00-14:00 Peak Hour	6.0%
15:00-18:00 Peak Hour	6.6%

87-1107 (EB)

NE 10TH AVE S OF NE 183RD ST, 87-1105 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	8	3	2	17
1:00	2	4	3	0	9
2:00	2	1	1	2	6
3:00	1	1	0	1	3
4:00	2	0	1	1	4
5:00	1	5	2	4	12
6:00	2	7	5	8	22
7:00	19	30	24	23	96
8:00	43	40	43	29	155
9:00	30	29	26	33	118
10:00	27	25	28	34	114
11:00	31	20	23	20	94
12:00	38	25	36	26	125
13:00	27	36	28	26	117
14:00	30	31	36	44	141
15:00	31	22	31	26	110
16:00	28	27	24	31	110
17:00	31	36	26	31	124
18:00	27	31	32	36	126
19:00	27	25	25	26	103
20:00	26	35	27	20	108
21:00	18	22	27	18	85
22:00	18	20	15	16	69
23:00	14	15	6	5	40
					1908

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	3	3	5	17
1:00	4	3	1	0	8
2:00	1	2	1	0	4
3:00	2	0	1	1	4
4:00	1	1	2	2	6
5:00	1	3	3	6	13
6:00	2	4	2	10	18
7:00	12	20	39	28	99
8:00	38	44	46	59	187
9:00	55	61	37	44	197
10:00	29	32	30	21	112
11:00	28	25	26	27	106
12:00	29	23	31	29	112
13:00	38	28	37	29	132
14:00	32	35	31	33	131
15:00	32	39	45	41	157
16:00	36	31	30	32	129
17:00	22	25	28	31	106
18:00	44	33	29	29	135
19:00	36	30	34	28	128
20:00	24	27	20	24	95
21:00	18	14	28	18	78
22:00	17	19	18	17	71
23:00	8	7	6	11	32
					2077

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	2	5	2	12
1:00	0	2	2	1	5
2:00	2	0	1	0	3
3:00	0	1	0	0	1
4:00	0	0	0	2	2
5:00	2	3	5	0	10
6:00	3	9	7	11	30
7:00	16	24	26	28	94
8:00	40	41	42	47	170
9:00	31	28	21	23	103
10:00	24	22	28	28	102
11:00	19	23	29	21	92
12:00	30	21	26	29	106
13:00	29	31	32	33	125
14:00	37	28	31	31	127
15:00	30	36	33	37	136
16:00	32	31	22	38	123
17:00	26	25	26	31	108
18:00	25	32	32	25	114
19:00	35	28	33	42	138
20:00	19	25	28	20	92
21:00	20	22	22	19	83
22:00	18	25	13	19	75
23:00	10	10	8	8	36
					1887

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	4	4	3	15
1:00	2	3	2	0	7
2:00	2	1	1	1	5
3:00	1	1	0	1	3
4:00	1	0	1	2	4
5:00	1	4	3	3	11
6:00	2	7	5	10	24
7:00	16	25	30	26	97
8:00	40	42	44	45	171
9:00	39	39	28	33	139
10:00	27	26	29	28	110
11:00	26	23	26	23	98
12:00	32	23	31	28	114
13:00	31	32	32	29	124
14:00	33	31	33	36	133
15:00	31	32	36	35	134
16:00	32	30	25	34	121
17:00	26	29	27	31	113
18:00	32	32	31	30	125
19:00	33	28	31	32	124
20:00	23	29	25	21	98
21:00	19	19	26	18	82
22:00	18	21	15	17	71
23:00	11	11	7	8	37
					1960

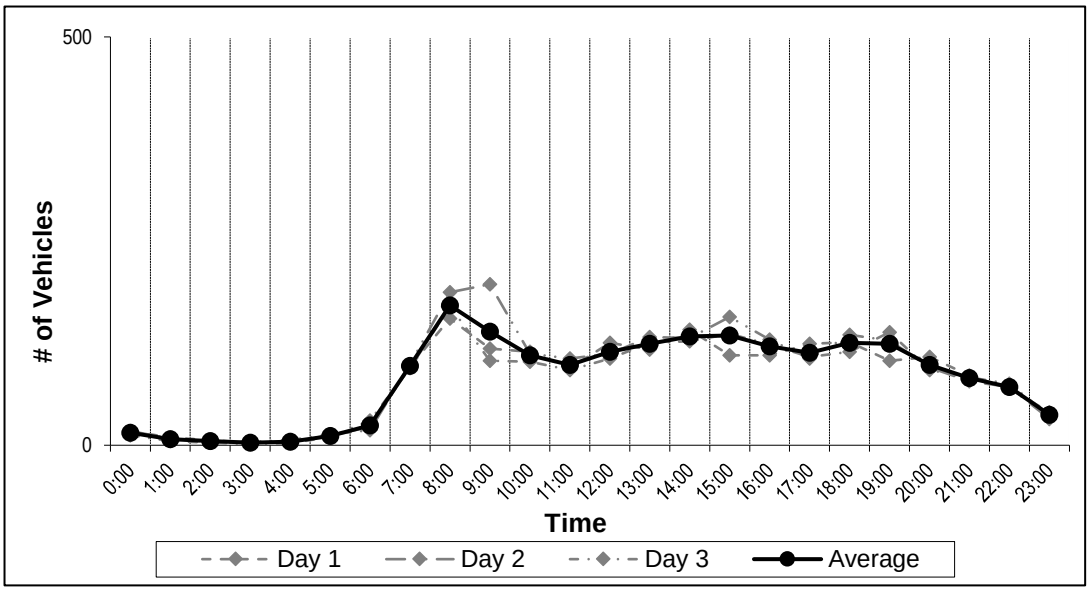
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	1960

	Vol	Hour
07:00-09:00 Peak	155	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	126	18:00
AM Peak	155	08:00
PM Peak	142	14:15
Daily Peak	155	08:00

	Vol	Hour
07:00-09:00 Peak	187	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	137	17:45
AM Peak	221	08:30
PM Peak	161	15:15
Daily Peak	221	08:30

	Vol	Hour
07:00-09:00 Peak	170	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	123	16:00
AM Peak	170	08:00
PM Peak	138	15:15
Daily Peak	170	08:00

	Vol	Hour	PHF
06:00-09:00 Peak	171	08:00	0.95
12:00-14:00 Peak	124	13:00	0.97
16:00-19:00 Peak	126	17:45	0.98
AM Peak	171	08:00	
PM Peak	135	14:45	
Daily Peak	171	08:00	



Period	Hour	Vol
AM	6:00 am - 9:00 am	290
MD	9:00 am - 4:00 pm	850
PM	4:00 pm - 7:00 pm	360
NT	7:00 pm - 6:00 am	460
AADT	0:00 am - 12:00 pm	2000
		1960
	FDOT 2019 AADT	none

Distribution	
AM	0.15
MD	0.43
PM	0.18
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	8.7%
12:00-14:00 Peak Hour	6.3%
15:00-18:00 Peak Hour	6.4%

87-1105 (SB)

NE 10TH AVE S OF NE 183RD ST, 87-1105 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	3	6	3	18
1:00	4	3	2	3	12
2:00	2	5	0	1	8
3:00	1	3	1	3	8
4:00	1	4	6	8	19
5:00	5	8	11	19	43
6:00	17	29	37	45	128
7:00	56	63	65	57	241
8:00	76	82	88	86	332
9:00	73	65	58	63	259
10:00	57	56	52	34	199
11:00	58	55	58	52	223
12:00	54	64	55	63	236
13:00	48	61	70	63	242
14:00	67	59	74	66	266
15:00	64	71	74	78	287
16:00	87	75	81	98	341
17:00	101	87	75	83	346
18:00	79	96	77	75	327
19:00	62	70	59	56	247
20:00	51	47	40	31	169
21:00	32	30	24	19	105
22:00	20	25	17	13	75
23:00	15	9	8	6	38
					4169

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	9	1	5	3	18
1:00	1	4	3	2	10
2:00	2	0	3	2	7
3:00	2	3	1	2	8
4:00	2	4	9	8	23
5:00	6	4	10	21	41
6:00	28	26	41	51	146
7:00	64	68	67	60	259
8:00	78	93	53	67	291
9:00	58	59	68	56	241
10:00	56	67	45	57	225
11:00	57	55	44	56	212
12:00	49	50	57	48	204
13:00	46	57	62	63	228
14:00	61	63	81	70	275
15:00	63	87	65	60	275
16:00	68	58	75	83	284
17:00	73	79	57	63	272
18:00	60	64	66	59	249
19:00	64	44	53	41	202
20:00	41	45	41	31	158
21:00	34	38	31	31	134
22:00	25	26	29	20	100
23:00	15	7	13	5	40
					3902

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	11	8	7	30
1:00	3	6	7	1	17
2:00	4	2	0	0	6
3:00	4	1	3	1	9
4:00	1	3	6	7	17
5:00	6	14	13	21	54
6:00	19	24	32	40	115
7:00	50	67	67	73	257
8:00	80	88	78	85	331
9:00	75	68	62	66	271
10:00	58	62	48	44	212
11:00	49	48	45	60	202
12:00	44	59	65	65	233
13:00	48	52	64	66	230
14:00	64	60	75	70	269
15:00	74	78	73	78	303
16:00	74	62	63	72	271
17:00	68	87	45	98	298
18:00	67	68	55	54	244
19:00	69	65	61	57	252
20:00	47	48	31	47	173
21:00	38	37	28	26	129
22:00	22	17	22	14	75
23:00	15	8	5	7	35
					4033

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	5	6	4	21
1:00	3	4	4	2	13
2:00	3	2	1	1	7
3:00	2	2	2	2	8
4:00	1	4	7	8	20
5:00	6	9	11	20	46
6:00	21	26	37	45	129
7:00	57	66	66	63	252
8:00	78	88	73	79	318
9:00	69	64	63	62	258
10:00	57	62	48	45	212
11:00	55	53	49	56	213
12:00	49	58	59	59	225
13:00	47	57	65	64	233
14:00	64	61	77	69	271
15:00	67	79	71	72	289
16:00	76	65	73	84	298
17:00	81	84	59	81	305
18:00	69	76	66	63	274
19:00	65	60	58	51	234
20:00	46	47	37	36	166
21:00	35	35	28	25	123
22:00	22	23	23	16	84
23:00	15	8	9	6	38
					4037

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	4037

	Vol	Hour
07:00-09:00 Peak	332	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	367	16:30

	Vol	Hour
AM Peak	332	08:00
PM Peak	367	16:30
Daily Peak	367	16:30

	Vol	Hour
07:00-09:00 Peak	298	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	310	16:30

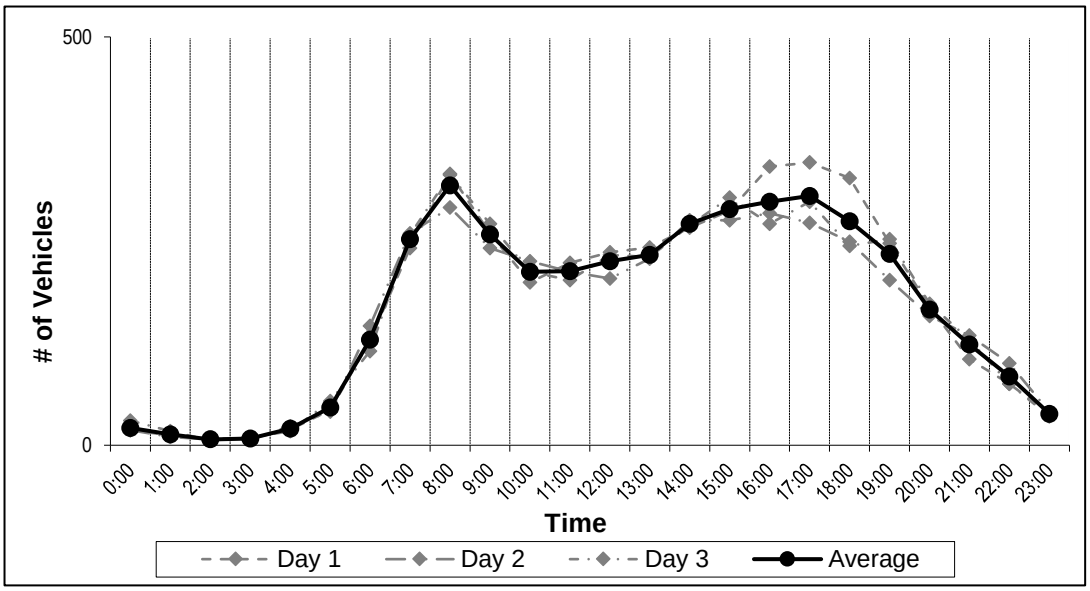
	Vol	Hour
AM Peak	298	7:30
PM Peak	310	16:30
Daily Peak	310	16:30

	Vol	Hour
07:00-09:00 Peak	331	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	298	17:00

	Vol	Hour
AM Peak	331	08:00
PM Peak	303	15:00
Daily Peak	331	08:00

	Vol	Hour	PHF
06:00-09:00 Peak	318	08:00	0.90
12:00-14:00 Peak	233	13:00	0.90
16:00-19:00 Peak	322	16:30	0.96

	Vol	Hour
AM Peak	318	08:00
PM Peak	322	16:30
Daily Peak	322	16:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	700
MD	9:00 am - 4:00 pm	1700
PM	4:00 pm - 7:00 pm	880
NT	7:00 pm - 6:00 am	760
AADT	0:00 am - 12:00 pm	4000
		4040
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.42
PM	0.22
NT	0.19
AADT	1.00

	K
07:00-09:00 Peak Hour	7.9%
12:00-14:00 Peak Hour	5.8%
15:00-18:00 Peak Hour	8.0%

87-1105 (NB)

NE 183RD ST E OF NE 10TH AVE, 87-1103 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	67	67	36	44	214
1:00	31	26	36	21	114
2:00	21	13	24	22	80
3:00	16	23	19	27	85
4:00	23	34	43	46	146
5:00	44	75	121	117	357
6:00	178	221	255	260	914
7:00	327	341	361	379	1408
8:00	376	387	397	364	1524
9:00	327	342	343	320	1332
10:00	302	338	321	303	1264
11:00	315	327	346	333	1321
12:00	343	359	370	338	1410
13:00	320	373	359	363	1415
14:00	377	381	395	423	1576
15:00	402	409	421	401	1633
16:00	395	403	415	392	1605
17:00	357	378	381	402	1518
18:00	387	389	422	367	1565
19:00	281	295	259	250	1085
20:00	224	222	178	179	803
21:00	150	172	136	122	580
22:00	139	142	118	91	490
23:00	112	98	73	62	345
					22784

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	61	60	40	34	195
1:00	37	22	20	18	97
2:00	17	12	15	12	56
3:00	11	13	14	18	56
4:00	18	24	35	34	111
5:00	50	71	112	118	351
6:00	170	229	262	253	914
7:00	317	355	369	382	1423
8:00	361	393	414	351	1519
9:00	316	327	351	307	1301
10:00	299	340	321	300	1260
11:00	304	340	363	309	1316
12:00	341	356	367	362	1426
13:00	369	352	373	391	1485
14:00	378	374	406	435	1593
15:00	406	456	427	359	1648
16:00	337	349	337	336	1359
17:00	306	315	460	430	1511
18:00	421	400	421	401	1643
19:00	287	272	270	247	1076
20:00	192	214	190	175	771
21:00	159	174	147	147	627
22:00	133	130	103	117	483
23:00	110	99	76	77	362
					22583

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	68	58	37	35	198
1:00	36	28	20	12	96
2:00	22	22	18	18	80
3:00	14	14	15	18	61
4:00	18	29	34	39	120
5:00	51	73	106	128	358
6:00	176	218	231	257	882
7:00	307	358	379	397	1441
8:00	395	399	418	358	1570
9:00	323	325	311	321	1280
10:00	305	325	324	315	1269
11:00	319	330	321	333	1303
12:00	351	364	366	361	1442
13:00	352	368	410	415	1545
14:00	400	430	426	410	1666
15:00	407	423	464	410	1704
16:00	390	411	407	405	1613
17:00	373	371	390	378	1512
18:00	394	384	407	420	1605
19:00	410	357	304	286	1357
20:00	233	255	177	185	850
21:00	189	181	152	143	665
22:00	154	145	116	107	522
23:00	126	87	83	82	378
					23517

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	65	62	38	38	203
1:00	35	25	25	17	102
2:00	20	16	19	17	72
3:00	14	17	16	21	68
4:00	20	29	37	40	126
5:00	48	73	113	121	355
6:00	175	223	249	257	904
7:00	317	351	370	386	1424
8:00	377	393	410	358	1538
9:00	322	331	335	316	1304
10:00	302	334	322	306	1264
11:00	313	332	343	325	1313
12:00	345	360	368	354	1427
13:00	347	364	381	390	1482
14:00	385	395	409	423	1612
15:00	405	429	437	390	1661
16:00	374	388	386	378	1526
17:00	345	355	410	403	1513
18:00	401	391	417	396	1605
19:00	326	308	278	261	1173
20:00	216	230	182	180	808
21:00	166	176	145	137	624
22:00	142	139	112	105	498
23:00	116	95	77	74	362
					22964
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	22964

	Vol	Hour
07:00-09:00 Peak	1539	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1605	16:00

	Vol	Hour
AM Peak	1539	07:45
PM Peak	1655	14:45
Daily Peak	1655	14:45

	Vol	Hour
07:00-09:00 Peak	1550	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1711	17:30

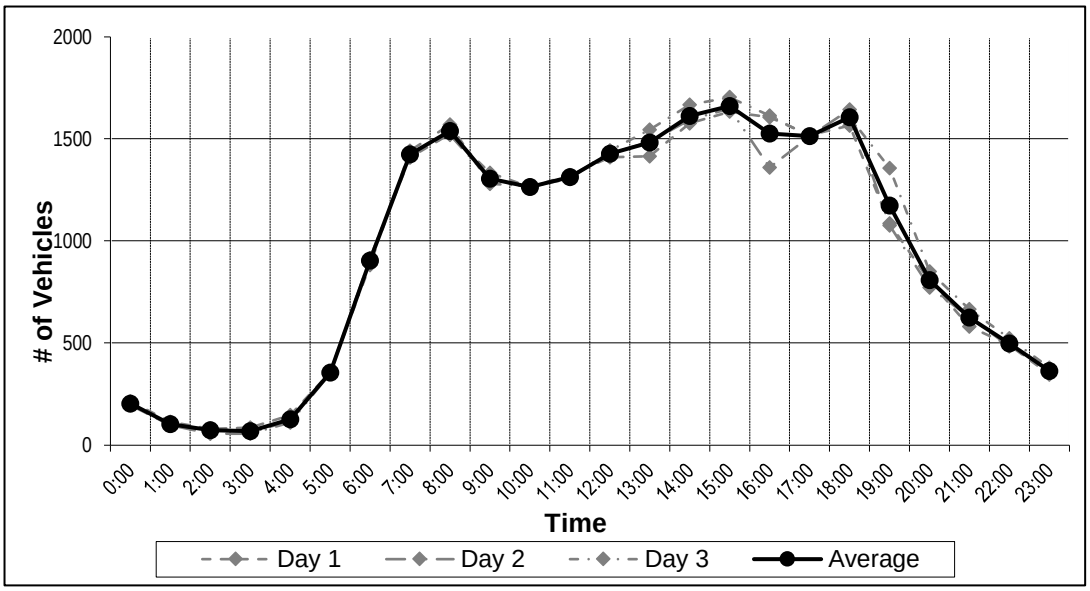
	Vol	Hour
AM Peak	1550	07:45
PM Peak	1724	14:45
Daily Peak	1724	14:45

	Vol	Hour
07:00-09:00 Peak	1609	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1613	16:00

	Vol	Hour
AM Peak	1609	07:45
PM Peak	1704	14:45
Daily Peak	1704	14:45

	Vol	Hour	PHF
06:00-09:00 Peak	1566	07:45	0.95
12:00-14:00 Peak	1482	13:00	0.95
16:00-19:00 Peak	1612	17:45	0.97

	Vol	Hour
AM Peak	1566	07:45
PM Peak	1694	14:45
Daily Peak	1694	14:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	3870
MD	9:00 am - 4:00 pm	10060
PM	4:00 pm - 7:00 pm	4640
NT	7:00 pm - 6:00 am	4390
AADT	0:00 am - 12:00 pm	23000
		22960
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.44
PM	0.20
NT	0.19
AADT	1.00

	K
07:00-09:00 Peak Hour	6.8%
12:00-14:00 Peak Hour	6.5%
15:00-18:00 Peak Hour	7.0%

87-1103 (WB)

NE 183RD ST E OF NE 10TH AVE, 87-1103 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	65	65	59	43	232
1:00	46	38	27	40	151
2:00	28	24	22	29	103
3:00	30	22	27	34	113
4:00	27	30	50	64	171
5:00	53	73	116	132	374
6:00	137	205	219	272	833
7:00	288	354	427	454	1523
8:00	459	447	470	483	1859
9:00	425	396	381	353	1555
10:00	305	316	341	320	1282
11:00	323	340	288	328	1279
12:00	353	346	347	315	1361
13:00	268	332	333	325	1258
14:00	349	356	386	396	1487
15:00	374	332	361	384	1451
16:00	352	388	378	375	1493
17:00	362	357	358	365	1442
18:00	366	379	335	327	1407
19:00	333	331	273	279	1216
20:00	272	201	226	219	918
21:00	168	179	156	146	649
22:00	142	119	140	131	532
23:00	85	113	92	71	361
					23050

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	62	52	41	47	202
1:00	40	31	27	19	117
2:00	20	28	22	18	88
3:00	19	14	21	28	82
4:00	22	22	40	54	138
5:00	56	79	105	143	383
6:00	146	192	249	315	902
7:00	312	360	428	425	1525
8:00	447	456	453	468	1824
9:00	444	381	386	368	1579
10:00	330	320	353	324	1327
11:00	309	350	309	329	1297
12:00	373	320	321	346	1360
13:00	311	356	345	333	1345
14:00	357	361	366	378	1462
15:00	361	308	315	337	1321
16:00	390	354	366	381	1491
17:00	365	376	384	415	1540
18:00	363	377	357	360	1457
19:00	337	311	250	246	1144
20:00	228	224	237	186	875
21:00	169	158	154	169	650
22:00	124	114	131	141	510
23:00	98	100	81	81	360
					22979

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	74	65	54	43	236
1:00	36	35	27	33	131
2:00	23	21	18	18	80
3:00	25	21	19	36	101
4:00	32	30	43	55	160
5:00	63	78	128	152	421
6:00	144	187	209	258	798
7:00	280	354	394	432	1460
8:00	432	423	458	499	1812
9:00	419	409	331	380	1539
10:00	343	307	324	345	1319
11:00	310	323	336	288	1257
12:00	331	318	363	355	1367
13:00	347	363	369	344	1423
14:00	376	385	361	375	1497
15:00	367	333	381	369	1450
16:00	392	355	354	362	1463
17:00	351	378	362	390	1481
18:00	344	323	333	298	1298
19:00	319	313	296	245	1173
20:00	261	230	216	197	904
21:00	170	183	166	158	677
22:00	137	139	145	123	544
23:00	100	107	97	95	399
					22990

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	67	61	51	44	223
1:00	41	35	27	31	134
2:00	24	24	21	22	91
3:00	25	19	22	33	99
4:00	27	27	44	58	156
5:00	57	77	116	142	392
6:00	142	195	226	282	845
7:00	293	356	416	437	1502
8:00	446	442	460	483	1831
9:00	429	395	366	367	1557
10:00	326	314	339	330	1309
11:00	314	338	311	315	1278
12:00	352	328	344	339	1363
13:00	309	350	349	334	1342
14:00	361	367	371	383	1482
15:00	367	324	352	363	1406
16:00	378	366	366	373	1483
17:00	359	370	368	390	1487
18:00	358	360	342	328	1388
19:00	330	318	273	257	1178
20:00	254	218	226	201	899
21:00	169	173	159	158	659
22:00	134	124	139	132	529
23:00	94	107	90	82	373
					23006
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	23006

	Vol	Hour
07:00-09:00 Peak	1859	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1503	16:15

	Vol	Hour
AM Peak	1859	08:00
PM Peak	1512	14:15
Daily Peak	1859	08:00

	Vol	Hour
07:00-09:00 Peak	1824	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1540	17:00

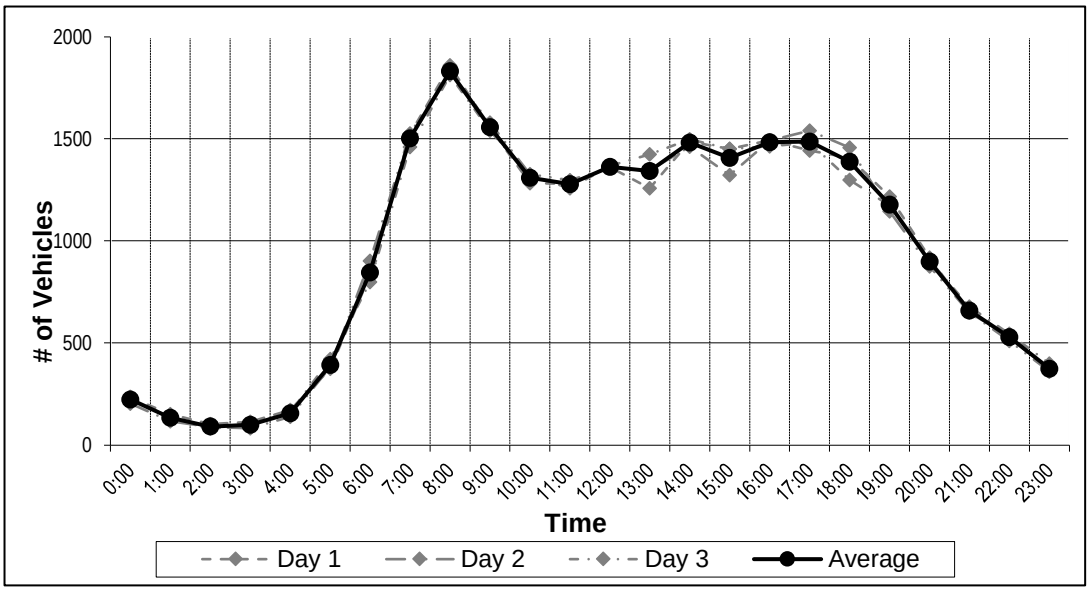
	Vol	Hour
AM Peak	1824	08:00
PM Peak	1540	17:00
Daily Peak	1824	08:00

	Vol	Hour
07:00-09:00 Peak	1812	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1481	17:00

	Vol	Hour
AM Peak	1812	08:00
PM Peak	1497	14:00
Daily Peak	1812	08:00

	Vol	Hour	PHF
06:00-09:00 Peak	1831	08:00	0.95
12:00-14:00 Peak	1363	12:00	0.97
16:00-19:00 Peak	1487	17:00	0.95

	Vol	Hour
AM Peak	1831	08:00
PM Peak	1488	14:15
Daily Peak	1831	08:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	4180
MD	9:00 am - 4:00 pm	9740
PM	4:00 pm - 7:00 pm	4360
NT	7:00 pm - 6:00 am	4730
AADT	0:00 am - 12:00 pm	23000
		23010
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.42
PM	0.19
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	8.0%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	6.5%

87-1103 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 205_MGD@NE10Ave
Site Code: 205-3435
Count Date: Thu, 09/23/2021

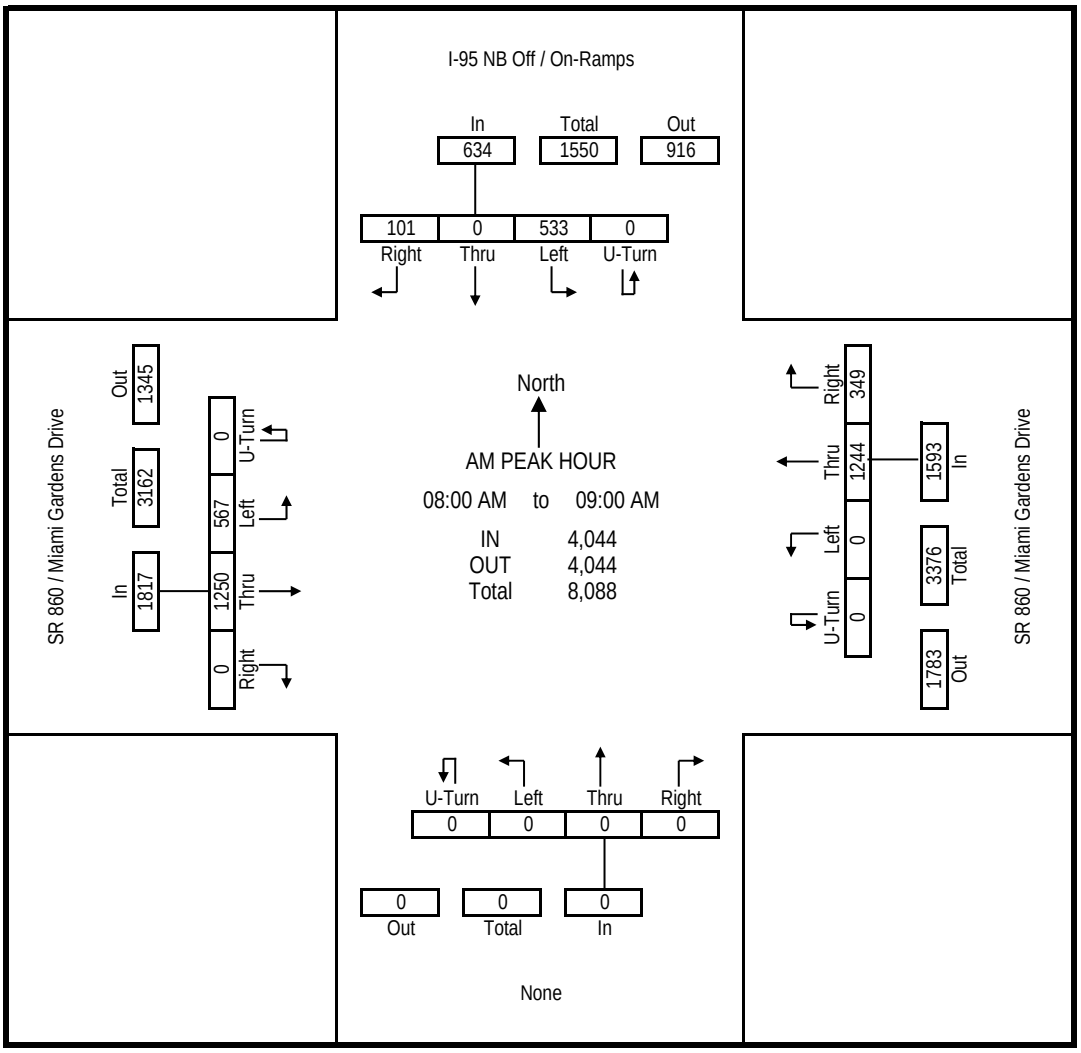
Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				NE 10th Avenue Northbound				None Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	186	3	0	6	258	0	0	31	0	5	0	0	0	0	489
06:45 AM	0	0	230	4	0	8	267	0	0	25	0	9	0	0	0	0	543
Total	0	0	416	7	0	14	525	0	0	56	0	14	0	0	0	0	1032
07:00 AM	0	0	244	1	1	16	335	0	0	36	0	16	0	0	0	0	649
07:15 AM	0	0	327	2	0	23	348	0	0	36	0	24	0	0	0	0	760
07:30 AM	0	0	362	4	4	20	361	0	0	38	0	35	0	0	0	0	824
07:45 AM	0	0	430	4	2	20	375	0	0	59	0	24	0	0	0	0	914
Total	0	0	1363	11	7	79	1419	0	0	169	0	99	0	0	0	0	3147
08:00 AM	0	0	440	12	1	29	377	0	0	47	0	24	0	0	0	0	930
08:15 AM	0	0	401	10	1	34	365	0	0	57	0	31	0	0	0	0	899
08:30 AM	0	0	448	8	1	29	369	0	0	49	0	31	0	0	0	0	935
08:45 AM	0	0	484	9	0	34	353	0	0	56	0	39	0	0	0	0	975
Total	0	0	1773	39	3	126	1464	0	0	209	0	125	0	0	0	0	3739
09:00 AM	0	0	390	10	1	16	324	0	0	50	0	39	0	0	0	0	830
09:15 AM	0	0	408	3	5	27	337	0	0	39	0	27	0	0	0	0	846
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	798	13	6	43	661	0	0	89	0	66	0	0	0	0	1676
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	350	5	3	31	376	0	0	58	0	35	0	0	0	0	858
03:45 PM	0	0	335	9	3	30	346	0	0	46	0	29	0	0	0	0	798
Total	0	0	685	14	6	61	722	0	0	104	0	64	0	0	0	0	1656
04:00 PM	0	0	282	6	3	33	324	0	0	54	0	26	0	0	0	0	728
04:15 PM	0	0	297	3	0	27	369	0	0	47	0	28	0	0	0	0	771
04:30 PM	0	0	346	6	1	17	386	0	0	56	0	26	0	0	0	0	838
04:45 PM	0	0	344	6	2	27	355	0	0	39	0	27	0	0	0	0	800
Total	0	0	1269	21	6	104	1434	0	0	196	0	107	0	0	0	0	3137
05:00 PM	0	0	323	5	1	24	276	0	0	38	0	29	0	0	0	0	696
05:15 PM	0	0	321	6	1	13	299	0	0	55	0	38	0	0	0	0	733
05:30 PM	0	0	294	4	1	18	315	0	0	39	0	17	0	0	0	0	688
05:45 PM	0	0	375	8	1	23	355	0	0	57	0	44	0	0	0	0	863
Total	0	0	1313	23	4	78	1245	0	0	189	0	128	0	0	0	0	2980
06:00 PM	0	0	325	7	2	22	327	0	0	48	0	28	0	0	0	0	759
06:15 PM	0	0	341	8	18	30	354	0	0	38	0	31	0	0	0	0	820
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	666	15	20	52	681	0	0	86	0	59	0	0	0	0	1579

Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	151	301	0	0	0	271	88	0	0	0	0	0	128	0	24	963
08:15 AM	0	176	286	0	0	0	301	82	0	0	0	0	0	136	0	18	999
08:30 AM	0	149	326	0	0	0	338	89	0	0	0	0	0	133	0	26	1061
08:45 AM	0	91	337	0	0	0	334	90	0	0	0	0	0	136	0	33	1021
Total	0	567	1250	0	0	0	1244	349	0	0	0	0	0	533	0	101	4044
PHF	0.000	0.805	0.927	0.000	0.000	0.000	0.920	0.969	0.000	0.000	0.000	0.000	0.000	0.980	0.000	0.953	0.95
Heavy Veh %	0%	6%	2%	0%	0%	0%	2%	1%	0%	0%	0%	0%	0%	3%	0%	8%	3%
App Vol %	0%	31%	69%	0%	0%	0%	78%	22%	0%	0%	0%	0%	0%	84%	0%	16%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM

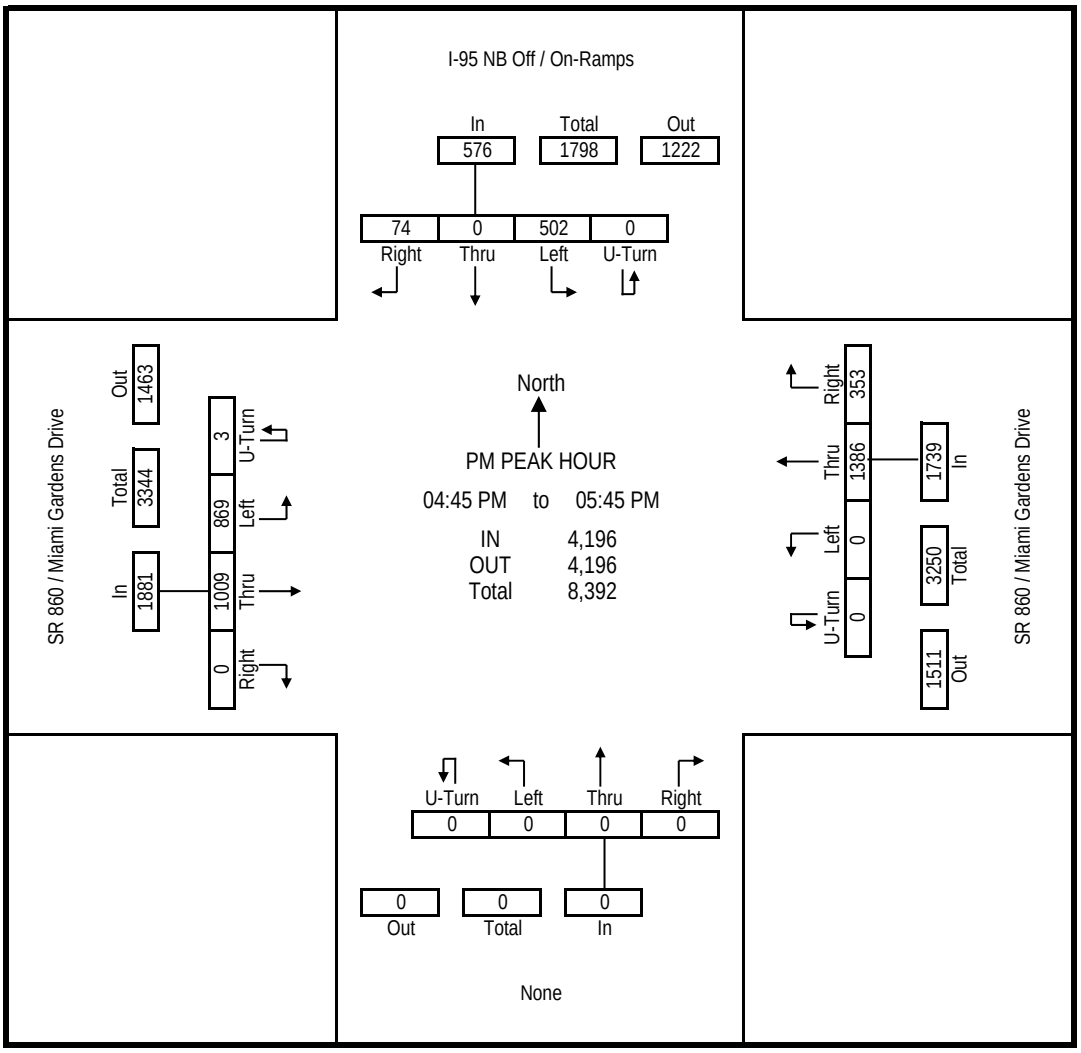


Groups Printed: Automobiles & Heavy Vehicles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:45 PM	0	198	272	0	0	0	320	103	0	0	0	0	0	115	0	12	1020
05:00 PM	3	213	242	0	0	0	335	77	0	0	0	0	0	124	0	25	1019
05:15 PM	0	253	240	0	0	0	322	90	0	0	0	0	0	118	0	13	1036
05:30 PM	0	205	255	0	0	0	409	83	0	0	0	0	0	145	0	24	1121
Total	3	869	1009	0	0	0	1386	353	0	0	0	0	0	502	0	74	4196
PHF	0.250	0.859	0.927	0.000	0.000	0.000	0.847	0.857	0.000	0.000	0.000	0.000	0.000	0.866	0.000	0.740	0.94
Heavy Veh %	0%	2%	2%	0%	0%	0%	3%	2%	0%	0%	0%	0%	0%	1%	0%	6%	2%
App Vol %	0%	46%	54%	0%	0%	0%	80%	20%	0%	0%	0%	0%	0%	87%	0%	13%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM

Peak Hour for Entire Intersection Begins at : 04:45 PM to 05:45 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: 9/23/2021

Groups Printed: Automobiles

	SR 860 / Miami Gardens Drive Eastbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	113	137	0	0	0	206	64	0	0	0	0	0	47	0	17	584
06:45 AM	0	142	171	0	0	0	180	64	0	0	0	0	0	72	0	9	638
Total	0	255	308	0	0	0	386	128	0	0	0	0	0	119	0	26	1222
07:00 AM	0	154	206	0	0	0	295	91	0	0	0	0	0	71	0	18	835
07:15 AM	0	166	198	0	0	0	222	72	0	0	0	0	0	99	0	8	765
07:30 AM	1	148	279	0	0	0	290	94	0	0	0	0	0	131	0	19	962
07:45 AM	0	135	332	0	0	0	270	87	0	0	0	0	0	145	0	13	982
Total	1	603	1015	0	0	0	1077	344	0	0	0	0	0	446	0	58	3544
08:00 AM	0	142	292	0	0	0	263	87	0	0	0	0	0	126	0	22	932
08:15 AM	0	165	279	0	0	0	296	82	0	0	0	0	0	131	0	17	970
08:30 AM	0	140	317	0	0	0	335	87	0	0	0	0	0	128	0	22	1029
08:45 AM	0	86	332	0	0	0	325	89	0	0	0	0	0	130	0	31	993
Total	0	533	1220	0	0	0	1219	345	0	0	0	0	0	515	0	92	3924
09:00 AM	0	113	286	0	0	0	280	89	0	0	0	0	0	129	0	15	912
09:15 AM	0	119	314	0	0	0	280	63	0	0	0	0	0	111	0	11	898
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	232	600	0	0	0	560	152	0	0	0	0	0	240	0	26	1810
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	187	214	0	0	0	334	81	0	0	0	0	0	110	0	23	949
03:45 PM	0	194	234	0	0	0	316	88	0	0	0	0	0	104	0	24	960
Total	0	381	448	0	0	0	650	169	0	0	0	0	0	214	0	47	1909
04:00 PM	0	167	256	0	0	0	356	74	0	0	0	0	0	95	0	19	967
04:15 PM	0	175	219	0	0	0	343	107	0	0	0	0	0	106	0	18	968
04:30 PM	0	192	261	0	0	0	309	106	0	0	0	0	0	134	0	18	1020
04:45 PM	0	193	264	0	0	0	309	102	0	0	0	0	0	114	0	12	994
Total	0	727	1000	0	0	0	1317	389	0	0	0	0	0	449	0	67	3949
05:00 PM	3	206	241	0	0	0	330	74	0	0	0	0	0	120	0	23	997
05:15 PM	0	249	235	0	0	0	312	90	0	0	0	0	0	117	0	12	1015
05:30 PM	0	203	252	0	0	0	398	80	0	0	0	0	0	144	0	22	1099
05:45 PM	0	189	254	0	0	0	274	55	0	0	0	0	0	89	0	12	873
Total	3	847	982	0	0	0	1314	299	0	0	0	0	0	470	0	69	3984
06:00 PM	0	141	193	0	0	0	309	79	0	0	0	0	0	99	0	20	841
06:15 PM	0	127	208	0	0	0	299	56	0	0	0	0	0	95	0	20	805
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	268	401	0	0	0	608	135	0	0	0	0	0	194	0	40	1646

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	6	9	0	0	0	3	1	0	0	0	0	0	0	0	0	19
06:45 AM	0	4	8	0	0	0	3	0	0	0	0	0	0	2	0	4	21
Total	0	10	17	0	0	0	6	1	0	0	0	0	0	2	0	4	40
07:00 AM	0	4	5	0	0	0	5	1	0	0	0	0	0	3	0	0	18
07:15 AM	0	6	19	0	0	0	2	0	0	0	0	0	0	4	0	1	32
07:30 AM	0	10	8	0	0	0	1	2	0	0	0	0	0	4	0	1	26
07:45 AM	0	11	10	0	0	0	9	2	0	0	0	0	0	1	0	3	36
Total	0	31	42	0	0	0	17	5	0	0	0	0	0	12	0	5	112
08:00 AM	0	9	9	0	0	0	8	1	0	0	0	0	0	2	0	2	31
08:15 AM	0	11	7	0	0	0	5	0	0	0	0	0	0	5	0	1	29
08:30 AM	0	9	9	0	0	0	3	2	0	0	0	0	0	5	0	4	32
08:45 AM	0	5	5	0	0	0	9	1	0	0	0	0	0	6	0	2	28
Total	0	34	30	0	0	0	25	4	0	0	0	0	0	18	0	9	120
09:00 AM	0	15	11	0	0	0	6	3	0	0	0	0	0	5	0	4	44
09:15 AM	0	14	14	0	0	0	12	3	0	0	0	0	0	2	0	1	46
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	29	25	0	0	0	18	6	0	0	0	0	0	7	0	5	90
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	5	7	0	0	0	12	3	0	0	0	0	0	0	0	2	29
03:45 PM	0	6	4	0	0	0	18	1	0	0	0	0	0	3	0	0	32
Total	0	11	11	0	0	0	30	4	0	0	0	0	0	3	0	2	61
04:00 PM	0	4	7	0	0	0	11	0	0	0	0	0	0	1	0	1	24
04:15 PM	0	3	4	0	0	0	15	2	0	0	0	0	0	1	0	2	27
04:30 PM	0	11	5	0	0	0	10	4	0	0	0	0	0	1	0	6	37
04:45 PM	0	5	8	0	0	0	11	1	0	0	0	0	0	1	0	0	26
Total	0	23	24	0	0	0	47	7	0	0	0	0	0	4	0	9	114
05:00 PM	0	7	1	0	0	0	5	3	0	0	0	0	0	4	0	2	22
05:15 PM	0	4	5	0	0	0	10	0	0	0	0	0	0	1	0	1	21
05:30 PM	0	2	3	0	0	0	11	3	0	0	0	0	0	1	0	2	22
05:45 PM	0	3	5	0	0	0	6	0	0	0	0	0	0	1	0	0	15
Total	0	16	14	0	0	0	32	6	0	0	0	0	0	7	0	5	80
06:00 PM	0	2	4	0	0	0	8	0	0	0	0	0	0	1	0	1	16
06:15 PM	0	5	1	0	0	0	4	1	0	0	0	0	0	2	0	2	15
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	5	0	0	0	12	1	0	0	0	0	0	3	0	3	31

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 204_MGD@I-95NBRamps
Site Code: 204-3387
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	SR 860 / Miami Gardens Drive Southbound				SR 860 / Miami Gardens Drive Westbound				None Northbound				I-95 NB Off / On-Ramps Eastbound				
Start Time	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Attachment A3

Traffic Data for
Ives Dairy Road

ATTACHMENT

A3

IVES DAIRY RD W OF NE 15TH CT, 87-1017 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	111	93	74	61	339
1:00	66	44	45	34	189
2:00	27	28	26	34	115
3:00	17	17	21	18	73
4:00	16	24	18	32	90
5:00	28	27	37	47	139
6:00	58	100	111	210	479
7:00	260	219	208	233	920
8:00	287	308	228	272	1095
9:00	231	218	183	204	836
10:00	189	210	207	193	799
11:00	211	208	228	235	882
12:00	219	276	241	258	994
13:00	256	269	322	301	1148
14:00	337	325	343	388	1393
15:00	369	397	360	419	1545
16:00	419	422	455	432	1728
17:00	453	476	430	441	1800
18:00	463	433	393	414	1703
19:00	345	339	324	334	1342
20:00	373	322	282	243	1220
21:00	260	230	222	212	924
22:00	189	167	187	131	674
23:00	158	192	130	105	585
					21012

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	122	73	66	60	321
1:00	61	46	46	37	190
2:00	29	33	27	27	116
3:00	25	19	14	22	80
4:00	18	19	23	24	84
5:00	15	40	34	46	135
6:00	57	87	112	187	443
7:00	256	233	194	231	914
8:00	220	270	229	292	1011
9:00	271	224	248	223	966
10:00	203	184	224	225	836
11:00	213	210	254	231	908
12:00	221	227	238	290	976
13:00	317	263	306	331	1217
14:00	356	354	335	361	1406
15:00	364	361	376	394	1495
16:00	353	385	374	401	1513
17:00	402	386	383	403	1574
18:00	468	441	403	380	1692
19:00	389	392	291	379	1451
20:00	302	328	309	265	1204
21:00	273	254	274	257	1058
22:00	241	196	186	146	769
23:00	185	177	154	125	641
					21000

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	115	93	87	73	368
1:00	53	52	47	35	187
2:00	35	38	32	17	122
3:00	19	30	25	22	96
4:00	27	19	18	21	85
5:00	39	41	50	53	183
6:00	55	92	138	207	492
7:00	269	226	206	257	958
8:00	288	315	254	281	1138
9:00	228	229	192	201	850
10:00	231	229	197	235	892
11:00	222	246	257	240	965
12:00	275	231	288	282	1076
13:00	290	293	305	335	1223
14:00	313	355	373	394	1435
15:00	361	400	402	403	1566
16:00	420	381	422	396	1619
17:00	408	413	432	405	1658
18:00	410	396	417	407	1630
19:00	432	381	351	356	1520
20:00	339	312	257	264	1172
21:00	257	262	218	196	933
22:00	216	181	183	175	755
23:00	199	211	157	111	678
					21601

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	116	86	76	65	343
1:00	60	47	46	35	188
2:00	30	33	28	26	117
3:00	20	22	20	21	83
4:00	20	21	20	26	87
5:00	27	36	40	49	152
6:00	57	93	120	201	471
7:00	262	226	203	240	931
8:00	265	298	237	282	1082
9:00	243	224	208	209	884
10:00	208	208	209	218	843
11:00	215	221	246	235	917
12:00	238	245	256	277	1016
13:00	288	275	311	322	1196
14:00	335	345	350	381	1411
15:00	365	386	379	405	1535
16:00	397	396	417	410	1620
17:00	421	425	415	416	1677
18:00	447	423	404	400	1674
19:00	389	371	322	356	1438
20:00	338	321	283	257	1199
21:00	263	249	238	222	972
22:00	215	181	185	151	732
23:00	181	193	147	114	635
					21203

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	21203

	Vol	Hour
07:00-09:00 Peak	1095	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1816	16:30

	Vol	Hour
AM Peak	1095	08:00
PM Peak	1816	16:30
Daily Peak	1816	16:30

	Vol	Hour
07:00-09:00 Peak	1011	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1715	17:45

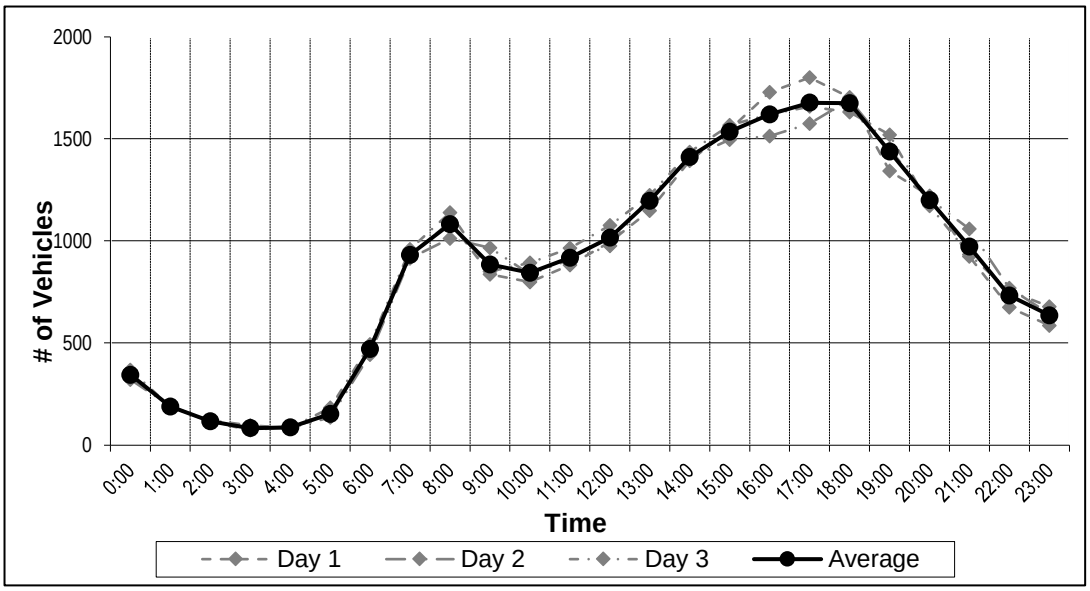
	Vol	Hour
AM Peak	1062	08:15
PM Peak	1715	17:45
Daily Peak	1715	17:45

	Vol	Hour
07:00-09:00 Peak	1138	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1660	17:15

	Vol	Hour
AM Peak	1138	08:00
PM Peak	1660	17:15
Daily Peak	1660	17:15

	Vol	Hour	PHF
06:00-09:00 Peak	1082	08:00	0.91
12:00-14:00 Peak	1196	13:00	0.93
16:00-19:00 Peak	1703	17:15	0.95

	Vol	Hour
AM Peak	1082	08:00
PM Peak	1703	17:15
Daily Peak	1703	17:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	2480
MD	9:00 am - 4:00 pm	7800
PM	4:00 pm - 7:00 pm	4970
NT	7:00 pm - 6:00 am	5950
AADT	0:00 am - 12:00 pm	21200
		21200
	FDOT 2019 AADT	none

Distribution	
AM	0.12
MD	0.37
PM	0.23
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.1%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	8.0%

87-1017 (WB)

IVES DAIRY RD W OF NE 15TH CT, 87-1017 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	69	61	59	34	223
1:00	31	38	36	25	130
2:00	24	30	27	24	105
3:00	22	20	30	42	114
4:00	29	41	60	51	181
5:00	76	102	140	188	506
6:00	209	293	405	478	1385
7:00	470	615	538	415	2038
8:00	397	391	376	322	1486
9:00	321	342	328	302	1293
10:00	271	299	288	258	1116
11:00	280	266	265	257	1068
12:00	245	299	299	285	1128
13:00	260	305	306	291	1162
14:00	307	325	413	364	1409
15:00	381	401	346	286	1414
16:00	298	285	314	338	1235
17:00	298	325	331	302	1256
18:00	309	285	287	282	1163
19:00	252	263	271	231	1017
20:00	217	188	197	166	768
21:00	152	146	139	133	570
22:00	135	140	140	119	534
23:00	128	81	72	60	341
					21642

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	60	61	50	39	210
1:00	30	33	27	23	113
2:00	21	18	23	25	87
3:00	22	28	24	38	112
4:00	27	36	54	74	191
5:00	77	110	170	154	511
6:00	207	318	388	515	1428
7:00	533	594	579	494	2200
8:00	391	410	439	460	1700
9:00	465	386	360	338	1549
10:00	306	264	307	286	1163
11:00	269	252	269	283	1073
12:00	286	289	285	294	1154
13:00	272	308	338	330	1248
14:00	348	359	418	335	1460
15:00	380	339	361	326	1406
16:00	301	273	328	325	1227
17:00	258	273	285	310	1126
18:00	312	308	318	275	1213
19:00	296	264	278	257	1095
20:00	246	219	198	176	839
21:00	172	151	171	131	625
22:00	123	145	164	125	557
23:00	111	87	69	85	352
					22639

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	92	55	57	33	237
1:00	38	34	35	34	141
2:00	31	25	23	21	100
3:00	21	28	29	41	119
4:00	32	46	61	66	205
5:00	87	139	175	200	601
6:00	221	323	440	489	1473
7:00	552	597	485	365	1999
8:00	429	322	456	285	1492
9:00	314	330	339	345	1328
10:00	311	307	321	273	1212
11:00	306	271	303	249	1129
12:00	258	303	285	290	1136
13:00	317	300	302	291	1210
14:00	311	321	440	414	1486
15:00	393	380	368	332	1473
16:00	284	274	341	312	1211
17:00	300	392	375	282	1349
18:00	260	244	266	262	1032
19:00	281	332	300	269	1182
20:00	211	206	184	162	763
21:00	171	147	139	153	610
22:00	148	154	148	132	582
23:00	110	109	82	66	367
					22437

Average	Quarter Hour (15 min)				Hour
Start Time	1st	2nd	3rd	4th	Total
0:00	74	59	55	35	223
1:00	33	35	33	27	128
2:00	25	24	24	23	96
3:00	22	25	28	40	115
4:00	29	41	58	64	192
5:00	80	117	162	181	540
6:00	212	311	411	494	1428
7:00	518	602	534	425	2079
8:00	406	374	424	356	1560
9:00	367	353	342	328	1390
10:00	296	290	305	272	1163
11:00	285	263	279	263	1090
12:00	263	297	290	290	1140
13:00	283	304	315	304	1206
14:00	322	335	424	371	1452
15:00	385	373	358	315	1431
16:00	294	277	328	325	1224
17:00	285	330	330	298	1243
18:00	294	279	290	273	1136
19:00	276	286	283	252	1097
20:00	225	204	193	168	790
21:00	165	148	150	139	602
22:00	135	146	151	125	557
23:00	116	92	74	70	352
					22234
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	22234

	Vol	Hour
07:00-09:00 Peak	2101	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1292	16:45

	Vol	Hour
AM Peak	2101	06:45
PM Peak	1559	14:30
Daily Peak	2101	06:45

	Vol	Hour
07:00-09:00 Peak	2221	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1248	17:45

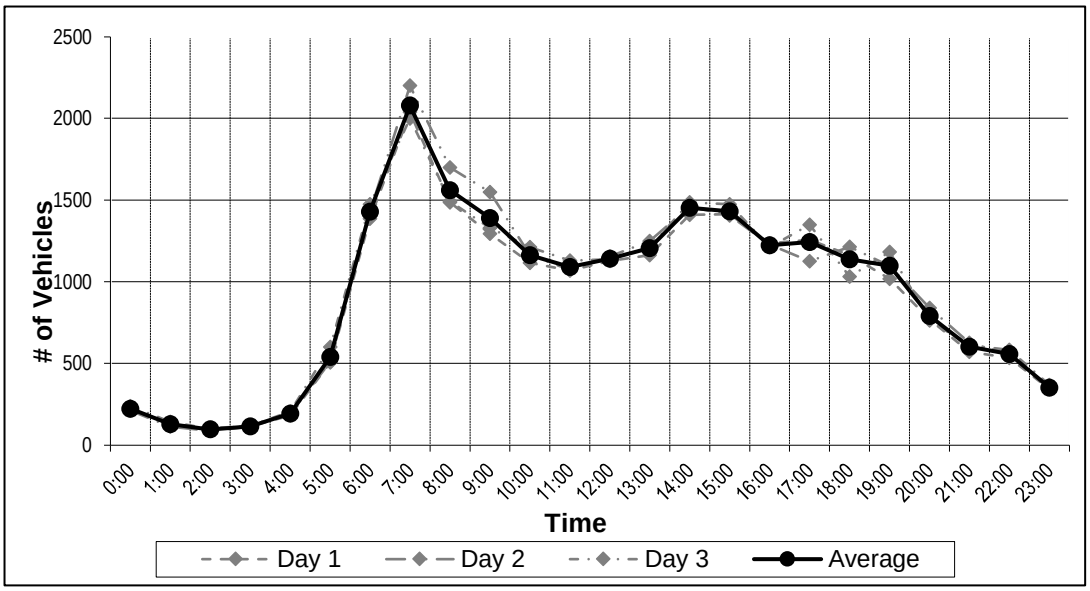
	Vol	Hour
AM Peak	2221	06:45
PM Peak	1492	14:15
Daily Peak	2221	06:45

	Vol	Hour
07:00-09:00 Peak	2123	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1379	16:45

	Vol	Hour
AM Peak	2123	06:45
PM Peak	1627	14:30
Daily Peak	2123	06:45

	Vol	Hour	PHF
06:00-09:00 Peak	2148	06:45	0.89
12:00-14:00 Peak	1206	13:00	0.96
16:00-19:00 Peak	1270	16:45	0.96

	Vol	Hour
AM Peak	2148	06:45
PM Peak	1553	14:30
Daily Peak	2148	06:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	5070
MD	9:00 am - 4:00 pm	8870
PM	4:00 pm - 7:00 pm	3600
NT	7:00 pm - 6:00 am	4690
AADT	0:00 am - 12:00 pm	22200
		22230
	FDOT 2019 AADT	none

Distribution	
AM	0.23
MD	0.40
PM	0.16
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	9.7%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	5.7%

87-1017 (EB)

NE 15TH CT S OF IVES DAIRY RD, 87-1015 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	14	13	12	12	51
1:00	6	3	5	2	16
2:00	6	7	5	3	21
3:00	3	3	1	3	10
4:00	2	2	2	2	8
5:00	4	3	9	7	23
6:00	13	12	14	29	68
7:00	38	33	29	50	150
8:00	52	49	58	43	202
9:00	38	40	37	33	148
10:00	26	36	42	34	138
11:00	38	44	46	44	172
12:00	44	45	52	38	179
13:00	47	60	33	54	194
14:00	57	50	51	50	208
15:00	52	52	36	47	187
16:00	62	41	63	62	228
17:00	56	58	63	50	227
18:00	63	54	41	56	214
19:00	51	35	41	36	163
20:00	31	32	33	34	130
21:00	39	49	26	34	148
22:00	26	40	25	24	115
23:00	17	24	17	21	79
					3079

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	14	6	10	9	39
1:00	12	3	5	2	22
2:00	4	2	8	1	15
3:00	4	4	4	5	17
4:00	8	1	3	4	16
5:00	3	7	6	9	25
6:00	6	8	15	22	51
7:00	21	30	27	48	126
8:00	67	41	41	63	212
9:00	56	47	50	48	201
10:00	37	34	40	44	155
11:00	57	42	36	43	178
12:00	44	51	48	41	184
13:00	50	49	52	51	202
14:00	53	50	52	51	206
15:00	58	54	58	48	218
16:00	50	52	44	60	206
17:00	63	47	57	63	230
18:00	57	62	50	55	224
19:00	42	45	57	48	192
20:00	39	44	47	32	162
21:00	24	48	26	24	122
22:00	28	32	30	22	112
23:00	18	20	13	14	65
					3180

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	14	10	12	6	42
1:00	7	13	5	7	32
2:00	7	11	10	11	39
3:00	8	4	4	4	20
4:00	7	6	3	4	20
5:00	3	3	8	13	27
6:00	9	13	21	20	63
7:00	28	31	40	52	151
8:00	53	58	50	71	232
9:00	43	46	50	50	189
10:00	55	46	37	33	171
11:00	44	39	42	42	167
12:00	44	38	45	51	178
13:00	56	63	51	51	221
14:00	58	57	59	53	227
15:00	62	72	54	49	237
16:00	51	54	62	53	220
17:00	54	51	55	76	236
18:00	44	30	28	43	145
19:00	50	33	46	32	161
20:00	46	42	40	27	155
21:00	28	36	27	21	112
22:00	21	24	23	13	81
23:00	21	25	12	14	72
					3198

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	14	10	11	9	44
1:00	8	6	5	4	23
2:00	6	7	8	5	26
3:00	5	4	3	4	16
4:00	6	3	3	3	15
5:00	3	4	8	10	25
6:00	9	11	17	24	61
7:00	29	31	32	50	142
8:00	57	49	50	59	215
9:00	46	44	46	44	180
10:00	39	39	40	37	155
11:00	46	42	41	43	172
12:00	44	45	48	43	180
13:00	51	57	45	52	205
14:00	56	52	54	51	213
15:00	57	59	49	48	213
16:00	54	49	56	58	217
17:00	58	52	58	63	231
18:00	55	49	40	51	195
19:00	48	38	48	39	173
20:00	39	39	40	31	149
21:00	30	44	26	26	126
22:00	25	32	26	20	103
23:00	19	23	14	16	72
					3151
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	3151

	Vol	Hour
07:00-09:00 Peak	209	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	239	16:30

	Vol	Hour
AM Peak	209	07:45
PM Peak	239	16:30
Daily Peak	239	16:30

	Vol	Hour
07:00-09:00 Peak	212	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	239	17:30

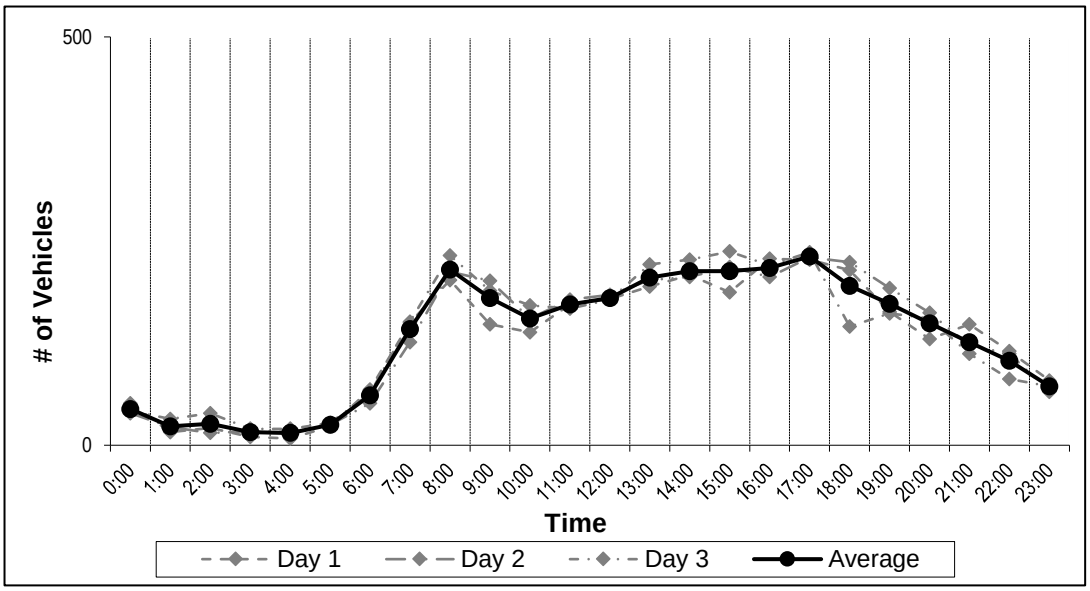
	Vol	Hour
AM Peak	216	08:45
PM Peak	239	17:30
Daily Peak	239	17:30

	Vol	Hour
07:00-09:00 Peak	232	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	236	17:00

	Vol	Hour
AM Peak	232	08:00
PM Peak	246	14:30
Daily Peak	246	14:30

	Vol	Hour	PHF
06:00-09:00 Peak	215	08:00	0.91
12:00-14:00 Peak	205	13:00	0.90
16:00-19:00 Peak	231	17:00	0.92

	Vol	Hour
AM Peak	215	08:00
PM Peak	231	17:00
Daily Peak	231	17:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	420
MD	9:00 am - 4:00 pm	1320
PM	4:00 pm - 7:00 pm	640
NT	7:00 pm - 6:00 am	770
AADT	0:00 am - 12:00 pm	3200
		3150
	FDOT 2019 AADT	none

Distribution	
AM	0.13
MD	0.42
PM	0.20
NT	0.24
AADT	1.00

	K
07:00-09:00 Peak Hour	6.8%
12:00-14:00 Peak Hour	6.5%
15:00-18:00 Peak Hour	7.3%

87-1015 (SB)

NE 15TH CT S OF IVES DAIRY RD, 87-1015 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	11	14	11	4	40
1:00	3	7	7	2	19
2:00	6	2	3	8	19
3:00	3	3	3	2	11
4:00	1	0	4	6	11
5:00	7	7	15	19	48
6:00	25	30	40	53	148
7:00	54	68	74	70	266
8:00	70	48	71	61	250
9:00	39	40	39	45	163
10:00	37	34	48	33	152
11:00	42	38	42	51	173
12:00	40	43	50	47	180
13:00	49	58	59	49	215
14:00	60	59	51	66	236
15:00	41	55	58	64	218
16:00	61	41	66	49	217
17:00	82	61	65	49	257
18:00	58	57	47	47	209
19:00	34	35	26	36	131
20:00	35	28	24	29	116
21:00	38	33	30	31	132
22:00	25	20	20	22	87
23:00	15	16	15	10	56
					3354

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	22	3	5	9	39
1:00	5	3	5	7	20
2:00	7	6	5	4	22
3:00	2	1	2	5	10
4:00	5	1	6	3	15
5:00	9	7	16	10	42
6:00	21	26	41	51	139
7:00	57	51	79	70	257
8:00	69	56	67	51	243
9:00	38	51	47	49	185
10:00	44	47	48	43	182
11:00	44	32	47	48	171
12:00	45	47	49	54	195
13:00	35	40	59	54	188
14:00	55	48	51	43	197
15:00	58	48	65	53	224
16:00	45	54	67	107	273
17:00	95	54	74	76	299
18:00	71	69	72	53	265
19:00	32	48	53	34	167
20:00	49	34	49	38	170
21:00	22	28	30	22	102
22:00	26	26	20	22	94
23:00	22	20	7	9	58
					3557

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	14	11	4	12	41
1:00	10	4	11	3	28
2:00	3	6	9	8	26
3:00	7	5	5	3	20
4:00	5	1	5	3	14
5:00	6	9	11	10	36
6:00	9	12	16	13	50
7:00	48	70	79	47	244
8:00	62	62	67	65	256
9:00	49	43	40	44	176
10:00	58	42	48	40	188
11:00	42	44	40	37	163
12:00	41	40	40	37	158
13:00	46	42	58	57	203
14:00	45	48	70	65	228
15:00	66	59	62	55	242
16:00	49	34	48	74	205
17:00	82	48	56	54	240
18:00	50	34	40	53	177
19:00	57	49	65	50	221
20:00	53	47	46	37	183
21:00	50	29	32	30	141
22:00	36	23	29	15	103
23:00	25	20	17	13	75
					3418

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	16	9	7	8	40
1:00	6	5	8	4	23
2:00	5	5	6	7	23
3:00	4	3	3	3	13
4:00	4	1	5	4	14
5:00	7	8	14	13	42
6:00	18	23	32	39	112
7:00	53	63	77	62	255
8:00	67	55	68	59	249
9:00	42	45	42	46	175
10:00	46	41	48	39	174
11:00	43	38	43	45	169
12:00	42	43	46	46	177
13:00	43	47	59	53	202
14:00	53	52	57	58	220
15:00	55	54	62	57	228
16:00	52	43	60	77	232
17:00	86	54	65	60	265
18:00	60	53	53	51	217
19:00	41	44	48	40	173
20:00	46	36	40	35	157
21:00	37	30	31	28	126
22:00	29	23	23	20	95
23:00	21	19	13	11	64
					3445
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	3445

	Vol	Hour
07:00-09:00 Peak	282	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	258	16:30

	Vol	Hour
07:00-09:00 Peak	274	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	330	16:45

	Vol	Hour
07:00-09:00 Peak	258	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	260	16:45

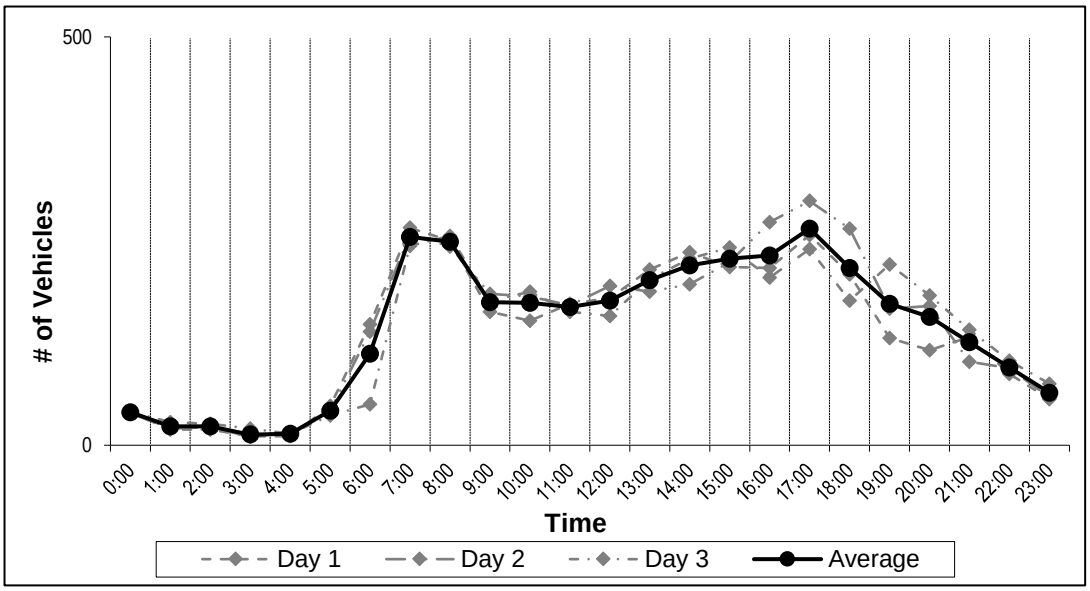
	Vol	Hour	PHF
06:00-09:00 Peak	269	07:15	0.87
12:00-14:00 Peak	202	13:00	0.86
16:00-19:00 Peak	282	16:45	0.82

	Vol	Hour
AM Peak	282	07:15
PM Peak	258	16:30
Daily Peak	282	07:15

	Vol	Hour
AM Peak	274	7:30
PM Peak	330	16:45
Daily Peak	330	16:45

	Vol	Hour
AM Peak	258	07:15
PM Peak	260	14:30
Daily Peak	260	14:30

	Vol	Hour
AM Peak	269	07:15
PM Peak	282	16:45
Daily Peak	282	16:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	620
MD	9:00 am - 4:00 pm	1350
PM	4:00 pm - 7:00 pm	710
NT	7:00 pm - 6:00 am	770
AADT	0:00 am - 12:00 pm	3400
		3450
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.39
PM	0.21
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.8%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	8.2%

87-1015 (NB)

IVES DAIRY RD E OF NE 15TH CT, 87-1013 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	125	105	84	69	383
1:00	69	46	44	40	199
2:00	33	33	30	30	126
3:00	19	19	23	23	84
4:00	18	29	20	38	105
5:00	30	36	47	58	171
6:00	71	119	129	245	564
7:00	289	271	213	294	1067
8:00	332	344	288	304	1268
9:00	292	250	221	243	1006
10:00	207	230	260	219	916
11:00	261	248	260	275	1044
12:00	255	308	292	292	1147
13:00	309	320	354	329	1312
14:00	422	357	368	409	1556
15:00	438	446	465	465	1814
16:00	488	469	542	494	1993
17:00	500	517	490	499	2006
18:00	534	469	453	434	1890
19:00	404	370	356	360	1490
20:00	389	357	320	293	1359
21:00	289	290	248	248	1075
22:00	229	201	210	166	806
23:00	169	242	144	138	693
					24074

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	135	76	82	68	361
1:00	75	50	53	38	216
2:00	33	35	33	26	127
3:00	28	24	17	25	94
4:00	23	19	24	28	94
5:00	19	51	48	46	164
6:00	66	97	127	204	494
7:00	258	283	215	289	1045
8:00	285	325	268	359	1237
9:00	354	271	297	267	1189
10:00	237	200	247	255	939
11:00	258	249	290	264	1061
12:00	269	264	272	315	1120
13:00	345	307	334	372	1358
14:00	426	379	346	403	1554
15:00	414	387	440	413	1654
16:00	404	454	459	469	1786
17:00	468	440	477	482	1867
18:00	568	522	499	427	2016
19:00	440	432	347	416	1635
20:00	330	363	338	275	1306
21:00	293	295	299	271	1158
22:00	282	217	207	179	885
23:00	189	202	170	144	705
					24065

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	124	104	99	76	403
1:00	60	60	47	41	208
2:00	40	49	44	26	159
3:00	22	32	28	23	105
4:00	31	23	21	24	99
5:00	38	48	52	55	193
6:00	65	107	156	225	553
7:00	274	265	241	313	1093
8:00	344	379	291	323	1337
9:00	260	271	251	236	1018
10:00	239	269	229	255	992
11:00	261	272	282	275	1090
12:00	325	252	331	326	1234
13:00	344	322	366	373	1405
14:00	367	415	431	389	1602
15:00	460	482	445	421	1808
16:00	481	416	479	428	1804
17:00	433	464	463	442	1802
18:00	437	368	566	510	1881
19:00	537	424	434	397	1792
20:00	419	376	333	292	1420
21:00	295	310	254	220	1079
22:00	245	214	206	197	862
23:00	218	247	170	131	766
					24705

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	128	95	88	71	382
1:00	68	52	48	40	208
2:00	35	39	36	27	137
3:00	23	25	23	24	95
4:00	24	24	22	30	100
5:00	29	45	49	53	176
6:00	67	108	137	225	537
7:00	274	273	223	299	1069
8:00	320	349	282	329	1280
9:00	302	264	256	249	1071
10:00	228	233	245	243	949
11:00	260	256	277	271	1064
12:00	283	275	298	311	1167
13:00	333	316	351	358	1358
14:00	405	384	382	400	1571
15:00	437	438	450	433	1758
16:00	458	446	493	464	1861
17:00	467	474	477	474	1892
18:00	513	453	506	457	1929
19:00	460	409	379	391	1639
20:00	379	365	330	287	1361
21:00	292	298	267	246	1103
22:00	252	211	208	181	852
23:00	192	230	161	138	721
					24280

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	24280

	Vol	Hour
07:00-09:00 Peak	1268	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2053	16:30

	Vol	Hour
AM Peak	1268	08:00
PM Peak	2053	16:30
Daily Peak	2053	16:30

	Vol	Hour
07:00-09:00 Peak	1237	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2071	17:45

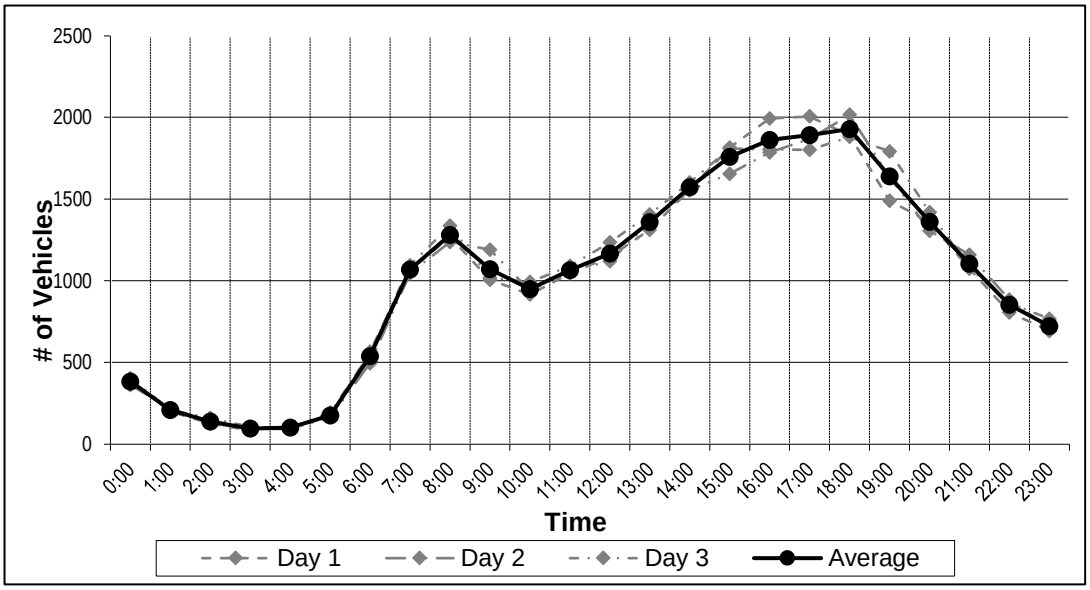
	Vol	Hour
AM Peak	1306	08:15
PM Peak	2071	17:45
Daily Peak	2071	17:45

	Vol	Hour
07:00-09:00 Peak	1337	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1881	18:00

	Vol	Hour
AM Peak	1337	08:00
PM Peak	2037	18:30
Daily Peak	2037	18:30

	Vol	Hour	PHF
06:00-09:00 Peak	1280	08:00	0.92
12:00-14:00 Peak	1358	13:00	0.95
16:00-19:00 Peak	1946	17:45	0.95

	Vol	Hour
AM Peak	1280	08:00
PM Peak	1946	17:45
Daily Peak	1946	17:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2890
MD	9:00 am - 4:00 pm	8940
PM	4:00 pm - 7:00 pm	5680
NT	7:00 pm - 6:00 am	6770
AADT	0:00 am - 12:00 pm	24300
		24280
	FDOT 2019 AADT	none

Distribution	
AM	0.12
MD	0.37
PM	0.23
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.3%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	8.0%

87-1013 (WB)

IVES DAIRY RD E OF NE 15TH CT, 87-1013 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	71	72	60	41	244
1:00	41	39	38	26	144
2:00	26	30	28	24	108
3:00	22	24	28	43	117
4:00	35	41	64	57	197
5:00	77	111	153	193	534
6:00	219	328	438	503	1488
7:00	530	643	587	515	2275
8:00	518	436	454	373	1781
9:00	378	356	376	344	1454
10:00	310	310	323	295	1238
11:00	313	299	288	300	1200
12:00	265	311	349	323	1248
13:00	269	332	348	337	1286
14:00	337	376	429	421	1563
15:00	366	452	390	317	1525
16:00	325	307	364	377	1373
17:00	370	375	353	328	1426
18:00	349	323	312	284	1268
19:00	268	269	296	243	1076
20:00	237	206	199	173	815
21:00	158	154	155	140	607
22:00	152	153	137	138	580
23:00	130	82	85	57	354
					23901

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	59	65	51	50	225
1:00	33	35	29	25	122
2:00	24	23	25	22	94
3:00	25	27	26	35	113
4:00	37	37	53	78	205
5:00	85	112	174	168	539
6:00	227	314	425	554	1520
7:00	543	677	607	589	2416
8:00	492	481	480	498	1951
9:00	506	471	390	367	1734
10:00	352	307	350	302	1311
11:00	286	275	311	301	1173
12:00	319	334	310	334	1297
13:00	283	327	376	358	1344
14:00	400	395	429	362	1586
15:00	408	396	383	374	1561
16:00	338	274	376	372	1360
17:00	350	316	317	308	1291
18:00	327	319	347	273	1266
19:00	282	280	283	260	1105
20:00	250	220	214	195	879
21:00	183	166	169	153	671
22:00	135	139	181	146	601
23:00	115	95	78	92	380
					24744

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	86	58	56	41	241
1:00	44	30	46	35	155
2:00	30	27	25	25	107
3:00	24	29	36	41	130
4:00	43	43	65	66	217
5:00	79	130	183	187	579
6:00	234	312	420	452	1418
7:00	537	643	551	408	2139
8:00	509	375	471	297	1652
9:00	394	387	375	368	1524
10:00	347	335	350	306	1338
11:00	320	315	313	282	1230
12:00	288	335	319	316	1258
13:00	359	322	358	321	1360
14:00	359	340	463	443	1605
15:00	458	458	381	374	1671
16:00	319	306	345	348	1318
17:00	349	402	414	313	1478
18:00	287	286	274	295	1142
19:00	268	350	323	296	1237
20:00	228	212	199	159	798
21:00	173	149	148	156	626
22:00	145	159	154	132	590
23:00	117	98	95	81	391
					24204

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	72	65	56	44	237
1:00	39	35	38	29	141
2:00	27	27	26	24	104
3:00	24	27	30	40	121
4:00	38	40	61	67	206
5:00	80	118	170	183	551
6:00	227	318	428	503	1476
7:00	537	654	582	504	2277
8:00	506	431	468	389	1794
9:00	426	405	380	360	1571
10:00	336	317	341	301	1295
11:00	306	296	304	294	1200
12:00	291	327	326	324	1268
13:00	304	327	361	339	1331
14:00	365	370	440	409	1584
15:00	411	435	385	355	1586
16:00	327	296	362	366	1351
17:00	356	364	361	316	1397
18:00	321	309	311	284	1225
19:00	273	300	301	266	1140
20:00	238	213	204	176	831
21:00	171	156	157	150	634
22:00	144	150	157	139	590
23:00	121	92	86	77	376
					24286

Seasonal Factor (SF)		1.00
Weekly Axle Factor (WAF)		1.00
Calculated AADT		24286

	Vol	Hour
07:00-09:00 Peak	2275	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1486	16:30

	Vol	Hour
AM Peak	2275	07:00
PM Peak	1668	14:30
Daily Peak	2275	07:00

	Vol	Hour
07:00-09:00 Peak	2416	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1414	16:30

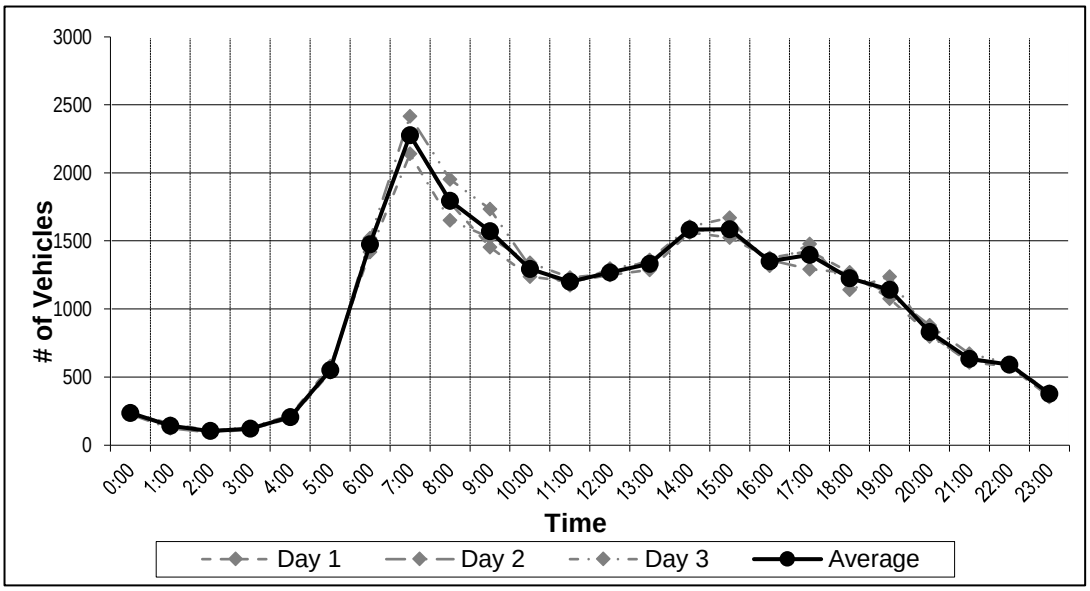
	Vol	Hour
AM Peak	2416	07:00
PM Peak	1595	14:30
Daily Peak	2416	07:00

	Vol	Hour
07:00-09:00 Peak	2183	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1513	16:45

	Vol	Hour
AM Peak	2183	06:45
PM Peak	1822	14:30
Daily Peak	2183	06:45

	Vol	Hour	PHF
06:00-09:00 Peak	2277	07:00	0.87
12:00-14:00 Peak	1331	13:00	0.92
16:00-19:00 Peak	1448	16:30	0.99

	Vol	Hour
AM Peak	2277	07:00
PM Peak	1695	14:30
Daily Peak	2277	07:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	5550
MD	9:00 am - 4:00 pm	9840
PM	4:00 pm - 7:00 pm	3970
NT	7:00 pm - 6:00 am	4930
AADT	0:00 am - 12:00 pm	24300
		24290
	FDOT 2019 AADT	none

Distribution	
AM	0.23
MD	0.41
PM	0.16
NT	0.20
AADT	1.00

	K
07:00-09:00 Peak Hour	9.4%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	6.0%

87-1013 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 101_IDR@NE15Ct
Site Code: 101-5510
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 15th Court Northbound				NONE Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	396	1	1	16	126	0	0	3	0	11	0	0	0	0	554
06:45 AM	0	0	424	6	1	15	206	0	0	7	0	5	0	0	0	0	664
Total	0	0	820	7	2	31	332	0	0	10	0	16	0	0	0	0	1218
07:00 AM	0	0	530	6	0	19	238	0	0	13	0	30	0	0	0	0	836
07:15 AM	0	0	555	1	0	30	231	0	0	6	0	58	0	0	0	0	881
07:30 AM	0	0	466	0	0	36	174	0	0	11	0	71	0	0	0	0	758
07:45 AM	0	0	329	0	0	45	235	0	0	7	0	28	0	0	0	0	644
Total	0	0	1880	7	0	130	878	0	0	37	0	187	0	0	0	0	3119
08:00 AM	0	0	408	1	0	49	302	0	0	8	0	54	0	0	0	0	822
08:15 AM	0	0	308	7	0	52	293	0	0	5	0	60	0	0	0	0	725
08:30 AM	0	0	389	8	0	45	245	0	0	7	0	65	0	0	0	0	759
08:45 AM	0	0	244	6	0	54	236	0	0	16	0	47	0	0	0	0	603
Total	0	0	1349	22	0	200	1076	0	0	36	0	226	0	0	0	0	2909
09:00 AM	0	0	352	8	0	30	225	0	0	9	0	41	0	0	0	0	665
09:15 AM	0	0	354	9	0	36	206	0	0	9	0	38	0	0	0	0	652
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	706	17	0	66	431	0	0	18	0	79	0	0	0	0	1317
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	328	13	1	39	375	0	0	14	0	54	0	0	0	0	824
03:45 PM	0	0	323	11	2	38	363	0	0	17	0	39	0	0	0	0	793
Total	0	0	651	24	3	77	738	0	0	31	0	93	0	0	0	0	1617
04:00 PM	0	0	269	7	0	40	425	0	0	6	0	45	0	0	0	0	792
04:15 PM	0	0	253	6	2	45	351	0	0	12	0	18	0	0	0	0	687
04:30 PM	0	0	303	19	3	39	414	0	0	15	0	32	0	0	0	0	825
04:45 PM	1	0	276	9	2	41	359	0	0	30	0	53	0	0	0	0	771
Total	1	0	1101	41	7	165	1549	0	0	63	0	148	0	0	0	0	3075
05:00 PM	0	0	271	8	3	45	380	0	0	26	0	58	0	0	0	0	791
05:15 PM	0	0	348	7	3	38	408	0	0	19	0	28	0	0	0	0	851
05:30 PM	0	0	363	6	1	47	394	0	0	23	0	37	0	0	0	0	871
05:45 PM	0	0	268	2	1	91	353	0	0	19	0	41	0	0	0	0	775
Total	0	0	1250	23	8	221	1535	0	0	87	0	164	0	0	0	0	3288
06:00 PM	0	0	248	4	0	42	365	0	0	16	0	33	0	0	0	0	708
06:15 PM	0	0	230	2	0	22	307	0	0	11	0	23	0	0	0	0	595
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	478	6	0	64	672	0	0	27	0	56	0	0	0	0	1303

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

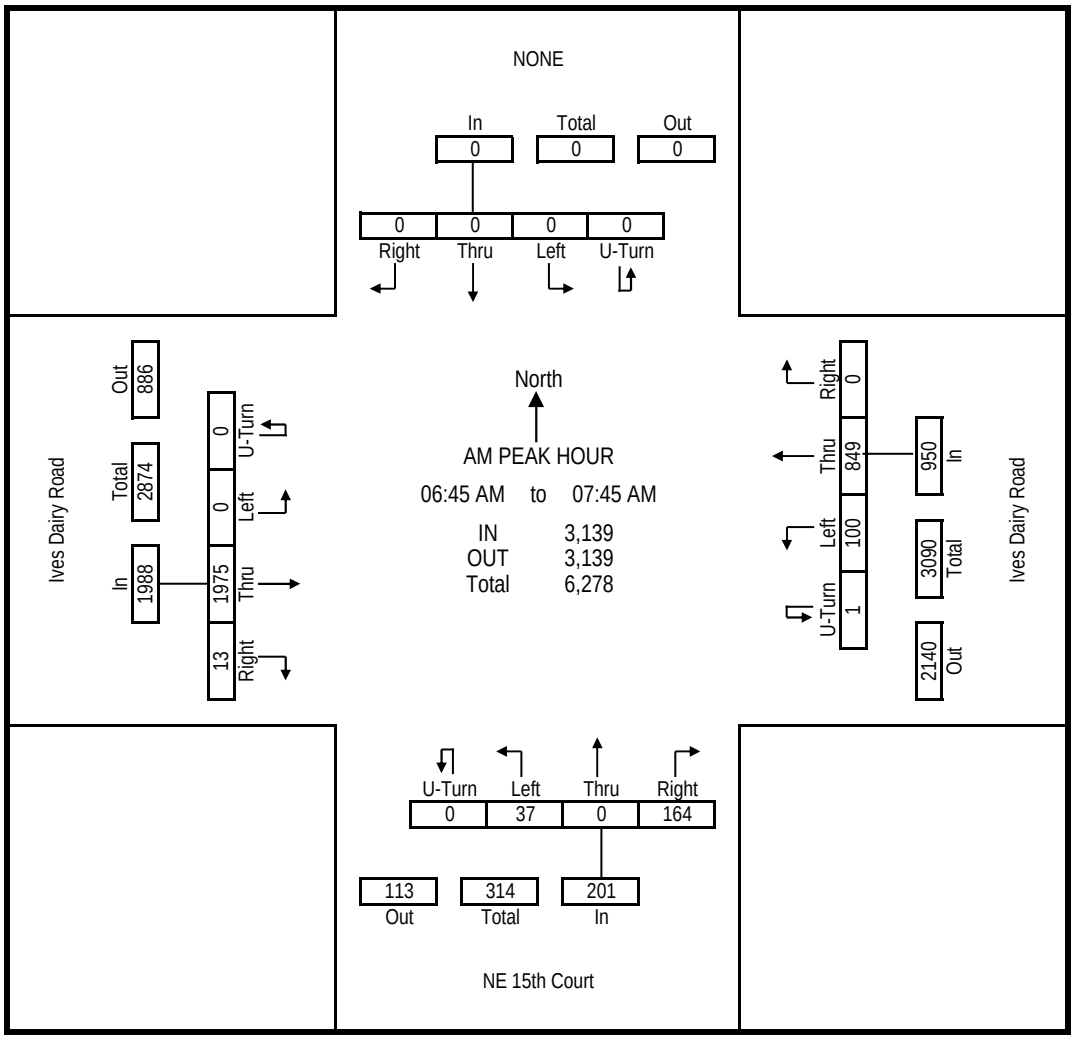
FDOT District 6

File Name: 101_IDR@NE15Ct
Site Code: 101-5510
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 15th Court Northbound				NONE Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:45 AM	0	0	424	6	1	15	206	0	0	7	0	5	0	0	0	0	664
07:00 AM	0	0	530	6	0	19	238	0	0	13	0	30	0	0	0	0	836
07:15 AM	0	0	555	1	0	30	231	0	0	6	0	58	0	0	0	0	881
07:30 AM	0	0	466	0	0	36	174	0	0	11	0	71	0	0	0	0	758
Total	0	0	1975	13	1	100	849	0	0	37	0	164	0	0	0	0	3139
PHF	0.000	0.000	0.890	0.542	0.250	0.694	0.892	0.000	0.000	0.712	0.000	0.577	0.000	0.000	0.000	0.000	0.89
Heavy Veh %	0%	0%	1%	7%	0%	0%	1%	0%	0%	0%	0%	2%	0%	0%	0%	0%	1%
App Vol %	0%	0%	99%	1%	0%	11%	89%	0%	0%	18%	0%	82%	0%	0%	0%	0%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 06:45 AM to 07:45 AM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

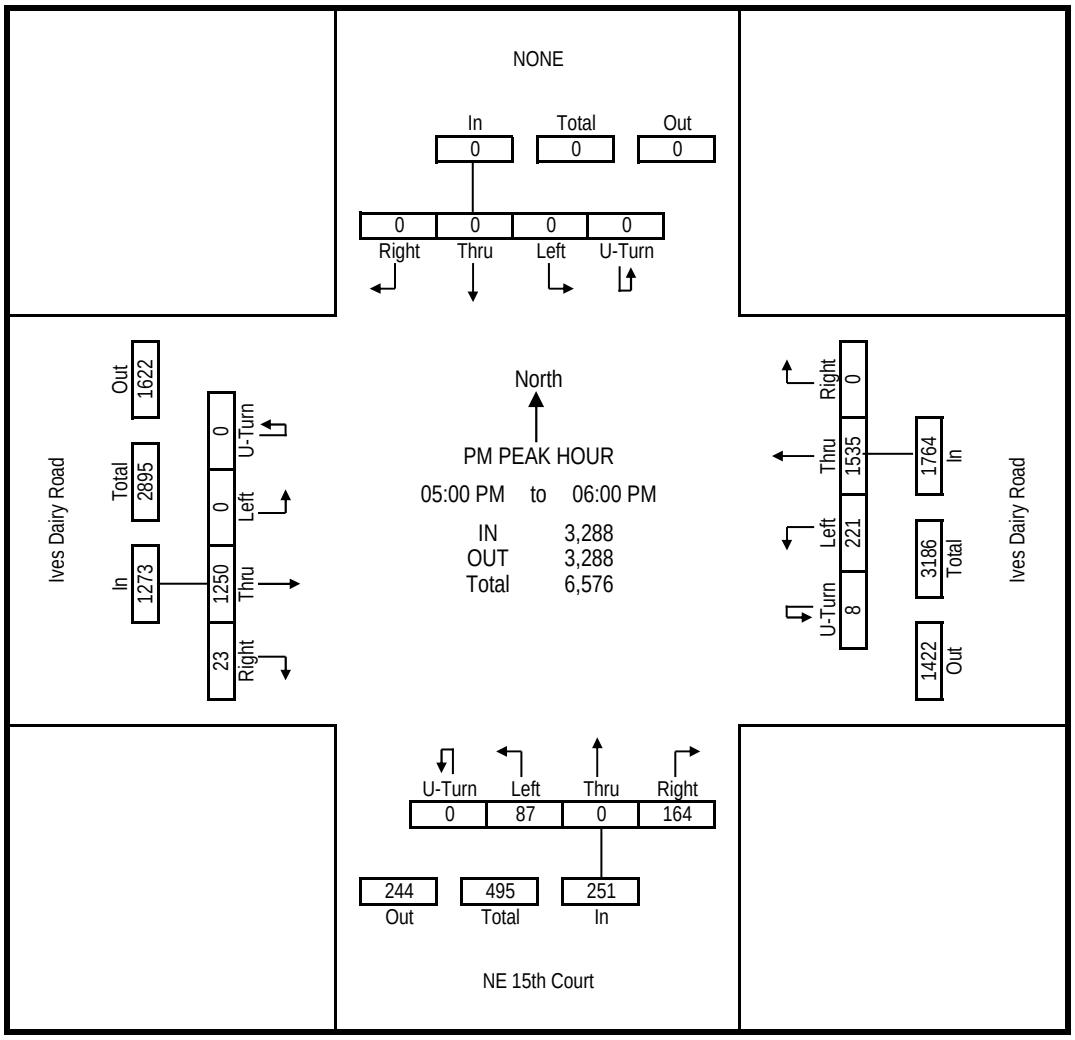
FDOT District 6

File Name: 101_IDR@NE15Ct
Site Code: 101-5510
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 15th Court Northbound				NONE Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	0	271	8	3	45	380	0	0	26	0	58	0	0	0	0	791
05:15 PM	0	0	348	7	3	38	408	0	0	19	0	28	0	0	0	0	851
05:30 PM	0	0	363	6	1	47	394	0	0	23	0	37	0	0	0	0	871
05:45 PM	0	0	268	2	1	91	353	0	0	19	0	41	0	0	0	0	775
Total	0	0	1250	23	8	221	1535	0	0	87	0	164	0	0	0	0	3288
PHF	0.000	0.000	0.861	0.719	0.667	0.607	0.941	0.000	0.000	0.837	0.000	0.707	0.000	0.000	0.000	0.000	0.94
Heavy Veh %	0%	0%	1%	4%	0%	0%	1%	0%	0%	2%	0%	2%	0%	0%	0%	0%	1%
App Vol %	0%	0%	98%	2%	0%	13%	87%	0%	0%	35%	0%	65%	0%	0%	0%	0%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 101_IDR@NE15Ct
Site Code: 101-5510
Count Date: 9/23/2021

Groups Printed: Automobiles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 15th Court Northbound				NONE Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	388	0	1	15	121	0	0	3	0	10	0	0	0	0	538
06:45 AM	0	0	414	6	1	15	205	0	0	7	0	5	0	0	0	0	653
Total	0	0	802	6	2	30	326	0	0	10	0	15	0	0	0	0	1191
07:00 AM	0	0	520	5	0	19	235	0	0	13	0	30	0	0	0	0	822
07:15 AM	0	0	549	1	0	30	227	0	0	6	0	56	0	0	0	0	869
07:30 AM	0	0	462	0	0	36	171	0	0	11	0	70	0	0	0	0	750
07:45 AM	0	0	328	0	0	44	227	0	0	7	0	28	0	0	0	0	634
Total	0	0	1859	6	0	129	860	0	0	37	0	184	0	0	0	0	3075
08:00 AM	0	0	403	1	0	49	290	0	0	8	0	54	0	0	0	0	805
08:15 AM	0	0	301	7	0	52	285	0	0	5	0	58	0	0	0	0	708
08:30 AM	0	0	383	7	0	45	242	0	0	6	0	64	0	0	0	0	747
08:45 AM	0	0	240	6	0	53	232	0	0	16	0	47	0	0	0	0	594
Total	0	0	1327	21	0	199	1049	0	0	35	0	223	0	0	0	0	2854
09:00 AM	0	0	347	8	0	29	219	0	0	9	0	41	0	0	0	0	653
09:15 AM	0	0	344	9	0	35	196	0	0	8	0	35	0	0	0	0	627
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	691	17	0	64	415	0	0	17	0	76	0	0	0	0	1280
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	325	13	1	39	367	0	0	14	0	51	0	0	0	0	810
03:45 PM	0	0	316	11	2	36	356	0	0	17	0	39	0	0	0	0	777
Total	0	0	641	24	3	75	723	0	0	31	0	90	0	0	0	0	1587
04:00 PM	0	0	265	7	0	39	420	0	0	6	0	45	0	0	0	0	782
04:15 PM	0	0	251	5	2	44	346	0	0	12	0	17	0	0	0	0	677
04:30 PM	0	0	303	19	3	39	409	0	0	14	0	32	0	0	0	0	819
04:45 PM	1	0	275	9	2	40	358	0	0	28	0	53	0	0	0	0	766
Total	1	0	1094	40	7	162	1533	0	0	60	0	147	0	0	0	0	3044
05:00 PM	0	0	270	8	3	44	373	0	0	26	0	56	0	0	0	0	780
05:15 PM	0	0	346	6	3	38	403	0	0	17	0	27	0	0	0	0	840
05:30 PM	0	0	355	6	1	47	389	0	0	23	0	37	0	0	0	0	858
05:45 PM	0	0	267	2	1	91	353	0	0	19	0	41	0	0	0	0	774
Total	0	0	1238	22	8	220	1518	0	0	85	0	161	0	0	0	0	3252
06:00 PM	0	0	243	4	0	42	365	0	0	16	0	32	0	0	0	0	702
06:15 PM	0	0	229	2	0	22	303	0	0	11	0	23	0	0	0	0	590
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	472	6	0	64	668	0	0	27	0	55	0	0	0	0	1292

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 101_IDR@NE15Ct
Site Code: 101-5510
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				NE 15th Court Northbound				NONE Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	8	1	0	1	5	0	0	0	0	1	0	0	0	0	16
06:45 AM	0	0	10	0	0	0	1	0	0	0	0	0	0	0	0	0	11
Total	0	0	18	1	0	1	6	0	0	0	0	1	0	0	0	0	27
07:00 AM	0	0	10	1	0	0	3	0	0	0	0	0	0	0	0	0	14
07:15 AM	0	0	6	0	0	0	4	0	0	0	0	2	0	0	0	0	12
07:30 AM	0	0	4	0	0	0	3	0	0	0	0	1	0	0	0	0	8
07:45 AM	0	0	1	0	0	1	8	0	0	0	0	0	0	0	0	0	10
Total	0	0	21	1	0	1	18	0	0	0	0	3	0	0	0	0	44
08:00 AM	0	0	5	0	0	0	12	0	0	0	0	0	0	0	0	0	17
08:15 AM	0	0	7	0	0	0	8	0	0	0	0	2	0	0	0	0	17
08:30 AM	0	0	6	1	0	0	3	0	0	1	0	1	0	0	0	0	12
08:45 AM	0	0	4	0	0	1	4	0	0	0	0	0	0	0	0	0	9
Total	0	0	22	1	0	1	27	0	0	1	0	3	0	0	0	0	55
09:00 AM	0	0	5	0	0	1	6	0	0	0	0	0	0	0	0	0	12
09:15 AM	0	0	10	0	0	1	10	0	0	1	0	3	0	0	0	0	25
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	15	0	0	2	16	0	0	1	0	3	0	0	0	0	37
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	3	0	0	0	8	0	0	0	0	3	0	0	0	0	14
03:45 PM	0	0	7	0	0	2	7	0	0	0	0	0	0	0	0	0	16
Total	0	0	10	0	0	2	15	0	0	0	0	3	0	0	0	0	30
04:00 PM	0	0	4	0	0	1	5	0	0	0	0	0	0	0	0	0	10
04:15 PM	0	0	2	1	0	1	5	0	0	0	0	1	0	0	0	0	10
04:30 PM	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	6
04:45 PM	0	0	1	0	0	1	1	0	0	2	0	0	0	0	0	0	5
Total	0	0	7	1	0	3	16	0	0	3	0	1	0	0	0	0	31
05:00 PM	0	0	1	0	0	1	7	0	0	0	0	2	0	0	0	0	11
05:15 PM	0	0	2	1	0	0	5	0	0	2	0	1	0	0	0	0	11
05:30 PM	0	0	8	0	0	0	5	0	0	0	0	0	0	0	0	0	13
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	12	1	0	1	17	0	0	2	0	3	0	0	0	0	36
06:00 PM	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	6
06:15 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	0	0	0	4	0	0	0	0	1	0	0	0	0	11

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 101_IDR@NE15Ct
Site Code: 101-5510
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				NE 15th Court Northbound				NONE Eastbound				
Start Time	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IVES DAIRY RD W OF NE 16TH AVE, 87-1027 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	125	105	84	69	383
1:00	69	46	44	40	199
2:00	33	33	30	30	126
3:00	19	19	23	23	84
4:00	18	29	20	38	105
5:00	30	36	47	58	171
6:00	71	119	129	245	564
7:00	289	271	213	294	1067
8:00	332	344	288	304	1268
9:00	292	250	221	243	1006
10:00	207	230	260	219	916
11:00	261	248	260	275	1044
12:00	255	308	292	292	1147
13:00	309	320	354	329	1312
14:00	422	357	368	409	1556
15:00	438	446	465	465	1814
16:00	488	469	542	494	1993
17:00	500	517	490	499	2006
18:00	534	469	453	434	1890
19:00	404	370	356	360	1490
20:00	389	357	320	293	1359
21:00	289	290	248	248	1075
22:00	229	201	210	166	806
23:00	169	242	144	138	693
					24074

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	135	76	82	68	361
1:00	75	50	53	38	216
2:00	33	35	33	26	127
3:00	28	24	17	25	94
4:00	23	19	24	28	94
5:00	19	51	48	46	164
6:00	66	97	127	204	494
7:00	258	283	215	289	1045
8:00	285	325	268	359	1237
9:00	354	271	297	267	1189
10:00	237	200	247	255	939
11:00	258	249	290	264	1061
12:00	269	264	272	315	1120
13:00	345	307	334	372	1358
14:00	426	379	346	403	1554
15:00	414	387	440	413	1654
16:00	404	454	459	469	1786
17:00	468	440	477	482	1867
18:00	568	522	499	427	2016
19:00	440	432	347	416	1635
20:00	330	363	338	275	1306
21:00	293	295	299	271	1158
22:00	282	217	207	179	885
23:00	189	202	170	144	705
					24065

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	124	104	99	76	403
1:00	60	60	47	41	208
2:00	40	49	44	26	159
3:00	22	32	28	23	105
4:00	31	23	21	24	99
5:00	38	48	52	55	193
6:00	65	107	156	225	553
7:00	274	265	241	313	1093
8:00	344	379	291	323	1337
9:00	260	271	251	236	1018
10:00	239	269	229	255	992
11:00	261	272	282	275	1090
12:00	325	252	331	326	1234
13:00	344	322	366	373	1405
14:00	367	415	431	389	1602
15:00	460	482	445	421	1808
16:00	481	416	479	428	1804
17:00	433	464	463	442	1802
18:00	437	368	566	510	1881
19:00	537	424	434	397	1792
20:00	419	376	333	292	1420
21:00	295	310	254	220	1079
22:00	245	214	206	197	862
23:00	218	247	170	131	766
					24705

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	128	95	88	71	382
1:00	68	52	48	40	208
2:00	35	39	36	27	137
3:00	23	25	23	24	95
4:00	24	24	22	30	100
5:00	29	45	49	53	176
6:00	67	108	137	225	537
7:00	274	273	223	299	1069
8:00	320	349	282	329	1280
9:00	302	264	256	249	1071
10:00	228	233	245	243	949
11:00	260	256	277	271	1064
12:00	283	275	298	311	1167
13:00	333	316	351	358	1358
14:00	405	384	382	400	1571
15:00	437	438	450	433	1758
16:00	458	446	493	464	1861
17:00	467	474	477	474	1892
18:00	513	453	506	457	1929
19:00	460	409	379	391	1639
20:00	379	365	330	287	1361
21:00	292	298	267	246	1103
22:00	252	211	208	181	852
23:00	192	230	161	138	721
					24280

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	24280

	Vol	Hour
07:00-09:00 Peak	1268	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2053	16:30

	Vol	Hour
AM Peak	1268	08:00
PM Peak	2053	16:30
Daily Peak	2053	16:30

	Vol	Hour
07:00-09:00 Peak	1237	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2071	17:45

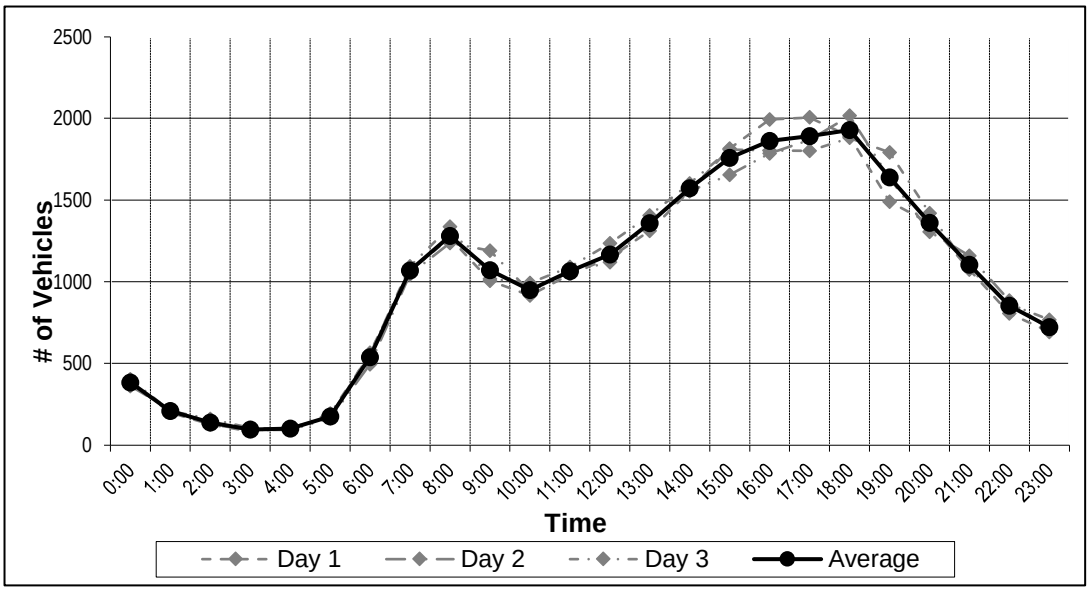
	Vol	Hour
AM Peak	1306	08:15
PM Peak	2071	17:45
Daily Peak	2071	17:45

	Vol	Hour
07:00-09:00 Peak	1337	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1881	18:00

	Vol	Hour
AM Peak	1337	08:00
PM Peak	2037	18:30
Daily Peak	2037	18:30

	Vol	Hour	PHF
06:00-09:00 Peak	1280	08:00	0.92
12:00-14:00 Peak	1358	13:00	0.95
16:00-19:00 Peak	1946	17:45	0.95

	Vol	Hour
AM Peak	1280	08:00
PM Peak	1946	17:45
Daily Peak	1946	17:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	2890
MD	9:00 am - 4:00 pm	8940
PM	4:00 pm - 7:00 pm	5680
NT	7:00 pm - 6:00 am	6770
AADT	0:00 am - 12:00 pm	24300
		24280
	FDOT 2019 AADT	none

Distribution	
AM	0.12
MD	0.37
PM	0.23
NT	0.28
AADT	1.00

	K
07:00-09:00 Peak Hour	5.3%
12:00-14:00 Peak Hour	5.6%
15:00-18:00 Peak Hour	8.0%

87-1027 (WB)

IVES DAIRY RD W OF NE 16TH AVE, 87-1027 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	71	72	60	41	244
1:00	41	39	38	26	144
2:00	26	30	28	24	108
3:00	22	24	28	43	117
4:00	35	41	64	57	197
5:00	77	111	153	193	534
6:00	219	328	438	503	1488
7:00	530	643	587	515	2275
8:00	518	436	454	373	1781
9:00	378	356	376	344	1454
10:00	310	310	323	295	1238
11:00	313	299	288	300	1200
12:00	265	311	349	323	1248
13:00	269	332	348	337	1286
14:00	337	376	429	421	1563
15:00	366	452	390	317	1525
16:00	325	307	364	377	1373
17:00	370	375	353	328	1426
18:00	349	323	312	284	1268
19:00	268	269	296	243	1076
20:00	237	206	199	173	815
21:00	158	154	155	140	607
22:00	152	153	137	138	580
23:00	130	82	85	57	354
					23901

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	59	65	51	50	225
1:00	33	35	29	25	122
2:00	24	23	25	22	94
3:00	25	27	26	35	113
4:00	37	37	53	78	205
5:00	85	112	174	168	539
6:00	227	314	425	554	1520
7:00	543	677	607	589	2416
8:00	492	481	480	498	1951
9:00	506	471	390	367	1734
10:00	352	307	350	302	1311
11:00	286	275	311	301	1173
12:00	319	334	310	334	1297
13:00	283	327	376	358	1344
14:00	400	395	429	362	1586
15:00	408	396	383	374	1561
16:00	338	274	376	372	1360
17:00	350	316	317	308	1291
18:00	327	319	347	273	1266
19:00	282	280	283	260	1105
20:00	250	220	214	195	879
21:00	183	166	169	153	671
22:00	135	139	181	146	601
23:00	115	95	78	92	380
					24744

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	86	58	56	41	241
1:00	44	30	46	35	155
2:00	30	27	25	25	107
3:00	24	29	36	41	130
4:00	43	43	65	66	217
5:00	79	130	183	187	579
6:00	234	312	420	452	1418
7:00	537	643	551	408	2139
8:00	509	375	471	297	1652
9:00	394	387	375	368	1524
10:00	347	335	350	306	1338
11:00	320	315	313	282	1230
12:00	288	335	319	316	1258
13:00	359	322	358	321	1360
14:00	359	340	463	443	1605
15:00	458	458	381	374	1671
16:00	319	306	345	348	1318
17:00	349	402	414	313	1478
18:00	287	286	274	295	1142
19:00	268	350	323	296	1237
20:00	228	212	199	159	798
21:00	173	149	148	156	626
22:00	145	159	154	132	590
23:00	117	98	95	81	391
					24204

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	72	65	56	44	237
1:00	39	35	38	29	141
2:00	27	27	26	24	104
3:00	24	27	30	40	121
4:00	38	40	61	67	206
5:00	80	118	170	183	551
6:00	227	318	428	503	1476
7:00	537	654	582	504	2277
8:00	506	431	468	389	1794
9:00	426	405	380	360	1571
10:00	336	317	341	301	1295
11:00	306	296	304	294	1200
12:00	291	327	326	324	1268
13:00	304	327	361	339	1331
14:00	365	370	440	409	1584
15:00	411	435	385	355	1586
16:00	327	296	362	366	1351
17:00	356	364	361	316	1397
18:00	321	309	311	284	1225
19:00	273	300	301	266	1140
20:00	238	213	204	176	831
21:00	171	156	157	150	634
22:00	144	150	157	139	590
23:00	121	92	86	77	376
					24286
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	24286

	Vol	Hour
07:00-09:00 Peak	2275	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1486	16:30

	Vol	Hour
AM Peak	2275	07:00
PM Peak	1668	14:30
Daily Peak	2275	07:00

	Vol	Hour
07:00-09:00 Peak	2416	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1414	16:30

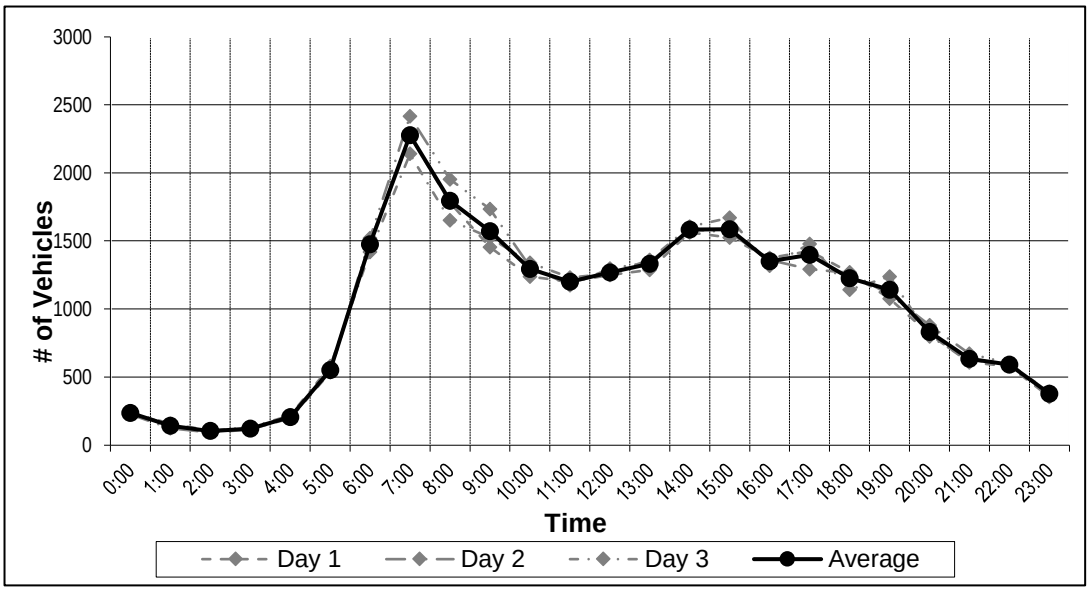
	Vol	Hour
AM Peak	2416	07:00
PM Peak	1595	14:30
Daily Peak	2416	07:00

	Vol	Hour
07:00-09:00 Peak	2183	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1513	16:45

	Vol	Hour
AM Peak	2183	06:45
PM Peak	1822	14:30
Daily Peak	2183	06:45

	Vol	Hour	PHF
06:00-09:00 Peak	2277	07:00	0.87
12:00-14:00 Peak	1331	13:00	0.92
16:00-19:00 Peak	1448	16:30	0.99

	Vol	Hour
AM Peak	2277	07:00
PM Peak	1695	14:30
Daily Peak	2277	07:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	5550
MD	9:00 am - 4:00 pm	9840
PM	4:00 pm - 7:00 pm	3970
NT	7:00 pm - 6:00 am	4930
AADT	0:00 am - 12:00 pm	24300
		24290
	FDOT 2019 AADT	none

Distribution	
AM	0.23
MD	0.41
PM	0.16
NT	0.20
AADT	1.00

	K
07:00-09:00 Peak Hour	9.4%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	6.0%

87-1027 (EB)

NE 16TH AVE N OF IVES DAIRY RD, 87-1021 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	5	3	4	2	14
1:00	1	0	0	0	1
2:00	0	1	0	1	2
3:00	0	1	0	0	1
4:00	0	0	1	2	3
5:00	0	1	1	1	3
6:00	3	8	9	17	37
7:00	74	101	86	79	340
8:00	28	17	16	10	71
9:00	15	17	15	29	76
10:00	18	13	16	17	64
11:00	14	14	16	11	55
12:00	15	23	18	19	75
13:00	26	18	20	21	85
14:00	24	121	67	44	256
15:00	96	38	25	23	182
16:00	27	24	21	34	106
17:00	35	36	37	35	143
18:00	55	45	31	31	162
19:00	36	17	61	27	141
20:00	31	17	6	4	58
21:00	25	10	36	6	77
22:00	2	5	3	6	16
23:00	2	4	1	2	9
					1977

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	5	3	4	0	12
1:00	1	1	0	0	2
2:00	0	0	0	0	0
3:00	0	1	0	0	1
4:00	0	1	1	1	3
5:00	1	1	0	1	3
6:00	1	6	9	16	32
7:00	69	98	86	71	324
8:00	31	14	13	11	69
9:00	23	17	18	35	93
10:00	13	17	14	15	59
11:00	17	15	14	13	59
12:00	15	21	17	21	74
13:00	16	18	17	19	70
14:00	19	114	67	54	254
15:00	94	40	29	24	187
16:00	27	22	22	28	99
17:00	31	25	36	37	129
18:00	52	39	29	25	145
19:00	24	19	48	32	123
20:00	18	16	11	5	50
21:00	23	8	38	7	76
22:00	2	7	3	4	16
23:00	5	3	5	6	19
					1899

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	8	6	8	0	22
1:00	1	0	0	0	1
2:00	0	0	0	0	0
3:00	0	1	0	0	1
4:00	0	0	1	2	3
5:00	0	1	0	1	2
6:00	1	5	10	15	31
7:00	65	103	87	77	332
8:00	35	13	19	14	81
9:00	23	23	18	25	89
10:00	14	20	14	20	68
11:00	18	14	17	11	60
12:00	12	27	21	17	77
13:00	18	21	14	26	79
14:00	21	112	69	44	246
15:00	97	41	25	31	194
16:00	19	22	22	35	98
17:00	43	35	44	46	168
18:00	51	37	36	27	151
19:00	33	23	68	34	158
20:00	14	9	9	3	35
21:00	37	9	69	10	125
22:00	1	4	3	4	12
23:00	3	2	0	1	6
					2039

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	4	5	1	16
1:00	1	0	0	0	1
2:00	0	0	0	0	0
3:00	0	1	0	0	1
4:00	0	0	1	2	3
5:00	0	1	0	1	2
6:00	2	6	9	16	33
7:00	69	101	86	76	332
8:00	31	15	16	12	74
9:00	20	19	17	30	86
10:00	15	17	15	17	64
11:00	16	14	16	12	58
12:00	14	24	19	19	76
13:00	20	19	17	22	78
14:00	21	116	68	47	252
15:00	96	40	26	26	188
16:00	24	23	22	32	101
17:00	36	32	39	39	146
18:00	53	40	32	28	153
19:00	31	20	59	31	141
20:00	21	14	9	4	48
21:00	28	9	48	8	93
22:00	2	5	3	5	15
23:00	3	3	2	3	11
					1972

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	1972

	Vol	Hour
07:00-09:00 Peak	340	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	172	17:30

	Vol	Hour
AM Peak	340	07:00
PM Peak	328	14:15
Daily Peak	340	07:00

	Vol	Hour
07:00-09:00 Peak	324	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	164	17:30

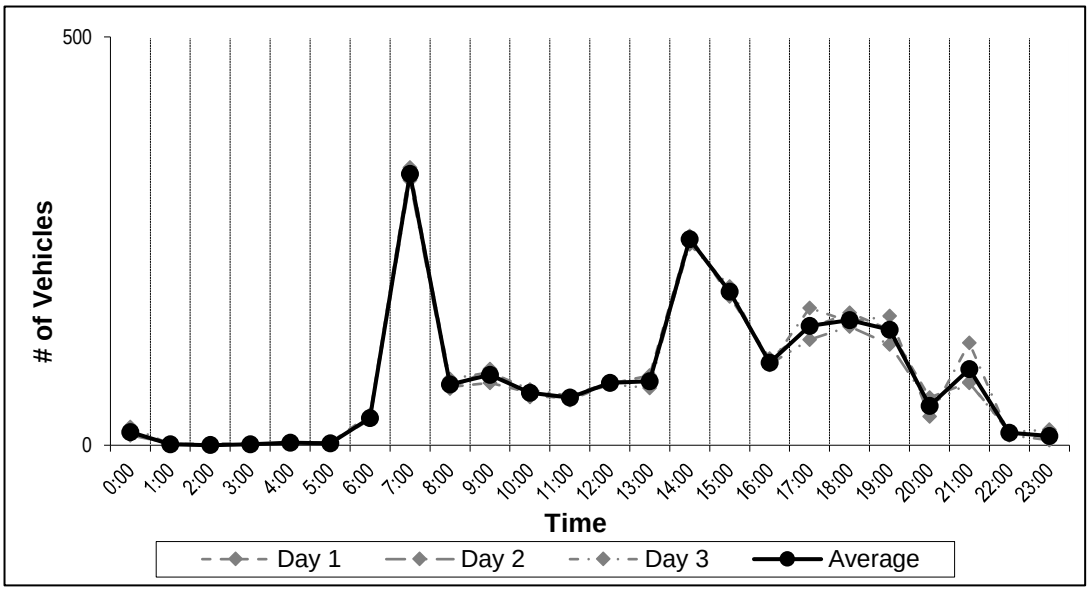
	Vol	Hour
AM Peak	324	07:00
PM Peak	329	14:15
Daily Peak	329	14:15

	Vol	Hour
07:00-09:00 Peak	332	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	178	17:30

	Vol	Hour
AM Peak	332	07:00
PM Peak	322	14:15
Daily Peak	332	07:00

	Vol	Hour	PHF
06:00-09:00 Peak	332	07:00	0.82
12:00-14:00 Peak	82	12:15	0.85
16:00-19:00 Peak	171	17:30	0.81

	Vol	Hour
AM Peak	332	07:00
PM Peak	327	14:15
Daily Peak	332	07:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	440
MD	9:00 am - 4:00 pm	800
PM	4:00 pm - 7:00 pm	400
NT	7:00 pm - 6:00 am	330
AADT	0:00 am - 12:00 pm	2000
		1970
	FDOT 2019 AADT	none

Distribution	
AM	0.22
MD	0.41
PM	0.20
NT	0.17
AADT	1.00

	K
07:00-09:00 Peak Hour	16.8%
12:00-14:00 Peak Hour	4.2%
15:00-18:00 Peak Hour	8.7%

87-1021 (SB)

NE 16TH AVE N OF IVES DAIRY RD, 87-1021 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	1	0	1	3
1:00	0	0	0	0	0
2:00	0	1	0	1	2
3:00	0	1	0	0	1
4:00	0	0	0	1	1
5:00	4	4	1	2	11
6:00	9	15	29	97	150
7:00	210	169	97	35	511
8:00	23	20	23	25	91
9:00	27	26	22	20	95
10:00	17	17	14	13	61
11:00	14	15	10	12	51
12:00	19	12	14	11	56
13:00	12	15	23	30	80
14:00	51	61	83	84	279
15:00	47	25	22	21	115
16:00	19	23	23	33	98
17:00	25	22	28	46	121
18:00	43	22	22	21	108
19:00	20	22	18	17	77
20:00	13	4	6	8	31
21:00	5	2	4	3	14
22:00	1	2	0	1	4
23:00	1	1	1	0	3
					1963

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	1	1	1	4
1:00	0	0	1	0	1
2:00	0	0	0	0	0
3:00	0	1	0	0	1
4:00	1	1	0	1	3
5:00	3	3	0	3	9
6:00	9	12	28	89	138
7:00	194	161	97	32	484
8:00	21	28	22	26	97
9:00	32	28	26	24	110
10:00	25	16	13	17	71
11:00	13	12	11	14	50
12:00	17	11	17	14	59
13:00	12	12	24	24	72
14:00	49	60	75	83	267
15:00	55	23	20	21	119
16:00	20	19	22	22	83
17:00	22	20	25	38	105
18:00	35	21	17	16	89
19:00	21	27	15	12	75
20:00	9	7	7	10	33
21:00	4	6	5	4	19
22:00	2	3	0	2	7
23:00	4	2	1	0	7
					1903

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	1	0	2	4
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	1	0	0	1
4:00	0	0	0	1	1
5:00	2	2	0	2	6
6:00	10	12	34	91	147
7:00	209	167	95	37	508
8:00	24	25	28	28	105
9:00	36	23	24	28	111
10:00	21	16	12	17	66
11:00	16	14	12	11	53
12:00	20	11	19	12	62
13:00	12	10	21	25	68
14:00	44	60	83	81	268
15:00	50	23	22	22	117
16:00	20	22	29	35	106
17:00	28	22	35	39	124
18:00	30	13	15	18	76
19:00	25	30	19	16	90
20:00	10	2	9	13	34
21:00	4	2	5	3	14
22:00	0	2	0	0	2
23:00	2	1	0	0	3
					1966

Average	Quarter Hour (15 min)				Hour
Start Time	1st	2nd	3rd	4th	Total
0:00	1	1	0	1	3
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	1	0	0	1
4:00	0	0	0	1	1
5:00	3	3	0	2	8
6:00	9	13	30	92	144
7:00	204	166	96	35	501
8:00	23	24	24	26	97
9:00	32	26	24	24	106
10:00	21	16	13	16	66
11:00	14	14	11	12	51
12:00	19	11	17	12	59
13:00	12	12	23	26	73
14:00	48	60	80	83	271
15:00	51	24	21	21	117
16:00	20	21	25	30	96
17:00	25	21	29	41	116
18:00	36	19	18	18	91
19:00	22	26	17	15	80
20:00	11	4	7	10	32
21:00	4	3	5	3	15
22:00	1	2	0	1	4
23:00	2	1	1	0	4
					1936
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	1936

	Vol	Hour
07:00-09:00 Peak	573	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	139	17:15

	Vol	Hour
AM Peak	573	06:45
PM Peak	279	14:00
Daily Peak	573	06:45

	Vol	Hour
07:00-09:00 Peak	541	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	119	17:30

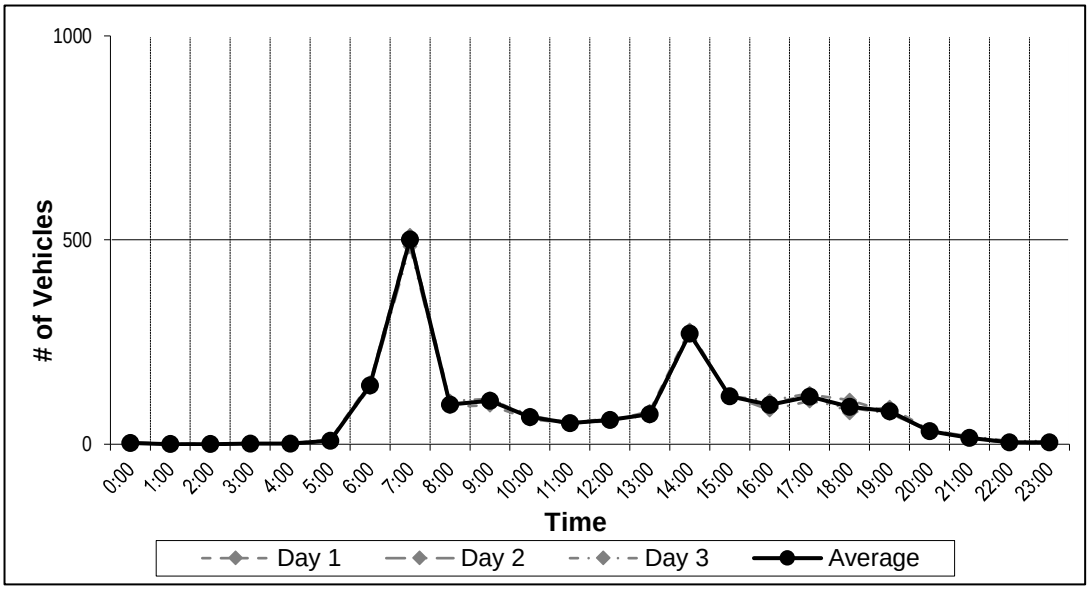
	Vol	Hour
AM Peak	541	06:45
PM Peak	273	14:15
Daily Peak	541	06:45

	Vol	Hour
07:00-09:00 Peak	562	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	126	17:15

	Vol	Hour
AM Peak	562	06:45
PM Peak	274	14:15
Daily Peak	562	06:45

	Vol	Hour	PHF
06:00-09:00 Peak	558	06:45	0.68
12:00-14:00 Peak	73	13:00	0.70
16:00-19:00 Peak	127	17:15	0.77

	Vol	Hour
AM Peak	558	06:45
PM Peak	274	14:15
Daily Peak	558	06:45



Period	Hour	Vol
AM	6:00 am - 9:00 am	740
MD	9:00 am - 4:00 pm	740
PM	4:00 pm - 7:00 pm	300
NT	7:00 pm - 6:00 am	150
AADT	0:00 am - 12:00 pm	1900
		1930
	FDOT 2019 AADT	none

Distribution	
AM	0.38
MD	0.38
PM	0.16
NT	0.08
AADT	1.00

	K
07:00-09:00 Peak Hour	28.8%
12:00-14:00 Peak Hour	3.8%
15:00-18:00 Peak Hour	6.6%

87-1021 (NB)

NE 16TH AVE S OF IVES DAIRY RD, 87-1025 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	3	6	0	12
1:00	5	5	3	3	16
2:00	1	4	3	8	16
3:00	1	1	3	1	6
4:00	0	1	0	0	1
5:00	0	4	4	5	13
6:00	9	15	10	22	56
7:00	28	33	40	32	133
8:00	29	46	38	43	156
9:00	50	31	23	25	129
10:00	28	13	18	17	76
11:00	23	34	22	29	108
12:00	25	31	15	32	103
13:00	31	23	24	23	101
14:00	27	18	33	32	110
15:00	29	23	29	32	113
16:00	18	28	25	17	88
17:00	28	23	25	18	94
18:00	15	14	6	9	44
19:00	23	17	8	5	53
20:00	9	13	3	14	39
21:00	1	6	8	9	24
22:00	10	4	6	4	24
23:00	9	3	6	5	23
					1538

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	8	0	3	15
1:00	3	1	3	4	11
2:00	1	3	5	5	14
3:00	3	0	0	0	3
4:00	0	3	1	0	4
5:00	1	0	3	10	14
6:00	10	10	11	19	50
7:00	27	31	23	23	104
8:00	33	38	23	48	142
9:00	54	48	32	29	163
10:00	28	15	19	22	84
11:00	27	31	27	24	109
12:00	24	22	28	33	107
13:00	38	24	31	28	121
14:00	29	32	20	28	109
15:00	33	20	22	32	107
16:00	33	15	20	24	92
17:00	28	17	23	14	82
18:00	14	11	9	5	39
19:00	13	13	17	6	49
20:00	15	5	9	6	35
21:00	4	6	11	5	26
22:00	9	6	3	11	29
23:00	8	6	1	9	24
					1533

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	10	4	3	3	20
1:00	6	1	4	3	14
2:00	6	1	5	9	21
3:00	4	0	0	6	10
4:00	3	0	1	0	4
5:00	1	0	6	8	15
6:00	8	13	12	19	52
7:00	30	27	26	34	117
8:00	30	42	39	49	160
9:00	45	51	40	18	154
10:00	33	28	29	36	126
11:00	28	22	37	37	124
12:00	29	18	28	40	115
13:00	33	25	34	29	121
14:00	32	29	25	33	119
15:00	36	34	28	34	132
16:00	29	28	34	27	118
17:00	32	32	27	18	109
18:00	5	13	18	11	47
19:00	10	13	9	11	43
20:00	5	13	4	5	27
21:00	13	6	9	5	33
22:00	5	8	9	3	25
23:00	5	4	4	4	17
					1723

Average	Quarter Hour (15 min)				Hour
Start Time	1st	2nd	3rd	4th	Total
0:00	6	5	3	2	16
1:00	5	2	3	3	13
2:00	3	3	4	7	17
3:00	3	0	1	2	6
4:00	1	1	1	0	3
5:00	1	1	4	8	14
6:00	9	13	11	20	53
7:00	28	30	30	30	118
8:00	31	42	33	47	153
9:00	50	43	32	24	149
10:00	30	19	22	25	96
11:00	26	29	29	30	114
12:00	26	24	24	35	109
13:00	34	24	30	27	115
14:00	29	26	26	31	112
15:00	33	26	26	33	118
16:00	27	24	26	23	100
17:00	29	24	25	17	95
18:00	11	13	11	8	43
19:00	15	14	11	7	47
20:00	10	10	5	8	33
21:00	6	6	9	6	27
22:00	8	6	6	6	26
23:00	7	4	4	6	21
					1598

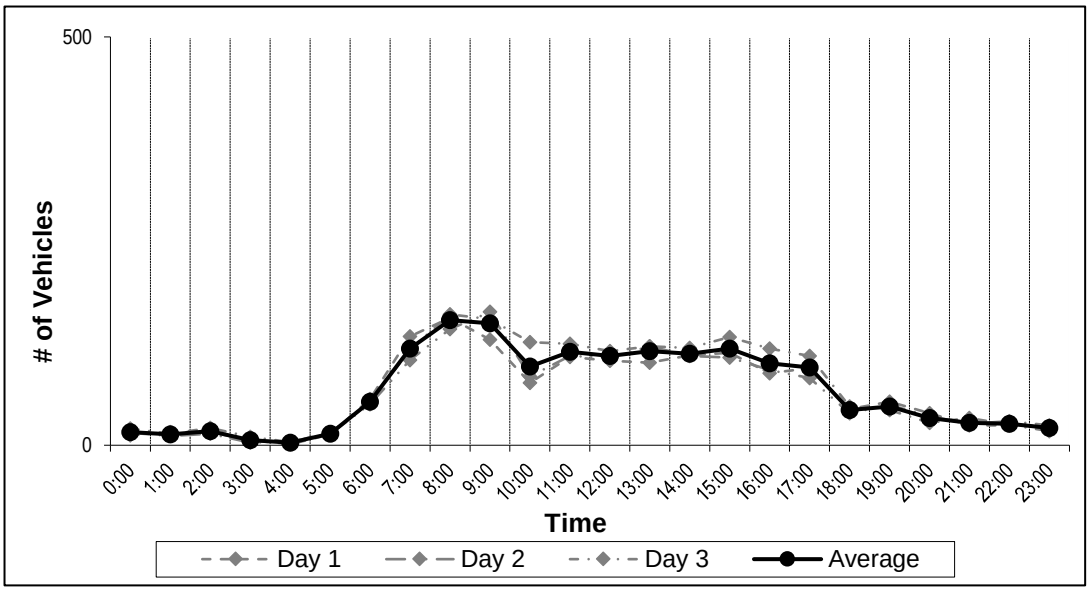
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	1598

	Vol	Hour
07:00-09:00 Peak	156	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	98	16:15
AM Peak	177	08:15
PM Peak	117	14:30
Daily Peak	177	08:15

	Vol	Hour
07:00-09:00 Peak	142	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	92	16:00
AM Peak	182	08:45
PM Peak	126	12:45
Daily Peak	182	08:45

	Vol	Hour
07:00-09:00 Peak	160	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	125	16:30
AM Peak	185	08:45
PM Peak	132	12:45
Daily Peak	185	08:45

	Vol	Hour	PHF
06:00-09:00 Peak	153	08:00	0.81
12:00-14:00 Peak	123	12:45	0.88
16:00-19:00 Peak	102	16:15	0.88
AM Peak	173	08:30	
PM Peak	123	12:45	
Daily Peak	173	08:30	



Period	Hour	Vol
AM	6:00 am - 9:00 am	320
MD	9:00 am - 4:00 pm	810
PM	4:00 pm - 7:00 pm	240
NT	7:00 pm - 6:00 am	220
AADT	0:00 am - 12:00 pm	1600
		1590
	FDOT 2019 AADT	none

Distribution	
AM	0.20
MD	0.51
PM	0.15
NT	0.14
AADT	1.00

	K
07:00-09:00 Peak Hour	9.6%
12:00-14:00 Peak Hour	7.7%
15:00-18:00 Peak Hour	6.4%

87-1025 (SB)

NE 16TH AVE S OF IVES DAIRY RD, 87-1025 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	5	8	1	15
1:00	8	0	5	3	16
2:00	5	0	1	0	6
3:00	9	1	0	0	10
4:00	9	4	1	0	14
5:00	0	4	3	1	8
6:00	5	9	4	3	21
7:00	6	20	11	31	68
8:00	29	22	27	20	98
9:00	17	23	24	15	79
10:00	20	25	17	14	76
11:00	14	24	34	27	99
12:00	29	28	28	13	98
13:00	40	34	36	20	130
14:00	22	22	27	28	99
15:00	19	31	23	25	98
16:00	31	32	34	46	143
17:00	87	38	55	37	217
18:00	46	32	18	13	109
19:00	22	17	20	23	82
20:00	9	11	6	8	34
21:00	14	5	9	5	33
22:00	9	10	4	6	29
23:00	6	10	6	4	26
					1608

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	6	1	4	4	15
1:00	5	0	3	0	8
2:00	3	4	4	3	14
3:00	5	5	3	0	13
4:00	0	3	1	1	5
5:00	1	1	0	0	2
6:00	6	5	3	6	20
7:00	10	6	18	24	58
8:00	41	18	18	27	104
9:00	20	14	18	10	62
10:00	24	17	29	13	83
11:00	22	15	18	45	100
12:00	29	17	32	38	116
13:00	42	34	37	24	137
14:00	27	29	31	22	109
15:00	27	24	37	25	113
16:00	34	27	33	27	121
17:00	73	41	41	48	203
18:00	38	31	20	15	104
19:00	15	11	11	5	42
20:00	14	6	18	15	53
21:00	8	6	9	6	29
22:00	3	5	9	4	21
23:00	10	4	8	8	30
					1562

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	9	4	6	0	19
1:00	8	6	4	4	22
2:00	4	3	3	3	13
3:00	4	3	5	3	15
4:00	3	0	1	0	4
5:00	1	1	3	1	6
6:00	5	9	2	4	20
7:00	9	14	23	27	73
8:00	37	21	14	28	100
9:00	28	21	28	25	102
10:00	25	27	28	17	97
11:00	23	25	31	28	107
12:00	38	18	36	27	119
13:00	54	47	29	32	162
14:00	34	31	23	31	119
15:00	32	31	39	32	134
16:00	50	31	44	33	158
17:00	82	46	55	47	230
18:00	29	10	38	24	101
19:00	24	17	15	11	67
20:00	13	5	9	9	36
21:00	15	4	11	5	35
22:00	8	6	4	8	26
23:00	6	6	1	5	18
					1783

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	5	3	6	2	16
1:00	7	2	4	2	15
2:00	4	2	3	2	11
3:00	6	3	3	1	13
4:00	4	2	1	0	7
5:00	1	2	2	1	6
6:00	5	8	3	4	20
7:00	8	13	17	27	65
8:00	36	20	20	25	101
9:00	22	19	23	17	81
10:00	23	23	25	15	86
11:00	20	21	28	33	102
12:00	32	21	32	26	111
13:00	45	38	34	25	142
14:00	28	27	27	27	109
15:00	26	29	33	27	115
16:00	38	30	37	35	140
17:00	81	42	50	44	217
18:00	38	24	25	17	104
19:00	20	15	15	13	63
20:00	12	7	11	11	41
21:00	12	5	10	5	32
22:00	7	7	6	6	26
23:00	7	7	5	6	25
					1648

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	1648

	Vol	Hour
07:00-09:00 Peak	109	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	226	16:45

	Vol	Hour
AM Peak	109	07:45
PM Peak	226	16:45
Daily Peak	226	16:45

	Vol	Hour
07:00-09:00 Peak	104	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	203	17:00

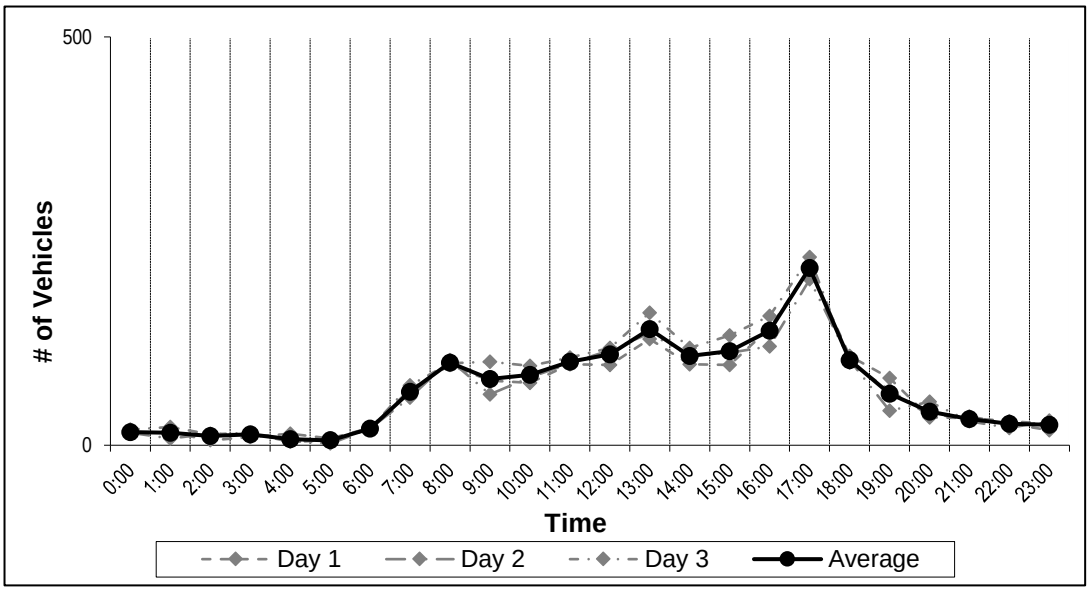
	Vol	Hour
AM Peak	104	08:00
PM Peak	203	17:00
Daily Peak	203	17:00

	Vol	Hour
07:00-09:00 Peak	108	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	230	17:00

	Vol	Hour
AM Peak	108	7:30
PM Peak	230	17:00
Daily Peak	230	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	103	07:45	0.72
12:00-14:00 Peak	143	12:45	0.79
16:00-19:00 Peak	217	17:00	0.67

	Vol	Hour
AM Peak	103	07:45
PM Peak	217	17:00
Daily Peak	217	17:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	190
MD	9:00 am - 4:00 pm	750
PM	4:00 pm - 7:00 pm	460
NT	7:00 pm - 6:00 am	260
AADT	0:00 am - 12:00 pm	1600
		1660
	FDOT 2019 AADT	none

Distribution	
AM	0.11
MD	0.45
PM	0.28
NT	0.16
AADT	1.00

	K
07:00-09:00 Peak Hour	6.3%
12:00-14:00 Peak Hour	8.7%
15:00-18:00 Peak Hour	13.2%

87-1025 (NB)

IVES DAIRY RD E OF NE 16TH AVE, 87-1023 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	114	95	70	62	341
1:00	61	40	44	35	180
2:00	32	30	39	25	126
3:00	19	17	26	22	84
4:00	18	29	18	35	100
5:00	37	36	48	61	182
6:00	100	126	163	339	728
7:00	443	352	282	324	1401
8:00	374	382	333	336	1425
9:00	291	267	208	232	998
10:00	202	261	257	237	957
11:00	275	255	252	278	1060
12:00	252	320	304	294	1170
13:00	305	335	350	341	1331
14:00	472	375	446	466	1759
15:00	457	461	513	491	1922
16:00	528	551	553	516	2148
17:00	517	520	544	552	2133
18:00	561	469	513	448	1991
19:00	458	344	424	356	1582
20:00	380	337	399	295	1411
21:00	320	301	307	261	1189
22:00	236	217	230	195	878
23:00	197	221	156	130	704
					25800

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	139	75	78	67	359
1:00	67	50	50	37	204
2:00	39	33	29	27	128
3:00	27	25	13	24	89
4:00	23	19	26	26	94
5:00	21	49	45	53	168
6:00	73	113	141	290	617
7:00	373	335	260	281	1249
8:00	341	380	329	440	1490
9:00	372	299	308	292	1271
10:00	266	224	245	269	1004
11:00	243	256	302	246	1047
12:00	245	287	283	314	1129
13:00	333	316	340	367	1356
14:00	461	379	397	466	1703
15:00	450	390	451	383	1674
16:00	472	495	506	525	1998
17:00	507	485	542	528	2062
18:00	603	528	548	477	2156
19:00	541	466	426	406	1839
20:00	383	336	373	257	1349
21:00	305	260	296	270	1131
22:00	271	222	197	178	868
23:00	196	191	157	147	691
					25676

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	111	88	92	69	360
1:00	48	61	48	35	192
2:00	39	45	48	28	160
3:00	23	30	27	28	108
4:00	36	20	19	27	102
5:00	33	54	55	63	205
6:00	78	113	175	309	675
7:00	436	359	303	330	1428
8:00	419	421	316	367	1523
9:00	327	282	240	228	1077
10:00	261	256	229	261	1007
11:00	262	286	280	278	1106
12:00	294	258	312	336	1200
13:00	314	369	362	401	1446
14:00	441	447	481	461	1830
15:00	476	492	487	436	1891
16:00	498	455	502	429	1884
17:00	440	467	480	459	1846
18:00	462	421	550	530	1963
19:00	572	483	493	446	1994
20:00	446	393	361	319	1519
21:00	353	321	299	237	1210
22:00	280	217	216	225	938
23:00	228	253	161	144	786
					26450

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	121	86	80	66	353
1:00	59	50	47	36	192
2:00	37	36	39	27	139
3:00	23	24	22	25	94
4:00	26	23	21	29	99
5:00	30	46	49	59	184
6:00	84	117	160	313	674
7:00	417	349	282	312	1360
8:00	378	394	326	381	1479
9:00	330	283	252	251	1116
10:00	243	247	244	256	990
11:00	260	266	278	267	1071
12:00	264	288	300	315	1167
13:00	317	340	351	370	1378
14:00	458	400	441	464	1763
15:00	461	448	484	437	1830
16:00	499	500	520	490	2009
17:00	488	491	522	513	2014
18:00	542	473	537	485	2037
19:00	524	431	448	403	1806
20:00	403	355	378	290	1426
21:00	326	294	301	256	1177
22:00	262	219	214	199	894
23:00	207	222	158	140	727
					25979

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	25979

	Vol	Hour
07:00-09:00 Peak	1425	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2177	17:15

	Vol	Hour
07:00-09:00 Peak	1490	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2207	17:45

	Vol	Hour
07:00-09:00 Peak	1523	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1963	18:00

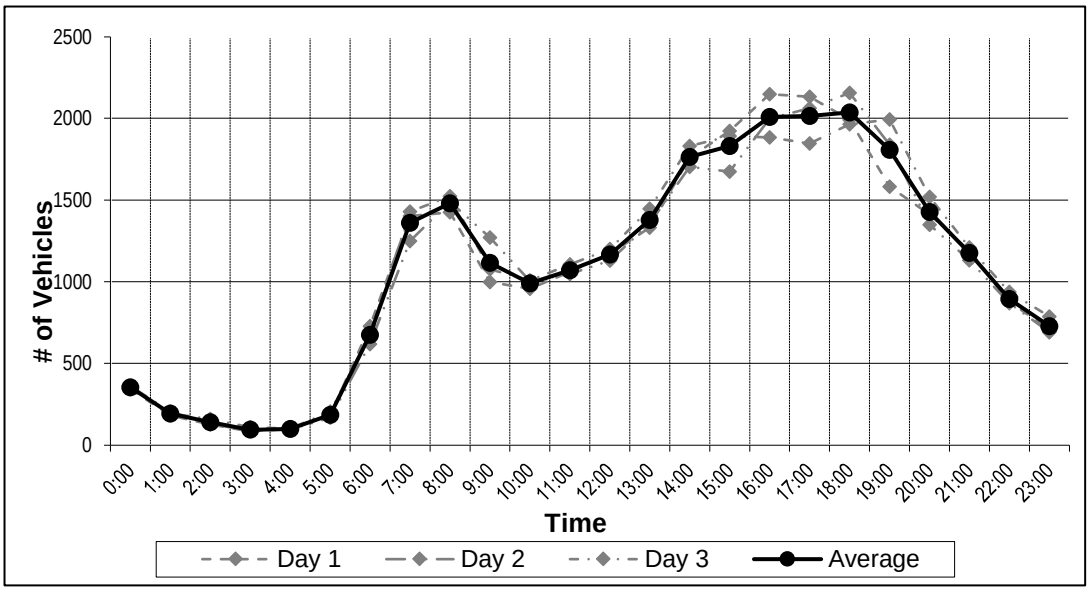
	Vol	Hour	PHF
06:00-09:00 Peak	1479	08:00	0.94
12:00-14:00 Peak	1378	13:00	0.93
16:00-19:00 Peak	2068	17:15	0.95

	Vol	Hour
AM Peak	1425	08:00
PM Peak	2177	17:15
Daily Peak	2177	17:15

	Vol	Hour
AM Peak	1521	08:15
PM Peak	2207	17:45
Daily Peak	2207	17:45

	Vol	Hour
AM Peak	1523	08:00
PM Peak	2135	18:30
Daily Peak	2135	18:30

	Vol	Hour
AM Peak	1479	08:00
PM Peak	2068	17:15
Daily Peak	2068	17:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	3510
MD	9:00 am - 4:00 pm	9320
PM	4:00 pm - 7:00 pm	6060
NT	7:00 pm - 6:00 am	7090
AADT	0:00 am - 12:00 pm	26000
		25980
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.36
PM	0.23
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.3%
15:00-18:00 Peak Hour	8.0%

87-1023 (WB)

IVES DAIRY RD E OF NE 16TH AVE, 87-1023 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	72	61	65	37	235
1:00	40	38	35	28	141
2:00	32	31	30	25	118
3:00	26	21	37	48	132
4:00	42	48	66	60	216
5:00	81	113	159	208	561
6:00	272	386	529	522	1709
7:00	540	768	739	672	2719
8:00	606	569	529	417	2121
9:00	361	370	368	346	1445
10:00	328	329	342	293	1292
11:00	331	312	318	300	1261
12:00	294	339	345	311	1289
13:00	310	346	369	323	1348
14:00	332	453	462	430	1677
15:00	412	545	480	362	1799
16:00	399	372	391	416	1578
17:00	429	404	420	343	1596
18:00	398	354	332	332	1416
19:00	295	287	339	248	1169
20:00	266	217	228	202	913
21:00	221	179	188	172	760
22:00	170	161	163	158	652
23:00	158	106	85	76	425
					26572

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	69	68	58	52	247
1:00	34	35	32	27	128
2:00	22	24	28	27	101
3:00	27	37	26	38	128
4:00	34	43	68	73	218
5:00	91	117	195	187	590
6:00	234	371	497	550	1652
7:00	608	813	790	731	2942
8:00	696	667	602	561	2526
9:00	592	501	408	408	1909
10:00	332	328	346	296	1302
11:00	273	282	297	313	1165
12:00	313	321	306	343	1283
13:00	289	322	363	347	1321
14:00	392	459	456	410	1717
15:00	428	395	417	388	1628
16:00	394	381	458	475	1708
17:00	447	449	444	457	1797
18:00	423	435	431	345	1634
19:00	328	323	353	298	1302
20:00	283	245	240	217	985
21:00	193	170	191	147	701
22:00	130	172	185	145	632
23:00	128	95	78	108	409
					28025

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	86	65	67	35	253
1:00	45	38	40	36	159
2:00	34	26	28	27	115
3:00	26	30	42	46	144
4:00	45	45	70	67	227
5:00	84	150	192	203	629
6:00	239	374	430	474	1517
7:00	568	678	626	514	2386
8:00	571	427	463	366	1827
9:00	443	401	408	361	1613
10:00	327	325	349	313	1314
11:00	326	302	328	275	1231
12:00	289	344	291	319	1243
13:00	364	339	355	326	1384
14:00	350	412	494	477	1733
15:00	493	495	426	390	1804
16:00	346	320	376	374	1416
17:00	404	438	461	367	1670
18:00	324	294	398	415	1431
19:00	360	472	447	375	1654
20:00	279	265	272	196	1012
21:00	219	183	199	176	777
22:00	157	176	184	138	655
23:00	132	115	102	85	434
					26628

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	65	63	41	245
1:00	40	37	36	30	143
2:00	29	27	29	26	111
3:00	26	29	35	44	134
4:00	40	45	68	67	220
5:00	85	127	182	199	593
6:00	248	377	485	515	1625
7:00	572	753	718	639	2682
8:00	624	554	531	448	2157
9:00	465	424	395	372	1656
10:00	329	327	346	301	1303
11:00	310	299	314	296	1219
12:00	299	335	314	324	1272
13:00	321	336	362	332	1351
14:00	358	441	471	439	1709
15:00	444	478	441	380	1743
16:00	380	358	408	422	1568
17:00	427	430	442	389	1688
18:00	382	361	387	364	1494
19:00	328	361	380	307	1376
20:00	276	242	247	205	970
21:00	211	177	193	165	746
22:00	152	170	177	147	646
23:00	139	105	88	90	422
					27073
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	27073

	Vol	Hour
07:00-09:00 Peak	2785	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1669	16:45

	Vol	Hour
AM Peak	2785	07:15
PM Peak	1867	14:45
Daily Peak	2785	07:15

	Vol	Hour
07:00-09:00 Peak	3030	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1829	16:30

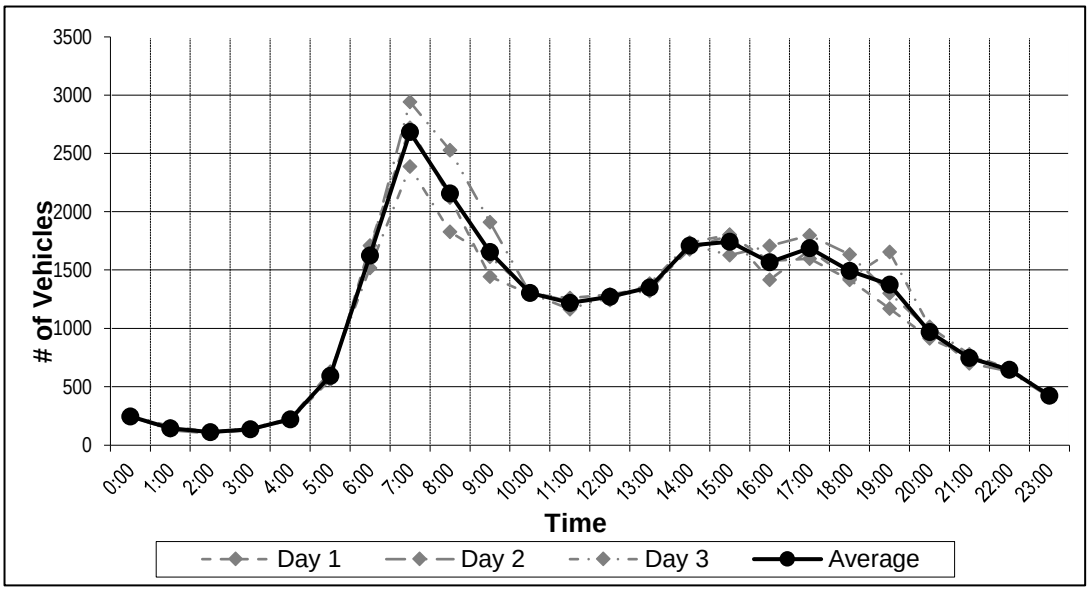
	Vol	Hour
AM Peak	3030	07:15
PM Peak	1829	16:30
Daily Peak	3030	07:15

	Vol	Hour
07:00-09:00 Peak	2389	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1677	16:45

	Vol	Hour
AM Peak	2389	07:15
PM Peak	1959	14:30
Daily Peak	2389	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	2734	07:15	0.91
12:00-14:00 Peak	1351	13:00	0.93
16:00-19:00 Peak	1721	16:45	0.97

	Vol	Hour
AM Peak	2734	07:15
PM Peak	1832	14:30
Daily Peak	2734	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	6460
MD	9:00 am - 4:00 pm	10250
PM	4:00 pm - 7:00 pm	4750
NT	7:00 pm - 6:00 am	5610
AADT	0:00 am - 12:00 pm	27100
		27070
	FDOT 2019 AADT	none

Distribution	
AM	0.24
MD	0.38
PM	0.18
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	10.1%
12:00-14:00 Peak Hour	5.0%
15:00-18:00 Peak Hour	6.4%

87-1023 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 102_IDR@NE16Ave
Site Code: 102-5448
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 16th Avenue Northbound				NE 16th Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	15	410	4	0	7	138	21	0	0	0	2	0	3	0	6	606
06:45 AM	1	23	438	7	3	10	212	70	0	1	0	3	0	10	0	6	784
Total	1	38	848	11	3	17	350	91	0	1	0	5	0	13	0	12	1390
07:00 AM	1	51	546	10	3	19	242	165	0	5	0	5	0	46	0	21	1114
07:15 AM	0	33	599	6	4	18	232	138	0	4	0	9	0	81	2	30	1156
07:30 AM	0	16	560	5	3	21	202	76	0	5	1	21	0	67	6	20	1003
07:45 AM	1	7	407	2	1	23	260	31	0	3	0	26	0	55	5	21	842
Total	2	107	2112	23	11	81	936	410	0	17	1	61	0	249	13	92	4115
08:00 AM	0	3	527	4	2	27	365	24	0	3	0	31	0	33	0	8	1027
08:15 AM	0	5	382	5	5	30	355	22	0	2	0	17	0	6	1	7	837
08:30 AM	2	7	474	9	4	25	250	22	0	3	0	9	0	10	1	9	825
08:45 AM	1	2	307	7	2	38	288	24	0	9	0	15	0	8	0	6	707
Total	3	17	1690	25	13	120	1258	92	0	17	0	72	0	57	2	30	3396
09:00 AM	0	6	399	12	8	31	275	34	0	6	0	22	0	18	0	7	818
09:15 AM	1	9	394	11	1	33	229	15	0	2	0	17	0	15	1	9	737
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	15	793	23	9	64	504	49	0	8	0	39	0	33	1	16	1555
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	2	6	402	10	5	23	440	14	0	8	1	31	0	15	0	6	963
03:45 PM	0	6	371	13	5	17	404	13	0	13	0	18	0	22	2	9	893
Total	2	12	773	23	10	40	844	27	0	21	1	49	0	37	2	15	1856
04:00 PM	0	3	313	11	4	17	488	4	0	14	1	32	0	11	2	4	904
04:15 PM	0	9	295	13	10	17	407	10	0	13	3	21	0	16	2	2	818
04:30 PM	3	14	337	13	4	24	464	23	0	12	0	33	0	12	0	8	947
04:45 PM	1	11	350	8	5	22	406	18	0	13	2	19	0	28	1	6	890
Total	4	37	1295	45	23	80	1765	55	0	52	6	105	0	67	5	20	3559
05:00 PM	1	11	331	14	4	17	418	17	0	19	1	58	0	26	1	16	934
05:15 PM	0	9	408	16	1	18	442	15	0	15	1	32	0	19	1	19	996
05:30 PM	2	11	410	10	1	16	428	22	0	20	1	30	0	31	0	21	1003
05:45 PM	2	13	307	3	1	13	446	27	0	10	0	33	0	33	1	13	902
Total	5	44	1456	43	7	64	1734	81	0	64	3	153	0	109	3	69	3835
06:00 PM	2	14	262	2	2	4	395	13	0	5	0	22	0	30	0	20	771
06:15 PM	1	5	249	6	0	9	350	7	0	2	0	9	0	21	0	12	671
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	19	511	8	2	13	745	20	0	7	0	31	0	51	0	32	1442

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

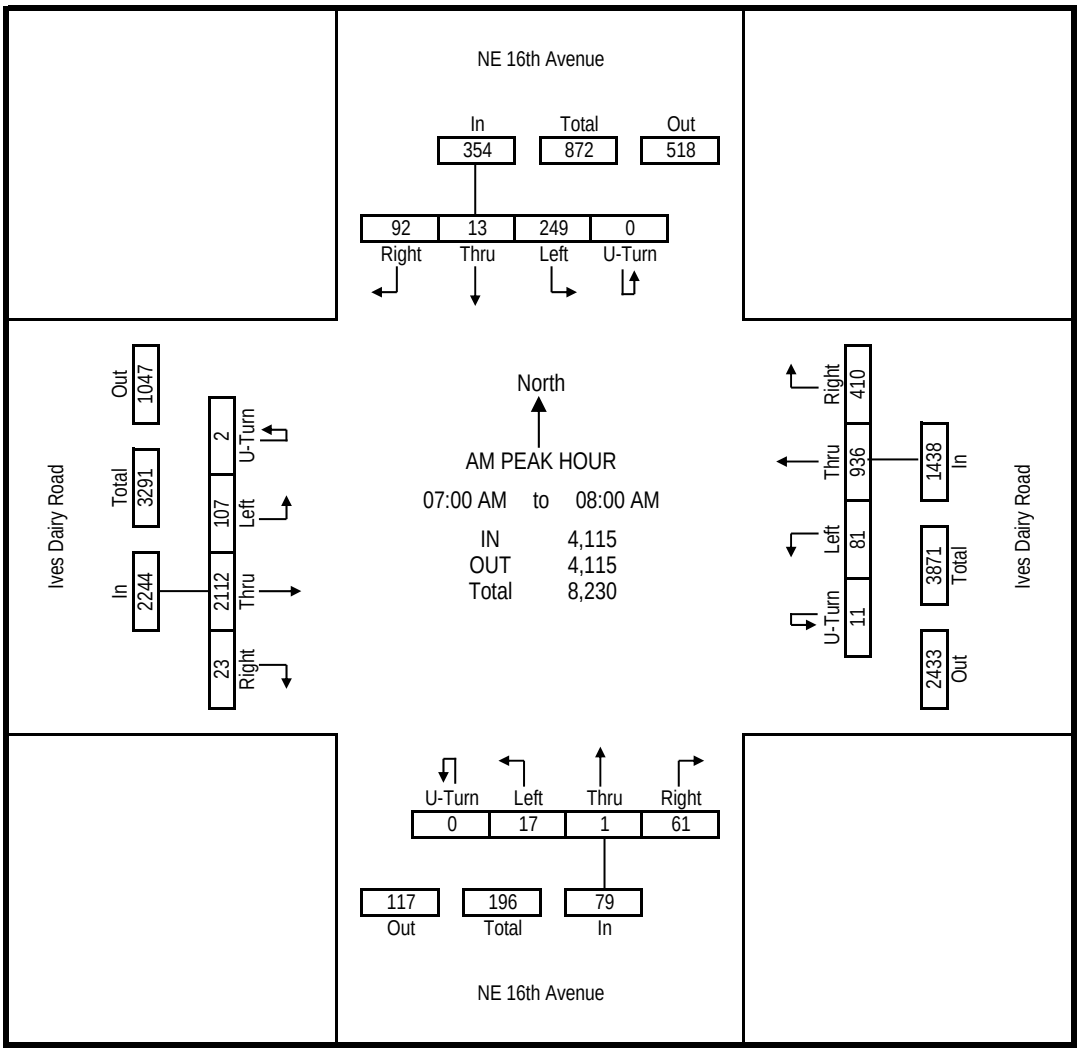
FDOT District 6

File Name: 102_IDR@NE16Ave
Site Code: 102-5448
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 16th Avenue Northbound				NE 16th Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	1	51	546	10	3	19	242	165	0	5	0	5	0	46	0	21	1114
07:15 AM	0	33	599	6	4	18	232	138	0	4	0	9	0	81	2	30	1156
07:30 AM	0	16	560	5	3	21	202	76	0	5	1	21	0	67	6	20	1003
07:45 AM	1	7	407	2	1	23	260	31	0	3	0	26	0	55	5	21	842
Total	2	107	2112	23	11	81	936	410	0	17	1	61	0	249	13	92	4115
PHF	0.500	0.525	0.881	0.575	0.688	0.880	0.900	0.621	0.000	0.850	0.250	0.587	0.000	0.769	0.767	0.890	0.89
Heavy Veh %	0%	1%	1%	0%	0%	2%	2%	0%	0%	6%	0%	3%	0%	0%	0%	3%	1%
App Vol %	0%	5%	94%	1%	1%	6%	65%	29%	0%	22%	1%	77%	0%	70%	4%	26%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 07:00 AM to 08:00 AM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

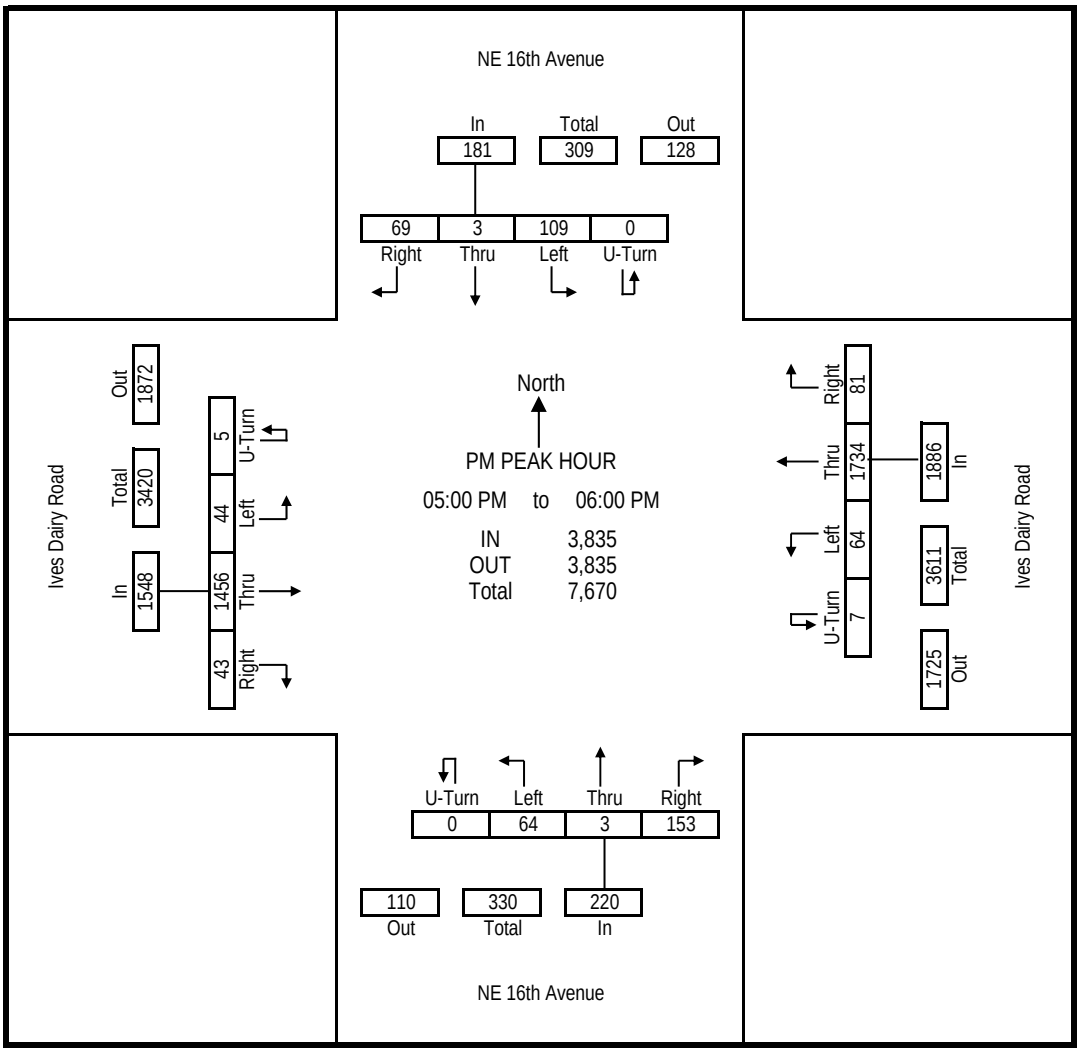
FDOT District 6

File Name: 102_IDR@NE16Ave
Site Code: 102-5448
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 16th Avenue Northbound				NE 16th Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	1	11	331	14	4	17	418	17	0	19	1	58	0	26	1	16	934
05:15 PM	0	9	408	16	1	18	442	15	0	15	1	32	0	19	1	19	996
05:30 PM	2	11	410	10	1	16	428	22	0	20	1	30	0	31	0	21	1003
05:45 PM	2	13	307	3	1	13	446	27	0	10	0	33	0	33	1	13	902
Total	5	44	1456	43	7	64	1734	81	0	64	3	153	0	109	3	69	3835
PHF	0.625	0.846	0.888	0.672	0.438	0.889	0.972	0.750	0.000	0.800	0.750	0.659	0.000	0.826	0.750	0.821	0.96
Heavy Veh %	0%	4%	1%	9%	0%	2%	1%	0%	0%	3%	0%	1%	0%	1%	25%	3%	1%
App Vol %	0%	3%	94%	3%	0%	3%	92%	4%	0%	29%	1%	70%	0%	60%	2%	38%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 102_IDR@NE16Ave
Site Code: 102-5448
Count Date: 9/23/2021

Groups Printed: Automobiles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				NE 16th Avenue Northbound				NE 16th Avenue Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	14	402	4	0	7	132	15	0	0	0	1	0	3	0	6	584
06:45 AM	1	22	428	7	3	10	211	60	0	1	0	3	0	9	0	6	761
Total	1	36	830	11	3	17	343	75	0	1	0	4	0	12	0	12	1345
07:00 AM	1	51	533	10	3	19	238	165	0	5	0	5	0	46	0	21	1097
07:15 AM	0	33	593	6	4	16	229	138	0	3	0	9	0	81	2	29	1143
07:30 AM	0	15	554	5	3	21	200	76	0	5	1	20	0	66	6	19	991
07:45 AM	1	7	405	2	1	23	252	31	0	3	0	25	0	55	5	20	830
Total	2	106	2085	23	11	79	919	410	0	16	1	59	0	248	13	89	4061
08:00 AM	0	2	523	4	2	27	347	24	0	3	0	30	0	33	0	8	1003
08:15 AM	0	5	373	4	4	29	347	22	0	2	0	16	0	6	1	7	816
08:30 AM	2	7	464	9	4	25	247	21	0	3	0	8	0	10	1	9	810
08:45 AM	1	2	300	7	2	38	282	23	0	9	0	13	0	7	0	6	690
Total	3	16	1660	24	12	119	1223	90	0	17	0	67	0	56	2	30	3319
09:00 AM	0	6	393	12	8	30	268	34	0	4	0	22	0	16	0	7	800
09:15 AM	1	9	379	9	1	32	219	15	0	2	0	17	0	15	1	8	708
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	15	772	21	9	62	487	49	0	6	0	39	0	31	1	15	1508
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	2	6	397	9	5	22	431	14	0	7	1	31	0	15	0	6	946
03:45 PM	0	5	365	12	5	16	398	12	0	12	0	18	0	22	1	8	874
Total	2	11	762	21	10	38	829	26	0	19	1	49	0	37	1	14	1820
04:00 PM	0	3	307	10	4	16	481	4	0	14	1	31	0	10	1	4	886
04:15 PM	0	9	290	13	10	16	400	10	0	13	2	19	0	16	2	2	802
04:30 PM	3	13	333	13	4	24	459	23	0	12	0	32	0	11	0	8	935
04:45 PM	1	11	347	8	5	22	403	18	0	13	1	18	0	28	0	6	881
Total	4	36	1277	44	23	78	1743	55	0	52	4	100	0	65	3	20	3504
05:00 PM	1	10	328	12	4	17	410	17	0	19	1	57	0	25	0	15	916
05:15 PM	0	9	405	15	1	17	437	15	0	15	1	31	0	19	1	19	985
05:30 PM	2	10	402	10	1	16	426	22	0	18	1	30	0	31	0	20	989
05:45 PM	2	13	305	2	1	13	446	27	0	10	0	33	0	33	1	13	899
Total	5	42	1440	39	7	63	1719	81	0	62	3	151	0	108	2	67	3789
06:00 PM	2	12	259	2	2	4	395	13	0	5	0	22	0	30	0	20	766
06:15 PM	1	5	248	5	0	9	348	7	0	2	0	9	0	21	0	11	666
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	17	507	7	2	13	743	20	0	7	0	31	0	51	0	31	1432

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 102_IDR@NE16Ave
Site Code: 102-5448
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				NE 16th Avenue Northbound				NE 16th Avenue Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	8	0	0	0	6	6	0	0	0	1	0	0	0	0	22
06:45 AM	0	1	10	0	0	0	1	10	0	0	0	0	0	1	0	0	23
Total	0	2	18	0	0	0	7	16	0	0	0	1	0	1	0	0	45
07:00 AM	0	0	13	0	0	0	4	0	0	0	0	0	0	0	0	0	17
07:15 AM	0	0	6	0	0	2	3	0	0	1	0	0	0	0	0	1	13
07:30 AM	0	1	6	0	0	0	2	0	0	0	0	1	0	1	0	1	12
07:45 AM	0	0	2	0	0	0	8	0	0	0	0	1	0	0	0	1	12
Total	0	1	27	0	0	2	17	0	0	1	0	2	0	1	0	3	54
08:00 AM	0	1	4	0	0	0	18	0	0	0	0	1	0	0	0	0	24
08:15 AM	0	0	9	1	1	1	8	0	0	0	0	1	0	0	0	0	21
08:30 AM	0	0	10	0	0	0	3	1	0	0	0	1	0	0	0	0	15
08:45 AM	0	0	7	0	0	0	6	1	0	0	0	2	0	1	0	0	17
Total	0	1	30	1	1	1	35	2	0	0	0	5	0	1	0	0	77
09:00 AM	0	0	6	0	0	1	7	0	0	2	0	0	0	2	0	0	18
09:15 AM	0	0	15	2	0	1	10	0	0	0	0	0	0	0	0	1	29
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	21	2	0	2	17	0	0	2	0	0	0	2	0	1	47
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	5	1	0	1	9	0	0	1	0	0	0	0	0	0	17
03:45 PM	0	1	6	1	0	1	6	1	0	1	0	0	0	0	1	1	19
Total	0	1	11	2	0	2	15	1	0	2	0	0	0	0	1	1	36
04:00 PM	0	0	6	1	0	1	7	0	0	0	0	1	0	1	1	0	18
04:15 PM	0	0	5	0	0	1	7	0	0	0	1	2	0	0	0	0	16
04:30 PM	0	1	4	0	0	0	5	0	0	0	0	1	0	1	0	0	12
04:45 PM	0	0	3	0	0	0	3	0	0	0	1	1	0	0	1	0	9
Total	0	1	18	1	0	2	22	0	0	0	2	5	0	2	2	0	55
05:00 PM	0	1	3	2	0	0	8	0	0	0	0	1	0	1	1	1	18
05:15 PM	0	0	3	1	0	1	5	0	0	0	0	1	0	0	0	0	11
05:30 PM	0	1	8	0	0	0	2	0	0	2	0	0	0	0	0	1	14
05:45 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	2	16	4	0	1	15	0	0	2	0	2	0	1	1	2	46
06:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	4	1	0	0	2	0	0	0	0	0	0	0	0	1	10

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 102_IDR@NE16Ave
Site Code: 102-5448
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				NE 16th Avenue Northbound				NE 16th Avenue Eastbound				
Start Time	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	BLeft	BThru	BRight	Ped Xing	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	3
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IVES DIARY RD W OF I-95 SB RAMPS, 87-1037 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	114	95	70	62	341
1:00	61	40	44	35	180
2:00	32	30	39	25	126
3:00	19	17	26	22	84
4:00	18	29	18	35	100
5:00	37	36	48	61	182
6:00	100	126	163	339	728
7:00	443	352	282	324	1401
8:00	374	382	333	336	1425
9:00	291	267	208	232	998
10:00	202	261	257	237	957
11:00	275	255	252	278	1060
12:00	252	320	304	294	1170
13:00	305	335	350	341	1331
14:00	472	375	446	466	1759
15:00	457	461	513	491	1922
16:00	528	551	553	516	2148
17:00	517	520	544	552	2133
18:00	561	469	513	448	1991
19:00	458	344	424	356	1582
20:00	380	337	399	295	1411
21:00	320	301	307	261	1189
22:00	236	217	230	195	878
23:00	197	221	156	130	704
					25800

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	139	75	78	67	359
1:00	67	50	50	37	204
2:00	39	33	29	27	128
3:00	27	25	13	24	89
4:00	23	19	26	26	94
5:00	21	49	45	53	168
6:00	73	113	141	290	617
7:00	373	335	260	281	1249
8:00	341	380	329	440	1490
9:00	372	299	308	292	1271
10:00	266	224	245	269	1004
11:00	243	256	302	246	1047
12:00	245	287	283	314	1129
13:00	333	316	340	367	1356
14:00	461	379	397	466	1703
15:00	450	390	451	383	1674
16:00	472	495	506	525	1998
17:00	507	485	542	528	2062
18:00	603	528	548	477	2156
19:00	541	466	426	406	1839
20:00	383	336	373	257	1349
21:00	305	260	296	270	1131
22:00	271	222	197	178	868
23:00	196	191	157	147	691
					25676

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	111	88	92	69	360
1:00	48	61	48	35	192
2:00	39	45	48	28	160
3:00	23	30	27	28	108
4:00	36	20	19	27	102
5:00	33	54	55	63	205
6:00	78	113	175	309	675
7:00	436	359	303	330	1428
8:00	419	421	316	367	1523
9:00	327	282	240	228	1077
10:00	261	256	229	261	1007
11:00	262	286	280	278	1106
12:00	294	258	312	336	1200
13:00	314	369	362	401	1446
14:00	441	447	481	461	1830
15:00	476	492	487	436	1891
16:00	498	455	502	429	1884
17:00	440	467	480	459	1846
18:00	462	421	550	530	1963
19:00	572	483	493	446	1994
20:00	446	393	361	319	1519
21:00	353	321	299	237	1210
22:00	280	217	216	225	938
23:00	228	253	161	144	786
					26450

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	121	86	80	66	353
1:00	59	50	47	36	192
2:00	37	36	39	27	139
3:00	23	24	22	25	94
4:00	26	23	21	29	99
5:00	30	46	49	59	184
6:00	84	117	160	313	674
7:00	417	349	282	312	1360
8:00	378	394	326	381	1479
9:00	330	283	252	251	1116
10:00	243	247	244	256	990
11:00	260	266	278	267	1071
12:00	264	288	300	315	1167
13:00	317	340	351	370	1378
14:00	458	400	441	464	1763
15:00	461	448	484	437	1830
16:00	499	500	520	490	2009
17:00	488	491	522	513	2014
18:00	542	473	537	485	2037
19:00	524	431	448	403	1806
20:00	403	355	378	290	1426
21:00	326	294	301	256	1177
22:00	262	219	214	199	894
23:00	207	222	158	140	727
					25979

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	25979

	Vol	Hour
07:00-09:00 Peak	1425	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2177	17:15

	Vol	Hour
07:00-09:00 Peak	1490	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2207	17:45

	Vol	Hour
07:00-09:00 Peak	1523	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1963	18:00

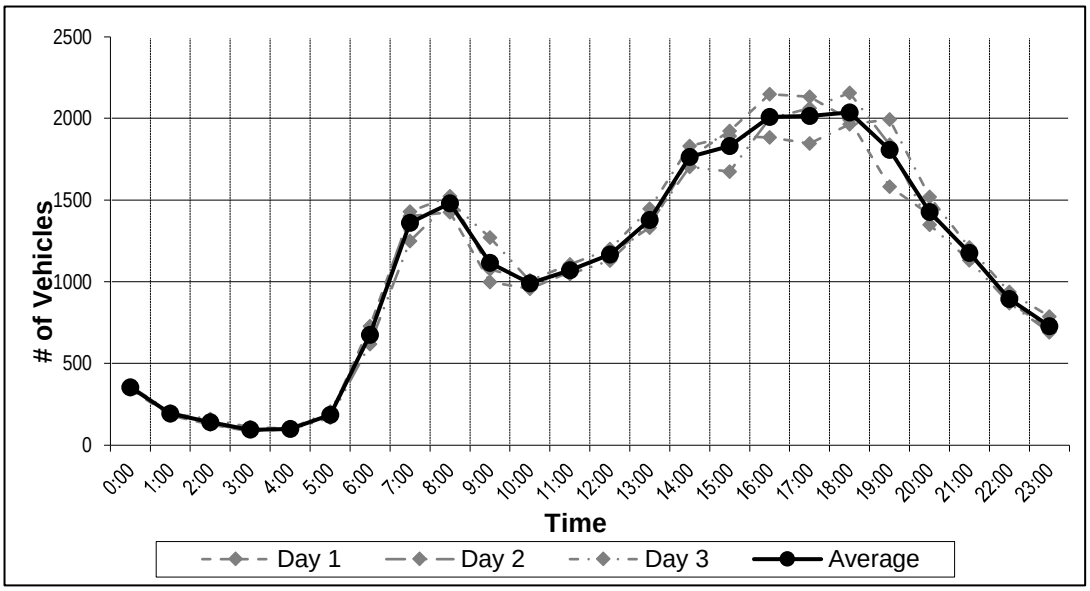
	Vol	Hour	PHF
06:00-09:00 Peak	1479	08:00	0.94
12:00-14:00 Peak	1378	13:00	0.93
16:00-19:00 Peak	2068	17:15	0.95

	Vol	Hour
AM Peak	1425	08:00
PM Peak	2177	17:15
Daily Peak	2177	17:15

	Vol	Hour
AM Peak	1521	08:15
PM Peak	2207	17:45
Daily Peak	2207	17:45

	Vol	Hour
AM Peak	1523	08:00
PM Peak	2135	18:30
Daily Peak	2135	18:30

	Vol	Hour
AM Peak	1479	08:00
PM Peak	2068	17:15
Daily Peak	2068	17:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	3510
MD	9:00 am - 4:00 pm	9320
PM	4:00 pm - 7:00 pm	6060
NT	7:00 pm - 6:00 am	7090
AADT	0:00 am - 12:00 pm	26000
		25980
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.36
PM	0.23
NT	0.27
AADT	1.00

	K
07:00-09:00 Peak Hour	5.7%
12:00-14:00 Peak Hour	5.3%
15:00-18:00 Peak Hour	8.0%

87-1037 (WB)

IVES DIARY RD W OF I-95 SB RAMPS, 87-1037 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	72	61	65	37	235
1:00	40	38	35	28	141
2:00	32	31	30	25	118
3:00	26	21	37	48	132
4:00	42	48	66	60	216
5:00	81	113	159	208	561
6:00	272	386	529	522	1709
7:00	540	768	739	672	2719
8:00	606	569	529	417	2121
9:00	361	370	368	346	1445
10:00	328	329	342	293	1292
11:00	331	312	318	300	1261
12:00	294	339	345	311	1289
13:00	310	346	369	323	1348
14:00	332	453	462	430	1677
15:00	412	545	480	362	1799
16:00	399	372	391	416	1578
17:00	429	404	420	343	1596
18:00	398	354	332	332	1416
19:00	295	287	339	248	1169
20:00	266	217	228	202	913
21:00	221	179	188	172	760
22:00	170	161	163	158	652
23:00	158	106	85	76	425
					26572

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	69	68	58	52	247
1:00	34	35	32	27	128
2:00	22	24	28	27	101
3:00	27	37	26	38	128
4:00	34	43	68	73	218
5:00	91	117	195	187	590
6:00	234	371	497	550	1652
7:00	608	813	790	731	2942
8:00	696	667	602	561	2526
9:00	592	501	408	408	1909
10:00	332	328	346	296	1302
11:00	273	282	297	313	1165
12:00	313	321	306	343	1283
13:00	289	322	363	347	1321
14:00	392	459	456	410	1717
15:00	428	395	417	388	1628
16:00	394	381	458	475	1708
17:00	447	449	444	457	1797
18:00	423	435	431	345	1634
19:00	328	323	353	298	1302
20:00	283	245	240	217	985
21:00	193	170	191	147	701
22:00	130	172	185	145	632
23:00	128	95	78	108	409
					28025

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	86	65	67	35	253
1:00	45	38	40	36	159
2:00	34	26	28	27	115
3:00	26	30	42	46	144
4:00	45	45	70	67	227
5:00	84	150	192	203	629
6:00	239	374	430	474	1517
7:00	568	678	626	514	2386
8:00	571	427	463	366	1827
9:00	443	401	408	361	1613
10:00	327	325	349	313	1314
11:00	326	302	328	275	1231
12:00	289	344	291	319	1243
13:00	364	339	355	326	1384
14:00	350	412	494	477	1733
15:00	493	495	426	390	1804
16:00	346	320	376	374	1416
17:00	404	438	461	367	1670
18:00	324	294	398	415	1431
19:00	360	472	447	375	1654
20:00	279	265	272	196	1012
21:00	219	183	199	176	777
22:00	157	176	184	138	655
23:00	132	115	102	85	434
					26628

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	65	63	41	245
1:00	40	37	36	30	143
2:00	29	27	29	26	111
3:00	26	29	35	44	134
4:00	40	45	68	67	220
5:00	85	127	182	199	593
6:00	248	377	485	515	1625
7:00	572	753	718	639	2682
8:00	624	554	531	448	2157
9:00	465	424	395	372	1656
10:00	329	327	346	301	1303
11:00	310	299	314	296	1219
12:00	299	335	314	324	1272
13:00	321	336	362	332	1351
14:00	358	441	471	439	1709
15:00	444	478	441	380	1743
16:00	380	358	408	422	1568
17:00	427	430	442	389	1688
18:00	382	361	387	364	1494
19:00	328	361	380	307	1376
20:00	276	242	247	205	970
21:00	211	177	193	165	746
22:00	152	170	177	147	646
23:00	139	105	88	90	422
					27073
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	27073

	Vol	Hour
07:00-09:00 Peak	2785	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1669	16:45

	Vol	Hour
AM Peak	2785	07:15
PM Peak	1867	14:45
Daily Peak	2785	07:15

	Vol	Hour
07:00-09:00 Peak	3030	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1829	16:30

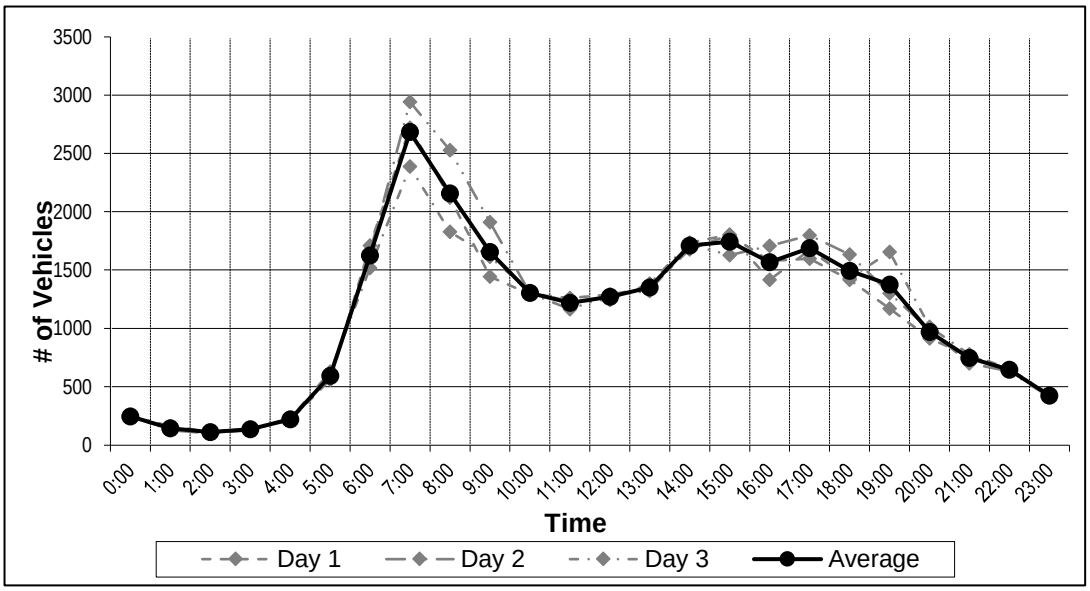
	Vol	Hour
AM Peak	3030	07:15
PM Peak	1829	16:30
Daily Peak	3030	07:15

	Vol	Hour
07:00-09:00 Peak	2389	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1677	16:45

	Vol	Hour
AM Peak	2389	07:15
PM Peak	1959	14:30
Daily Peak	2389	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	2734	07:15	0.91
12:00-14:00 Peak	1351	13:00	0.93
16:00-19:00 Peak	1721	16:45	0.97

	Vol	Hour
AM Peak	2734	07:15
PM Peak	1832	14:30
Daily Peak	2734	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	6460
MD	9:00 am - 4:00 pm	10250
PM	4:00 pm - 7:00 pm	4750
NT	7:00 pm - 6:00 am	5610
AADT	0:00 am - 12:00 pm	27100
		27070
	FDOT 2019 AADT	none

Distribution	
AM	0.24
MD	0.38
PM	0.18
NT	0.21
AADT	1.00

	K
07:00-09:00 Peak Hour	10.1%
12:00-14:00 Peak Hour	5.0%
15:00-18:00 Peak Hour	6.4%

87-1037 (EB)

I-95 SB OFF RAMP TO IVES DAIRY RD, 87-1031 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	89	98	70	58	315
1:00	43	46	51	41	181
2:00	30	26	26	27	109
3:00	19	28	32	30	109
4:00	29	32	31	40	132
5:00	46	74	103	124	347
6:00	166	226	272	293	957
7:00	324	418	427	389	1558
8:00	404	400	397	413	1614
9:00	381	336	280	367	1364
10:00	324	331	352	331	1338
11:00	313	359	345	316	1333
12:00	325	342	327	332	1326
13:00	344	355	400	363	1462
14:00	376	348	348	376	1448
15:00	361	366	379	375	1481
16:00	384	354	383	395	1516
17:00	388	396	395	431	1610
18:00	412	376	390	359	1537
19:00	331	314	288	280	1213
20:00	266	263	250	192	971
21:00	193	204	189	166	752
22:00	166	162	163	160	651
23:00	121	105	102	102	430
					23754

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	103	108	90	0	301
1:00	0	42	36	31	109
2:00	29	29	32	29	119
3:00	18	29	22	26	95
4:00	26	29	23	38	116
5:00	39	52	105	108	304
6:00	142	201	242	313	898
7:00	315	403	437	403	1558
8:00	376	412	366	426	1580
9:00	390	424	318	401	1533
10:00	347	319	365	366	1397
11:00	331	335	327	328	1321
12:00	314	348	349	322	1333
13:00	337	305	387	328	1357
14:00	353	321	389	422	1485
15:00	453	435	426	465	1779
16:00	437	490	441	481	1849
17:00	468	469	471	513	1921
18:00	468	482	473	426	1849
19:00	286	355	390	318	1349
20:00	300	316	247	247	1110
21:00	237	212	226	199	874
22:00	193	191	180	145	709
23:00	154	128	107	96	485
					25431

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	81	77	82	55	295
1:00	51	50	37	36	174
2:00	25	28	27	23	103
3:00	22	26	21	28	97
4:00	21	33	33	39	126
5:00	43	53	97	100	293
6:00	140	190	251	302	883
7:00	273	333	433	416	1455
8:00	375	431	386	428	1620
9:00	401	372	248	240	1261
10:00	333	301	344	338	1316
11:00	294	295	382	364	1335
12:00	303	337	335	304	1279
13:00	341	351	406	413	1511
14:00	397	398	374	404	1573
15:00	404	457	424	459	1744
16:00	478	456	455	469	1858
17:00	448	313	365	386	1512
18:00	278	310	228	445	1261
19:00	404	384	337	338	1463
20:00	288	273	285	249	1095
21:00	214	264	215	206	899
22:00	207	200	176	176	759
23:00	125	152	131	119	527
					24439

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	91	94	81	38	304
1:00	31	46	41	36	154
2:00	28	28	28	26	110
3:00	20	28	25	28	101
4:00	25	31	29	39	124
5:00	43	60	102	111	316
6:00	149	206	255	303	913
7:00	304	385	432	403	1524
8:00	385	414	383	422	1604
9:00	391	377	282	336	1386
10:00	335	317	354	345	1351
11:00	313	330	351	336	1330
12:00	314	342	337	319	1312
13:00	341	337	398	368	1444
14:00	375	356	370	401	1502
15:00	406	419	410	433	1668
16:00	433	433	426	448	1740
17:00	435	393	410	443	1681
18:00	386	389	364	410	1549
19:00	340	351	338	312	1341
20:00	285	284	261	229	1059
21:00	215	227	210	190	842
22:00	189	184	173	160	706
23:00	133	128	113	106	480
					24541
				Seasonal Factor (SF)	1.02
				Weekly Axle Factor (WAF)	0.99
				Calculated AADT	24782

	Vol	Hour
07:00-09:00 Peak	1638	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1634	17:15

	Vol	Hour
AM Peak	1638	07:15
PM Peak	1634	17:15
Daily Peak	1638	07:15

	Vol	Hour
07:00-09:00 Peak	1628	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1936	17:45

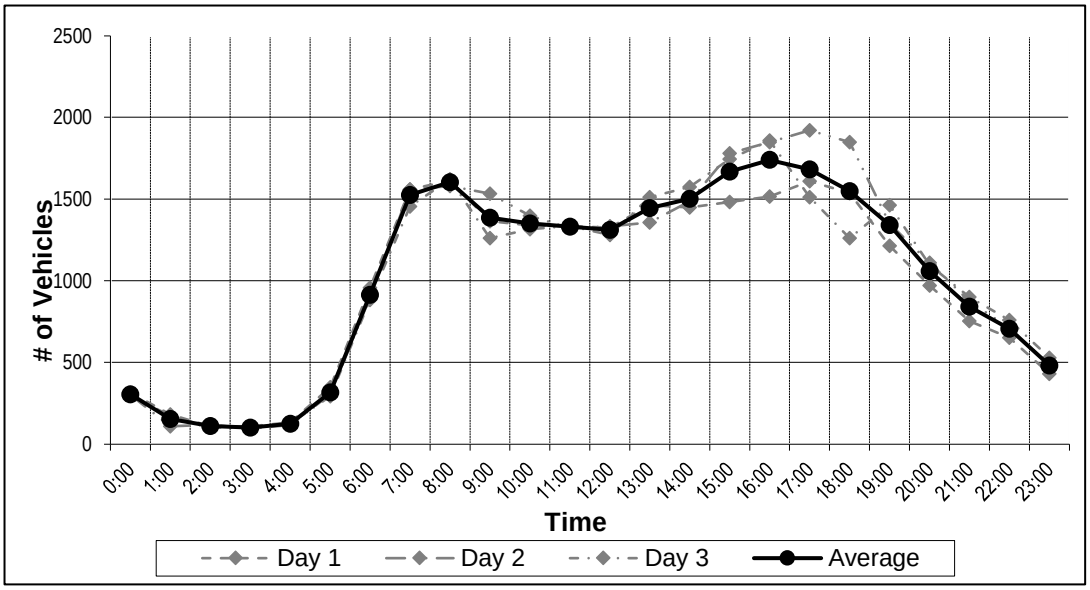
	Vol	Hour
AM Peak	1628	7:30
PM Peak	1936	17:45
Daily Peak	1936	17:45

	Vol	Hour
07:00-09:00 Peak	1655	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1858	16:00

	Vol	Hour
AM Peak	1655	7:30
PM Peak	1858	16:00
Daily Peak	1858	16:00

	Vol	Hour	PHF
06:00-09:00 Peak	1650	07:30	0.95
12:00-14:00 Peak	1458	13:00	0.91
16:00-19:00 Peak	1759	16:15	0.97

	Vol	Hour
AM Peak	1634	07:30
PM Peak	1742	16:15
Daily Peak	1742	16:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	4080
MD	9:00 am - 4:00 pm	10090
PM	4:00 pm - 7:00 pm	5020
NT	7:00 pm - 6:00 am	5580
AADT	0:00 am - 12:00 pm	24800
		24770
	FDOT 4/24/2019 Report	26000
		-5%

Distribution	
AM	0.16
MD	0.41
PM	0.20
NT	0.23
AADT	1.00

	K
07:00-09:00 Peak Hour	6.7%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	7.1%

87-1031 (SB)

I-95 SB ON RAMP FROM IVES DAIRY RD, 87-1035 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	41	32	22	19	114
1:00	17	17	17	12	63
2:00	13	17	10	8	48
3:00	14	11	17	14	56
4:00	17	17	26	18	78
5:00	27	52	69	81	229
6:00	95	153	185	169	602
7:00	184	232	197	203	816
8:00	216	208	199	165	788
9:00	182	181	174	174	711
10:00	169	163	166	148	646
11:00	168	180	183	162	693
12:00	168	172	178	195	713
13:00	181	176	229	209	795
14:00	221	210	244	244	919
15:00	266	267	323	227	1083
16:00	216	203	238	195	852
17:00	263	244	278	208	993
18:00	206	209	187	169	771
19:00	140	177	156	172	645
20:00	141	128	116	116	501
21:00	90	131	81	86	388
22:00	75	86	77	70	308
23:00	63	56	46	31	196
					13008

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	47	24	31	16	118
1:00	24	24	17	19	84
2:00	16	14	12	14	56
3:00	9	16	12	12	49
4:00	20	18	22	28	88
5:00	33	49	83	74	239
6:00	108	139	160	178	585
7:00	178	238	217	178	811
8:00	174	150	147	164	635
9:00	163	187	168	172	690
10:00	156	187	183	172	698
11:00	146	173	161	159	639
12:00	161	170	183	181	695
13:00	166	150	184	182	682
14:00	178	186	202	181	747
15:00	191	229	203	188	811
16:00	200	149	157	197	703
17:00	169	168	179	194	710
18:00	194	163	154	161	672
19:00	155	153	130	165	603
20:00	125	159	122	107	513
21:00	106	112	68	56	342
22:00	61	77	84	77	299
23:00	76	57	42	47	222
					11691

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	49	38	27	24	138
1:00	23	20	21	14	78
2:00	15	14	10	13	52
3:00	13	9	20	10	52
4:00	17	21	24	32	94
5:00	30	56	82	79	247
6:00	115	155	186	157	613
7:00	220	204	188	133	745
8:00	171	162	184	149	666
9:00	177	175	162	179	693
10:00	179	206	179	165	729
11:00	180	189	178	179	726
12:00	168	166	170	172	676
13:00	194	184	214	228	820
14:00	207	226	235	228	896
15:00	287	261	251	242	1041
16:00	218	218	221	213	870
17:00	217	261	260	262	1000
18:00	217	236	228	170	851
19:00	177	238	194	187	796
20:00	155	144	106	126	531
21:00	102	128	103	83	416
22:00	75	86	85	63	309
23:00	64	69	62	43	238
					13277

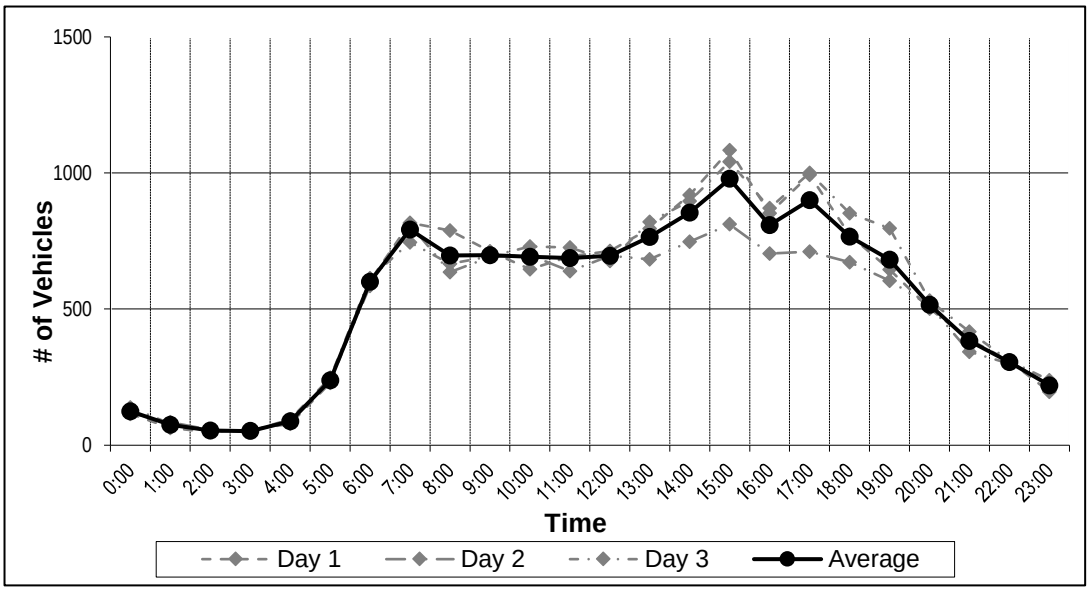
Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	46	31	27	20	124
1:00	21	20	18	15	74
2:00	15	15	11	12	53
3:00	12	12	16	12	52
4:00	18	19	24	26	87
5:00	30	52	78	78	238
6:00	106	149	177	168	600
7:00	194	225	201	171	791
8:00	187	173	177	159	696
9:00	174	181	168	175	698
10:00	168	185	176	162	691
11:00	165	181	174	167	687
12:00	166	169	177	183	695
13:00	180	170	209	206	765
14:00	202	207	227	218	854
15:00	248	252	259	219	978
16:00	211	190	205	202	808
17:00	216	224	239	221	900
18:00	206	203	190	167	766
19:00	157	189	160	175	681
20:00	140	144	115	116	515
21:00	99	124	84	75	382
22:00	70	83	82	70	305
23:00	68	61	50	40	219
					12659
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	12659

	Vol	Hour
07:00-09:00 Peak	848	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	993	17:00
AM Peak	848	07:15
PM Peak	1100	14:45
Daily Peak	1100	14:45

	Vol	Hour
07:00-09:00 Peak	811	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	735	17:15
AM Peak	811	06:45
PM Peak	820	15:15
Daily Peak	820	15:15

	Vol	Hour
07:00-09:00 Peak	769	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1000	17:00
AM Peak	769	06:45
PM Peak	1041	15:00
Daily Peak	1041	15:00

	Vol	Hour	PHF
06:00-09:00 Peak	791	07:00	0.88
12:00-14:00 Peak	765	13:00	0.92
16:00-19:00 Peak	900	17:00	0.94
AM Peak	791	07:00	
PM Peak	978	15:00	
Daily Peak	978	15:00	



Period	Hour	Vol
AM	6:00 am - 9:00 am	2090
MD	9:00 am - 4:00 pm	5370
PM	4:00 pm - 7:00 pm	2470
NT	7:00 pm - 6:00 am	2730
AADT	0:00 am - 12:00 pm	12700
		12660
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.42
PM	0.20
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	6.2%
12:00-14:00 Peak Hour	6.0%
15:00-18:00 Peak Hour	7.1%

87-1035 (SB)

IVES DIARY RD BTWN I-95 NB & SB RAMPS, 87-1033 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	95	71	74	61	301
1:00	47	41	35	19	142
2:00	26	26	17	20	89
3:00	22	14	20	19	75
4:00	16	25	24	27	92
5:00	35	37	67	52	191
6:00	105	133	200	315	753
7:00	459	336	317	323	1435
8:00	344	310	336	330	1320
9:00	312	306	253	306	1177
10:00	290	285	267	277	1119
11:00	289	293	287	284	1153
12:00	286	297	297	338	1218
13:00	264	342	365	396	1367
14:00	421	424	403	429	1677
15:00	393	449	463	461	1766
16:00	447	462	447	437	1793
17:00	420	476	437	456	1789
18:00	443	447	439	423	1752
19:00	444	480	414	427	1765
20:00	347	392	343	361	1443
21:00	278	262	233	206	979
22:00	227	197	218	170	812
23:00	187	150	146	102	585
					24793

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	123	77	60	64	324
1:00	51	35	36	40	162
2:00	23	19	18	18	78
3:00	22	29	18	24	93
4:00	18	16	22	34	90
5:00	34	43	66	59	202
6:00	101	136	190	306	733
7:00	421	371	315	317	1424
8:00	344	328	358	301	1331
9:00	292	335	292	299	1218
10:00	252	268	276	289	1085
11:00	329	297	333	315	1274
12:00	307	320	355	285	1267
13:00	328	319	336	379	1362
14:00	436	450	439	444	1769
15:00	428	404	424	441	1697
16:00	449	462	476	481	1868
17:00	455	467	444	448	1814
18:00	427	452	446	443	1768
19:00	452	424	415	404	1695
20:00	394	435	305	366	1500
21:00	287	300	250	254	1091
22:00	239	240	224	179	882
23:00	182	197	152	126	657
					25384

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	113	81	84	72	350
1:00	59	45	38	22	164
2:00	38	31	23	29	121
3:00	25	17	23	19	84
4:00	16	24	30	31	101
5:00	39	52	63	76	230
6:00	121	162	228	337	848
7:00	443	327	323	305	1398
8:00	360	358	343	340	1401
9:00	318	305	276	279	1178
10:00	279	281	278	303	1141
11:00	293	313	301	296	1203
12:00	303	326	291	333	1253
13:00	292	339	372	416	1419
14:00	436	432	424	428	1720
15:00	399	436	433	471	1739
16:00	446	482	458	472	1858
17:00	445	525	471	505	1946
18:00	429	442	442	438	1751
19:00	435	448	409	411	1703
20:00	391	349	355	324	1419
21:00	289	256	244	223	1012
22:00	234	211	198	176	819
23:00	192	151	136	108	587
					25445

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	110	76	73	66	325
1:00	52	40	36	27	155
2:00	29	25	19	22	95
3:00	23	20	20	21	84
4:00	17	22	25	31	95
5:00	36	44	65	62	207
6:00	109	144	206	319	778
7:00	441	345	318	315	1419
8:00	349	332	346	324	1351
9:00	307	315	274	295	1191
10:00	274	278	274	290	1116
11:00	304	301	307	298	1210
12:00	299	314	314	319	1246
13:00	295	333	358	397	1383
14:00	431	435	422	434	1722
15:00	407	430	440	458	1735
16:00	447	469	460	463	1839
17:00	440	489	451	470	1850
18:00	433	447	442	435	1757
19:00	444	451	413	414	1722
20:00	377	392	334	350	1453
21:00	285	273	242	228	1028
22:00	233	216	213	175	837
23:00	187	166	145	112	610
					25208

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	25208

	Vol	Hour
07:00-09:00 Peak	1435	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1812	17:15

	Vol	Hour
AM Peak	1435	07:00
PM Peak	1833	15:30
Daily Peak	1833	15:30

	Vol	Hour
07:00-09:00 Peak	1424	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1879	16:30

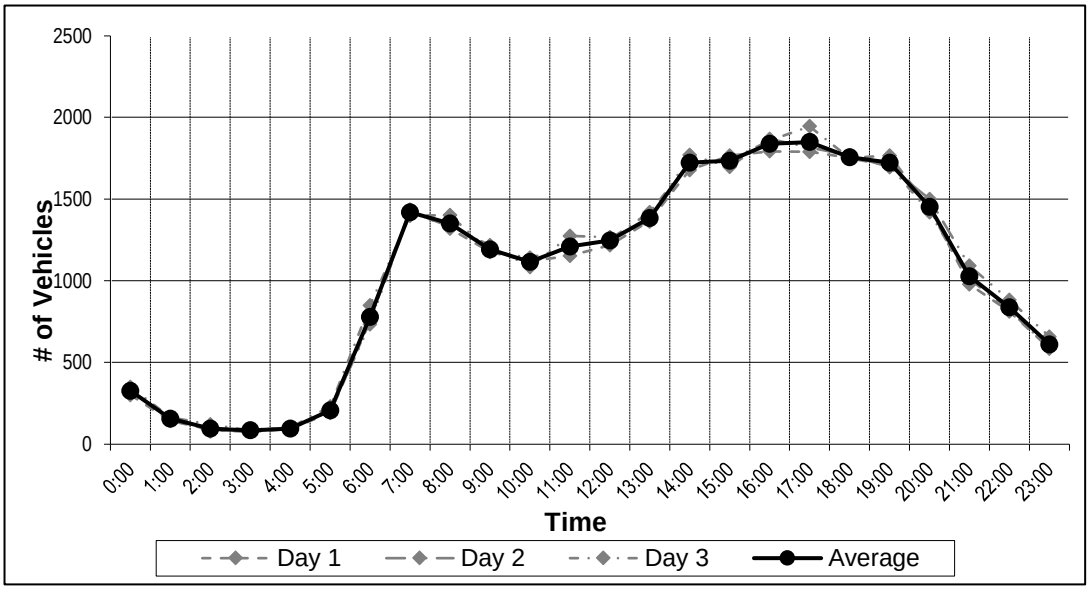
	Vol	Hour
AM Peak	1424	07:00
PM Peak	1879	16:30
Daily Peak	1879	16:30

	Vol	Hour
07:00-09:00 Peak	1430	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1946	17:00

	Vol	Hour
AM Peak	1430	06:45
PM Peak	1946	17:00
Daily Peak	1946	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	1423	06:45	0.81
12:00-14:00 Peak	1383	13:00	0.87
16:00-19:00 Peak	1852	16:30	0.95

	Vol	Hour
AM Peak	1423	06:45
PM Peak	1852	16:30
Daily Peak	1852	16:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	3550
MD	9:00 am - 4:00 pm	9600
PM	4:00 pm - 7:00 pm	5450
NT	7:00 pm - 6:00 am	6610
AADT	0:00 am - 12:00 pm	25200
		25210
	FDOT 2019 AADT	none

Distribution	
AM	0.14
MD	0.38
PM	0.22
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.6%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	7.3%

87-1033 (WB)

IVES DIARY RD BTWN I-95 NB & SB RAMPS, 87-1033 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	144	129	109	90	472
1:00	83	59	66	53	261
2:00	30	26	39	34	129
3:00	21	24	38	42	125
4:00	39	41	48	88	216
5:00	84	114	173	208	579
6:00	231	359	447	535	1572
7:00	558	720	749	741	2768
8:00	628	671	648	566	2513
9:00	583	575	633	585	2376
10:00	552	505	593	553	2203
11:00	518	518	532	518	2086
12:00	481	508	598	557	2144
13:00	552	481	523	549	2105
14:00	529	536	626	605	2296
15:00	593	660	592	573	2418
16:00	588	571	567	603	2329
17:00	594	505	546	568	2213
18:00	566	580	565	574	2285
19:00	504	483	521	505	2013
20:00	407	397	386	344	1534
21:00	327	301	271	277	1176
22:00	240	236	232	198	906
23:00	197	138	133	115	583
					37302

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	105	92	85	62	344
1:00	55	61	41	39	196
2:00	31	25	38	32	126
3:00	32	42	31	45	150
4:00	38	47	65	73	223
5:00	80	115	172	204	571
6:00	239	332	480	574	1625
7:00	546	692	799	752	2789
8:00	597	666	635	579	2477
9:00	592	532	612	470	2206
10:00	525	484	543	504	2056
11:00	463	473	536	546	2018
12:00	457	505	518	487	1967
13:00	497	535	538	535	2105
14:00	580	602	612	588	2382
15:00	613	593	546	550	2302
16:00	558	581	570	598	2307
17:00	629	602	605	605	2441
18:00	594	584	571	503	2252
19:00	516	532	502	488	2038
20:00	394	411	322	366	1493
21:00	289	322	302	275	1188
22:00	269	219	264	232	984
23:00	191	169	166	140	666
					36906

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	116	122	101	89	428
1:00	63	70	44	53	230
2:00	57	43	38	35	173
3:00	38	45	37	43	163
4:00	38	46	52	89	225
5:00	84	105	170	198	557
6:00	233	330	450	554	1567
7:00	608	711	765	733	2817
8:00	712	568	611	587	2478
9:00	612	596	563	487	2258
10:00	485	518	508	485	1996
11:00	490	479	420	546	1935
12:00	566	549	532	553	2200
13:00	480	546	494	564	2084
14:00	511	561	659	636	2367
15:00	576	634	623	598	2431
16:00	562	546	610	608	2326
17:00	617	544	580	559	2300
18:00	438	470	491	514	1913
19:00	470	467	463	477	1877
20:00	451	425	398	365	1639
21:00	320	323	317	331	1291
22:00	322	254	256	208	1040
23:00	246	176	190	175	787
					37082

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	122	114	98	80	414
1:00	67	63	50	48	228
2:00	39	31	38	34	142
3:00	30	37	35	43	145
4:00	38	45	55	83	221
5:00	83	111	172	203	569
6:00	234	340	459	554	1587
7:00	571	708	771	742	2792
8:00	646	635	631	577	2489
9:00	596	568	603	514	2281
10:00	521	502	548	514	2085
11:00	490	490	496	537	2013
12:00	501	521	549	532	2103
13:00	510	521	518	549	2098
14:00	540	566	632	610	2348
15:00	594	629	587	574	2384
16:00	569	566	582	603	2320
17:00	613	550	577	577	2317
18:00	533	545	542	530	2150
19:00	497	494	495	490	1976
20:00	417	411	369	358	1555
21:00	312	315	297	294	1218
22:00	277	236	251	213	977
23:00	211	161	163	143	678
					37090
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	37090

	Vol	Hour
07:00-09:00 Peak	2838	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2335	16:15

	Vol	Hour
AM Peak	2838	07:15
PM Peak	2484	14:30
Daily Peak	2838	07:15

	Vol	Hour
07:00-09:00 Peak	2840	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2441	17:00

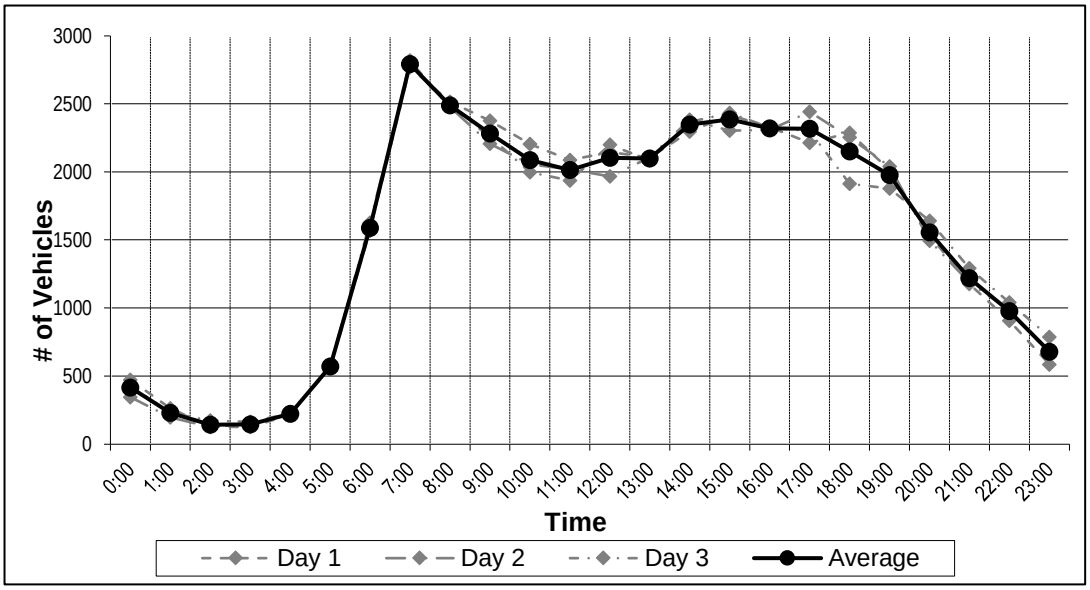
	Vol	Hour
AM Peak	2840	07:15
PM Peak	2441	17:00
Daily Peak	2840	07:15

	Vol	Hour
07:00-09:00 Peak	2921	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2381	16:15

	Vol	Hour
AM Peak	2921	07:15
PM Peak	2505	14:30
Daily Peak	2921	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	2867	07:15	0.93
12:00-14:00 Peak	2112	12:15	0.96
16:00-19:00 Peak	2364	16:15	0.96

	Vol	Hour
AM Peak	2867	07:15
PM Peak	2465	14:30
Daily Peak	2867	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	6870
MD	9:00 am - 4:00 pm	15310
PM	4:00 pm - 7:00 pm	6790
NT	7:00 pm - 6:00 am	8120
AADT	0:00 am - 12:00 pm	37100
		37090
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.41
PM	0.18
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.7%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.4%

87-1033 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 103_IDR@I-95SBRamps
Site Code: 103-3693
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 SB On-Ramp Northbound				I-95 SB Off-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	263	132	0	71	130	0	0	0	0	0	0	194	0	44	834
06:45 AM	0	0	313	113	0	59	247	0	0	0	0	0	0	250	0	64	1046
Total	0	0	576	245	0	130	377	0	0	0	0	0	0	444	0	108	1880
07:00 AM	0	0	398	156	0	81	389	0	0	0	0	0	0	258	0	85	1367
07:15 AM	0	0	502	112	0	82	246	0	0	0	0	0	0	262	0	92	1296
07:30 AM	0	0	474	98	0	84	244	0	0	0	0	0	0	329	0	80	1309
07:45 AM	0	0	400	71	0	66	210	0	0	0	0	0	0	302	0	110	1159
Total	0	0	1774	437	0	313	1089	0	0	0	0	0	0	1151	0	367	5131
08:00 AM	0	0	466	60	0	111	271	0	0	0	0	0	0	277	0	129	1314
08:15 AM	0	0	322	70	0	103	279	0	0	0	0	0	0	273	0	147	1194
08:30 AM	0	0	372	59	0	124	243	0	0	0	0	0	0	228	0	83	1109
08:45 AM	0	0	300	40	0	121	247	0	0	0	0	0	0	271	0	141	1120
Total	0	0	1460	229	0	459	1040	0	0	0	0	0	0	1049	0	500	4737
09:00 AM	0	0	359	83	0	103	210	0	0	0	0	0	0	266	0	99	1120
09:15 AM	0	0	312	75	0	117	194	0	0	0	0	0	0	285	0	118	1101
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	671	158	0	220	404	0	0	0	0	0	0	551	0	217	2221
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	1	0	335	109	0	114	299	0	0	0	0	0	0	311	0	152	1321
03:45 PM	0	0	316	80	0	165	320	0	0	0	0	0	0	341	0	140	1362
Total	1	0	651	189	0	279	619	0	0	0	0	0	0	652	0	292	2683
04:00 PM	0	0	291	93	0	104	332	0	0	0	0	0	0	316	0	162	1298
04:15 PM	0	0	251	70	0	143	351	0	0	0	0	0	0	345	0	140	1300
04:30 PM	0	0	312	89	0	112	340	0	0	0	0	0	0	313	0	144	1310
04:45 PM	0	0	293	82	0	146	352	0	0	0	0	0	0	342	0	127	1342
Total	0	0	1147	334	0	505	1375	0	0	0	0	0	0	1316	0	573	5250
05:00 PM	0	0	321	103	0	120	326	0	0	0	0	0	0	336	0	103	1309
05:15 PM	0	0	311	108	0	168	421	0	0	0	0	0	0	177	0	83	1268
05:30 PM	0	0	350	121	0	142	358	0	0	0	0	0	0	220	0	113	1304
05:45 PM	0	0	285	84	0	174	394	0	0	0	0	0	0	242	0	107	1286
Total	0	0	1267	416	0	604	1499	0	0	0	0	0	0	975	0	406	5167
06:00 PM	0	0	219	80	0	119	291	0	0	0	0	0	0	160	0	96	965
06:15 PM	0	0	201	74	0	132	304	0	0	0	0	0	0	229	0	99	1039
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	420	154	0	251	595	0	0	0	0	0	0	389	0	195	2004

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

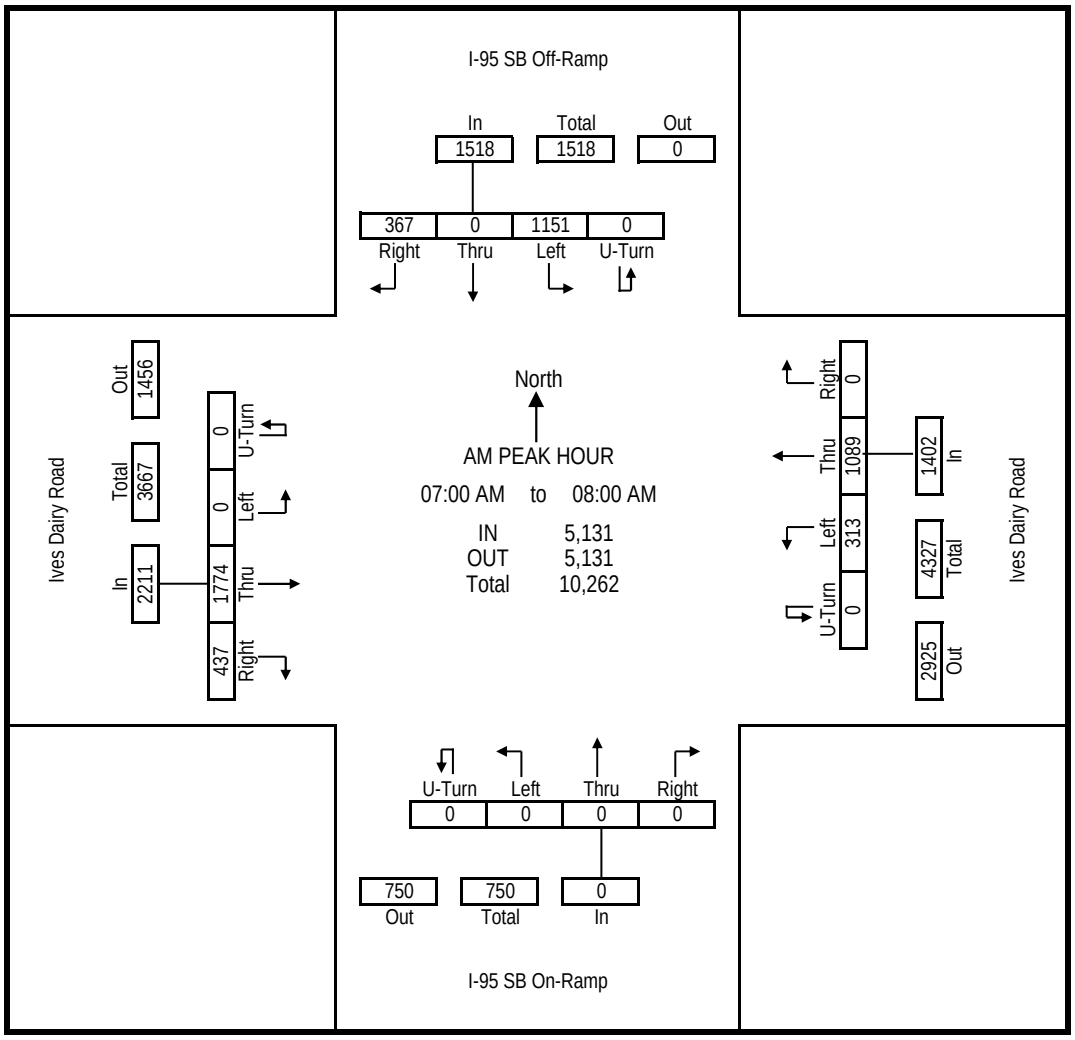
FDOT District 6

File Name: 103_IDR@I-95SBRamps
Site Code: 103-3693
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 SB On-Ramp Northbound				I-95 SB Off-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:00 AM	0	0	398	156	0	81	389	0	0	0	0	0	0	258	0	85	1367
07:15 AM	0	0	502	112	0	82	246	0	0	0	0	0	0	262	0	92	1296
07:30 AM	0	0	474	98	0	84	244	0	0	0	0	0	0	329	0	80	1309
07:45 AM	0	0	400	71	0	66	210	0	0	0	0	0	0	302	0	110	1159
Total	0	0	1774	437	0	313	1089	0	0	0	0	0	0	1151	0	367	5131
PHF	0.000	0.000	0.883	0.700	0.000	0.932	0.700	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.938	0.94
Heavy Veh %	0%	0%	1%	2%	0%	3%	1%	0%	0%	0%	0%	0%	0%	4%	0%	1%	2%
App Vol %	0%	0%	80%	20%	0%	22%	78%	0%	0%	0%	0%	0%	0%	76%	0%	24%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 07:00 AM to 08:00 AM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

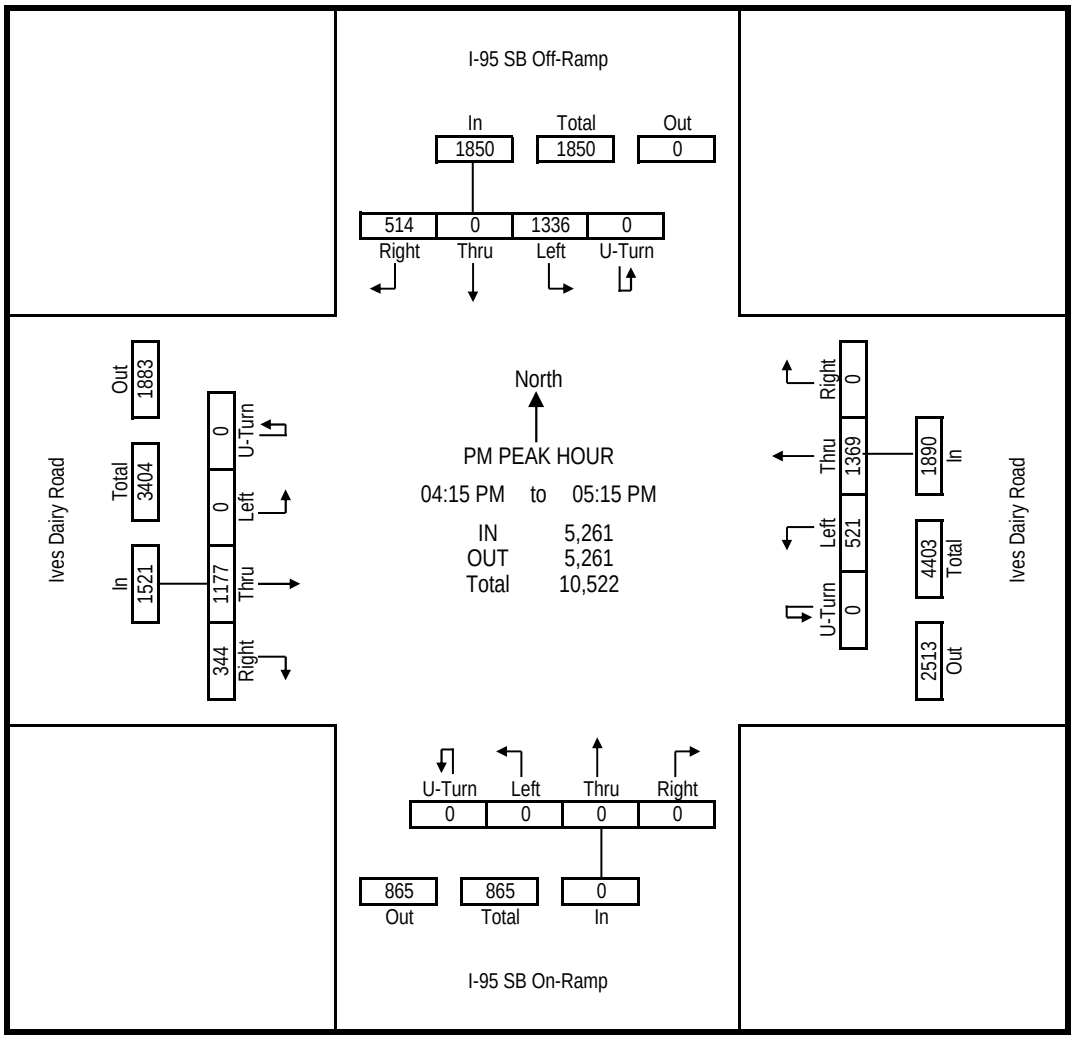
FDOT District 6

File Name: 103_IDR@I-95SBRamps
Site Code: 103-3693
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 SB On-Ramp Northbound				I-95 SB Off-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:15 PM	0	0	251	70	0	143	351	0	0	0	0	0	0	345	0	140	1300
04:30 PM	0	0	312	89	0	112	340	0	0	0	0	0	0	313	0	144	1310
04:45 PM	0	0	293	82	0	146	352	0	0	0	0	0	0	342	0	127	1342
05:00 PM	0	0	321	103	0	120	326	0	0	0	0	0	0	336	0	103	1309
Total	0	0	1177	344	0	521	1369	0	0	0	0	0	0	1336	0	514	5261
PHF	0.000	0.000	0.917	0.835	0.000	0.892	0.972	0.000	0.000	0.000	0.000	0.000	0.000	0.968	0.000	0.892	0.98
Heavy Veh %	0%	0%	1%	3%	0%	3%	2%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%
App Vol %	0%	0%	77%	23%	0%	28%	72%	0%	0%	0%	0%	0%	0%	72%	0%	28%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM
Peak Hour for Entire Intersection Begins at : 04:15 PM to 05:15 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 103_IDR@I-95SBRamps
Site Code: 103-3693
Count Date: 9/23/2021

Groups Printed: Automobiles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 SB On-Ramp Northbound				I-95 SB Off-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	257	129	0	68	122	0	0	0	0	0	0	185	0	40	801
06:45 AM	0	0	302	112	0	58	238	0	0	0	0	0	0	239	0	64	1013
Total	0	0	559	241	0	126	360	0	0	0	0	0	0	424	0	104	1814
07:00 AM	0	0	389	154	0	80	385	0	0	0	0	0	0	244	0	85	1337
07:15 AM	0	0	494	111	0	82	244	0	0	0	0	0	0	250	0	89	1270
07:30 AM	0	0	473	97	0	83	242	0	0	0	0	0	0	323	0	80	1298
07:45 AM	0	0	397	67	0	59	204	0	0	0	0	0	0	290	0	108	1125
Total	0	0	1753	429	0	304	1075	0	0	0	0	0	0	1107	0	362	5030
08:00 AM	0	0	461	59	0	106	257	0	0	0	0	0	0	273	0	126	1282
08:15 AM	0	0	319	64	0	101	275	0	0	0	0	0	0	269	0	142	1170
08:30 AM	0	0	366	58	0	122	240	0	0	0	0	0	0	223	0	83	1092
08:45 AM	0	0	290	38	0	118	243	0	0	0	0	0	0	264	0	137	1090
Total	0	0	1436	219	0	447	1015	0	0	0	0	0	0	1029	0	488	4634
09:00 AM	0	0	353	79	0	101	203	0	0	0	0	0	0	253	0	98	1087
09:15 AM	0	0	304	69	0	115	186	0	0	0	0	0	0	268	0	115	1057
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	657	148	0	216	389	0	0	0	0	0	0	521	0	213	2144
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	1	0	332	107	0	113	290	0	0	0	0	0	0	308	0	151	1302
03:45 PM	0	0	312	78	0	155	314	0	0	0	0	0	0	334	0	138	1331
Total	1	0	644	185	0	268	604	0	0	0	0	0	0	642	0	289	2633
04:00 PM	0	0	288	89	0	102	326	0	0	0	0	0	0	313	0	160	1278
04:15 PM	0	0	246	66	0	138	343	0	0	0	0	0	0	339	0	140	1272
04:30 PM	0	0	308	88	0	108	335	0	0	0	0	0	0	311	0	144	1294
04:45 PM	0	0	289	81	0	142	350	0	0	0	0	0	0	341	0	125	1328
Total	0	0	1131	324	0	490	1354	0	0	0	0	0	0	1304	0	569	5172
05:00 PM	0	0	319	99	0	115	316	0	0	0	0	0	0	335	0	103	1287
05:15 PM	0	0	310	105	0	163	414	0	0	0	0	0	0	177	0	83	1252
05:30 PM	0	0	342	115	0	138	356	0	0	0	0	0	0	220	0	113	1284
05:45 PM	0	0	284	83	0	168	392	0	0	0	0	0	0	242	0	107	1276
Total	0	0	1255	402	0	584	1478	0	0	0	0	0	0	974	0	406	5099
06:00 PM	0	0	217	79	0	115	289	0	0	0	0	0	0	159	0	96	955
06:15 PM	0	0	199	73	0	127	301	0	0	0	0	0	0	225	0	99	1024
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	416	152	0	242	590	0	0	0	0	0	0	384	0	195	1979

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 103_IDR@I-95SBRamps
Site Code: 103-3693
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				I-95 SB On-Ramp Northbound				I-95 SB Off-Ramp Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	6	3	0	3	8	0	0	0	0	0	0	9	0	4	33
06:45 AM	0	0	11	1	0	1	9	0	0	0	0	0	0	11	0	0	33
Total	0	0	17	4	0	4	17	0	0	0	0	0	0	20	0	4	66
07:00 AM	0	0	9	2	0	1	4	0	0	0	0	0	0	14	0	0	30
07:15 AM	0	0	8	1	0	0	2	0	0	0	0	0	0	12	0	3	26
07:30 AM	0	0	1	1	0	1	2	0	0	0	0	0	0	6	0	0	11
07:45 AM	0	0	3	4	0	7	6	0	0	0	0	0	0	12	0	2	34
Total	0	0	21	8	0	9	14	0	0	0	0	0	0	44	0	5	101
08:00 AM	0	0	5	1	0	5	14	0	0	0	0	0	0	4	0	3	32
08:15 AM	0	0	3	6	0	2	4	0	0	0	0	0	0	4	0	5	24
08:30 AM	0	0	6	1	0	2	3	0	0	0	0	0	0	5	0	0	17
08:45 AM	0	0	10	2	0	3	4	0	0	0	0	0	0	7	0	4	30
Total	0	0	24	10	0	12	25	0	0	0	0	0	0	20	0	12	103
09:00 AM	0	0	6	4	0	2	7	0	0	0	0	0	0	13	0	1	33
09:15 AM	0	0	8	6	0	2	8	0	0	0	0	0	0	17	0	3	44
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	14	10	0	4	15	0	0	0	0	0	0	30	0	4	77
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	3	2	0	1	9	0	0	0	0	0	0	3	0	1	19
03:45 PM	0	0	4	2	0	10	6	0	0	0	0	0	0	7	0	2	31
Total	0	0	7	4	0	11	15	0	0	0	0	0	0	10	0	3	50
04:00 PM	0	0	3	4	0	2	6	0	0	0	0	0	0	3	0	2	20
04:15 PM	0	0	5	4	0	5	8	0	0	0	0	0	0	6	0	0	28
04:30 PM	0	0	4	1	0	4	5	0	0	0	0	0	0	2	0	0	16
04:45 PM	0	0	4	1	0	4	2	0	0	0	0	0	0	1	0	2	14
Total	0	0	16	10	0	15	21	0	0	0	0	0	0	12	0	4	78
05:00 PM	0	0	2	4	0	5	10	0	0	0	0	0	0	1	0	0	22
05:15 PM	0	0	1	3	0	5	7	0	0	0	0	0	0	0	0	0	16
05:30 PM	0	0	8	6	0	4	2	0	0	0	0	0	0	0	0	0	20
05:45 PM	0	0	1	1	0	6	2	0	0	0	0	0	0	0	0	0	10
Total	0	0	12	14	0	20	21	0	0	0	0	0	0	1	0	0	68
06:00 PM	0	0	2	1	0	4	2	0	0	0	0	0	0	1	0	0	10
06:15 PM	0	0	2	1	0	5	3	0	0	0	0	0	0	4	0	0	15
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	2	0	9	5	0	0	0	0	0	0	5	0	0	25

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 103_IDR@I-95SBRamps
Site Code: 103-3693
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				I-95 SB On-Ramp Northbound				I-95 SB Off-Ramp Eastbound				
Start Time	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IVES DIARY RD BTWN I-95 NB & SB RAMPS, 87-1047 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	95	71	74	61	301
1:00	47	41	35	19	142
2:00	26	26	17	20	89
3:00	22	14	20	19	75
4:00	16	25	24	27	92
5:00	35	37	67	52	191
6:00	105	133	200	315	753
7:00	459	336	317	323	1435
8:00	344	310	336	330	1320
9:00	312	306	253	306	1177
10:00	290	285	267	277	1119
11:00	289	293	287	284	1153
12:00	286	297	297	338	1218
13:00	264	342	365	396	1367
14:00	421	424	403	429	1677
15:00	393	449	463	461	1766
16:00	447	462	447	437	1793
17:00	420	476	437	456	1789
18:00	443	447	439	423	1752
19:00	444	480	414	427	1765
20:00	347	392	343	361	1443
21:00	278	262	233	206	979
22:00	227	197	218	170	812
23:00	187	150	146	102	585
					24793

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	123	77	60	64	324
1:00	51	35	36	40	162
2:00	23	19	18	18	78
3:00	22	29	18	24	93
4:00	18	16	22	34	90
5:00	34	43	66	59	202
6:00	101	136	190	306	733
7:00	421	371	315	317	1424
8:00	344	328	358	301	1331
9:00	292	335	292	299	1218
10:00	252	268	276	289	1085
11:00	329	297	333	315	1274
12:00	307	320	355	285	1267
13:00	328	319	336	379	1362
14:00	436	450	439	444	1769
15:00	428	404	424	441	1697
16:00	449	462	476	481	1868
17:00	455	467	444	448	1814
18:00	427	452	446	443	1768
19:00	452	424	415	404	1695
20:00	394	435	305	366	1500
21:00	287	300	250	254	1091
22:00	239	240	224	179	882
23:00	182	197	152	126	657
					25384

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	113	81	84	72	350
1:00	59	45	38	22	164
2:00	38	31	23	29	121
3:00	25	17	23	19	84
4:00	16	24	30	31	101
5:00	39	52	63	76	230
6:00	121	162	228	337	848
7:00	443	327	323	305	1398
8:00	360	358	343	340	1401
9:00	318	305	276	279	1178
10:00	279	281	278	303	1141
11:00	293	313	301	296	1203
12:00	303	326	291	333	1253
13:00	292	339	372	416	1419
14:00	436	432	424	428	1720
15:00	399	436	433	471	1739
16:00	446	482	458	472	1858
17:00	445	525	471	505	1946
18:00	429	442	442	438	1751
19:00	435	448	409	411	1703
20:00	391	349	355	324	1419
21:00	289	256	244	223	1012
22:00	234	211	198	176	819
23:00	192	151	136	108	587
					25445

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	110	76	73	66	325
1:00	52	40	36	27	155
2:00	29	25	19	22	95
3:00	23	20	20	21	84
4:00	17	22	25	31	95
5:00	36	44	65	62	207
6:00	109	144	206	319	778
7:00	441	345	318	315	1419
8:00	349	332	346	324	1351
9:00	307	315	274	295	1191
10:00	274	278	274	290	1116
11:00	304	301	307	298	1210
12:00	299	314	314	319	1246
13:00	295	333	358	397	1383
14:00	431	435	422	434	1722
15:00	407	430	440	458	1735
16:00	447	469	460	463	1839
17:00	440	489	451	470	1850
18:00	433	447	442	435	1757
19:00	444	451	413	414	1722
20:00	377	392	334	350	1453
21:00	285	273	242	228	1028
22:00	233	216	213	175	837
23:00	187	166	145	112	610
					25208

	Vol	Hour
07:00-09:00 Peak	1435	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1812	17:15

	Vol	Hour
AM Peak	1435	07:00
PM Peak	1833	15:30
Daily Peak	1833	15:30

	Vol	Hour
07:00-09:00 Peak	1424	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1879	16:30

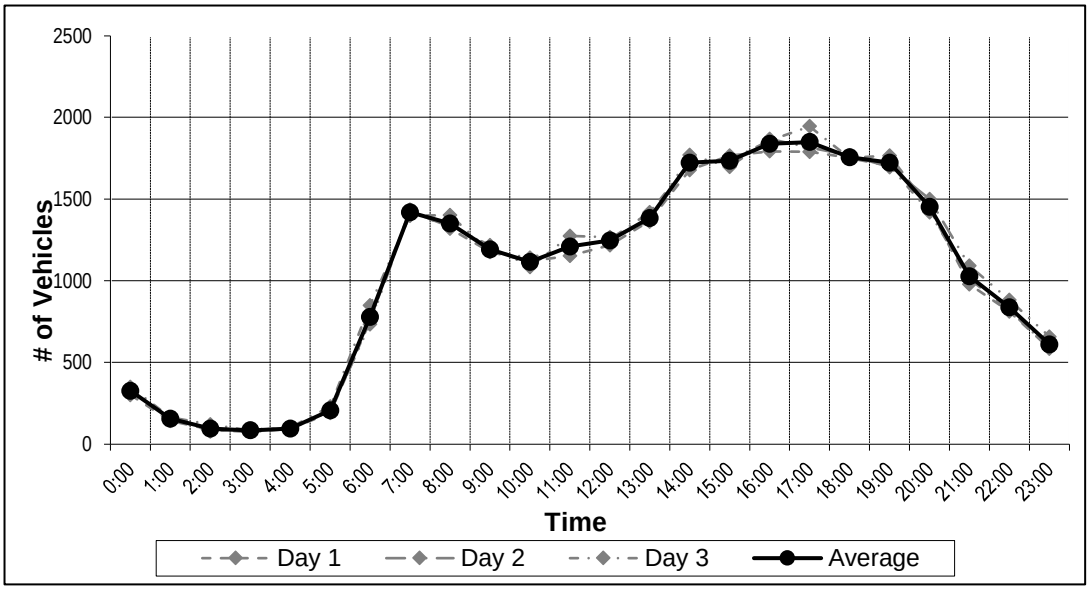
	Vol	Hour
AM Peak	1424	07:00
PM Peak	1879	16:30
Daily Peak	1879	16:30

	Vol	Hour
07:00-09:00 Peak	1430	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1946	17:00

	Vol	Hour
AM Peak	1430	06:45
PM Peak	1946	17:00
Daily Peak	1946	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	1423	06:45	0.81
12:00-14:00 Peak	1383	13:00	0.87
16:00-19:00 Peak	1852	16:30	0.95

	Vol	Hour
AM Peak	1423	06:45
PM Peak	1852	16:30
Daily Peak	1852	16:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	3550
MD	9:00 am - 4:00 pm	9600
PM	4:00 pm - 7:00 pm	5450
NT	7:00 pm - 6:00 am	6610
AADT	0:00 am - 12:00 pm	25200
		25210
	FDOT 2019 AADT	none

	Distribution
AM	0.14
MD	0.38
PM	0.22
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.6%
12:00-14:00 Peak Hour	5.5%
15:00-18:00 Peak Hour	7.3%

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	25208

87-1047 (WB)

IVES DIARY RD BTWN I-95 NB & SB RAMPS, 87-1047 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	144	129	109	90	472
1:00	83	59	66	53	261
2:00	30	26	39	34	129
3:00	21	24	38	42	125
4:00	39	41	48	88	216
5:00	84	114	173	208	579
6:00	231	359	447	535	1572
7:00	558	720	749	741	2768
8:00	628	671	648	566	2513
9:00	583	575	633	585	2376
10:00	552	505	593	553	2203
11:00	518	518	532	518	2086
12:00	481	508	598	557	2144
13:00	552	481	523	549	2105
14:00	529	536	626	605	2296
15:00	593	660	592	573	2418
16:00	588	571	567	603	2329
17:00	594	505	546	568	2213
18:00	566	580	565	574	2285
19:00	504	483	521	505	2013
20:00	407	397	386	344	1534
21:00	327	301	271	277	1176
22:00	240	236	232	198	906
23:00	197	138	133	115	583
					37302

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	105	92	85	62	344
1:00	55	61	41	39	196
2:00	31	25	38	32	126
3:00	32	42	31	45	150
4:00	38	47	65	73	223
5:00	80	115	172	204	571
6:00	239	332	480	574	1625
7:00	546	692	799	752	2789
8:00	597	666	635	579	2477
9:00	592	532	612	470	2206
10:00	525	484	543	504	2056
11:00	463	473	536	546	2018
12:00	457	505	518	487	1967
13:00	497	535	538	535	2105
14:00	580	602	612	588	2382
15:00	613	593	546	550	2302
16:00	558	581	570	598	2307
17:00	629	602	605	605	2441
18:00	594	584	571	503	2252
19:00	516	532	502	488	2038
20:00	394	411	322	366	1493
21:00	289	322	302	275	1188
22:00	269	219	264	232	984
23:00	191	169	166	140	666
					36906

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	116	122	101	89	428
1:00	63	70	44	53	230
2:00	57	43	38	35	173
3:00	38	45	37	43	163
4:00	38	46	52	89	225
5:00	84	105	170	198	557
6:00	233	330	450	554	1567
7:00	608	711	765	733	2817
8:00	712	568	611	587	2478
9:00	612	596	563	487	2258
10:00	485	518	508	485	1996
11:00	490	479	420	546	1935
12:00	566	549	532	553	2200
13:00	480	546	494	564	2084
14:00	511	561	659	636	2367
15:00	576	634	623	598	2431
16:00	562	546	610	608	2326
17:00	617	544	580	559	2300
18:00	438	470	491	514	1913
19:00	470	467	463	477	1877
20:00	451	425	398	365	1639
21:00	320	323	317	331	1291
22:00	322	254	256	208	1040
23:00	246	176	190	175	787
					37082

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	122	114	98	80	414
1:00	67	63	50	48	228
2:00	39	31	38	34	142
3:00	30	37	35	43	145
4:00	38	45	55	83	221
5:00	83	111	172	203	569
6:00	234	340	459	554	1587
7:00	571	708	771	742	2792
8:00	646	635	631	577	2489
9:00	596	568	603	514	2281
10:00	521	502	548	514	2085
11:00	490	490	496	537	2013
12:00	501	521	549	532	2103
13:00	510	521	518	549	2098
14:00	540	566	632	610	2348
15:00	594	629	587	574	2384
16:00	569	566	582	603	2320
17:00	613	550	577	577	2317
18:00	533	545	542	530	2150
19:00	497	494	495	490	1976
20:00	417	411	369	358	1555
21:00	312	315	297	294	1218
22:00	277	236	251	213	977
23:00	211	161	163	143	678
					37090
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	37090

	Vol	Hour
07:00-09:00 Peak	2838	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2335	16:15

	Vol	Hour
AM Peak	2838	07:15
PM Peak	2484	14:30
Daily Peak	2838	07:15

	Vol	Hour
07:00-09:00 Peak	2840	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2441	17:00

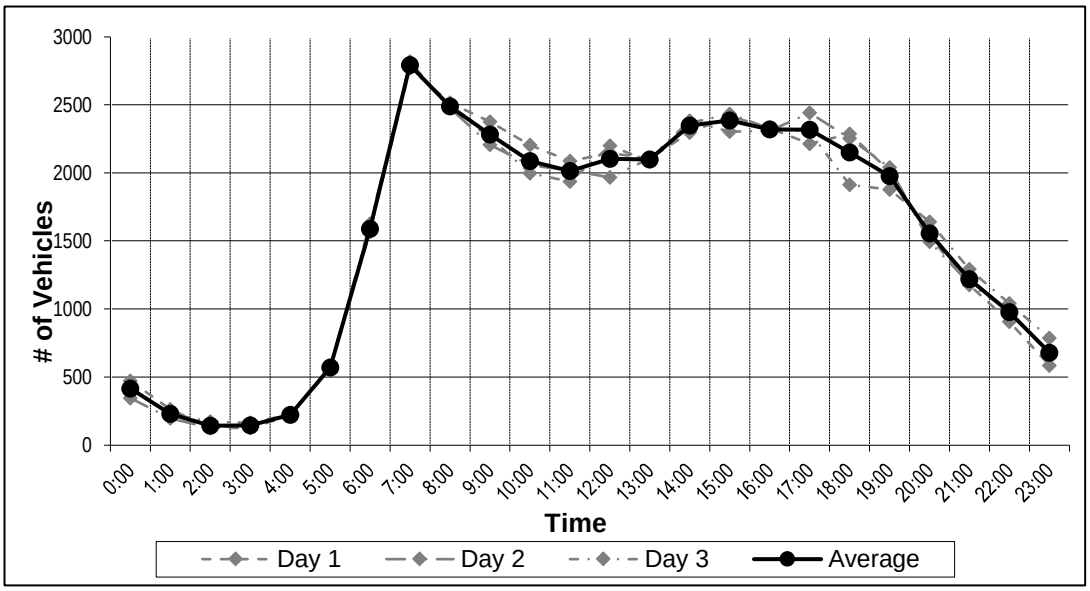
	Vol	Hour
AM Peak	2840	07:15
PM Peak	2441	17:00
Daily Peak	2840	07:15

	Vol	Hour
07:00-09:00 Peak	2921	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2381	16:15

	Vol	Hour
AM Peak	2921	07:15
PM Peak	2505	14:30
Daily Peak	2921	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	2867	07:15	0.93
12:00-14:00 Peak	2112	12:15	0.96
16:00-19:00 Peak	2364	16:15	0.96

	Vol	Hour
AM Peak	2867	07:15
PM Peak	2465	14:30
Daily Peak	2867	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	6870
MD	9:00 am - 4:00 pm	15310
PM	4:00 pm - 7:00 pm	6790
NT	7:00 pm - 6:00 am	8120
AADT	0:00 am - 12:00 pm	37100
		37090
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.41
PM	0.18
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	7.7%
12:00-14:00 Peak Hour	5.7%
15:00-18:00 Peak Hour	6.4%

87-1047 (EB)

I-95 NB ON RAMP FROM IVES DAIRY RD, 87-1041 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	101	87	95	70	353
1:00	44	47	41	38	170
2:00	37	26	32	31	126
3:00	27	32	37	47	143
4:00	42	37	55	48	182
5:00	72	90	136	166	464
6:00	178	242	332	350	1102
7:00	479	646	650	503	2278
8:00	513	510	595	462	2080
9:00	406	428	441	398	1673
10:00	391	385	369	336	1481
11:00	357	367	389	419	1532
12:00	353	413	390	452	1608
13:00	433	485	413	441	1772
14:00	481	518	460	496	1955
15:00	431	483	422	455	1791
16:00	432	443	499	466	1840
17:00	464	495	445	417	1821
18:00	491	619	435	421	1966
19:00	393	448	354	329	1524
20:00	278	332	288	267	1165
21:00	236	286	204	205	931
22:00	167	197	175	157	696
23:00	156	134	132	108	530
					29183

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	73	81	67	59	280
1:00	39	47	41	30	157
2:00	32	31	28	20	111
3:00	36	33	27	29	125
4:00	41	37	49	64	191
5:00	81	81	133	154	449
6:00	244	479	464	521	1708
7:00	791	901	745	752	3189
8:00	840	655	712	768	2975
9:00	719	666	515	416	2316
10:00	442	437	434	364	1677
11:00	376	384	395	423	1578
12:00	474	421	405	468	1768
13:00	432	418	426	433	1709
14:00	341	434	374	408	1557
15:00	405	485	463	416	1769
16:00	353	369	297	428	1447
17:00	358	360	317	353	1388
18:00	308	358	381	383	1430
19:00	429	467	402	410	1708
20:00	325	339	263	256	1183
21:00	308	278	217	221	1024
22:00	201	218	174	170	763
23:00	143	153	98	105	499
					31001

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	91	61	94	60	306
1:00	59	45	38	39	181
2:00	35	31	18	27	111
3:00	28	42	40	47	157
4:00	43	47	64	65	219
5:00	69	104	143	170	486
6:00	195	255	350	376	1176
7:00	585	689	569	657	2500
8:00	533	560	589	578	2260
9:00	480	528	457	492	1957
10:00	434	444	434	401	1713
11:00	415	427	409	447	1698
12:00	393	388	463	493	1737
13:00	504	470	469	505	1948
14:00	456	547	443	524	1970
15:00	463	488	484	550	1985
16:00	429	503	458	485	1875
17:00	494	480	496	470	1940
18:00	545	435	424	544	1948
19:00	453	525	491	492	1961
20:00	326	384	289	320	1319
21:00	264	318	225	223	1030
22:00	215	227	218	183	843
23:00	192	168	142	136	638
					31958

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	88	76	85	63	312
1:00	47	46	40	36	169
2:00	35	29	26	26	116
3:00	30	36	35	41	142
4:00	42	40	56	59	197
5:00	74	92	137	163	466
6:00	206	325	382	416	1329
7:00	618	745	655	637	2655
8:00	629	575	632	603	2439
9:00	535	541	471	435	1982
10:00	422	422	412	367	1623
11:00	383	393	398	430	1604
12:00	407	407	419	471	1704
13:00	456	458	436	460	1810
14:00	426	500	426	476	1828
15:00	433	485	456	474	1848
16:00	405	438	418	460	1721
17:00	439	445	419	413	1716
18:00	448	471	413	449	1781
19:00	425	480	416	410	1731
20:00	310	352	280	281	1223
21:00	269	294	215	216	994
22:00	194	214	189	170	767
23:00	164	152	124	116	556
					30713
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	30713

	Vol	Hour
07:00-09:00 Peak	2312	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1972	17:30

	Vol	Hour
AM Peak	2312	07:15
PM Peak	1972	17:30
Daily Peak	2312	07:15

	Vol	Hour
07:00-09:00 Peak	3238	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1463	16:45

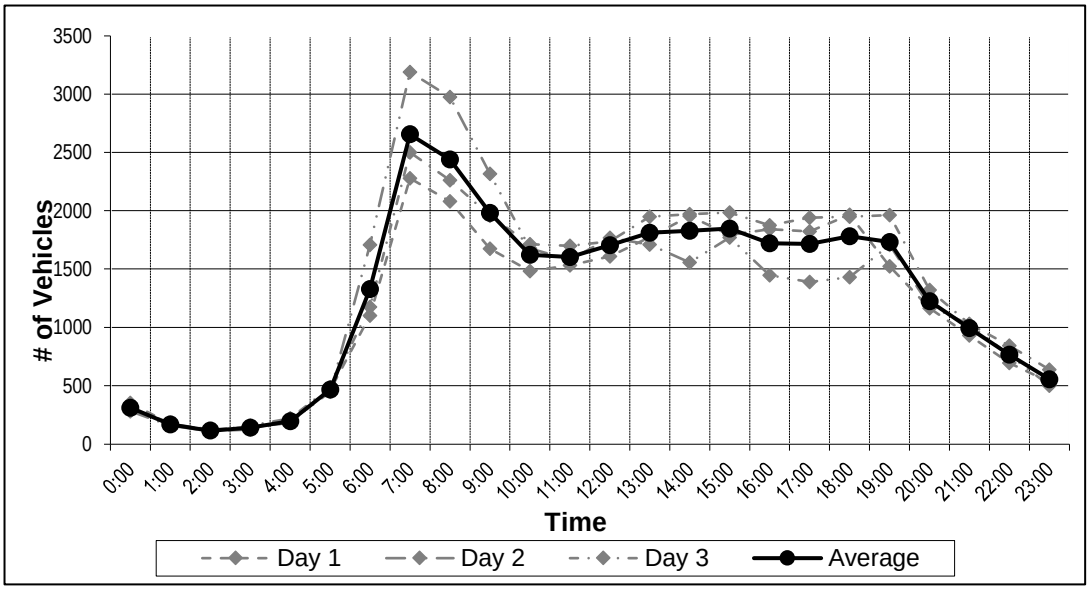
	Vol	Hour
AM Peak	3238	07:15
PM Peak	1769	15:00
Daily Peak	3238	07:15

	Vol	Hour
07:00-09:00 Peak	2500	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1991	17:15

	Vol	Hour
AM Peak	2500	07:00
PM Peak	2013	18:45
Daily Peak	2500	07:00

	Vol	Hour	PHF
06:00-09:00 Peak	2666	07:15	0.89
12:00-14:00 Peak	1821	12:45	0.97
16:00-19:00 Peak	1781	18:00	0.95

	Vol	Hour
AM Peak	2666	07:15
PM Peak	1850	14:45
Daily Peak	2666	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	6420
MD	9:00 am - 4:00 pm	12400
PM	4:00 pm - 7:00 pm	5220
NT	7:00 pm - 6:00 am	6670
AADT	0:00 am - 12:00 pm	30700
		30710
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.40
PM	0.17
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	8.7%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	5.8%

87-1041 (NB)

I-95 NB OFF RAMP TO IVES DAIRY RD, 87-1045 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	111	108	95	87	401
1:00	98	82	73	59	312
2:00	61	67	45	46	219
3:00	46	51	44	38	179
4:00	40	48	29	47	164
5:00	42	42	52	57	193
6:00	45	88	99	287	519
7:00	267	283	324	298	1172
8:00	276	265	281	231	1053
9:00	224	212	211	209	856
10:00	197	279	223	231	930
11:00	216	204	239	228	887
12:00	241	236	244	272	993
13:00	249	240	261	294	1044
14:00	238	286	309	305	1138
15:00	253	185	236	294	968
16:00	228	244	311	303	1086
17:00	443	437	455	411	1746
18:00	248	378	438	319	1383
19:00	266	257	249	256	1028
20:00	224	214	168	154	760
21:00	149	140	141	116	546
22:00	99	109	141	109	458
23:00	119	90	97	76	382
					18417

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	76	53	45	47	221
1:00	41	25	23	31	120
2:00	30	21	19	26	96
3:00	19	22	16	18	75
4:00	17	17	27	30	91
5:00	40	52	67	93	252
6:00	242	486	402	365	1495
7:00	476	500	446	304	1726
8:00	338	422	328	235	1323
9:00	194	247	262	263	966
10:00	219	216	242	262	939
11:00	208	251	253	234	946
12:00	191	235	256	272	954
13:00	238	273	355	316	1182
14:00	268	295	430	356	1349
15:00	257	254	243	242	996
16:00	235	239	255	243	972
17:00	221	251	250	221	943
18:00	262	265	272	282	1081
19:00	424	315	240	214	1193
20:00	221	194	184	174	773
21:00	171	161	146	130	608
22:00	112	134	138	107	491
23:00	100	127	88	79	394
					19186

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	71	72	59	40	242
1:00	34	45	27	32	138
2:00	37	20	26	20	103
3:00	15	23	18	28	84
4:00	22	23	23	42	110
5:00	24	52	65	101	242
6:00	99	138	236	240	713
7:00	249	277	289	311	1126
8:00	316	305	257	255	1133
9:00	220	246	215	220	901
10:00	219	276	244	238	977
11:00	253	246	249	226	974
12:00	254	270	296	278	1098
13:00	212	223	257	312	1004
14:00	284	278	302	325	1189
15:00	302	225	244	245	1016
16:00	270	253	266	285	1074
17:00	275	322	320	334	1251
18:00	241	205	237	252	935
19:00	269	223	205	200	897
20:00	200	195	185	178	758
21:00	178	148	165	149	640
22:00	139	128	129	145	541
23:00	84	115	116	96	411
					17557

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	86	78	66	58	288
1:00	58	51	41	41	191
2:00	43	36	30	31	140
3:00	27	32	26	28	113
4:00	26	29	26	40	121
5:00	35	49	61	84	229
6:00	129	237	246	297	909
7:00	331	353	353	304	1341
8:00	310	331	289	240	1170
9:00	213	235	229	231	908
10:00	212	257	236	244	949
11:00	226	234	247	229	936
12:00	229	247	265	274	1015
13:00	233	245	291	307	1076
14:00	263	286	347	329	1225
15:00	271	221	241	260	993
16:00	244	245	277	277	1043
17:00	313	337	342	322	1314
18:00	250	283	316	284	1133
19:00	320	265	231	223	1039
20:00	215	201	179	169	764
21:00	166	150	151	132	599
22:00	117	124	136	120	497
23:00	101	111	100	84	396
					18389
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	18389

	Vol	Hour
07:00-09:00 Peak	1181	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1746	17:00

	Vol	Hour
AM Peak	1181	07:15
PM Peak	1746	17:00
Daily Peak	1746	17:00

	Vol	Hour
07:00-09:00 Peak	1787	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1081	18:00

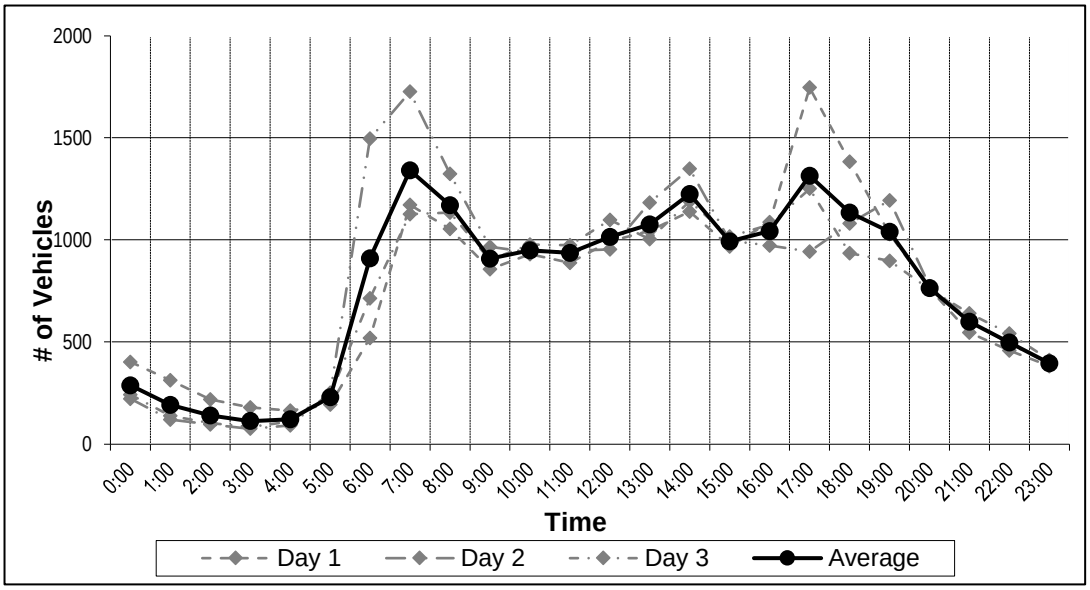
	Vol	Hour
AM Peak	1787	06:45
PM Peak	1349	14:00
Daily Peak	1787	06:45

	Vol	Hour
07:00-09:00 Peak	1221	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1251	17:00

	Vol	Hour
AM Peak	1221	7:30
PM Peak	1251	17:00
Daily Peak	1251	17:00

	Vol	Hour	PHF
06:00-09:00 Peak	1341	07:00	0.95
12:00-14:00 Peak	1076	13:00	0.88
16:00-19:00 Peak	1314	17:00	0.96

	Vol	Hour
AM Peak	1341	07:00
PM Peak	1314	17:00
Daily Peak	1341	07:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	3420
MD	9:00 am - 4:00 pm	7100
PM	4:00 pm - 7:00 pm	3490
NT	7:00 pm - 6:00 am	4380
AADT	0:00 am - 12:00 pm	18400
		18390
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.39
PM	0.19
NT	0.24
AADT	1.00

	K
07:00-09:00 Peak Hour	7.3%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	7.1%

87-1045 (NB)

IVES DAIRY RD E OF I-95 NB RAMPS, 87-1043 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	193	173	151	125	642
1:00	103	94	73	79	349
2:00	71	66	60	49	246
3:00	48	46	48	49	191
4:00	33	41	56	51	181
5:00	67	73	113	155	408
6:00	184	252	345	474	1255
7:00	717	814	767	656	2954
8:00	687	732	760	670	2849
9:00	588	636	613	557	2394
10:00	556	530	552	479	2117
11:00	538	556	586	598	2278
12:00	551	612	569	659	2391
13:00	628	706	726	654	2714
14:00	815	802	768	818	3203
15:00	758	798	762	812	3130
16:00	776	813	867	780	3236
17:00	772	852	797	740	3161
18:00	767	881	726	672	3046
19:00	615	745	592	594	2546
20:00	513	525	511	456	2005
21:00	366	509	388	359	1622
22:00	283	306	272	229	1090
23:00	224	254	210	164	852
					44860

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	138	99	100	72	409
1:00	67	62	58	50	237
2:00	41	45	46	32	164
3:00	34	29	34	31	128
4:00	47	44	45	61	197
5:00	64	79	131	157	431
6:00	199	353	390	563	1505
7:00	900	994	793	783	3470
8:00	886	754	714	923	3277
9:00	870	821	634	567	2892
10:00	605	650	608	586	2449
11:00	574	596	578	597	2345
12:00	648	631	631	677	2587
13:00	681	631	731	762	2805
14:00	655	734	740	743	2872
15:00	698	836	835	784	3153
16:00	686	642	551	685	2564
17:00	618	687	646	686	2637
18:00	612	569	627	722	2530
19:00	720	701	588	656	2665
20:00	562	574	465	415	2016
21:00	480	452	372	309	1613
22:00	292	351	256	257	1156
23:00	246	279	179	164	868
					44970

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	147	114	115	83	459
1:00	94	58	66	46	264
2:00	38	46	30	28	142
3:00	34	46	46	43	169
4:00	43	51	61	67	222
5:00	88	91	142	157	478
6:00	217	283	405	501	1406
7:00	830	861	673	779	3143
8:00	679	789	806	802	3076
9:00	613	713	607	631	2564
10:00	607	653	611	578	2449
11:00	610	630	596	702	2538
12:00	653	562	758	731	2704
13:00	784	765	748	756	3053
14:00	742	869	768	809	3188
15:00	741	809	840	899	3289
16:00	762	832	796	810	3200
17:00	816	851	853	878	3398
18:00	853	723	743	814	3133
19:00	750	802	718	722	2992
20:00	579	629	471	544	2223
21:00	474	511	421	343	1749
22:00	332	345	317	270	1264
23:00	287	309	252	186	1034
					48137

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	159	129	122	93	503
1:00	88	71	66	58	283
2:00	50	52	45	36	183
3:00	39	40	43	41	163
4:00	41	45	54	60	200
5:00	73	81	129	156	439
6:00	200	296	380	513	1389
7:00	816	890	744	739	3189
8:00	751	758	760	798	3067
9:00	690	723	618	585	2616
10:00	589	611	590	548	2338
11:00	574	594	587	632	2387
12:00	617	602	653	689	2561
13:00	698	701	735	724	2858
14:00	737	802	759	790	3088
15:00	732	814	812	832	3190
16:00	741	762	738	758	2999
17:00	735	797	765	768	3065
18:00	744	724	699	736	2903
19:00	695	749	633	657	2734
20:00	551	576	482	472	2081
21:00	440	491	394	337	1662
22:00	302	334	282	252	1170
23:00	252	281	214	171	918
					45986
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	45986

	Vol	Hour
07:00-09:00 Peak	2954	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3271	16:30

	Vol	Hour
07:00-09:00 Peak	3470	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2637	17:00

	Vol	Hour
07:00-09:00 Peak	3143	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3435	17:15

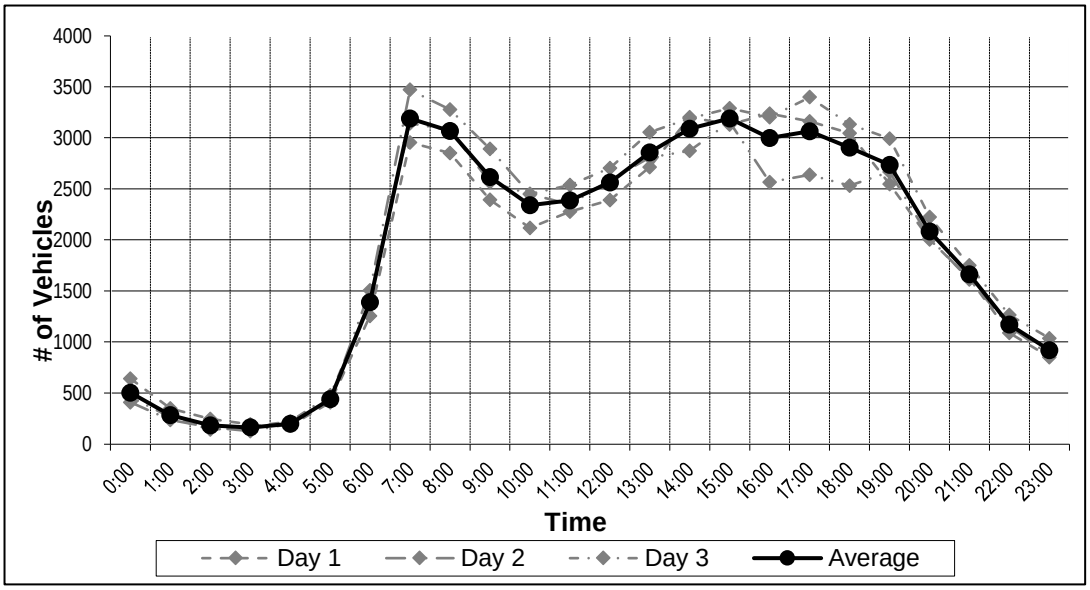
	Vol	Hour	PHF
06:00-09:00 Peak	3189	07:00	0.90
12:00-14:00 Peak	2858	13:00	0.97
16:00-19:00 Peak	3074	17:15	0.96

	Vol	Hour
AM Peak	2954	07:00
PM Peak	3271	16:30
Daily Peak	3271	16:30

	Vol	Hour
AM Peak	3470	07:00
PM Peak	3153	15:00
Daily Peak	3470	07:00

	Vol	Hour
AM Peak	3143	07:00
PM Peak	3435	17:15
Daily Peak	3435	17:15

	Vol	Hour
AM Peak	3189	07:00
PM Peak	3199	15:15
Daily Peak	3199	15:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	7650
MD	9:00 am - 4:00 pm	19040
PM	4:00 pm - 7:00 pm	8970
NT	7:00 pm - 6:00 am	10340
AADT	0:00 am - 12:00 pm	46000
		46000
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.41
PM	0.20
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	6.9%
12:00-14:00 Peak Hour	6.2%
15:00-18:00 Peak Hour	6.7%

87-1043 (WB)

IVES DAIRY RD E OF I-95 NB RAMPS, 87-1043 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	129	111	121	89	450
1:00	56	60	52	48	216
2:00	47	33	41	40	161
3:00	34	41	47	60	182
4:00	54	47	70	61	232
5:00	92	115	173	212	592
6:00	227	308	423	446	1404
7:00	610	823	828	641	2902
8:00	654	650	758	589	2651
9:00	517	545	562	507	2131
10:00	498	491	470	428	1887
11:00	455	468	496	534	1953
12:00	450	526	497	576	2049
13:00	552	618	526	562	2258
14:00	613	660	586	632	2491
15:00	549	615	538	580	2282
16:00	551	565	636	594	2346
17:00	591	631	567	531	2320
18:00	626	789	554	536	2505
19:00	501	571	451	419	1942
20:00	354	423	367	340	1484
21:00	301	364	260	261	1186
22:00	213	251	223	200	887
23:00	199	171	168	138	676
					37187

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	93	103	85	75	356
1:00	50	60	52	38	200
2:00	41	40	36	25	142
3:00	46	42	34	37	159
4:00	52	47	62	82	243
5:00	103	103	169	196	571
6:00	311	610	591	664	2176
7:00	1008	1148	949	958	4063
8:00	1070	835	907	979	3791
9:00	916	849	656	530	2951
10:00	563	557	553	464	2137
11:00	479	489	503	539	2010
12:00	604	536	516	596	2252
13:00	551	533	543	552	2179
14:00	435	553	477	520	1985
15:00	516	618	590	530	2254
16:00	450	470	378	545	1843
17:00	456	459	404	450	1769
18:00	392	456	486	488	1822
19:00	547	595	512	522	2176
20:00	414	432	335	326	1507
21:00	392	354	277	282	1305
22:00	256	278	222	217	973
23:00	182	195	125	134	636
					39500

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	116	78	120	76	390
1:00	75	57	48	50	230
2:00	45	40	23	34	142
3:00	36	54	51	60	201
4:00	55	60	82	83	280
5:00	88	133	182	217	620
6:00	248	325	513	564	1650
7:00	718	864	783	851	3216
8:00	846	729	725	710	3010
9:00	662	687	582	627	2558
10:00	553	566	553	511	2183
11:00	529	544	521	570	2164
12:00	501	494	590	628	2213
13:00	642	599	598	644	2483
14:00	581	697	565	668	2511
15:00	590	622	675	702	2589
16:00	609	660	650	689	2608
17:00	671	611	648	625	2555
18:00	588	534	540	693	2355
19:00	577	669	626	627	2499
20:00	415	489	368	408	1680
21:00	336	405	287	284	1312
22:00	274	289	278	233	1074
23:00	245	214	181	173	813
					41336

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	113	97	109	80	399
1:00	60	59	51	45	215
2:00	44	38	33	33	148
3:00	39	46	44	52	181
4:00	54	51	71	75	251
5:00	94	117	175	208	594
6:00	262	414	509	558	1743
7:00	779	945	853	817	3394
8:00	857	738	797	759	3151
9:00	698	694	600	555	2547
10:00	538	538	525	468	2069
11:00	488	500	507	548	2043
12:00	518	519	534	600	2171
13:00	582	583	556	586	2307
14:00	543	637	543	607	2330
15:00	552	618	601	604	2375
16:00	537	565	555	609	2266
17:00	573	567	540	535	2215
18:00	535	593	527	572	2227
19:00	542	612	530	523	2207
20:00	394	448	357	358	1557
21:00	343	374	275	276	1268
22:00	248	273	241	217	979
23:00	209	193	158	148	708
					39345
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	39345

	Vol	Hour
07:00-09:00 Peak	2946	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2513	17:30

	Vol	Hour
AM Peak	2946	07:15
PM Peak	2513	17:30
Daily Peak	2946	07:15

	Vol	Hour
07:00-09:00 Peak	4125	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1864	16:45

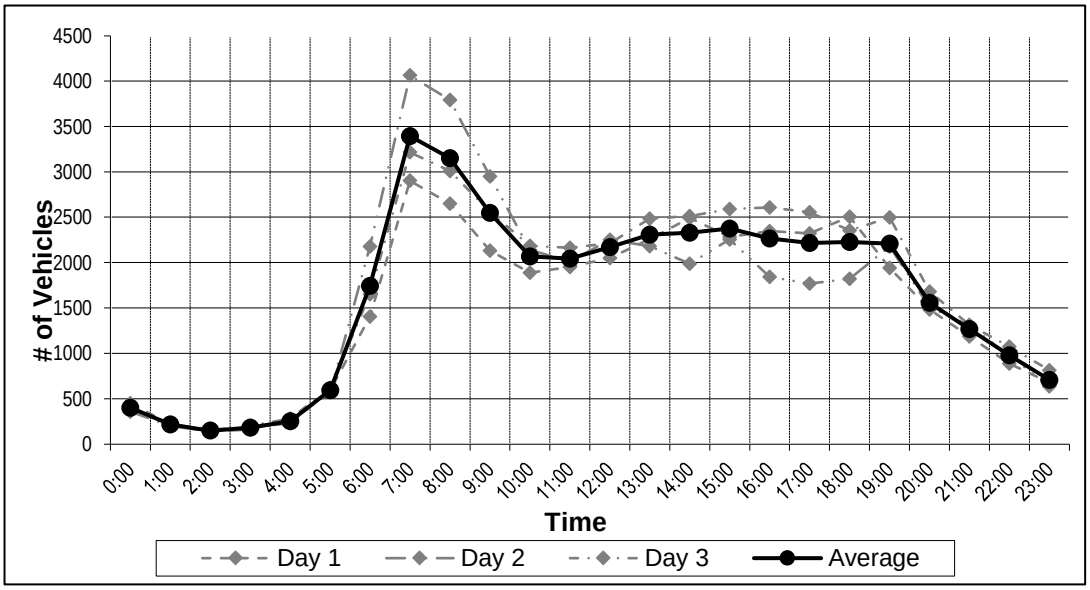
	Vol	Hour
AM Peak	4125	07:15
PM Peak	2254	15:00
Daily Peak	4125	07:15

	Vol	Hour
07:00-09:00 Peak	3344	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2670	16:15

	Vol	Hour
AM Peak	3344	07:15
PM Peak	2670	16:15
Daily Peak	3344	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	3472	07:15	0.92
12:00-14:00 Peak	2321	12:45	0.97
16:00-19:00 Peak	2304	16:30	0.95

	Vol	Hour
AM Peak	3472	07:15
PM Peak	2378	14:45
Daily Peak	3472	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	8290
MD	9:00 am - 4:00 pm	15840
PM	4:00 pm - 7:00 pm	6710
NT	7:00 pm - 6:00 am	8510
AADT	0:00 am - 12:00 pm	39300
		39350
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.40
PM	0.17
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	8.8%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	5.9%

87-1043 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 104_IDR@I-95MBRamps
Site Code: 104-3692
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 NB Off-Ramp Northbound				I-95 NB On-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	82	414	0	0	0	163	253	0	47	0	165	0	0	0	0	1124
06:45 AM	0	76	495	0	0	0	250	268	0	73	0	153	0	0	0	0	1315
Total	0	158	909	0	0	0	413	521	0	120	0	318	0	0	0	0	2439
07:00 AM	0	105	540	0	0	0	386	456	0	94	0	150	0	0	0	0	1731
07:15 AM	0	148	652	0	0	0	268	544	0	87	0	197	0	0	0	0	1896
07:30 AM	0	102	683	0	0	0	247	421	0	70	0	157	0	0	0	0	1680
07:45 AM	0	121	640	0	0	0	225	546	0	59	0	225	0	0	0	0	1816
Total	0	476	2515	0	0	0	1126	1967	0	310	0	729	0	0	0	0	7123
08:00 AM	0	181	686	0	0	0	289	410	0	114	0	326	0	0	0	0	2006
08:15 AM	0	76	521	0	0	0	319	463	0	64	0	223	0	0	0	0	1666
08:30 AM	0	128	488	0	0	0	313	485	0	66	0	211	0	0	0	0	1691
08:45 AM	0	86	506	0	0	0	318	476	0	44	0	176	0	0	0	0	1606
Total	0	471	2201	0	0	0	1239	1834	0	288	0	936	0	0	0	0	6969
09:00 AM	0	117	536	0	0	0	273	348	0	41	0	175	0	0	0	0	1490
09:15 AM	0	119	513	0	0	0	268	419	0	49	0	187	0	0	0	0	1555
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	236	1049	0	0	0	541	767	0	90	0	362	0	0	0	0	3045
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	96	581	0	0	0	389	399	0	97	0	151	0	0	0	0	1713
03:45 PM	0	76	544	0	0	0	415	431	0	76	0	159	0	0	0	0	1701
Total	0	172	1125	0	0	0	804	830	0	173	0	310	0	0	0	0	3414
04:00 PM	0	104	520	0	0	0	379	344	0	97	0	150	0	0	0	0	1594
04:15 PM	0	86	528	0	0	0	414	386	0	98	0	151	0	0	0	0	1663
04:30 PM	0	101	549	0	0	0	371	380	0	110	0	167	0	0	0	0	1678
04:45 PM	0	81	576	0	0	0	424	384	0	84	0	183	0	0	0	0	1732
Total	0	372	2173	0	0	0	1588	1494	0	389	0	651	0	0	0	0	6667
05:00 PM	0	90	550	0	0	0	358	394	0	124	0	161	0	0	0	0	1677
05:15 PM	0	94	413	0	0	0	523	387	0	103	0	196	0	0	0	0	1716
05:30 PM	0	112	473	0	0	0	385	385	0	127	0	190	0	0	0	0	1672
05:45 PM	0	82	460	0	0	0	479	380	0	101	0	191	0	0	0	0	1693
Total	0	378	1896	0	0	0	1745	1546	0	455	0	738	0	0	0	0	6758
06:00 PM	0	70	325	0	0	0	330	443	0	104	0	156	0	0	0	0	1428
06:15 PM	0	56	381	0	0	0	359	322	0	73	0	133	0	0	0	0	1324
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	126	706	0	0	0	689	765	0	177	0	289	0	0	0	0	2752

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

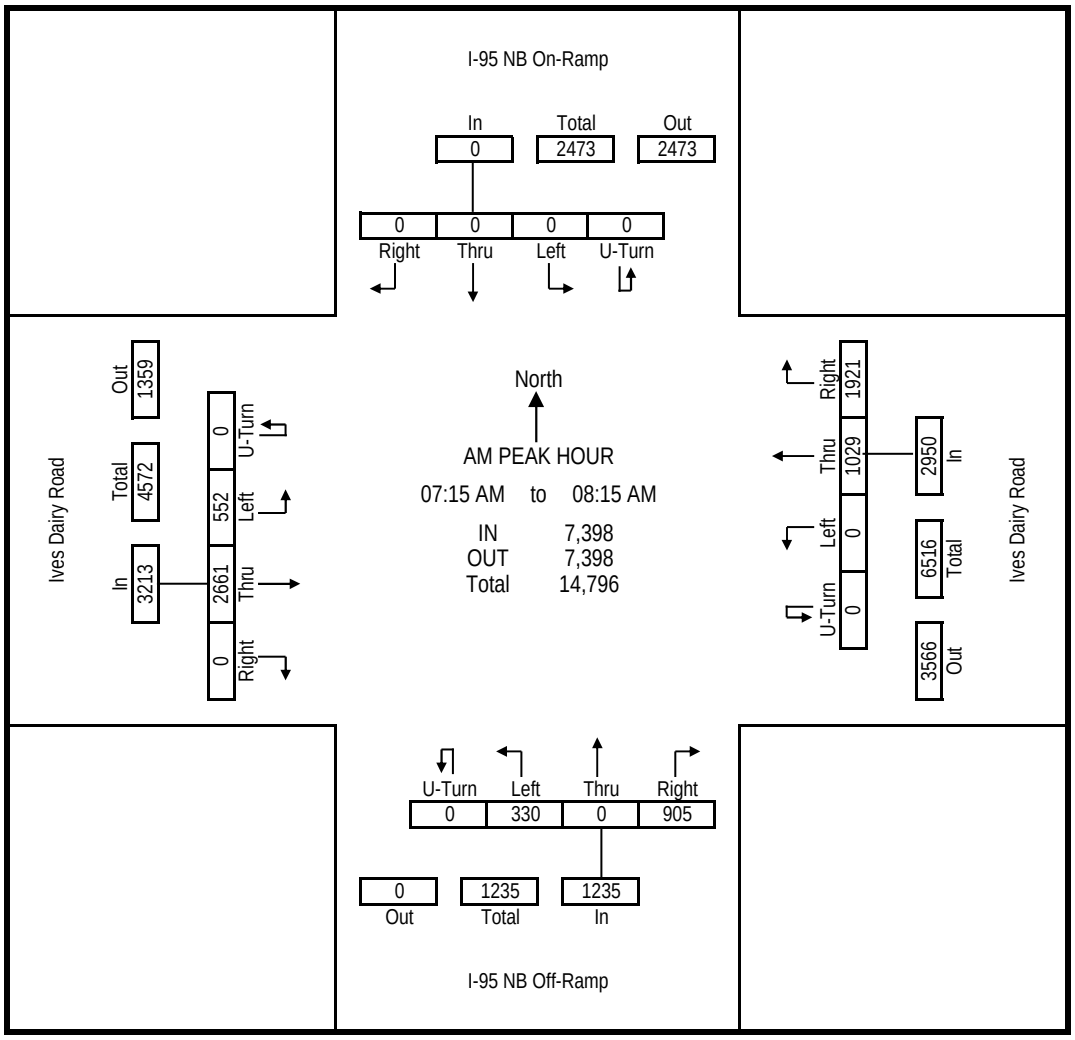
FDOT District 6

File Name: 104_IDR@I-95MBRamps
Site Code: 104-3692
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 NB Off-Ramp Northbound				I-95 NB On-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:15 AM	0	148	652	0	0	0	268	544	0	87	0	197	0	0	0	0	1896
07:30 AM	0	102	683	0	0	0	247	421	0	70	0	157	0	0	0	0	1680
07:45 AM	0	121	640	0	0	0	225	546	0	59	0	225	0	0	0	0	1816
08:00 AM	0	181	686	0	0	0	289	410	0	114	0	326	0	0	0	0	2006
Total	0	552	2661	0	0	0	1029	1921	0	330	0	905	0	0	0	0	7398
PHF	0.000	0.762	0.970	0.000	0.000	0.000	0.890	0.880	0.000	0.724	0.000	0.694	0.000	0.000	0.000	0.000	0.92
Heavy Veh %	0%	1%	2%	0%	0%	0%	2%	0%	0%	4%	0%	3%	0%	0%	0%	0%	2%
App Vol %	0%	17%	83%	0%	0%	0%	35%	65%	0%	27%	0%	73%	0%	0%	0%	0%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 07:15 AM to 08:15 AM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

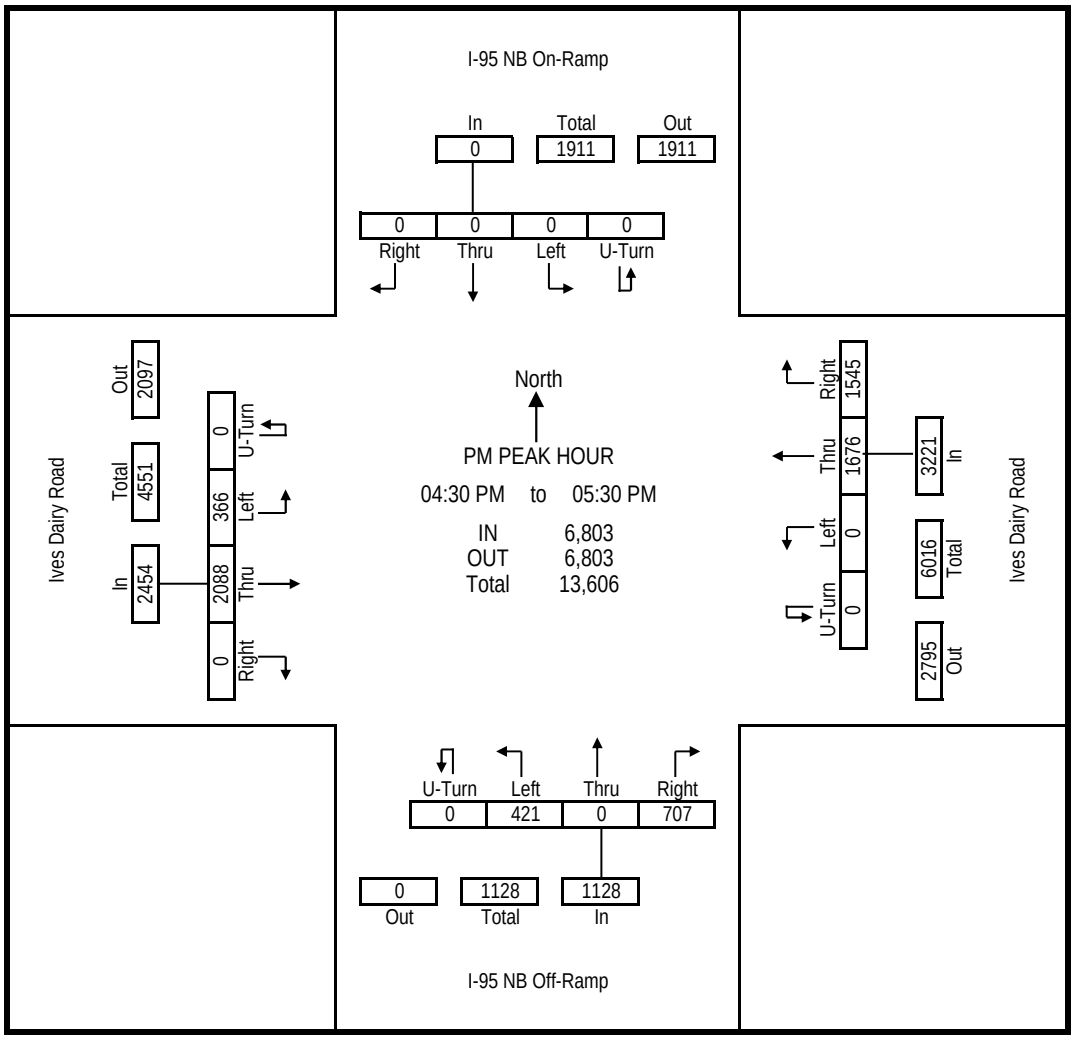
FDOT District 6

File Name: 104_IDR@I-95MBRamps
Site Code: 104-3692
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 NB Off-Ramp Northbound				I-95 NB On-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:30 PM	0	101	549	0	0	0	371	380	0	110	0	167	0	0	0	0	1678
04:45 PM	0	81	576	0	0	0	424	384	0	84	0	183	0	0	0	0	1732
05:00 PM	0	90	550	0	0	0	358	394	0	124	0	161	0	0	0	0	1677
05:15 PM	0	94	413	0	0	0	523	387	0	103	0	196	0	0	0	0	1716
Total	0	366	2088	0	0	0	1676	1545	0	421	0	707	0	0	0	0	6803
PHF	0.000	0.906	0.906	0.000	0.000	0.000	0.801	0.980	0.000	0.849	0.000	0.902	0.000	0.000	0.000	0.000	0.98
Heavy Veh %	0%	2%	1%	0%	0%	0%	2%	0%	0%	1%	0%	1%	0%	0%	0%	0%	1%
App Vol %	0%	15%	85%	0%	0%	0%	52%	48%	0%	37%	0%	63%	0%	0%	0%	0%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM
Peak Hour for Entire Intersection Begins at : 04:30 PM to 05:30 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 104_IDR@I-95MBRamps
Site Code: 104-3692
Count Date: 9/23/2021

Groups Printed: Automobiles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				I-95 NB Off-Ramp Northbound				I-95 NB On-Ramp Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	81	397	0	0	0	152	253	0	45	0	155	0	0	0	0	1083
06:45 AM	0	76	474	0	0	0	240	268	0	73	0	153	0	0	0	0	1284
Total	0	157	871	0	0	0	392	521	0	118	0	308	0	0	0	0	2367
07:00 AM	0	105	520	0	0	0	382	456	0	93	0	145	0	0	0	0	1701
07:15 AM	0	144	635	0	0	0	267	544	0	85	0	189	0	0	0	0	1864
07:30 AM	0	102	674	0	0	0	245	421	0	68	0	155	0	0	0	0	1665
07:45 AM	0	118	629	0	0	0	217	546	0	54	0	218	0	0	0	0	1782
Total	0	469	2458	0	0	0	1111	1967	0	300	0	707	0	0	0	0	7012
08:00 AM	0	180	675	0	0	0	275	410	0	110	0	312	0	0	0	0	1962
08:15 AM	0	75	515	0	0	0	316	463	0	60	0	212	0	0	0	0	1641
08:30 AM	0	126	478	0	0	0	310	485	0	64	0	205	0	0	0	0	1668
08:45 AM	0	84	489	0	0	0	313	476	0	42	0	170	0	0	0	0	1574
Total	0	465	2157	0	0	0	1214	1834	0	276	0	899	0	0	0	0	6845
09:00 AM	0	115	517	0	0	0	266	348	0	38	0	170	0	0	0	0	1454
09:15 AM	0	115	491	0	0	0	261	419	0	46	0	184	0	0	0	0	1516
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	230	1008	0	0	0	527	767	0	84	0	354	0	0	0	0	2970
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	94	576	0	0	0	373	399	0	95	0	147	0	0	0	0	1684
03:45 PM	0	75	534	0	0	0	401	431	0	75	0	157	0	0	0	0	1673
Total	0	169	1110	0	0	0	774	830	0	170	0	304	0	0	0	0	3357
04:00 PM	0	104	514	0	0	0	368	344	0	94	0	149	0	0	0	0	1573
04:15 PM	0	84	521	0	0	0	404	386	0	94	0	150	0	0	0	0	1639
04:30 PM	0	98	543	0	0	0	363	380	0	110	0	165	0	0	0	0	1659
04:45 PM	0	80	571	0	0	0	419	384	0	83	0	181	0	0	0	0	1718
Total	0	366	2149	0	0	0	1554	1494	0	381	0	645	0	0	0	0	6589
05:00 PM	0	89	549	0	0	0	346	394	0	123	0	159	0	0	0	0	1660
05:15 PM	0	93	411	0	0	0	514	387	0	100	0	195	0	0	0	0	1700
05:30 PM	0	110	469	0	0	0	378	385	0	127	0	189	0	0	0	0	1658
05:45 PM	0	81	459	0	0	0	469	380	0	101	0	188	0	0	0	0	1678
Total	0	373	1888	0	0	0	1707	1546	0	451	0	731	0	0	0	0	6696
06:00 PM	0	70	322	0	0	0	324	443	0	104	0	156	0	0	0	0	1419
06:15 PM	0	55	379	0	0	0	355	322	0	73	0	133	0	0	0	0	1317
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	125	701	0	0	0	679	765	0	177	0	289	0	0	0	0	2736

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 104_IDR@I-95MBRamps
Site Code: 104-3692
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				I-95 NB Off-Ramp Northbound				I-95 NB On-Ramp Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	17	0	0	0	11	0	0	2	0	10	0	0	0	0	41
06:45 AM	0	0	21	0	0	0	10	0	0	0	0	0	0	0	0	0	31
Total	0	1	38	0	0	0	21	0	0	2	0	10	0	0	0	0	72
07:00 AM	0	0	20	0	0	0	4	0	0	1	0	5	0	0	0	0	30
07:15 AM	0	4	17	0	0	0	1	0	0	2	0	8	0	0	0	0	32
07:30 AM	0	0	9	0	0	0	2	0	0	2	0	2	0	0	0	0	15
07:45 AM	0	3	11	0	0	0	8	0	0	5	0	7	0	0	0	0	34
Total	0	7	57	0	0	0	15	0	0	10	0	22	0	0	0	0	111
08:00 AM	0	1	11	0	0	0	14	0	0	4	0	14	0	0	0	0	44
08:15 AM	0	1	6	0	0	0	3	0	0	4	0	11	0	0	0	0	25
08:30 AM	0	2	10	0	0	0	3	0	0	2	0	6	0	0	0	0	23
08:45 AM	0	2	17	0	0	0	5	0	0	2	0	6	0	0	0	0	32
Total	0	6	44	0	0	0	25	0	0	12	0	37	0	0	0	0	124
09:00 AM	0	2	19	0	0	0	7	0	0	3	0	5	0	0	0	0	36
09:15 AM	0	4	22	0	0	0	7	0	0	3	0	3	0	0	0	0	39
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	41	0	0	0	14	0	0	6	0	8	0	0	0	0	75
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	2	5	0	0	0	16	0	0	2	0	4	0	0	0	0	29
03:45 PM	0	1	10	0	0	0	14	0	0	1	0	2	0	0	0	0	28
Total	0	3	15	0	0	0	30	0	0	3	0	6	0	0	0	0	57
04:00 PM	0	0	6	0	0	0	11	0	0	3	0	1	0	0	0	0	21
04:15 PM	0	2	7	0	0	0	10	0	0	4	0	1	0	0	0	0	24
04:30 PM	0	3	6	0	0	0	8	0	0	0	0	2	0	0	0	0	19
04:45 PM	0	1	5	0	0	0	5	0	0	1	0	2	0	0	0	0	14
Total	0	6	24	0	0	0	34	0	0	8	0	6	0	0	0	0	78
05:00 PM	0	1	1	0	0	0	12	0	0	1	0	2	0	0	0	0	17
05:15 PM	0	1	2	0	0	0	9	0	0	3	0	1	0	0	0	0	16
05:30 PM	0	2	4	0	0	0	7	0	0	0	0	1	0	0	0	0	14
05:45 PM	0	1	1	0	0	0	10	0	0	0	0	3	0	0	0	0	15
Total	0	5	8	0	0	0	38	0	0	4	0	7	0	0	0	0	62
06:00 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	9
06:15 PM	0	1	2	0	0	0	4	0	0	0	0	0	0	0	0	0	7
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	5	0	0	0	10	0	0	0	0	0	0	0	0	0	16

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 104_IDR@I-95MBRamps
Site Code: 104-3692
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				I-95 NB Off-Ramp Northbound				I-95 NB On-Ramp Eastbound				
Start Time	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IVES DAIRTY RD W OF HIGHLAND LAKES BLVD, 87-1097 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	193	173	151	125	642
1:00	103	94	73	79	349
2:00	71	66	60	49	246
3:00	48	46	48	49	191
4:00	33	41	56	51	181
5:00	67	73	113	155	408
6:00	184	252	345	474	1255
7:00	717	814	767	656	2954
8:00	687	732	760	670	2849
9:00	588	636	613	557	2394
10:00	556	530	552	479	2117
11:00	538	556	586	598	2278
12:00	551	612	569	659	2391
13:00	628	706	726	654	2714
14:00	815	802	768	818	3203
15:00	758	798	762	812	3130
16:00	776	813	867	780	3236
17:00	772	852	797	740	3161
18:00	767	881	726	672	3046
19:00	615	745	592	594	2546
20:00	513	525	511	456	2005
21:00	366	509	388	359	1622
22:00	283	306	272	229	1090
23:00	224	254	210	164	852
					44860

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	138	99	100	72	409
1:00	67	62	58	50	237
2:00	41	45	46	32	164
3:00	34	29	34	31	128
4:00	47	44	45	61	197
5:00	64	79	131	157	431
6:00	199	353	390	563	1505
7:00	900	994	793	783	3470
8:00	886	754	714	923	3277
9:00	870	821	634	567	2892
10:00	605	650	608	586	2449
11:00	574	596	578	597	2345
12:00	648	631	631	677	2587
13:00	681	631	731	762	2805
14:00	655	734	740	743	2872
15:00	698	836	835	784	3153
16:00	686	642	551	685	2564
17:00	618	687	646	686	2637
18:00	612	569	627	722	2530
19:00	720	701	588	656	2665
20:00	562	574	465	415	2016
21:00	480	452	372	309	1613
22:00	292	351	256	257	1156
23:00	246	279	179	164	868
					44970

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	147	114	115	83	459
1:00	94	58	66	46	264
2:00	38	46	30	28	142
3:00	34	46	46	43	169
4:00	43	51	61	67	222
5:00	88	91	142	157	478
6:00	217	283	405	501	1406
7:00	830	861	673	779	3143
8:00	679	789	806	802	3076
9:00	613	713	607	631	2564
10:00	607	653	611	578	2449
11:00	610	630	596	702	2538
12:00	653	562	758	731	2704
13:00	784	765	748	756	3053
14:00	742	869	768	809	3188
15:00	741	809	840	899	3289
16:00	762	832	796	810	3200
17:00	816	851	853	878	3398
18:00	853	723	743	814	3133
19:00	750	802	718	722	2992
20:00	579	629	471	544	2223
21:00	474	511	421	343	1749
22:00	332	345	317	270	1264
23:00	287	309	252	186	1034
					48137

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	159	129	122	93	503
1:00	88	71	66	58	283
2:00	50	52	45	36	183
3:00	39	40	43	41	163
4:00	41	45	54	60	200
5:00	73	81	129	156	439
6:00	200	296	380	513	1389
7:00	816	890	744	739	3189
8:00	751	758	760	798	3067
9:00	690	723	618	585	2616
10:00	589	611	590	548	2338
11:00	574	594	587	632	2387
12:00	617	602	653	689	2561
13:00	698	701	735	724	2858
14:00	737	802	759	790	3088
15:00	732	814	812	832	3190
16:00	741	762	738	758	2999
17:00	735	797	765	768	3065
18:00	744	724	699	736	2903
19:00	695	749	633	657	2734
20:00	551	576	482	472	2081
21:00	440	491	394	337	1662
22:00	302	334	282	252	1170
23:00	252	281	214	171	918
					45986
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	45986

	Vol	Hour
07:00-09:00 Peak	2954	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3271	16:30

	Vol	Hour
AM Peak	2954	07:00
PM Peak	3271	16:30
Daily Peak	3271	16:30

	Vol	Hour
07:00-09:00 Peak	3470	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2637	17:00

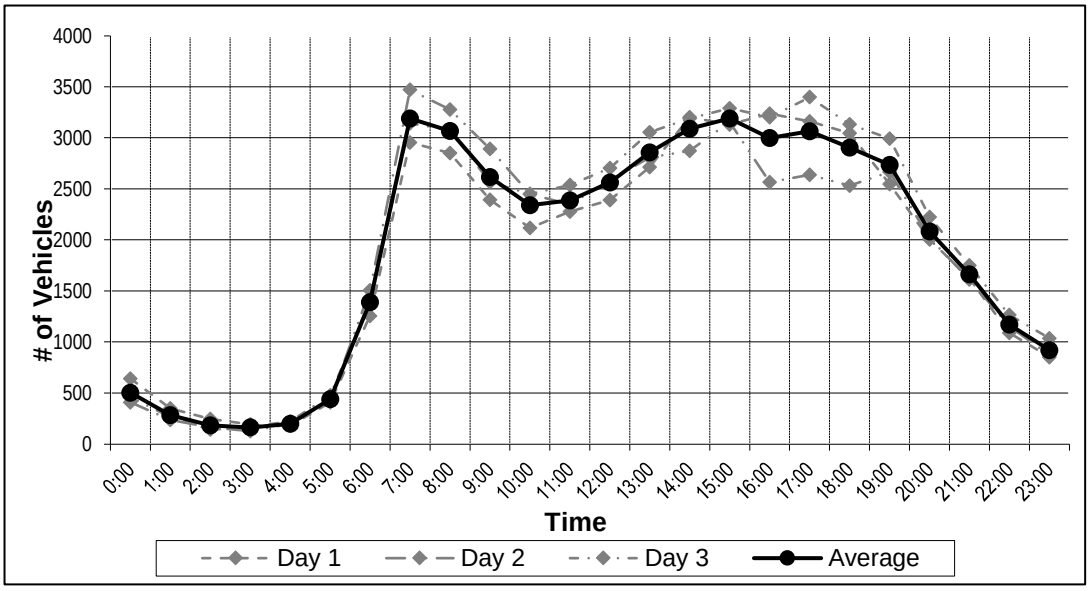
	Vol	Hour
AM Peak	3470	07:00
PM Peak	3153	15:00
Daily Peak	3470	07:00

	Vol	Hour
07:00-09:00 Peak	3143	07:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	3435	17:15

	Vol	Hour
AM Peak	3143	07:00
PM Peak	3435	17:15
Daily Peak	3435	17:15

	Vol	Hour	PHF
06:00-09:00 Peak	3189	07:00	0.90
12:00-14:00 Peak	2858	13:00	0.97
16:00-19:00 Peak	3074	17:15	0.96

	Vol	Hour
AM Peak	3189	07:00
PM Peak	3199	15:15
Daily Peak	3199	15:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	7650
MD	9:00 am - 4:00 pm	19040
PM	4:00 pm - 7:00 pm	8970
NT	7:00 pm - 6:00 am	10340
AADT	0:00 am - 12:00 pm	46000
		46000
	FDOT 2019 AADT	none

Distribution	
AM	0.17
MD	0.41
PM	0.20
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	6.9%
12:00-14:00 Peak Hour	6.2%
15:00-18:00 Peak Hour	6.7%

87-1097 (WB)

IVES DAIRTY RD W OF HIGHLAND LAKES BLVD, 87-1097 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	129	111	121	89	450
1:00	56	60	52	48	216
2:00	47	33	41	40	161
3:00	34	41	47	60	182
4:00	54	47	70	61	232
5:00	92	115	173	212	592
6:00	227	308	423	446	1404
7:00	610	823	828	641	2902
8:00	654	650	758	589	2651
9:00	517	545	562	507	2131
10:00	498	491	470	428	1887
11:00	455	468	496	534	1953
12:00	450	526	497	576	2049
13:00	552	618	526	562	2258
14:00	613	660	586	632	2491
15:00	549	615	538	580	2282
16:00	551	565	636	594	2346
17:00	591	631	567	531	2320
18:00	626	789	554	536	2505
19:00	501	571	451	419	1942
20:00	354	423	367	340	1484
21:00	301	364	260	261	1186
22:00	213	251	223	200	887
23:00	199	171	168	138	676
					37187

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	93	103	85	75	356
1:00	50	60	52	38	200
2:00	41	40	36	25	142
3:00	46	42	34	37	159
4:00	52	47	62	82	243
5:00	103	103	169	196	571
6:00	311	610	591	664	2176
7:00	1008	1148	949	958	4063
8:00	1070	835	907	979	3791
9:00	916	849	656	530	2951
10:00	563	557	553	464	2137
11:00	479	489	503	539	2010
12:00	604	536	516	596	2252
13:00	551	533	543	552	2179
14:00	435	553	477	520	1985
15:00	516	618	590	530	2254
16:00	450	470	378	545	1843
17:00	456	459	404	450	1769
18:00	392	456	486	488	1822
19:00	547	595	512	522	2176
20:00	414	432	335	326	1507
21:00	392	354	277	282	1305
22:00	256	278	222	217	973
23:00	182	195	125	134	636
					39500

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	116	78	120	76	390
1:00	75	57	48	50	230
2:00	45	40	23	34	142
3:00	36	54	51	60	201
4:00	55	60	82	83	280
5:00	88	133	182	217	620
6:00	248	325	513	564	1650
7:00	718	864	783	851	3216
8:00	846	729	725	710	3010
9:00	662	687	582	627	2558
10:00	553	566	553	511	2183
11:00	529	544	521	570	2164
12:00	501	494	590	628	2213
13:00	642	599	598	644	2483
14:00	581	697	565	668	2511
15:00	590	622	675	702	2589
16:00	609	660	650	689	2608
17:00	671	611	648	625	2555
18:00	588	534	540	693	2355
19:00	577	669	626	627	2499
20:00	415	489	368	408	1680
21:00	336	405	287	284	1312
22:00	274	289	278	233	1074
23:00	245	214	181	173	813
					41336

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	113	97	109	80	399
1:00	60	59	51	45	215
2:00	44	38	33	33	148
3:00	39	46	44	52	181
4:00	54	51	71	75	251
5:00	94	117	175	208	594
6:00	262	414	509	558	1743
7:00	779	945	853	817	3394
8:00	857	738	797	759	3151
9:00	698	694	600	555	2547
10:00	538	538	525	468	2069
11:00	488	500	507	548	2043
12:00	518	519	534	600	2171
13:00	582	583	556	586	2307
14:00	543	637	543	607	2330
15:00	552	618	601	604	2375
16:00	537	565	555	609	2266
17:00	573	567	540	535	2215
18:00	535	593	527	572	2227
19:00	542	612	530	523	2207
20:00	394	448	357	358	1557
21:00	343	374	275	276	1268
22:00	248	273	241	217	979
23:00	209	193	158	148	708
					39345
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	39345

	Vol	Hour
07:00-09:00 Peak	2946	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2513	17:30

	Vol	Hour
AM Peak	2946	07:15
PM Peak	2513	17:30
Daily Peak	2946	07:15

	Vol	Hour
07:00-09:00 Peak	4125	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1864	16:45

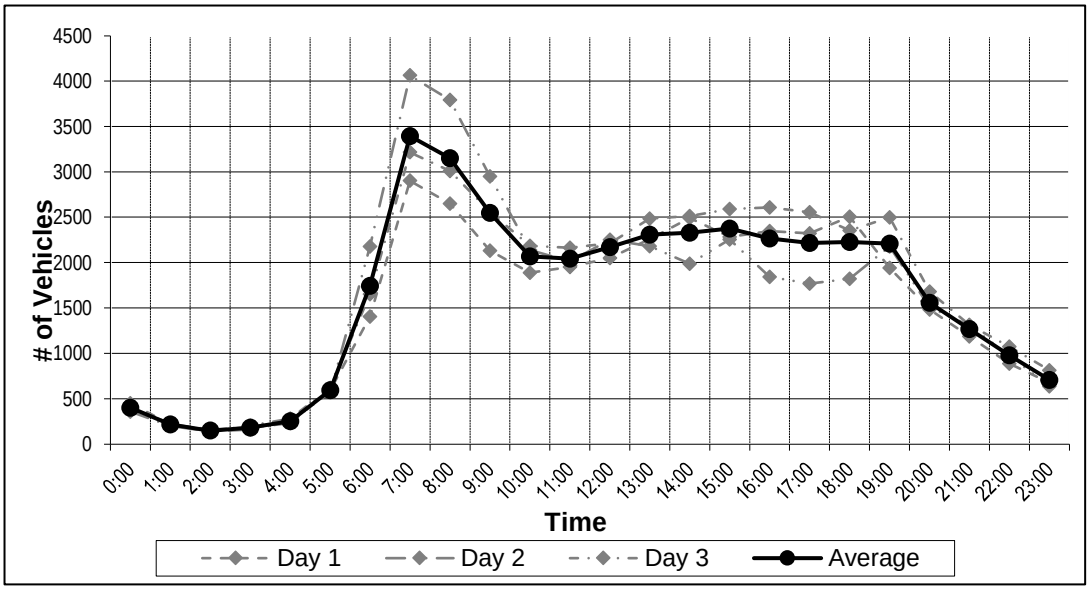
	Vol	Hour
AM Peak	4125	07:15
PM Peak	2254	15:00
Daily Peak	4125	07:15

	Vol	Hour
07:00-09:00 Peak	3344	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2670	16:15

	Vol	Hour
AM Peak	3344	07:15
PM Peak	2670	16:15
Daily Peak	3344	07:15

	Vol	Hour	PHF
06:00-09:00 Peak	3472	07:15	0.92
12:00-14:00 Peak	2321	12:45	0.97
16:00-19:00 Peak	2304	16:30	0.95

	Vol	Hour
AM Peak	3472	07:15
PM Peak	2378	14:45
Daily Peak	3472	07:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	8290
MD	9:00 am - 4:00 pm	15840
PM	4:00 pm - 7:00 pm	6710
NT	7:00 pm - 6:00 am	8510
AADT	0:00 am - 12:00 pm	39300
		39350
	FDOT 2019 AADT	none

Distribution	
AM	0.21
MD	0.40
PM	0.17
NT	0.22
AADT	1.00

	K
07:00-09:00 Peak Hour	8.8%
12:00-14:00 Peak Hour	5.9%
15:00-18:00 Peak Hour	5.9%

87-1097 (EB)

HIGHLAND LAKES BLVD N OF IVES DAIRY RD, 87-1091 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	4	3	4	14
1:00	2	1	1	2	6
2:00	1	1	0	1	3
3:00	2	1	0	0	3
4:00	1	0	1	4	6
5:00	3	2	2	8	15
6:00	7	12	20	41	80
7:00	57	60	50	62	229
8:00	76	84	86	69	315
9:00	63	48	43	52	206
10:00	55	52	45	46	198
11:00	45	36	38	47	166
12:00	40	47	39	41	167
13:00	43	36	31	42	152
14:00	71	61	52	60	244
15:00	59	90	82	70	301
16:00	70	66	62	68	266
17:00	78	78	67	80	303
18:00	76	61	65	41	243
19:00	56	37	39	32	164
20:00	31	25	28	23	107
21:00	17	15	13	12	57
22:00	11	8	6	8	33
23:00	8	5	5	3	21
					3299

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	1	6	3	3	13
1:00	2	1	0	3	6
2:00	1	1	0	1	3
3:00	2	1	1	0	4
4:00	0	0	2	3	5
5:00	2	3	1	9	15
6:00	5	10	22	40	77
7:00	63	63	50	63	239
8:00	77	85	89	73	324
9:00	67	51	50	44	212
10:00	45	39	45	43	172
11:00	48	46	38	51	183
12:00	52	48	41	36	177
13:00	52	29	24	44	149
14:00	100	84	59	75	318
15:00	53	60	69	64	246
16:00	70	59	66	66	261
17:00	77	91	65	85	318
18:00	79	57	70	38	244
19:00	75	27	48	29	179
20:00	32	34	31	26	123
21:00	23	14	10	14	61
22:00	13	7	3	10	33
23:00	7	6	4	3	20
					3382

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	4	5	2	15
1:00	1	3	2	3	9
2:00	0	1	0	2	3
3:00	3	2	0	0	5
4:00	0	0	1	5	6
5:00	3	1	3	8	15
6:00	4	18	24	48	94
7:00	54	57	57	69	237
8:00	71	83	86	64	304
9:00	63	51	39	51	204
10:00	69	65	49	50	233
11:00	48	30	37	45	160
12:00	35	45	38	41	159
13:00	31	45	28	28	132
14:00	41	47	52	52	192
15:00	64	116	84	72	336
16:00	72	62	61	66	261
17:00	78	78	70	74	300
18:00	69	50	73	42	234
19:00	41	45	35	31	152
20:00	25	16	30	15	86
21:00	12	15	14	10	51
22:00	10	9	7	7	33
23:00	7	5	4	3	19
					3240

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	5	4	3	15
1:00	2	2	1	3	8
2:00	1	1	0	1	3
3:00	2	1	0	0	3
4:00	0	0	1	4	5
5:00	3	2	2	8	15
6:00	5	13	22	43	83
7:00	58	60	52	65	235
8:00	75	84	87	69	315
9:00	64	50	44	49	207
10:00	56	52	46	46	200
11:00	47	37	38	48	170
12:00	42	47	39	39	167
13:00	42	37	28	38	145
14:00	71	64	54	62	251
15:00	59	89	78	69	295
16:00	71	62	63	67	263
17:00	78	82	67	80	307
18:00	75	56	69	40	240
19:00	57	36	41	31	165
20:00	29	25	30	21	105
21:00	17	15	12	12	56
22:00	11	8	5	8	32
23:00	7	5	4	3	19
					3304

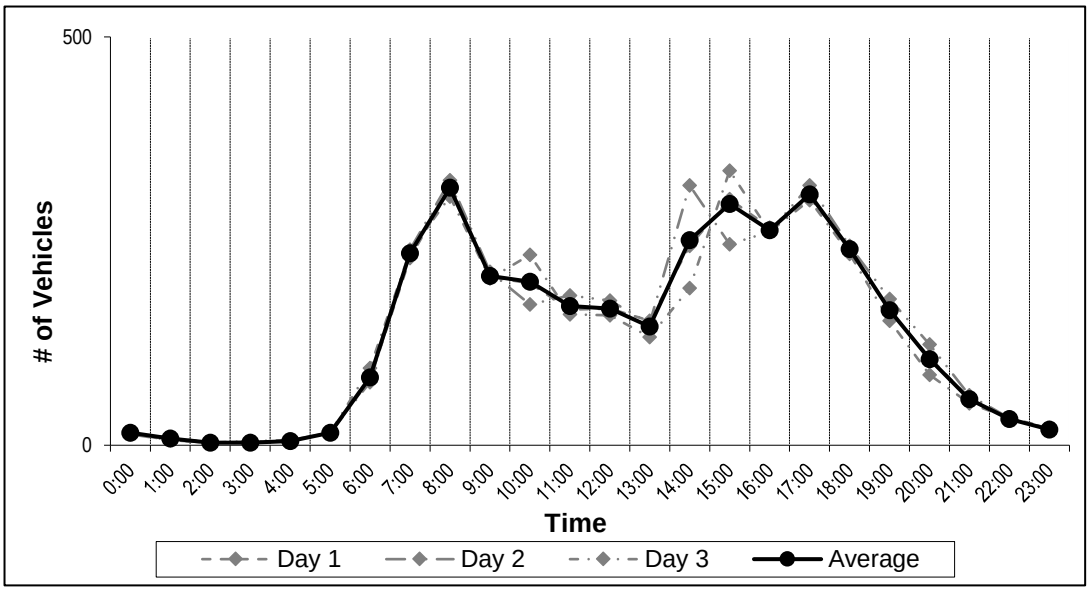
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	3304

	Vol	Hour
07:00-09:00 Peak	315	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	303	17:00
AM Peak	315	08:00
PM Peak	312	15:15
Daily Peak	315	08:00

	Vol	Hour
07:00-09:00 Peak	324	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	320	17:15
AM Peak	324	08:00
PM Peak	320	17:15
Daily Peak	324	08:00

	Vol	Hour
07:00-09:00 Peak	309	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	300	17:00
AM Peak	309	07:45
PM Peak	344	15:15
Daily Peak	344	15:15

	Vol	Hour	PHF
06:00-09:00 Peak	315	08:00	0.91
12:00-14:00 Peak	167	12:00	0.89
16:00-19:00 Peak	307	17:00	0.94
AM Peak	315	08:00	
PM Peak	307	15:15	
Daily Peak	315	08:00	



Period	Hour	Vol
AM	6:00 am - 9:00 am	630
MD	9:00 am - 4:00 pm	1440
PM	4:00 pm - 7:00 pm	810
NT	7:00 pm - 6:00 am	430
AADT	0:00 am - 12:00 pm	3300
		3310
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.44
PM	0.24
NT	0.13
AADT	1.00

	K
07:00-09:00 Peak Hour	9.5%
12:00-14:00 Peak Hour	5.1%
15:00-18:00 Peak Hour	9.3%

87-1091 (SB)

HIGHLAND LAKES BLVD N OF IVES DAIRY RD, 87-1091 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	7	5	5	21
1:00	2	3	1	2	8
2:00	1	1	0	2	4
3:00	2	2	2	1	7
4:00	1	1	2	2	6
5:00	2	1	3	5	11
6:00	7	6	14	23	50
7:00	33	52	60	69	214
8:00	91	91	79	74	335
9:00	68	52	58	52	230
10:00	55	50	49	48	202
11:00	43	40	41	46	170
12:00	41	46	45	41	173
13:00	42	37	40	50	169
14:00	56	38	68	61	223
15:00	70	59	54	50	233
16:00	63	45	64	54	226
17:00	57	59	54	53	223
18:00	55	51	54	51	211
19:00	54	43	43	35	175
20:00	41	38	34	28	141
21:00	25	23	22	16	86
22:00	17	11	10	15	53
23:00	12	9	11	6	38
					3209

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	3	10	6	5	24
1:00	3	3	0	3	9
2:00	1	1	1	2	5
3:00	2	2	3	0	7
4:00	1	0	1	3	5
5:00	1	1	3	7	12
6:00	7	6	13	21	47
7:00	31	53	60	68	212
8:00	93	92	76	77	338
9:00	70	52	60	52	234
10:00	45	40	48	52	185
11:00	36	42	50	48	176
12:00	42	43	42	37	164
13:00	49	36	45	59	189
14:00	73	50	73	57	253
15:00	53	52	46	53	204
16:00	63	43	61	52	219
17:00	56	58	54	51	219
18:00	60	51	56	52	219
19:00	60	37	45	37	179
20:00	50	38	39	36	163
21:00	25	18	17	21	81
22:00	16	9	10	18	53
23:00	10	10	12	4	36
					3233

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	5	6	4	3	18
1:00	1	4	1	4	10
2:00	1	1	0	4	6
3:00	2	2	1	2	7
4:00	0	0	3	2	5
5:00	3	1	3	3	10
6:00	4	6	13	20	43
7:00	29	53	60	68	210
8:00	91	91	78	74	334
9:00	67	52	73	52	244
10:00	69	52	57	55	233
11:00	52	36	34	51	173
12:00	42	49	49	38	178
13:00	36	40	35	38	149
14:00	49	28	64	61	202
15:00	76	61	52	50	239
16:00	66	40	64	56	226
17:00	55	59	50	48	212
18:00	48	51	60	54	213
19:00	48	43	42	29	162
20:00	39	31	32	17	119
21:00	22	28	19	16	85
22:00	17	11	12	11	51
23:00	10	9	12	9	40
					3169

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	4	8	5	4	21
1:00	2	3	1	3	9
2:00	1	1	0	3	5
3:00	2	2	2	1	7
4:00	1	0	2	2	5
5:00	2	1	3	5	11
6:00	6	6	13	21	46
7:00	31	53	60	68	212
8:00	92	91	78	75	336
9:00	68	52	64	52	236
10:00	56	47	51	52	206
11:00	44	39	42	48	173
12:00	42	46	45	39	172
13:00	42	38	40	49	169
14:00	59	39	68	60	226
15:00	66	57	51	51	225
16:00	64	43	63	54	224
17:00	56	59	53	51	219
18:00	54	51	57	52	214
19:00	54	41	43	34	172
20:00	43	36	35	27	141
21:00	24	23	19	18	84
22:00	17	10	11	15	53
23:00	11	9	12	6	38
					3204

Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	3204

	Vol	Hour
07:00-09:00 Peak	335	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	234	16:30

	Vol	Hour
AM Peak	335	08:00
PM Peak	258	14:30
Daily Peak	335	08:00

	Vol	Hour
07:00-09:00 Peak	338	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	227	16:30

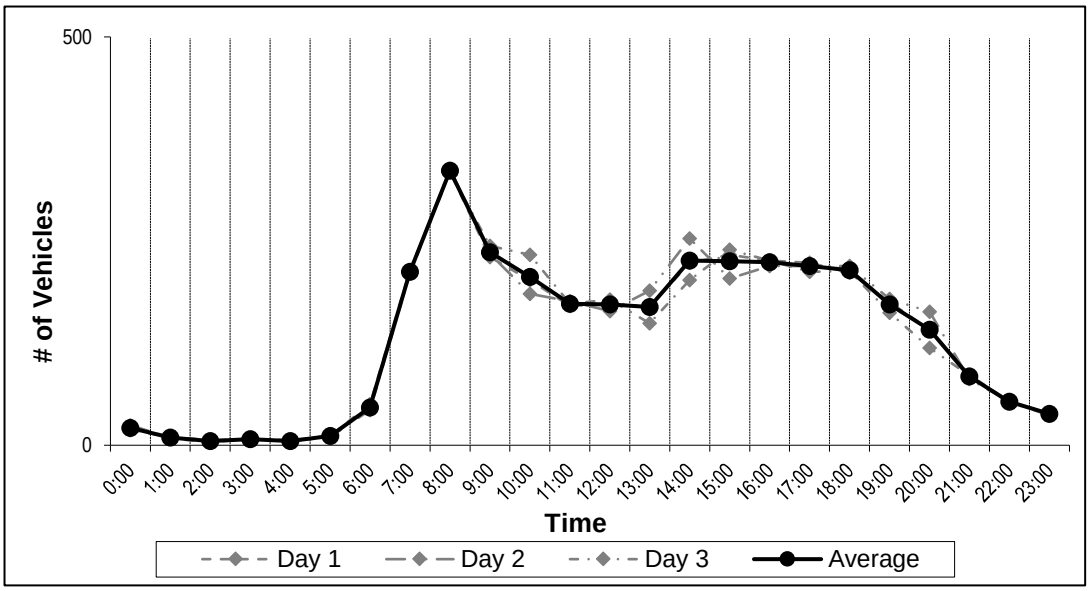
	Vol	Hour
AM Peak	338	08:00
PM Peak	255	13:45
Daily Peak	338	08:00

	Vol	Hour
07:00-09:00 Peak	334	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	234	16:30

	Vol	Hour
AM Peak	334	08:00
PM Peak	262	14:30
Daily Peak	334	08:00

	Vol	Hour	PHF
06:00-09:00 Peak	336	08:00	0.91
12:00-14:00 Peak	172	12:00	0.93
16:00-19:00 Peak	232	16:30	0.92

	Vol	Hour
AM Peak	336	08:00
PM Peak	251	14:30
Daily Peak	336	08:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	590
MD	9:00 am - 4:00 pm	1410
PM	4:00 pm - 7:00 pm	660
NT	7:00 pm - 6:00 am	550
AADT	0:00 am - 12:00 pm	3200
		3210
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.44
PM	0.21
NT	0.17
AADT	1.00

	K
07:00-09:00 Peak Hour	10.5%
12:00-14:00 Peak Hour	5.4%
15:00-18:00 Peak Hour	7.2%

87-1091 (NB)

HIGHLAND LAKES BLVD S OF IVES DAIRY RD, 87-1095 (SB) - Southbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	35	29	24	25	113
1:00	18	12	13	6	49
2:00	11	5	4	8	28
3:00	12	4	7	4	27
4:00	4	11	5	14	34
5:00	7	18	26	29	80
6:00	37	62	109	138	346
7:00	196	218	302	372	1088
8:00	336	333	355	311	1335
9:00	427	293	197	199	1116
10:00	207	200	204	254	865
11:00	190	183	211	221	805
12:00	174	191	176	208	749
13:00	212	208	204	210	834
14:00	186	180	222	207	795
15:00	283	278	276	333	1170
16:00	253	284	287	262	1086
17:00	306	269	238	275	1088
18:00	235	233	243	219	930
19:00	252	207	186	183	828
20:00	175	160	127	91	553
21:00	112	94	98	74	378
22:00	83	78	60	66	287
23:00	61	49	43	31	184
					14768

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	38	37	18	15	108
1:00	16	12	14	14	56
2:00	5	5	13	8	31
3:00	4	1	6	4	15
4:00	4	9	10	13	36
5:00	13	16	26	45	100
6:00	40	58	109	173	380
7:00	180	225	306	339	1050
8:00	290	307	391	334	1322
9:00	332	266	252	246	1096
10:00	199	196	208	194	797
11:00	226	147	215	236	824
12:00	164	196	211	237	808
13:00	216	170	179	209	774
14:00	252	247	304	279	1082
15:00	260	268	244	246	1018
16:00	283	223	294	269	1069
17:00	278	289	371	266	1204
18:00	268	239	259	265	1031
19:00	260	229	252	230	971
20:00	168	168	129	113	578
21:00	120	116	98	74	408
22:00	64	72	66	82	284
23:00	61	56	55	51	223
					15265

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	42	37	28	18	125
1:00	18	15	8	11	52
2:00	10	5	10	13	38
3:00	4	5	2	9	20
4:00	7	9	15	17	48
5:00	10	25	28	37	100
6:00	38	72	108	140	358
7:00	194	231	250	280	955
8:00	296	302	288	259	1145
9:00	260	265	309	304	1138
10:00	225	250	257	249	981
11:00	225	190	249	235	899
12:00	153	168	144	200	665
13:00	167	166	162	178	673
14:00	190	194	304	318	1006
15:00	318	306	250	275	1149
16:00	279	243	230	266	1018
17:00	263	268	246	279	1056
18:00	236	279	241	207	963
19:00	192	178	163	146	679
20:00	144	106	129	80	459
21:00	91	111	82	81	365
22:00	72	74	54	66	266
23:00	41	52	37	34	164
					14322

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	38	34	23	19	114
1:00	17	13	12	10	52
2:00	9	5	9	10	33
3:00	7	3	5	6	21
4:00	5	10	10	15	40
5:00	10	20	27	37	94
6:00	38	64	109	150	361
7:00	190	225	286	330	1031
8:00	307	314	345	301	1267
9:00	340	275	253	250	1118
10:00	210	215	223	232	880
11:00	214	173	225	231	843
12:00	164	185	177	215	741
13:00	198	181	182	199	760
14:00	209	207	277	268	961
15:00	287	284	257	285	1113
16:00	272	250	270	266	1058
17:00	282	275	285	273	1115
18:00	246	250	248	230	974
19:00	235	205	200	186	826
20:00	162	145	128	95	530
21:00	108	107	93	76	384
22:00	73	75	60	71	279
23:00	54	52	45	39	190
					14785

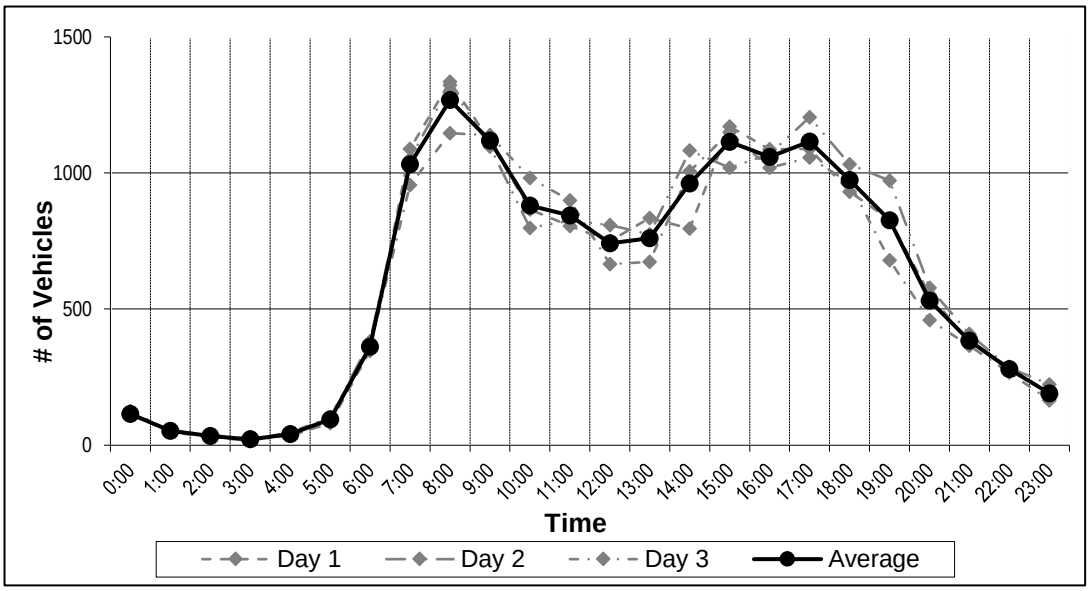
Seasonal Factor (SF)	1.00
Weekly Axle Factor (WAF)	1.00
Calculated AADT	14785

	Vol	Hour
07:00-09:00 Peak	1396	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1139	16:15
AM Peak	1426	08:15
PM Peak	1170	15:00
Daily Peak	1426	08:15

	Vol	Hour
07:00-09:00 Peak	1327	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1207	16:45
AM Peak	1364	08:15
PM Peak	1207	16:45
Daily Peak	1364	08:15

	Vol	Hour
07:00-09:00 Peak	1166	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1056	17:00
AM Peak	1166	07:45
PM Peak	1246	14:30
Daily Peak	1246	14:30

	Vol	Hour	PHF
06:00-09:00 Peak	1296	07:45	0.94
12:00-14:00 Peak	776	12:45	0.90
16:00-19:00 Peak	1115	17:00	0.98
AM Peak	1300	08:15	
PM Peak	1116	14:30	
Daily Peak	1300	08:15	



Period	Hour	Vol
AM	6:00 am - 9:00 am	2660
MD	9:00 am - 4:00 pm	6420
PM	4:00 pm - 7:00 pm	3150
NT	7:00 pm - 6:00 am	2560
AADT	0:00 am - 12:00 pm	14800
		14790
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.43
PM	0.21
NT	0.17
AADT	1.00

	K
07:00-09:00 Peak Hour	8.8%
12:00-14:00 Peak Hour	5.2%
15:00-18:00 Peak Hour	7.5%

87-1095 (SB)

HIGHLAND LAKES BLVD S OF IVES DAIRY RD, 87-1095 (NB) - Northbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	21	11	17	19	68
1:00	10	6	9	6	31
2:00	10	4	10	6	30
3:00	6	10	6	7	29
4:00	4	9	15	17	45
5:00	14	22	21	30	87
6:00	67	74	126	205	472
7:00	235	204	225	227	891
8:00	240	237	212	193	882
9:00	150	167	152	138	607
10:00	120	99	118	149	486
11:00	131	121	105	98	455
12:00	134	140	139	143	556
13:00	127	152	188	174	641
14:00	186	186	255	227	854
15:00	236	202	262	221	921
16:00	262	215	269	224	970
17:00	260	238	273	237	1008
18:00	252	239	267	204	962
19:00	200	209	123	140	672
20:00	100	99	113	78	390
21:00	82	74	86	56	298
22:00	59	59	56	36	210
23:00	56	41	36	25	158
					11723

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	22	28	20	9	79
1:00	12	13	9	7	41
2:00	5	5	7	9	26
3:00	5	7	8	11	31
4:00	7	15	11	16	49
5:00	19	22	29	43	113
6:00	56	71	111	213	451
7:00	266	176	215	204	861
8:00	244	252	169	169	834
9:00	185	124	130	118	557
10:00	103	116	119	140	478
11:00	112	108	108	100	428
12:00	124	127	138	119	508
13:00	128	145	159	150	582
14:00	145	188	207	246	786
15:00	259	226	280	247	1012
16:00	267	221	254	208	950
17:00	273	229	250	222	974
18:00	268	230	272	235	1005
19:00	218	242	199	158	817
20:00	152	135	111	80	478
21:00	82	85	54	72	293
22:00	52	49	49	51	201
23:00	51	53	32	20	156
					11710

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	21	27	21	13	82
1:00	13	8	6	8	35
2:00	6	3	9	5	23
3:00	8	12	5	2	27
4:00	7	9	17	16	49
5:00	15	23	31	29	98
6:00	58	75	104	188	425
7:00	228	182	197	181	788
8:00	183	192	152	153	680
9:00	123	164	132	116	535
10:00	142	107	106	101	456
11:00	94	101	99	101	395
12:00	106	136	115	111	468
13:00	126	129	106	130	491
14:00	175	153	188	190	706
15:00	172	211	253	215	851
16:00	246	205	260	211	922
17:00	249	210	268	222	949
18:00	240	208	238	171	857
19:00	151	154	122	124	551
20:00	105	98	80	72	355
21:00	70	69	70	54	263
22:00	62	55	45	47	209
23:00	46	39	41	29	155
					10370

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	21	22	19	14	76
1:00	12	9	8	7	36
2:00	7	4	9	7	27
3:00	6	10	6	7	29
4:00	6	11	14	16	47
5:00	16	22	27	34	99
6:00	60	73	114	202	449
7:00	243	187	212	204	846
8:00	222	227	178	172	799
9:00	153	152	138	124	567
10:00	122	107	114	130	473
11:00	112	110	104	100	426
12:00	121	134	131	124	510
13:00	127	142	151	151	571
14:00	169	176	217	221	783
15:00	222	213	265	228	928
16:00	258	214	261	214	947
17:00	261	226	264	227	978
18:00	253	226	259	203	941
19:00	190	202	148	141	681
20:00	119	111	101	77	408
21:00	78	76	70	61	285
22:00	58	54	50	45	207
23:00	51	44	36	25	156
					11269
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	11269

	Vol	Hour
07:00-09:00 Peak	929	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1008	17:00

	Vol	Hour
07:00-09:00 Peak	915	7:30
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1005	18:00

	Vol	Hour
07:00-09:00 Peak	795	06:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	949	17:00

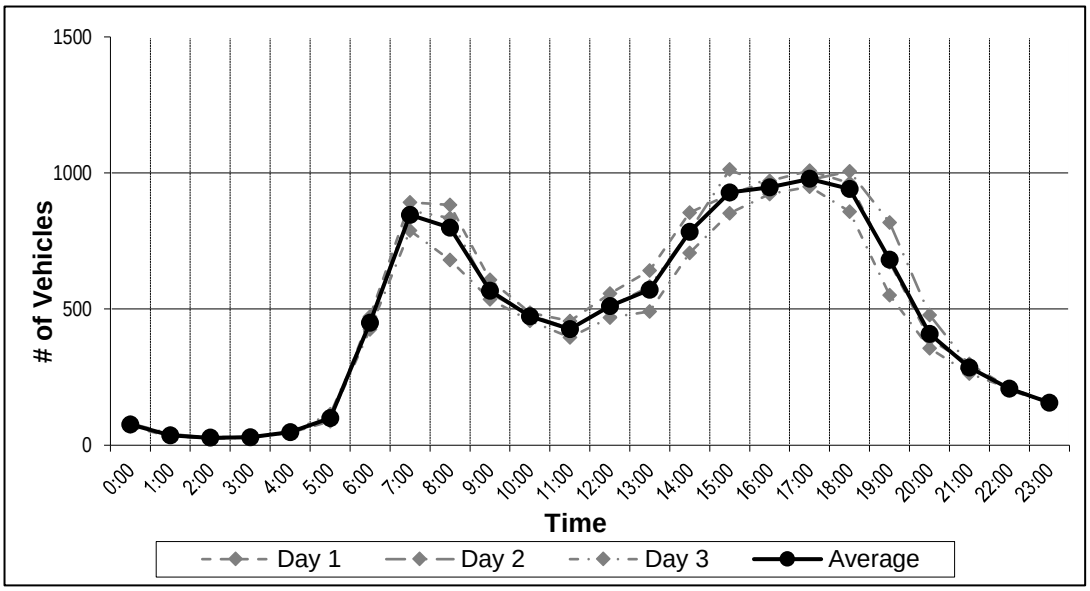
	Vol	Hour	PHF
06:00-09:00 Peak	865	07:30	0.95
12:00-14:00 Peak	571	13:00	0.95
16:00-19:00 Peak	978	17:00	0.93

	Vol	Hour
AM Peak	929	7:30
PM Peak	1008	17:00
Daily Peak	1008	17:00

	Vol	Hour
AM Peak	915	7:30
PM Peak	1020	15:15
Daily Peak	1020	15:15

	Vol	Hour
AM Peak	795	06:45
PM Peak	949	17:00
Daily Peak	949	17:00

	Vol	Hour
AM Peak	865	07:30
PM Peak	978	17:00
Daily Peak	978	17:00



Period	Hour	Vol
AM	6:00 am - 9:00 am	2090
MD	9:00 am - 4:00 pm	4260
PM	4:00 pm - 7:00 pm	2870
NT	7:00 pm - 6:00 am	2050
AADT	0:00 am - 12:00 pm	11300
		11270
	FDOT 2019 AADT	none

Distribution	
AM	0.19
MD	0.38
PM	0.25
NT	0.18
AADT	1.00

	K
07:00-09:00 Peak Hour	7.7%
12:00-14:00 Peak Hour	5.1%
15:00-18:00 Peak Hour	8.7%

87-1095 (NB)

IVES DAIRY RD E OF HIGHLAND LAKES BLVD, 87-1093 (WB) - Westbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	157	145	126	122	550
1:00	92	71	43	54	260
2:00	47	46	34	41	168
3:00	32	55	34	42	163
4:00	38	37	49	58	182
5:00	60	67	102	103	332
6:00	175	196	196	187	754
7:00	300	397	397	416	1510
8:00	469	440	534	417	1860
9:00	484	493	451	460	1888
10:00	511	434	483	477	1905
11:00	487	432	630	574	2123
12:00	503	535	579	516	2133
13:00	542	582	580	586	2290
14:00	578	621	677	594	2470
15:00	679	577	708	675	2639
16:00	750	664	724	700	2838
17:00	663	586	672	642	2563
18:00	641	651	529	577	2398
19:00	509	611	484	536	2140
20:00	439	529	431	460	1859
21:00	394	499	348	374	1615
22:00	315	278	289	226	1108
23:00	250	267	164	181	862
					36610

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	138	115	104	102	459
1:00	85	66	40	42	233
2:00	52	36	29	31	148
3:00	28	22	24	27	101
4:00	33	38	47	44	162
5:00	66	90	114	127	397
6:00	159	180	263	283	885
7:00	435	466	459	465	1825
8:00	490	493	567	489	2039
9:00	479	529	503	401	1912
10:00	479	459	485	457	1880
11:00	473	485	572	552	2082
12:00	560	544	486	552	2142
13:00	515	567	635	590	2307
14:00	700	623	658	661	2642
15:00	680	618	590	583	2471
16:00	574	558	578	648	2358
17:00	579	557	557	586	2279
18:00	520	580	642	669	2411
19:00	591	576	553	553	2273
20:00	529	574	474	521	2098
21:00	517	521	338	369	1745
22:00	378	315	286	240	1219
23:00	268	309	183	210	970
					37038

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	188	157	119	97	561
1:00	97	62	45	51	255
2:00	45	34	36	26	141
3:00	27	23	26	35	111
4:00	34	50	53	53	190
5:00	65	72	97	114	348
6:00	185	194	244	275	898
7:00	420	475	443	469	1807
8:00	510	508	558	460	2036
9:00	465	526	453	446	1890
10:00	462	433	562	468	1925
11:00	534	505	510	527	2076
12:00	512	570	543	562	2187
13:00	533	530	591	584	2238
14:00	658	588	629	615	2490
15:00	621	610	558	569	2358
16:00	543	542	571	610	2266
17:00	571	557	547	516	2191
18:00	502	520	608	544	2174
19:00	663	556	569	606	2394
20:00	486	606	523	543	2158
21:00	451	568	366	405	1790
22:00	363	294	311	260	1228
23:00	260	281	219	225	985
					36697

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	161	139	116	107	523
1:00	91	66	43	49	249
2:00	48	39	33	33	153
3:00	29	33	28	35	125
4:00	35	42	50	52	179
5:00	64	76	104	115	359
6:00	173	190	234	248	845
7:00	385	446	433	450	1714
8:00	490	480	553	455	1978
9:00	476	516	469	436	1897
10:00	484	442	510	467	1903
11:00	498	474	571	551	2094
12:00	525	550	536	543	2154
13:00	530	560	602	587	2279
14:00	645	611	655	623	2534
15:00	660	602	619	609	2490
16:00	622	588	624	653	2487
17:00	604	567	592	581	2344
18:00	554	584	593	597	2328
19:00	588	581	535	565	2269
20:00	485	570	476	508	2039
21:00	454	529	351	383	1717
22:00	352	296	295	242	1185
23:00	259	286	189	205	939
					36784
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	36784

	Vol	Hour
07:00-09:00 Peak	1860	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2838	16:00

	Vol	Hour
AM Peak	2123	11:00
PM Peak	2838	16:00
Daily Peak	2838	16:00

	Vol	Hour
07:00-09:00 Peak	2039	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2411	18:00

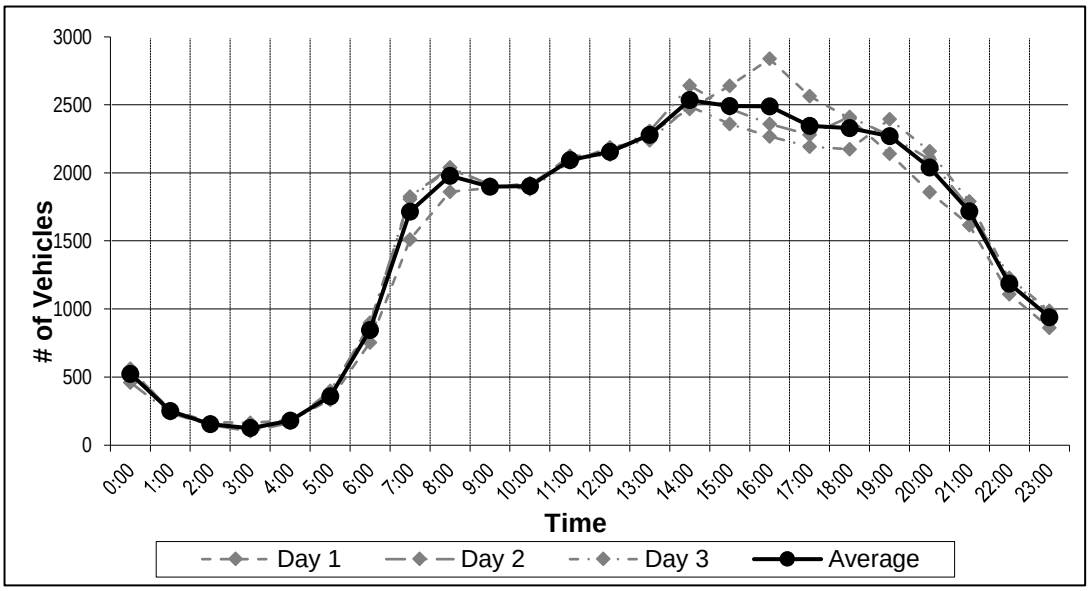
	Vol	Hour
AM Peak	2082	11:00
PM Peak	2642	14:00
Daily Peak	2642	14:00

	Vol	Hour
07:00-09:00 Peak	2045	07:45
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	2309	16:30

	Vol	Hour
AM Peak	2076	11:00
PM Peak	2490	14:00
Daily Peak	2490	14:00

	Vol	Hour	PHF
06:00-09:00 Peak	1978	08:00	######
12:00-14:00 Peak	2279	13:00	######
16:00-19:00 Peak	2487	16:00	######

	Vol	Hour
AM Peak	2094	11:00
PM Peak	2549	14:15
Daily Peak	2549	14:15



Period	Hour	Vol
AM	6:00 am - 9:00 am	4540
MD	9:00 am - 4:00 pm	15350
PM	4:00 pm - 7:00 pm	7160
NT	7:00 pm - 6:00 am	9740
AADT	0:00 am - 12:00 pm	36800
		36790
	FDOT 2019 AADT	none

Distribution	
AM	0.12
MD	0.42
PM	0.19
NT	0.26
AADT	1.00

	K
07:00-09:00 Peak Hour	5.4%
12:00-14:00 Peak Hour	6.2%
15:00-18:00 Peak Hour	6.8%

87-1093 (WB)

IVES DAIRY RD E OF HIGHLAND LAKES BLVD, 87-1093 (EB) - Eastbound

Day 1	Tuesday, September 21, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	145	130	129	106	510
1:00	87	94	81	58	320
2:00	61	69	59	54	243
3:00	40	53	39	62	194
4:00	53	58	54	79	244
5:00	94	106	154	239	593
6:00	213	276	387	526	1402
7:00	416	442	567	501	1926
8:00	676	529	571	513	2289
9:00	463	499	495	493	1950
10:00	454	461	514	523	1952
11:00	363	314	477	450	1604
12:00	449	476	441	468	1834
13:00	428	493	449	464	1834
14:00	405	520	437	512	1874
15:00	428	442	423	449	1742
16:00	344	426	352	436	1558
17:00	379	405	348	424	1556
18:00	396	507	439	506	1848
19:00	432	498	390	411	1731
20:00	347	345	294	344	1330
21:00	280	305	237	249	1071
22:00	244	216	223	236	919
23:00	170	140	145	164	619
					31143

Day 2	Wednesday, September 22, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	124	108	90	89	411
1:00	74	66	56	39	235
2:00	45	41	44	32	162
3:00	27	26	39	31	123
4:00	48	37	58	79	222
5:00	85	112	160	192	549
6:00	194	285	448	527	1454
7:00	447	514	574	559	2094
8:00	564	507	527	470	2068
9:00	509	477	479	453	1918
10:00	488	428	488	461	1865
11:00	461	455	512	518	1946
12:00	428	465	512	505	1910
13:00	470	449	512	562	1993
14:00	466	443	480	543	1932
15:00	470	456	385	402	1713
16:00	374	444	410	496	1724
17:00	425	497	394	478	1794
18:00	440	519	464	545	1968
19:00	496	506	432	442	1876
20:00	370	444	370	392	1576
21:00	299	349	288	292	1228
22:00	268	221	252	242	983
23:00	209	201	153	165	728
					32472

Day 3	Thursday, September 23, 2021				
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	124	131	99	87	441
1:00	91	80	71	54	296
2:00	43	40	42	33	158
3:00	34	26	36	55	151
4:00	43	41	58	96	238
5:00	79	130	153	218	580
6:00	216	298	480	554	1548
7:00	487	511	601	511	2110
8:00	589	508	511	481	2089
9:00	498	497	493	457	1945
10:00	449	467	517	519	1952
11:00	429	445	471	513	1858
12:00	497	482	480	453	1912
13:00	471	493	474	489	1927
14:00	420	520	486	464	1890
15:00	415	497	449	475	1836
16:00	416	449	388	502	1755
17:00	422	495	406	478	1801
18:00	393	462	389	474	1718
19:00	407	476	405	461	1749
20:00	386	423	364	374	1547
21:00	315	342	299	314	1270
22:00	286	257	280	281	1104
23:00	235	212	193	178	818
					32693

Average					
Start	Quarter Hour (15 min)				Hour
Time	1st	2nd	3rd	4th	Total
0:00	131	123	106	94	454
1:00	84	80	69	50	283
2:00	50	50	48	40	188
3:00	34	35	38	49	156
4:00	48	45	57	85	235
5:00	86	116	156	216	574
6:00	208	286	438	536	1468
7:00	450	489	581	524	2044
8:00	610	515	536	488	2149
9:00	490	491	489	468	1938
10:00	464	452	506	501	1923
11:00	418	405	487	494	1804
12:00	458	474	478	475	1885
13:00	456	478	478	505	1917
14:00	430	494	468	506	1898
15:00	438	465	419	442	1764
16:00	378	440	383	478	1679
17:00	409	466	383	460	1718
18:00	410	496	431	508	1845
19:00	445	493	409	438	1785
20:00	368	404	343	370	1485
21:00	298	332	275	285	1190
22:00	266	231	252	253	1002
23:00	205	184	164	169	722
					32106
				Seasonal Factor (SF)	1.00
				Weekly Axle Factor (WAF)	1.00
				Calculated AADT	32106

	Vol	Hour
07:00-09:00 Peak	2289	08:00
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1848	18:00

	Vol	Hour
07:00-09:00 Peak	2211	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1968	18:00

	Vol	Hour
07:00-09:00 Peak	2212	07:15
11:30-13:30 Peak	14:00	MAX
16:00-18:00 Peak	1825	16:45

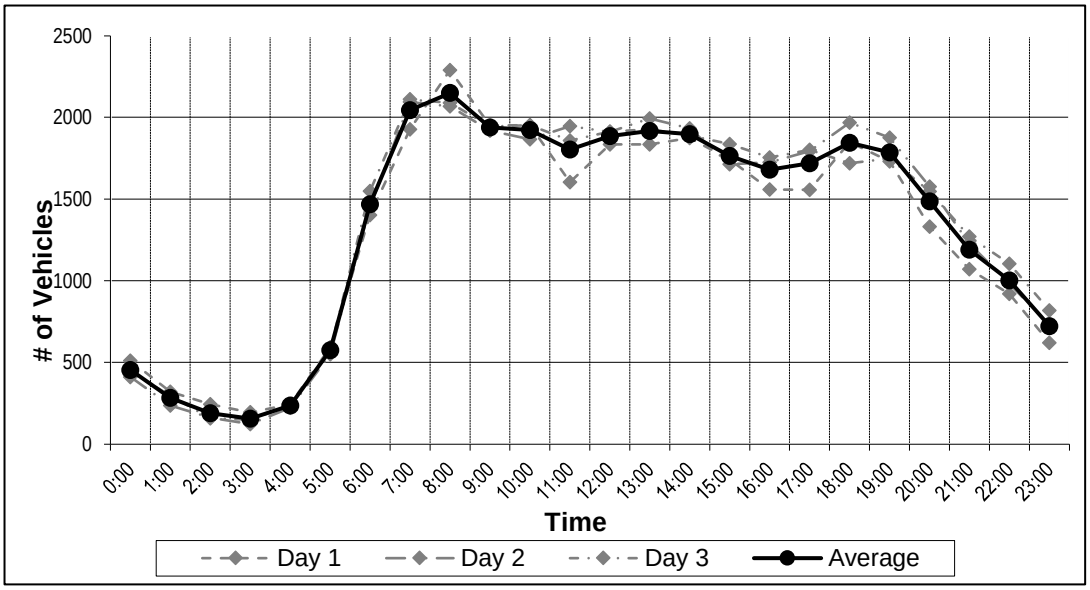
	Vol	Hour	PHF
06:00-09:00 Peak	2230	07:30	0.91
12:00-14:00 Peak	1917	13:00	0.95
16:00-19:00 Peak	1845	18:00	0.91

	Vol	Hour
AM Peak	2289	08:00
PM Peak	1897	14:15
Daily Peak	2289	08:00

	Vol	Hour
AM Peak	2211	07:15
PM Peak	2024	18:15
Daily Peak	2211	07:15

	Vol	Hour
AM Peak	2212	07:15
PM Peak	1927	13:00
Daily Peak	2212	07:15

	Vol	Hour
AM Peak	2230	07:30
PM Peak	1917	13:00
Daily Peak	2230	07:30



Period	Hour	Vol
AM	6:00 am - 9:00 am	5660
MD	9:00 am - 4:00 pm	13130
PM	4:00 pm - 7:00 pm	5240
NT	7:00 pm - 6:00 am	8070
AADT	0:00 am - 12:00 pm	32100
		32100
	FDOT 2019 AADT	none

Distribution	
AM	0.18
MD	0.41
PM	0.16
NT	0.25
AADT	1.00

	K
07:00-09:00 Peak Hour	6.9%
12:00-14:00 Peak Hour	6.0%
15:00-18:00 Peak Hour	5.7%

87-1093 (EB)

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 105_IDR@HighlandLakeBlvd
Site Code: 105-3768
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				Highland Lake Boulevard Northbound				Highland Lake Boulevard Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	7	483	109	0	2	280	4	0	100	1	4	0	2	3	22	1018
06:45 AM	0	11	529	111	0	2	309	3	0	171	5	2	0	4	3	46	1196
Total	1	18	1012	220	0	4	589	7	0	271	6	6	0	6	6	68	2214
07:00 AM	0	18	494	169	0	8	516	4	0	207	5	0	0	1	7	51	1480
07:15 AM	0	35	563	214	0	1	516	2	0	155	9	3	0	9	7	43	1557
07:30 AM	0	49	602	232	0	2	480	2	0	170	9	4	0	2	9	45	1606
07:45 AM	1	40	528	233	1	6	436	4	0	194	18	2	0	3	15	50	1531
Total	1	142	2187	848	1	17	1948	12	0	726	41	9	0	15	38	189	6174
08:00 AM	1	71	519	242	0	9	483	9	0	165	17	6	0	2	16	60	1600
08:15 AM	0	66	429	275	0	11	474	4	0	205	15	4	0	1	19	66	1569
08:30 AM	0	59	500	213	0	9	551	8	0	150	11	2	0	3	22	54	1582
08:45 AM	0	53	404	191	1	10	432	8	0	166	13	5	0	4	15	45	1347
Total	1	249	1852	921	1	39	1940	29	0	686	56	17	0	10	72	225	6098
09:00 AM	1	47	519	232	0	20	452	13	0	123	8	2	0	3	12	47	1479
09:15 AM	1	25	472	224	0	14	516	13	0	157	3	6	0	1	7	42	1481
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	72	991	456	0	34	968	26	0	280	11	8	0	4	19	89	2960
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	2	30	438	238	0	13	477	4	0	246	9	1	0	5	12	63	1538
03:45 PM	1	37	446	263	0	20	546	3	0	170	10	6	0	2	17	43	1564
Total	3	67	884	501	0	33	1023	7	0	416	19	7	0	7	29	106	3102
04:00 PM	1	50	438	241	1	17	430	8	0	221	17	6	0	2	29	45	1506
04:15 PM	0	19	403	234	0	7	509	3	0	180	12	2	0	8	18	36	1431
04:30 PM	2	39	386	224	0	8	480	8	0	236	16	2	0	5	18	50	1474
04:45 PM	1	32	502	271	0	3	655	2	0	165	18	3	0	4	15	46	1717
Total	4	140	1729	970	1	35	2074	21	0	802	63	13	0	19	80	177	6128
05:00 PM	1	29	419	217	0	10	514	3	0	218	22	3	0	8	10	62	1516
05:15 PM	0	42	506	241	1	3	585	3	0	184	14	3	0	4	14	50	1650
05:30 PM	0	29	373	233	0	2	485	3	0	238	19	4	0	10	11	51	1458
05:45 PM	0	33	464	252	1	7	533	8	0	176	10	1	0	5	17	59	1566
Total	1	133	1762	943	2	22	2117	17	0	816	65	11	0	27	52	222	6190
06:00 PM	1	31	347	202	0	5	420	4	0	207	11	3	0	15	22	49	1317
06:15 PM	0	33	386	227	0	6	489	6	0	197	10	2	0	5	12	37	1410
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	64	733	429	0	11	909	10	0	404	21	5	0	20	34	86	2727

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

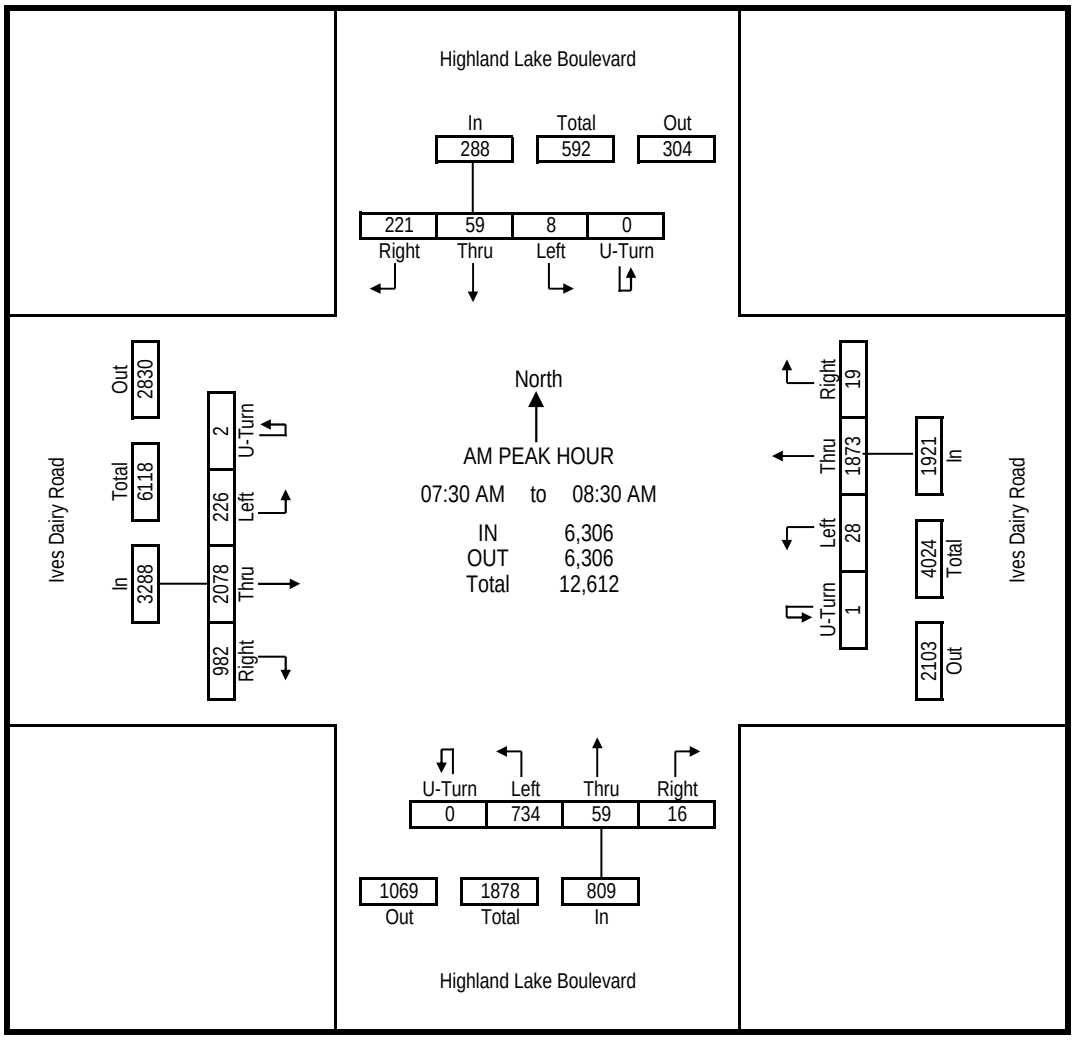
FDOT District 6

File Name: 105_IDR@HighlandLakeBlv
Site Code: 105-3768
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				Highland Lake Boulevard Northbound				Highland Lake Boulevard Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:30 AM	0	49	602	232	0	2	480	2	0	170	9	4	0	2	9	45	1606
07:45 AM	1	40	528	233	1	6	436	4	0	194	18	2	0	3	15	50	1531
08:00 AM	1	71	519	242	0	9	483	9	0	165	17	6	0	2	16	60	1600
08:15 AM	0	66	429	275	0	11	474	4	0	205	15	4	0	1	19	66	1569
Total	2	226	2078	982	1	28	1873	19	0	734	59	16	0	8	59	221	6306
PHF	0.500	0.796	0.863	0.893	0.250	0.636	0.969	0.528	0.000	0.895	0.819	0.667	0.000	0.667	0.837	0.982	0.98
Heavy Veh %	0%	1%	3%	1%	0%	0%	2%	0%	0%	1%	2%	6%	0%	0%	0%	0%	2%
App Vol %	0%	7%	63%	30%	0%	1%	98%	1%	0%	91%	7%	2%	0%	3%	20%	77%	

Intersection Peak Hour Analysis From 07:15 AM to 09:15 AM
Peak Hour for Entire Intersection Begins at : 07:30 AM to 08:30 AM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

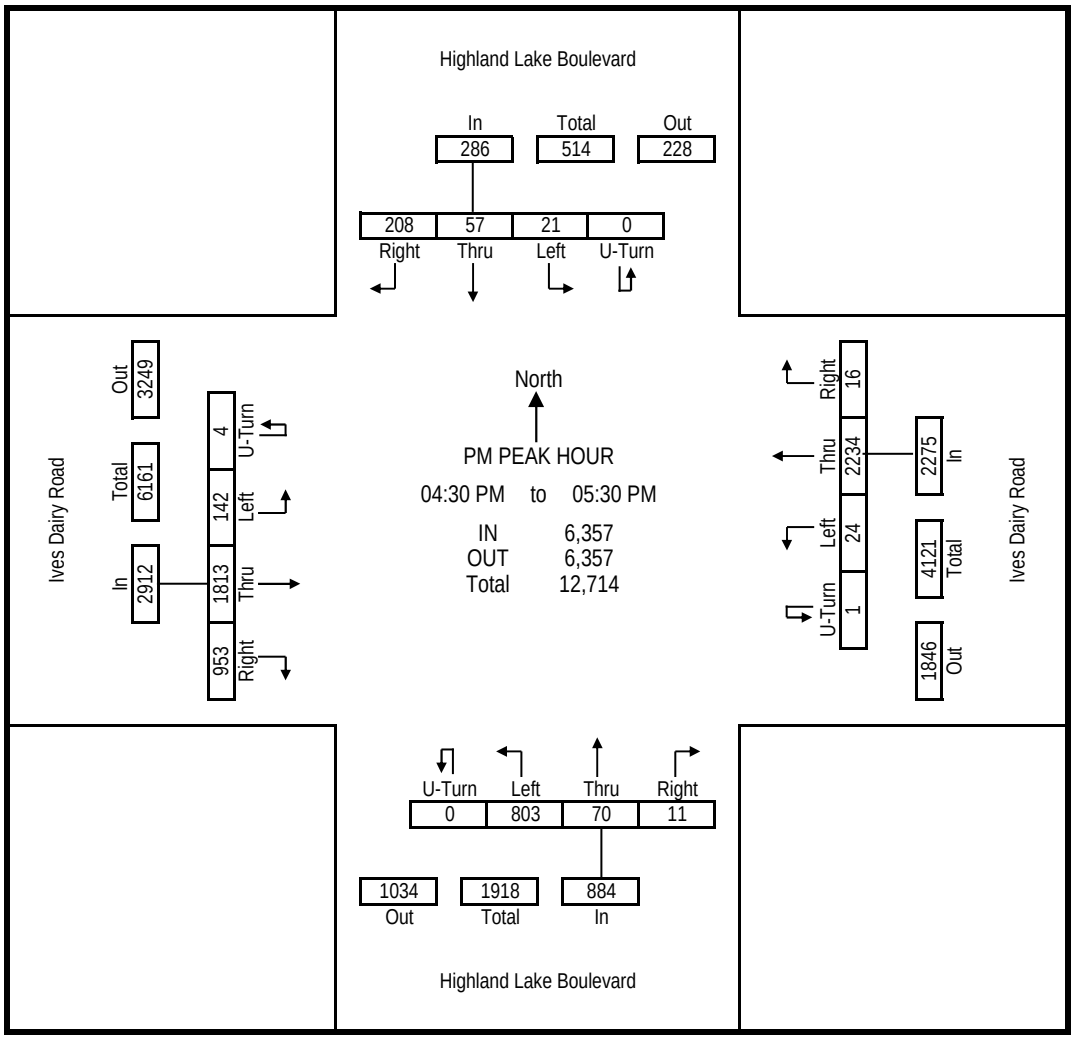
FDOT District 6

File Name: 105_IDR@HighlandLakeBlv
Site Code: 105-3768
Count Date: Thu, 09/23/2021

Groups Printed: Automobiles & Heavy Vehicles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				Highland Lake Boulevard Northbound				Highland Lake Boulevard Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:30 PM	2	39	386	224	0	8	480	8	0	236	16	2	0	5	18	50	1474
04:45 PM	1	32	502	271	0	3	655	2	0	165	18	3	0	4	15	46	1717
05:00 PM	1	29	419	217	0	10	514	3	0	218	22	3	0	8	10	62	1516
05:15 PM	0	42	506	241	1	3	585	3	0	184	14	3	0	4	14	50	1650
Total	4	142	1813	953	1	24	2234	16	0	803	70	11	0	21	57	208	6357
PHF	0.500	0.845	0.896	0.879	0.250	0.600	0.853	0.500	0.000	0.851	0.795	0.917	0.000	0.656	0.792	0.839	0.93
Heavy Veh %	0%	0%	1%	0%	50%	0%	2%	0%	0%	1%	0%	0%	0%	0%	2%	3%	1%
App Vol %	0%	5%	62%	33%	0%	1%	98%	1%	0%	91%	8%	1%	0%	7%	20%	73%	

Intersection Peak Hour Analysis From 04:15 PM to 06:15 PM
Peak Hour for Entire Intersection Begins at : 04:30 PM to 05:30 PM



CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 105_IDR@HighlandLakeBlvd
Site Code: 105-3768
Count Date: 9/23/2021

Groups Printed: Automobiles

	Ives Dairy Road Eastbound				Ives Dairy Road Westbound				Highland Lake Boulevard Northbound				Highland Lake Boulevard Southbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	6	472	106	0	2	271	4	0	98	1	4	0	2	3	21	991
06:45 AM	0	10	501	108	0	2	299	3	0	165	5	2	0	3	3	45	1146
Total	1	16	973	214	0	4	570	7	0	263	6	6	0	5	6	66	2137
07:00 AM	0	17	468	163	0	8	506	4	0	206	5	0	0	1	7	51	1436
07:15 AM	0	35	548	209	0	1	511	2	0	154	8	3	0	9	7	43	1530
07:30 AM	0	48	594	230	0	2	473	2	0	169	8	3	0	2	9	44	1584
07:45 AM	1	40	511	232	1	6	428	4	0	192	18	2	0	3	15	50	1503
Total	1	140	2121	834	1	17	1918	12	0	721	39	8	0	15	38	188	6053
08:00 AM	1	71	501	236	0	9	476	9	0	164	17	6	0	2	16	60	1568
08:15 AM	0	64	416	270	0	11	461	4	0	204	15	4	0	1	19	66	1535
08:30 AM	0	58	481	207	0	9	541	8	0	149	11	1	0	3	22	54	1544
08:45 AM	0	51	383	188	1	10	427	8	0	165	11	5	0	4	15	45	1313
Total	1	244	1781	901	1	39	1905	29	0	682	54	16	0	10	72	225	5960
09:00 AM	1	46	496	226	0	20	438	13	0	122	8	2	0	3	12	46	1433
09:15 AM	1	23	457	219	0	14	499	13	0	153	3	6	0	1	7	42	1438
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	69	953	445	0	34	937	26	0	275	11	8	0	4	19	88	2871
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	2	30	432	235	0	13	468	4	0	242	8	1	0	5	12	61	1513
03:45 PM	1	37	440	261	0	19	534	3	0	164	10	6	0	2	17	41	1535
Total	3	67	872	496	0	32	1002	7	0	406	18	7	0	7	29	102	3048
04:00 PM	1	49	433	239	1	17	419	8	0	216	17	6	0	2	29	45	1482
04:15 PM	0	19	397	231	0	7	492	3	0	178	12	2	0	8	18	35	1402
04:30 PM	2	39	383	223	0	8	470	8	0	235	16	2	0	5	17	48	1456
04:45 PM	1	32	500	270	0	3	639	2	0	162	18	3	0	4	15	46	1695
Total	4	139	1713	963	1	35	2020	21	0	791	63	13	0	19	79	174	6035
05:00 PM	1	29	416	217	0	10	508	3	0	216	22	3	0	8	10	62	1505
05:15 PM	0	42	502	240	0	3	573	3	0	184	14	3	0	4	14	46	1628
05:30 PM	0	29	370	233	0	2	479	3	0	236	19	4	0	10	11	50	1446
05:45 PM	0	33	462	252	1	6	527	8	0	176	10	1	0	5	17	59	1557
Total	1	133	1750	942	1	21	2087	17	0	812	65	11	0	27	52	217	6136
06:00 PM	1	31	343	201	0	5	408	4	0	207	11	3	0	15	22	48	1299
06:15 PM	0	33	384	226	0	6	484	5	0	197	10	2	0	5	12	36	1400
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	64	727	427	0	11	892	9	0	404	21	5	0	20	34	84	2699

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 105_IDR@HighlandLakeBlvd
Site Code: 105-3768
Count Date: 9/23/2021

Groups Printed: Heavy Vehicles

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				Highland Lake Boulevard Northbound				Highland Lake Boulevard Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	11	3	0	0	9	0	0	2	0	0	0	0	0	1	27
06:45 AM	0	1	28	3	0	0	10	0	0	6	0	0	0	1	0	1	50
Total	0	2	39	6	0	0	19	0	0	8	0	0	0	1	0	2	77
07:00 AM	0	1	26	6	0	0	10	0	0	1	0	0	0	0	0	0	44
07:15 AM	0	0	15	5	0	0	5	0	0	1	1	0	0	0	0	0	27
07:30 AM	0	1	8	2	0	0	7	0	0	1	1	1	0	0	0	1	22
07:45 AM	0	0	17	1	0	0	8	0	0	2	0	0	0	0	0	0	28
Total	0	2	66	14	0	0	30	0	0	5	2	1	0	0	0	1	121
08:00 AM	0	0	18	6	0	0	7	0	0	1	0	0	0	0	0	0	32
08:15 AM	0	2	13	5	0	0	13	0	0	1	0	0	0	0	0	0	34
08:30 AM	0	1	19	6	0	0	10	0	0	1	0	1	0	0	0	0	38
08:45 AM	0	2	21	3	0	0	5	0	0	1	2	0	0	0	0	0	34
Total	0	5	71	20	0	0	35	0	0	4	2	1	0	0	0	0	138
09:00 AM	0	1	23	6	0	0	14	0	0	1	0	0	0	0	0	1	46
09:15 AM	0	2	15	5	0	0	17	0	0	4	0	0	0	0	0	0	43
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	38	11	0	0	31	0	0	5	0	0	0	0	0	1	89
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	6	3	0	0	9	0	0	4	1	0	0	0	0	2	25
03:45 PM	0	0	6	2	0	1	12	0	0	6	0	0	0	0	0	2	29
Total	0	0	12	5	0	1	21	0	0	10	1	0	0	0	0	4	54
04:00 PM	0	1	5	2	0	0	11	0	0	5	0	0	0	0	0	0	24
04:15 PM	0	0	6	3	0	0	17	0	0	2	0	0	0	0	0	1	29
04:30 PM	0	0	3	1	0	0	10	0	0	1	0	0	0	0	1	2	18
04:45 PM	0	0	2	1	0	0	16	0	0	3	0	0	0	0	0	0	22
Total	0	1	16	7	0	0	54	0	0	11	0	0	0	0	1	3	93
05:00 PM	0	0	3	0	0	0	6	0	0	2	0	0	0	0	0	0	11
05:15 PM	0	0	4	1	1	0	12	0	0	0	0	0	0	0	0	4	22
05:30 PM	0	0	3	0	0	0	6	0	0	2	0	0	0	0	0	1	12
05:45 PM	0	0	2	0	0	1	6	0	0	0	0	0	0	0	0	0	9
Total	0	0	12	1	1	1	30	0	0	4	0	0	0	0	0	5	54
06:00 PM	0	0	4	1	0	0	12	0	0	0	0	0	0	0	0	1	18
06:15 PM	0	0	2	1	0	0	5	1	0	0	0	0	0	0	0	1	10
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	2	0	0	17	1	0	0	0	0	0	0	0	2	28

CLIENT: FDOT D6
JOB No: 414964-1-22-01 / CTS2021006
PROJECT: I-95 PD&E @ IDR & MGD SIMR
COUNTY: MIAMI-DADE

FDOT District 6

File Name: 105_IDR@HighlandLakeBlvd
Site Code: 105-3768
Count Date: 9/23/2021

Groups Printed: Bicyclists & Pedestrians

	Ives Dairy Road Southbound				Ives Dairy Road Westbound				Highland Lake Boulevard Northbound				Highland Lake Boulevard Eastbound				
Start Time	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	BLeft	BThru	BRight	Ped	Int Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Attachment A4

2019
Weekly Axle Factor Category Report
Miami-Dade County

ATTACHMENT

A4

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8724 SR 860, 852	8725 SR 969	8726 SR 909, 915	8727 SR 907
1	01/01/2019 - 01/05/2019	0.99	0.93	1.00	0.99
2	01/06/2019 - 01/12/2019	0.99	0.93	1.00	0.99
3	01/13/2019 - 01/19/2019	0.99	0.93	1.00	0.99
4	01/20/2019 - 01/26/2019	0.99	0.93	1.00	0.99
5	01/27/2019 - 02/02/2019	0.99	0.93	1.00	0.99
6	02/03/2019 - 02/09/2019	0.99	0.93	1.00	0.99
7	02/10/2019 - 02/16/2019	0.99	0.93	1.00	0.99
8	02/17/2019 - 02/23/2019	0.99	0.93	1.00	0.99
9	02/24/2019 - 03/02/2019	0.99	0.93	1.00	0.99
10	03/03/2019 - 03/09/2019	0.99	0.93	1.00	0.99
11	03/10/2019 - 03/16/2019	0.99	0.93	1.00	0.99
12	03/17/2019 - 03/23/2019	0.99	0.93	1.00	0.99
13	03/24/2019 - 03/30/2019	0.99	0.93	1.00	0.99
14	03/31/2019 - 04/06/2019	0.99	0.93	1.00	0.99
15	04/07/2019 - 04/13/2019	0.99	0.93	1.00	0.99
16	04/14/2019 - 04/20/2019	0.99	0.93	1.00	0.99
17	04/21/2019 - 04/27/2019	0.99	0.93	1.00	0.99
18	04/28/2019 - 05/04/2019	0.99	0.93	1.00	0.99
19	05/05/2019 - 05/11/2019	0.99	0.93	1.00	0.99
20	05/12/2019 - 05/18/2019	0.99	0.93	1.00	0.99
21	05/19/2019 - 05/25/2019	0.99	0.93	1.00	0.99
22	05/26/2019 - 06/01/2019	0.99	0.93	1.00	0.99
23	06/02/2019 - 06/08/2019	0.99	0.93	1.00	0.99
24	06/09/2019 - 06/15/2019	0.99	0.93	1.00	0.99
25	06/16/2019 - 06/22/2019	0.99	0.93	1.00	0.99
26	06/23/2019 - 06/29/2019	0.99	0.93	1.00	0.99
27	06/30/2019 - 07/06/2019	0.99	0.93	1.00	0.99
28	07/07/2019 - 07/13/2019	0.99	0.93	1.00	0.99
29	07/14/2019 - 07/20/2019	0.99	0.93	1.00	0.99
30	07/21/2019 - 07/27/2019	0.99	0.93	1.00	0.99
31	07/28/2019 - 08/03/2019	0.99	0.93	1.00	0.99
32	08/04/2019 - 08/10/2019	0.99	0.93	1.00	0.99
33	08/11/2019 - 08/17/2019	0.99	0.93	1.00	0.99
34	08/18/2019 - 08/24/2019	0.99	0.93	1.00	0.99
35	08/25/2019 - 08/31/2019	0.99	0.93	1.00	0.99
36	09/01/2019 - 09/07/2019	0.99	0.93	1.00	0.99
37	09/08/2019 - 09/14/2019	0.99	0.93	1.00	0.99
38	09/15/2019 - 09/21/2019	0.99	0.93	1.00	0.99
39	09/22/2019 - 09/28/2019	0.99	0.93	1.00	0.99
40	09/29/2019 - 10/05/2019	0.99	0.93	1.00	0.99
41	10/06/2019 - 10/12/2019	0.99	0.93	1.00	0.99
42	10/13/2019 - 10/19/2019	0.99	0.93	1.00	0.99
43	10/20/2019 - 10/26/2019	0.99	0.93	1.00	0.99
44	10/27/2019 - 11/02/2019	0.99	0.93	1.00	0.99
45	11/03/2019 - 11/09/2019	0.99	0.93	1.00	0.99
46	11/10/2019 - 11/16/2019	0.99	0.93	1.00	0.99
47	11/17/2019 - 11/23/2019	0.99	0.93	1.00	0.99
48	11/24/2019 - 11/30/2019	0.99	0.93	1.00	0.99
49	12/01/2019 - 12/07/2019	0.99	0.93	1.00	0.99
50	12/08/2019 - 12/14/2019	0.99	0.93	1.00	0.99
51	12/15/2019 - 12/21/2019	0.99	0.93	1.00	0.99
52	12/22/2019 - 12/28/2019	0.99	0.93	1.00	0.99
53	12/29/2019 - 12/31/2019	0.99	0.93	1.00	0.99

Attachment A5

2019
Peak Season Factor Category Report
Miami-Dade County

ATTACHMENT

A5

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.97

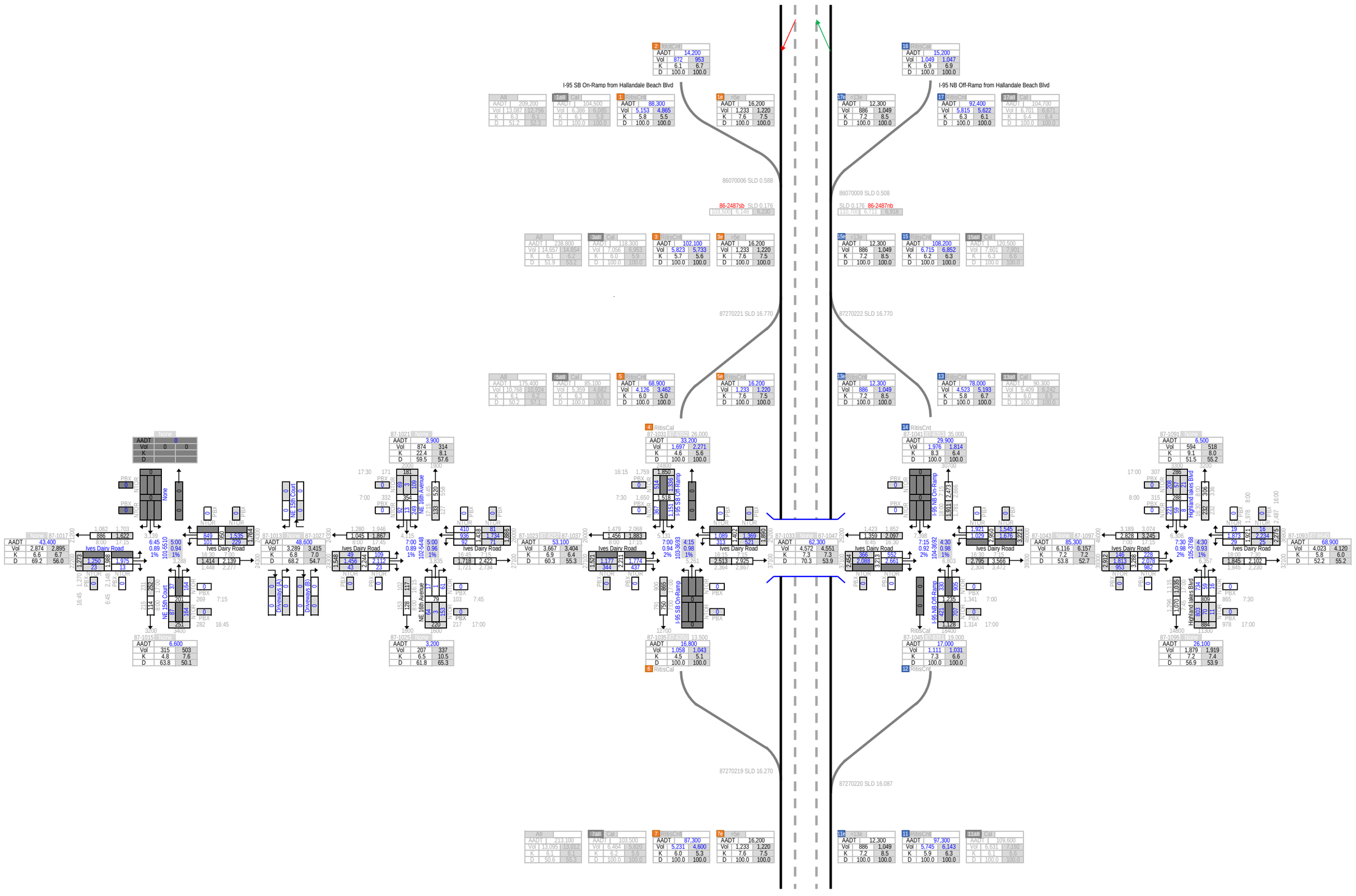
WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.03	1.06
2	01/06/2019 - 01/12/2019	1.02	1.05
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
* 5	01/27/2019 - 02/02/2019	0.98	1.01
* 6	02/03/2019 - 02/09/2019	0.97	1.00
* 7	02/10/2019 - 02/16/2019	0.96	0.99
* 8	02/17/2019 - 02/23/2019	0.96	0.99
* 9	02/24/2019 - 03/02/2019	0.96	0.99
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.98	1.01
18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.02	1.05
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.03	1.06
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.02	1.05
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.02	1.05
40	09/29/2019 - 10/05/2019	1.01	1.04
41	10/06/2019 - 10/12/2019	1.00	1.03
42	10/13/2019 - 10/19/2019	0.99	1.02
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.01	1.04
46	11/10/2019 - 11/16/2019	1.01	1.04
47	11/17/2019 - 11/23/2019	1.02	1.05
48	11/24/2019 - 11/30/2019	1.02	1.05
49	12/01/2019 - 12/07/2019	1.02	1.05
50	12/08/2019 - 12/14/2019	1.03	1.06
51	12/15/2019 - 12/21/2019	1.03	1.06
52	12/22/2019 - 12/28/2019	1.02	1.05
53	12/29/2019 - 12/31/2019	1.01	1.04

* PEAK SEASON

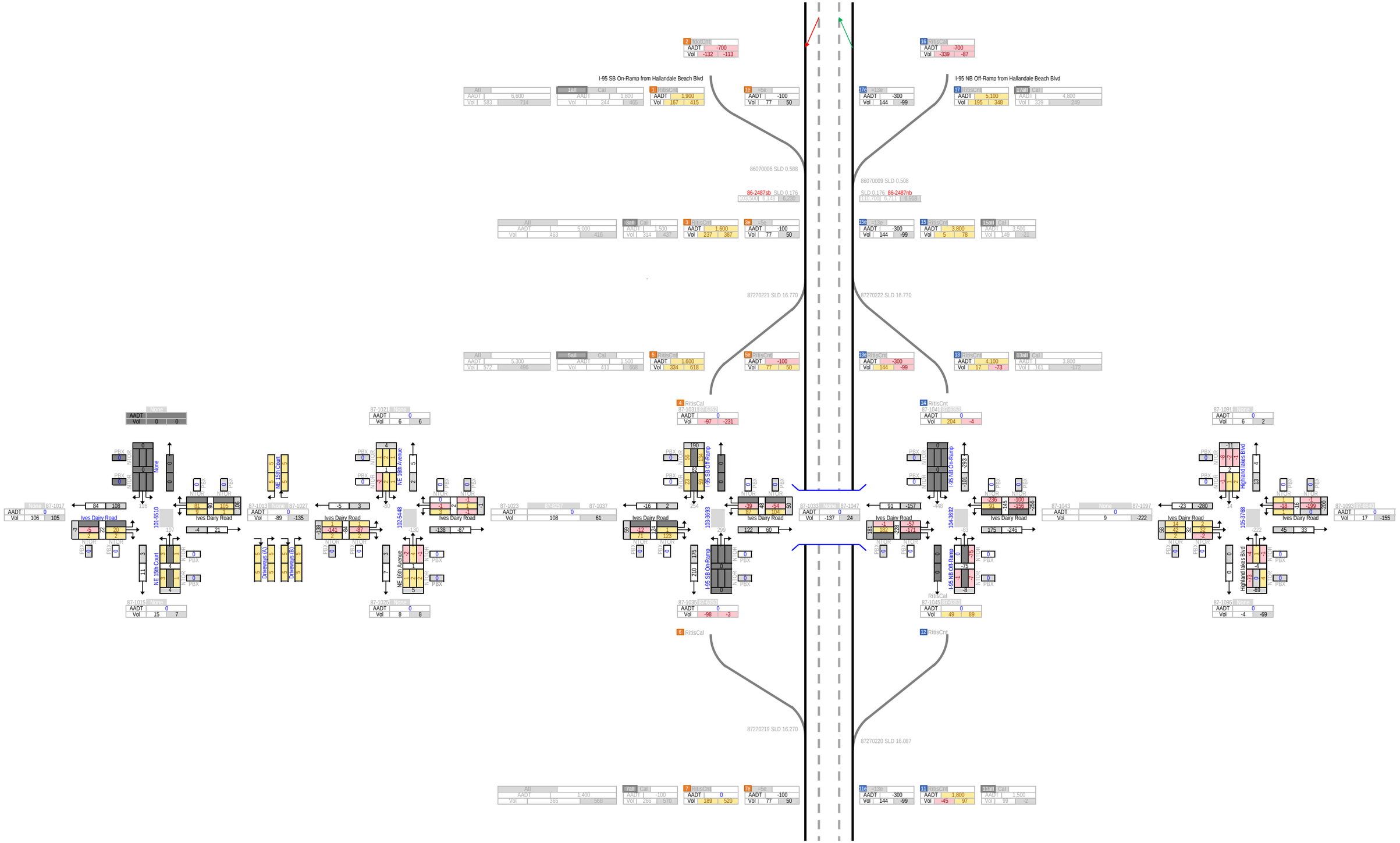
Attachment B

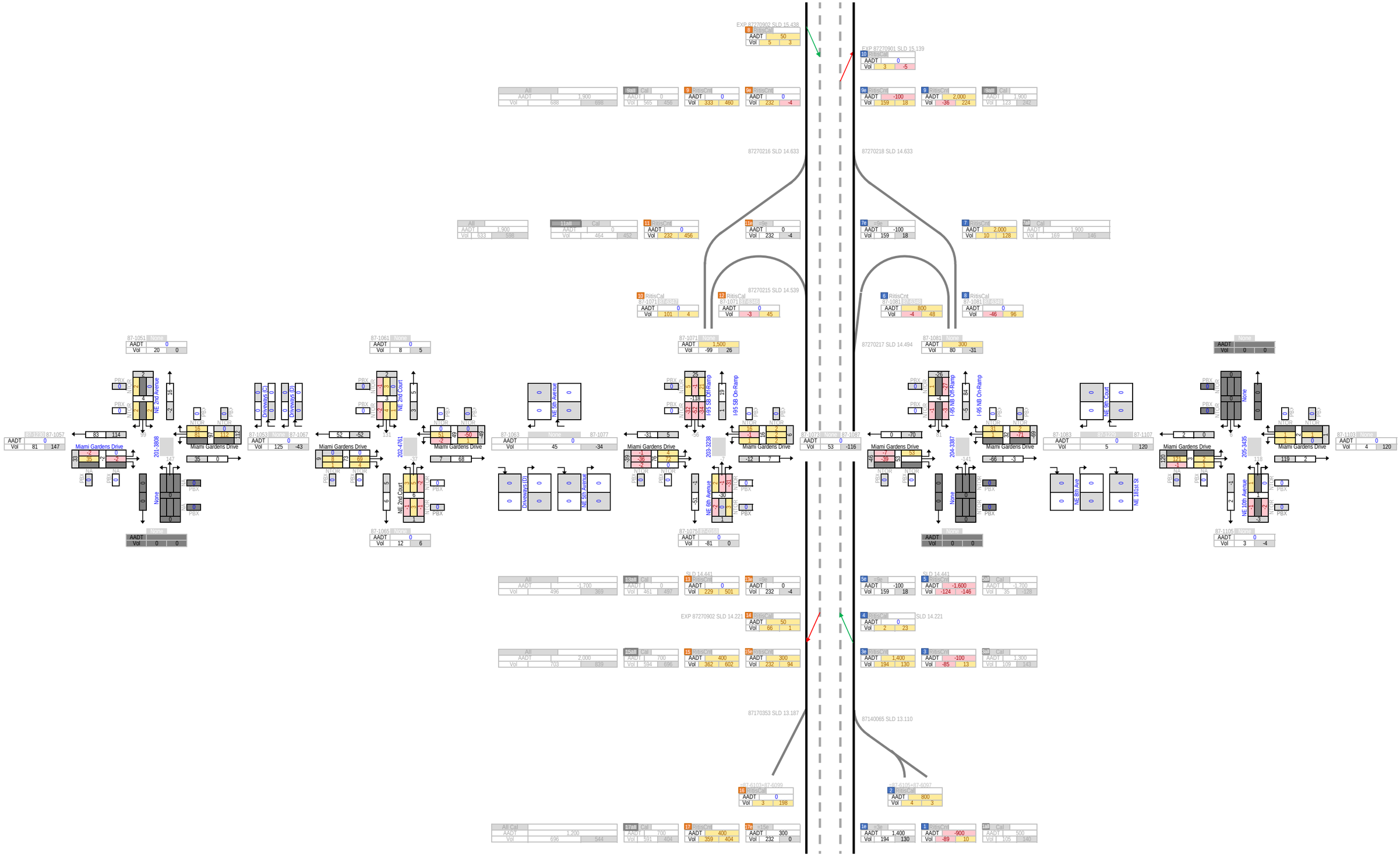
Existing Year 2021
Volume Calculations

ATTACHMENT B


I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070006 SLD 0.588
86070009 SLD 0.508
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
87270221 SLD 16.770
87270222 SLD 16.087
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Highland lakes Blvd
I-95 SB On-Ramp
I-95 SB Off-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
Driveways (A)
Driveways (B)
None

EXP 87270902 SLD 15.438
5 RitisCal AADT 9,450 Vol 715 577 K 7.6 6.1 D 100.0 100.0
EXP 87270901 SLD 15.139
10 RitisCal AADT 8,100 Vol 557 775 K 6.9 9.6 D 100.0 100.0
All AADT 212,600 Vol 12,772 12,882 K 6.0 6.1 D 51.7 53.9
9all Cal AADT 103,400 Vol 6,165 6,934 K 6.0 5.7 D 100.0 100.0
9 RitisCnt AADT 77,800 Vol 4,367 4,080 K 5.6 5.2 D 100.0 100.0
9a RitisCnt AADT 25,600 Vol 1,798 1,854 K 7.0 7.2 D 100.0 100.0
9e RitisCnt AADT 20,200 Vol 1,431 1,702 K 7.1 8.4 D 100.0 100.0
9 RitisCnt AADT 89,000 Vol 5,176 5,246 K 5.8 5.9 D 100.0 100.0
9all Cal AADT 109,200 Vol 6,507 6,948 K 6.1 6.4 D 100.0 100.0
87270216 SLD 14.633
87270218 SLD 14.633
All AADT 183,300 Vol 11,077 11,012 K 6.0 6.0 D 50.2 52.9
11all Cal AADT 90,200 Vol 5,516 5,188 K 6.1 5.8 D 100.0 100.0
11 RitisCnt AADT 64,600 Vol 3,718 3,334 K 5.8 5.2 D 100.0 100.0
11e =9e AADT 25,600 Vol 1,798 1,854 K 7.0 7.2 D 100.0 100.0
7e =9e AADT 20,200 Vol 1,431 1,702 K 7.1 8.4 D 100.0 100.0
7 RitisCnt AADT 72,900 Vol 4,130 4,122 K 5.7 5.7 D 100.0 100.0
7all Cal AADT 93,100 Vol 5,561 5,824 K 6.0 6.3 D 100.0 100.0
87270215 SLD 14.539
10 RitisCal 87-1071 87-6339 14.000 AADT 13,200 Vol 649 746 K 4.9 5.7 D 100.0 100.0
12 RitisCal 87-1071 87-6339 12.500 AADT 12,900 Vol 655 855 K 5.4 6.6 D 100.0 100.0
6 RitisCnt 87-1081 87-6339 9.500 AADT 8,800 Vol 634 502 K 7.2 5.7 D 100.0 100.0
8 RitisCal 87-1081 87-6339 17,000 AADT 16,100 Vol 1,046 1,124 K 6.5 7.0 D 100.0 100.0
87270217 SLD 14.494
87-1051 None AADT 9,700 Vol 660 730 K 6.8 7.5 D 57.7 52.3
87-1061 None AADT 4,000 Vol 257 245 K 6.4 6.1 D 58.4 72.7
87-1071 None 26.100 AADT 24,600 Vol 1,539 1,624 K 6.3 6.6 D 56.4 55.4
87-1081 None 24,900 AADT 25,400 Vol 1,550 1,801 K 6.1 7.1 D 59.1 68.0
None AADT 0 Vol 0 0 K D
NE 2nd Avenue
Driveway (E)
Driveway (D)
NE 2nd Court
NE 5th Avenue
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
NE 6th Court
NE 6th Ave
NE 181st St
NE 10th Avenue
Miami Gardens Drive
87-1057 AADT 38,400 Vol 2,919 2,688 K 7.6 7.0 D 70.1 53.6
87-1053 None 87-1067 AADT 43,200 Vol 3,335 3,268 K 7.7 7.6 D 67.4 50.4
87-1063 None 87-1077 AADT 44,500 Vol 3,595 3,349 K 8.1 7.5 D 63.9 55.5
87-1073 None 87-1087 AADT 48,100 Vol 3,162 3,341 K 6.6 6.9 D 57.5 56.3
87-1083 87-6122 87-1107 AADT 47,400 Vol 3,485 2,920 K 7.4 6.2 D 52.0 55.8
87-1103 None AADT 46,000 Vol 3,491 2,920 K 7.6 6.3 D 54.4 52.9
87-1065 None AADT 1,500 Vol 88 114 K 5.9 7.6 D 55.7 78.1
87-1075 87-6339 AADT 30,900 Vol 2,336 2,490 K 7.6 8.1 D 64.3 55.4
87-1105 None AADT 6,000 Vol 502 434 K 8.4 7.2 D 66.5 69.8
All AADT 209,400 Vol 12,534 12,691 K 6.0 6.1 D 50.5 52.4
13all Cal AADT 103,100 Vol 6,209 6,043 K 6.0 5.9 D 100.0 100.0
13 RitisCnt AADT 77,500 Vol 4,411 4,189 K 5.7 5.4 D 100.0 100.0
13e =9e AADT 25,600 Vol 1,798 1,854 K 7.0 7.2 D 100.0 100.0
5e =9e AADT 20,200 Vol 1,431 1,702 K 7.1 8.4 D 100.0 100.0
5 RitisCnt AADT 86,100 Vol 4,894 4,946 K 5.7 5.7 D 100.0 100.0
5all Cal AADT 106,300 Vol 6,325 6,648 K 6.0 6.3 D 100.0 100.0
SLD 14.441
SLD 14.441
EXP 87270902 SLD 14.221
14 RitisCal AADT 7,150 Vol 404 599 K 5.7 8.4 D 100.0 100.0
4 RitisCal AADT 4,000 Vol 418 247 K 10.5 6.2 D 100.0 100.0
SLD 14.221
All AADT 205,700 Vol 12,327 12,221 K 6.0 5.9 D 50.7 52.2
15all Cal AADT 102,400 Vol 6,076 5,844 K 5.9 5.7 D 100.0 100.0
15 RitisCnt AADT 84,300 Vol 4,748 4,688 K 5.6 5.6 D 100.0 100.0
15e =9e AADT 18,100 Vol 1,328 1,156 K 7.3 6.4 D 100.0 100.0
3e =9e AADT 14,700 Vol 976 1,320 K 6.6 9.0 D 100.0 100.0
3 RitisCnt AADT 88,600 Vol 5,275 5,057 K 6.0 5.7 D 100.0 100.0
3all Cal AADT 103,300 Vol 6,251 6,377 K 6.1 6.2 D 100.0 100.0
87170353 SLD 13.187
87140065 SLD 13.110
87-6103+87-6099
16 RitisCal AADT 35,400 Vol 2,187 1,982 K 6.2 5.6 D 100.0 100.0
87-6105+87-6097
2 RitisCal AADT 32,100 Vol 2,136 2,047 K 6.7 6.4 D 100.0 100.0
2a RitisCal 87-6097 AADT 21,900 Vol 1,426 1,355 K 6.5 6.2 D 100.0 100.0
2b RitisCal 87-6105 AADT 13,700 Vol 723 904 K 5.3 5.6 D 100.0 100.0
All Cal AADT 138,200 Vol 8,004 8,192 K 5.8 5.9 D 51.4 52.9
17all Cal AADT 67,000 Vol 3,889 3,882 K 5.8 5.8 D 100.0 100.0
17 RitisCnt AADT 48,900 Vol 2,561 2,706 K 5.2 5.5 D 100.0 100.0
17e =15e AADT 18,100 Vol 1,328 1,156 K 7.3 6.4 D 100.0 100.0
1e =3e AADT 14,700 Vol 976 1,320 K 6.6 9.0 D 100.0 100.0
1 RitisCnt AADT 56,500 Vol 3,139 3,010 K 5.6 5.3 D 100.0 100.0
1all Cal AADT 71,200 Vol 4,115 4,330 K 5.8 6.1 D 100.0 100.0


I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070006 SLD 0.588
86070009 SLD 0.508
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveway (A)
Driveway (B)
I-95 SB On-Ramp
I-95 NB Off-Ramp
Highland lakes Blvd
101-5510
102-5448
103-3693
104-3692
105-3768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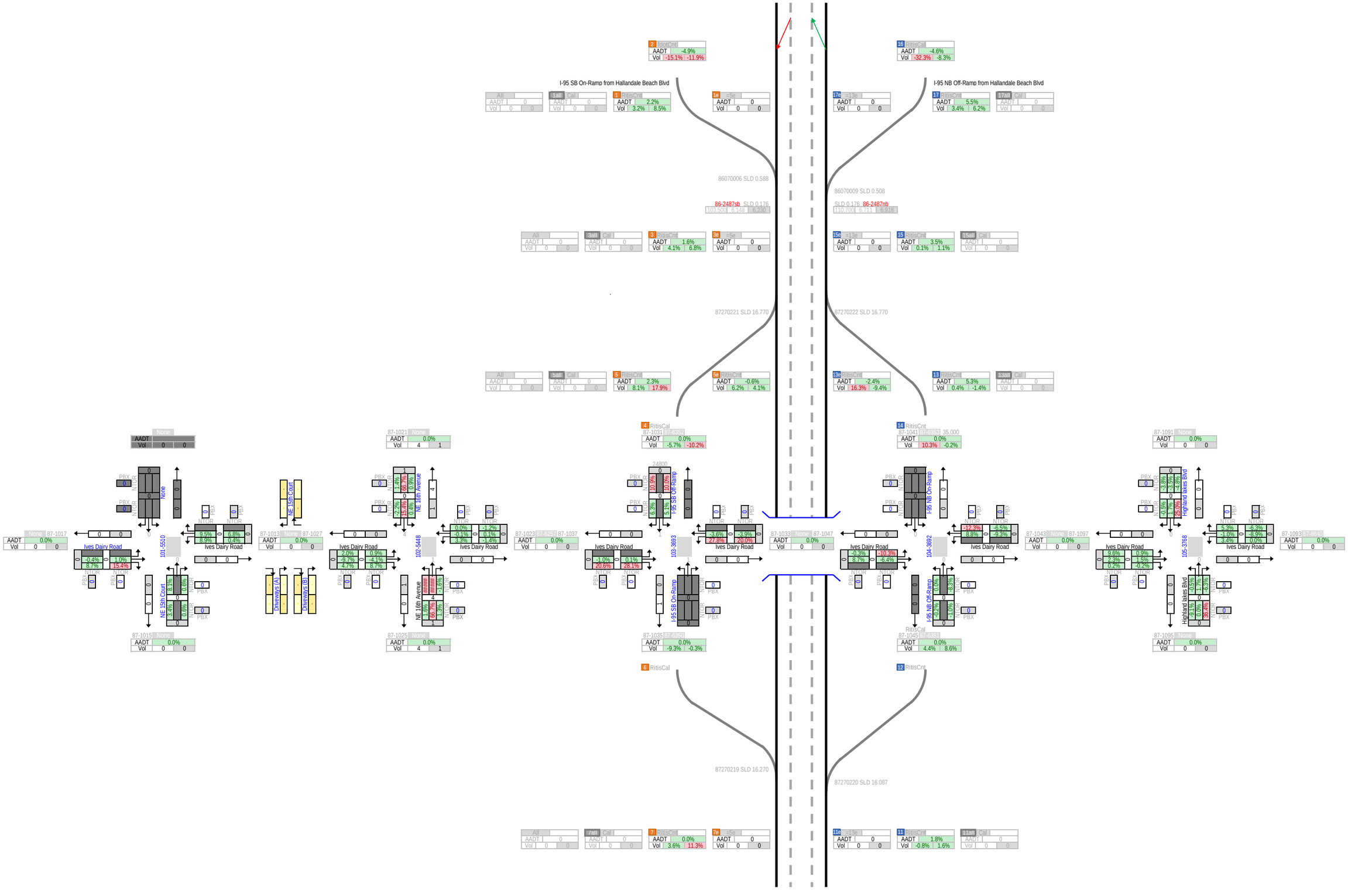
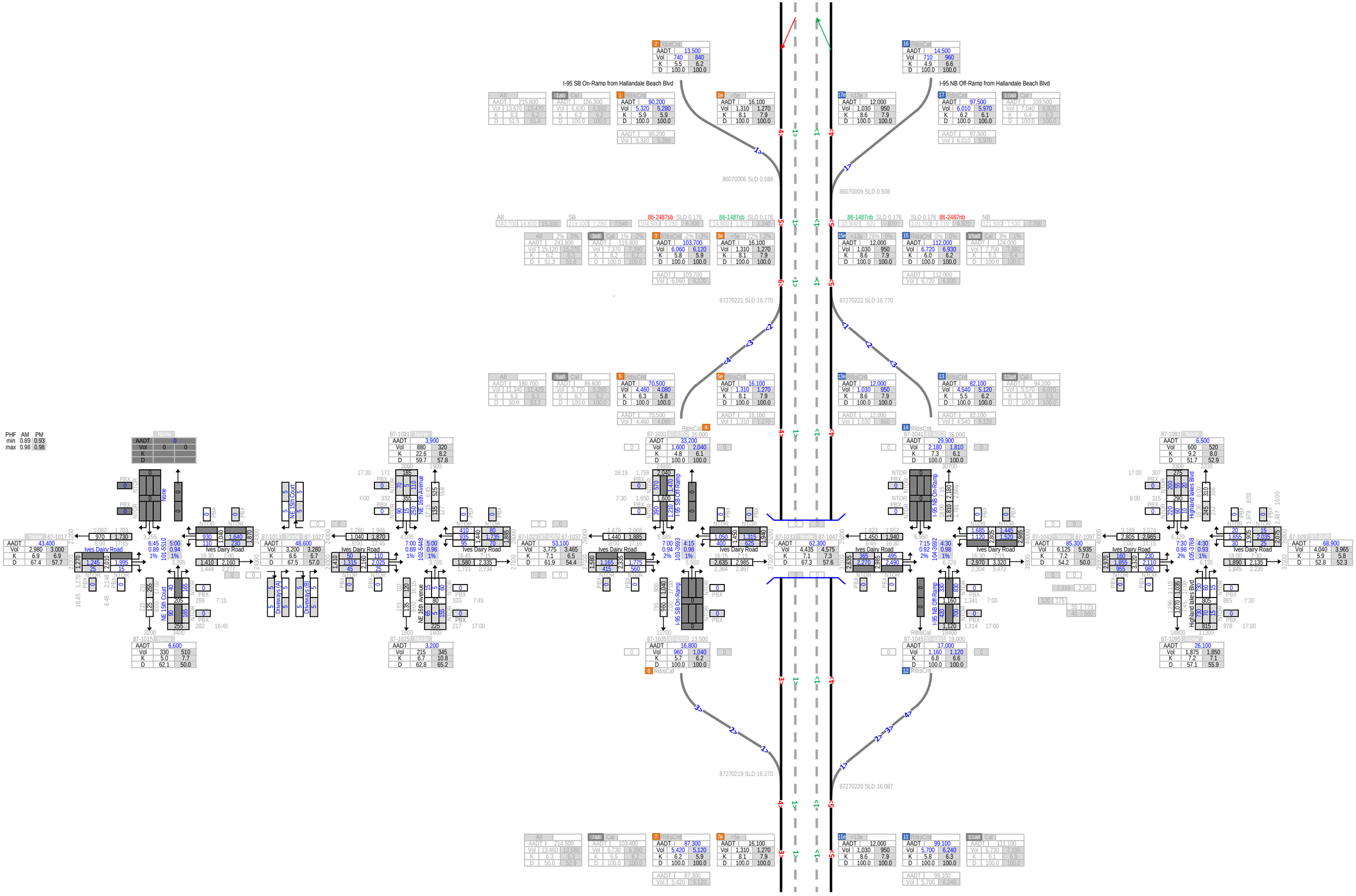
5 RitisCal AADT 50 Vol 5 3
EXP 87270901 SLD 15.139
10 RitisCal AADT 0 Vol 3 -5
All AADT 1,900 Vol 688 698
Ball Cal AADT 0 Vol 565 456
9 RitisCnt AADT 0 Vol 333 460
9a RitisCnt AADT 0 Vol 232 -4
9e RitisCnt AADT -100 Vol 159 18
9 RitisCnt AADT 2,000 Vol -36 224
Ball Cal AADT 1,900 Vol 123 242
87270216 SLD 14.633
87270218 SLD 14.633
All AADT 1,900 Vol 533 598
11all Cal AADT 0 Vol 464 452
11 RitisCnt AADT 0 Vol 232 456
11e =9e AADT 0 Vol 232 -4
7e =9e AADT -100 Vol 159 18
7 RitisCnt AADT 2,000 Vol 10 128
7all Cal AADT 1,900 Vol 169 146
87270215 SLD 14.539
10 RitisCal 87-1071 87-6347 AADT 0 Vol 101 4
12 RitisCal 87-1071 87-6348 AADT 0 Vol -3 45
6 RitisCnt 87-1081 87-6348 AADT 800 Vol -4 48
8 RitisCal 87-1081 87-6349 AADT 0 Vol -46 96
87270217 SLD 14.494
87-1051 None AADT 0 Vol 20 0
87-1061 None AADT 0 Vol 8 5
87-1071 None AADT 1,500 Vol -99 26
87-1081 None AADT 300 Vol 80 -31
None AADT Vol 0 0
NE 2nd Avenue
NE 2nd Court
NE 5th Avenue
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
NE 4th Court
87-1057 AADT 0 Vol 81 147
87-1053 None 87-1067 AADT 0 Vol 125 -43
87-1063 None 87-1077 AADT 0 Vol 45 -34
87-1073 None 87-1087 AADT 0 Vol 53 -116
87-1083 87-1223 87-1107 AADT 0 Vol 5 120
87-1103 None AADT 0 Vol 4 120
Miami Gardens Drive
201-3808
202-4761
203-3238
204-3387
205-3435
NE 6th Avenue
NE 5th Avenue
NE 2nd Court
NE 6th Ave
NE 181st St
NE 10th Avenue
Driveways (E)
Driveways (D)
87-1065 None AADT 0 Vol 12 6
87-1075 87-6168 AADT 0 Vol -81 0
SLD 14.441
13all Cal AADT -1,700 Vol 496 369
13 RitisCnt AADT 0 Vol 229 501
13e =3e AADT 0 Vol 232 -4
5e =3e AADT -100 Vol 159 18
5 RitisCnt AADT -1,600 Vol -124 -146
5all Cal AADT -1,700 Vol 35 -128
EXP 87270902 SLD 14.221
14 RitisCal AADT 50 Vol 66 1
4 RitisCnt AADT 0 Vol 2 23
SLD 14.221
15all Cal AADT 2,000 Vol 703 839
15 RitisCnt AADT 400 Vol 362 602
15e RitisCnt AADT 300 Vol 232 94
3e RitisCnt AADT 1,400 Vol 194 130
3 RitisCnt AADT -100 Vol -85 13
3all Cal AADT 1,300 Vol 109 143
87170353 SLD 13.187
87140065 SLD 13.110
87-6103+87-6099 16 RitisCal AADT 0 Vol 3 198
87-6105+87-6097 2 RitisCal AADT 800 Vol 4 3
All Cal AADT 1,200 Vol 696 544
17all Cal AADT 700 Vol 591 404
17 RitisCnt AADT 400 Vol 359 404
17e =15e AADT 300 Vol 232 0
1e =3e AADT 1,400 Vol 194 130
1 RitisCnt AADT -900 Vol -89 10
1all Cal AADT 500 Vol 105 140


2 fdotCnt
AADT -4.9%
Vol -15.1% -11.9%
16 RitisCal
AADT -4.6%
Vol -32.3% -8.3%
I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
1all Cal
1 RitisCnt
AADT 2.2%
Vol 3.2% 8.5%
1e -5e
17e -13e
17 RitisCnt
AADT 5.5%
Vol 3.4% 6.2%
17all Cal
86070006 SLD 0.588
86070009 SLD 0.508
86-2487sb SLD 0.176
86-2487nb SLD 0.176
3all Cal
3 RitisCnt
AADT 1.6%
Vol 4.1% 6.8%
3e -5e
15e -13e
15 RitisCnt
AADT 3.5%
Vol 0.1% 1.1%
15all Cal
87270221 SLD 16.770
87270222 SLD 16.770
5all Cal
5 RitisCnt
AADT 2.3%
Vol 8.1% 17.9%
5e RitisCnt
AADT -0.6%
Vol 6.2% 4.1%
13e RitisCnt
AADT -2.4%
Vol 16.3% -9.4%
13 RitisCnt
AADT 5.3%
Vol 0.4% -1.4%
13all Cal
4 RitisCnt
87-1031 87-8350
AADT 0.0%
Vol -5.7% -10.2%
14 RitisCnt
87-1041 87-8350 35.000
AADT 0.0%
Vol 10.3% -0.2%
87-1021 None
87-1091 None
NE 15th Court
NE 16th Avenue
Ives Dairy Road
Driveways (A)
Driveways (B)
Highland Lakes Blvd
I-95 SB Off-Ramp
I-95 NB On-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
101-5510
102-5448
103-3693
104-3692
105-3768
87-1017
87-1013
87-1027
87-1023 87-8350 87-1037
87-1033 None 87-1047
87-1043 None 87-1097
87-1093 87-8350
87-1015 None
87-1025 None
87-1035 87-8350
87-1045 87-8351
87-1095 None
6 RitisCal
12 RitisCnt
87270219 SLD 16.270
87270220 SLD 16.087
7all Cal
7 RitisCnt
AADT 0.0%
Vol 3.6% 11.3%
7e -5e
11e -13e
11 RitisCnt
AADT 1.8%
Vol -0.8% 1.6%
11all Cal

EXP 87270902 SLD 15.438
8 RitisCal
AADT 0.5%
Vol 0.7% 0.5%
EXP 87270901 SLD 15.139
10 RitisCal
AADT 0.0%
Vol 0.5% -0.6%
All
AADT 0
Vol 0 0
9all Cal
AADT 0
Vol 0 0
9 RitisCnt
AADT 0.0%
Vol 7.6% 11.3%
9e RitisCnt
AADT 0.0%
Vol 12.9% -0.2%
9e RitisCnt
AADT -0.5%
Vol 11.1% 1.1%
9 RitisCnt
AADT 2.2%
Vol -0.7% 4.3%
9all Cal
AADT 0
Vol 0 0
87270216 SLD 14.633
87270218 SLD 14.633
All
AADT 0
Vol 0 0
11all Cal
AADT 0
Vol 0 0
11 RitisCnt
AADT 0.0%
Vol 6.2% 13.7%
11e =9e
AADT 0
Vol 0 0
7c =9e
AADT 0
Vol 0 0
7 RitisCnt
AADT 2.7%
Vol 0.2% 3.1%
7all Cal
AADT 0
Vol 0 0
87270215 SLD 14.539
10 RitisCal 87-1071 87-6574
AADT 0.0%
Vol 15.6% 0.5%
12 RitisCal 87-1071 87-6574
AADT 0.0%
Vol -0.4% 5.3%
6 RitisCnt 87-1081 87-6574
AADT 9.1%
Vol -0.6% 9.6%
8 RitisCal 87-1081 87-6574
AADT 0.0%
Vol -4.4% 8.5%
87-1051 None
AADT 0.0%
Vol 0 0
87-1061 None
AADT 0.0%
Vol 4 3
87-1071 None
AADT 6.1%
Vol 0 0
87270217 SLD 14.494
87-1081 None
AADT 1.2%
Vol 0 0
None
AADT
Vol 0 0
NE 2nd Avenue
Driveways (C)
Driveways (D)
NE 2nd Court
NE 5th Avenue
I-95 SB On-Ramp
I-95 SB Off-Ramp
I-95 NB On-Ramp
NE 9th Court
NE 6th Ave
NE 18 St
NE 6th Avenue
NE 10th Avenue
Miami Gardens Drive
87-6574 87-1057
87-1053 None 87-1067
87-1063 None 87-1077
87-1073 None 87-1087
87-1083 87-6221 87-1107
87-1103 None
201-3808
202-4761
203-3238
204-3387
205-3435
87-1065 None
87-1075 87-6016
87-1105 None
SLD 14.441
13all Cal
13 RitisCnt
13e =9e
5e =9e
5 RitisCnt
5all Cal
EXP 87270902 SLD 14.221
14 RitisCal
4 RitisCal
SLD 14.221
15all Cal
15 RitisCnt
15e RitisCnt
3e RitisCnt
3 RitisCnt
3all Cal
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCal
=87-6105+87-6097
2 RitisCal
All Cal
17all Cal
17 RitisCnt
17e =15e
1e =3e
1 RitisCnt
1all Cal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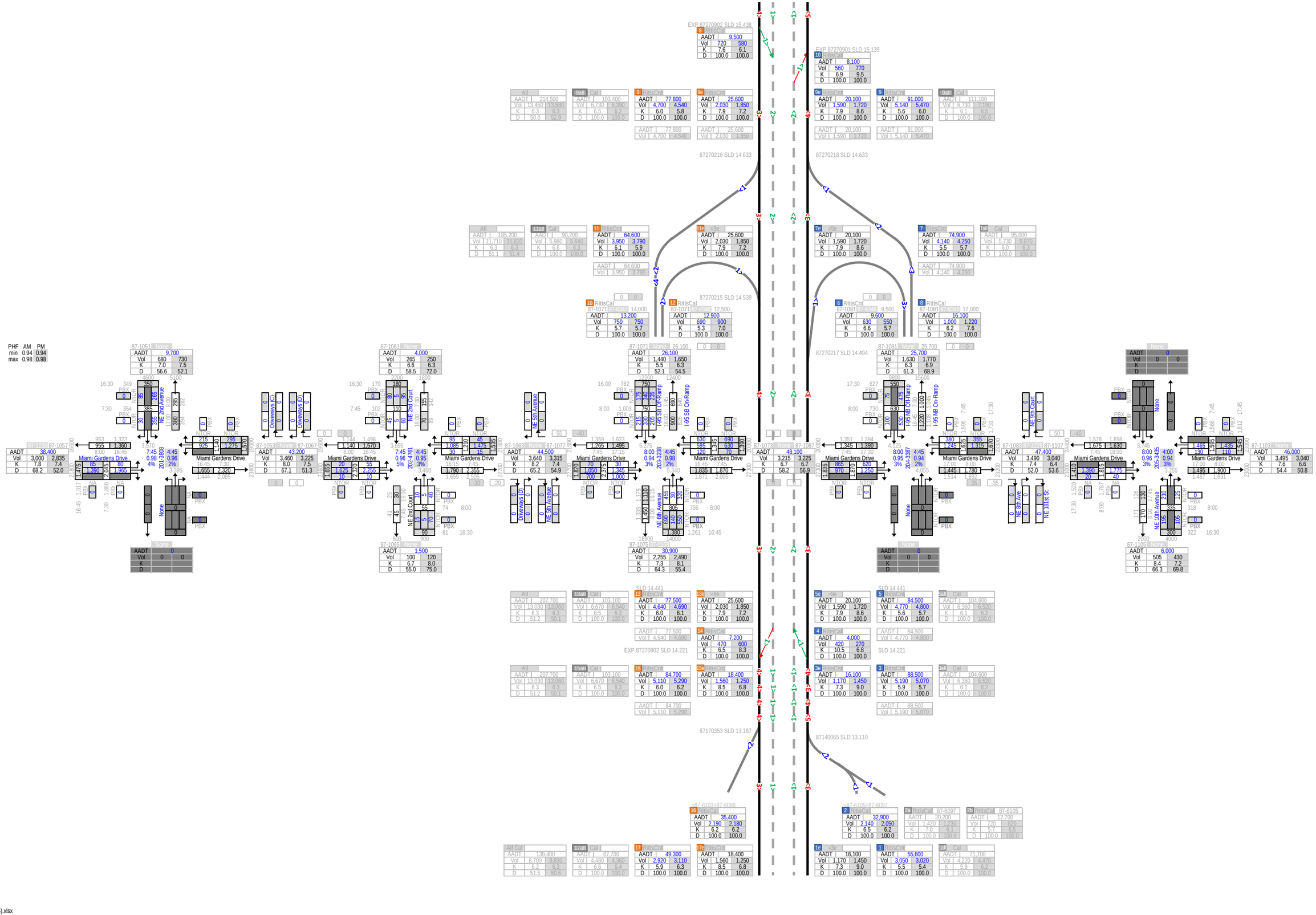
2 IdotCnt
AADT 13,500
Vol 740 840
K 5.5 6.2
D 100.0 100.0
16 RitisCal
AADT 14,500
Vol 710 960
K 4.9 6.6
D 100.0 100.0
I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
1all Cal
AADT 215,800
Vol 13,670 13,470
K 6.3 6.2
D 51.5 51.4
1all Cal
AADT 106,300
Vol 6,630 6,550
K 6.2 6.2
D 100.0 100.0
1 RitisCnt
AADT 90,200
Vol 5,320 5,280
K 5.9 5.9
D 100.0 100.0
1e =5e
AADT 16,100
Vol 1,310 1,270
K 8.1 7.9
D 100.0 100.0
17e =13e
AADT 12,000
Vol 1,030 950
K 8.6 7.9
D 100.0 100.0
17 RitisCnt
AADT 97,500
Vol 6,010 5,970
K 6.2 6.1
D 100.0 100.0
17all Cal
AADT 109,500
Vol 7,040 6,920
K 6.4 6.3
D 100.0 100.0
86070006 SLD 0.588
86070009 SLD 0.508
All SB 86-2487sb SLD 0.176 86-1487sb SLD 0.176 86-1487nb SLD 0.176 SLD 0.176 86-2487nb NB
3all Cal
AADT 243,800
Vol 15,120 15,270
K 6.2 6.3
D 51.3 51.6
3all Cal
AADT 119,800
Vol 7,370 7,390
K 6.2 6.2
D 100.0 100.0
3 RitisCnt
AADT 103,700
Vol 6,060 6,120
K 5.8 5.9
D 100.0 100.0
3e =5e
AADT 16,100
Vol 1,310 1,270
K 8.1 7.9
D 100.0 100.0
15e =13e
AADT 12,000
Vol 1,030 950
K 8.6 7.9
D 100.0 100.0
15 RitisCnt
AADT 112,000
Vol 6,720 6,930
K 6.0 6.2
D 100.0 100.0
15all Cal
AADT 124,000
Vol 7,750 7,880
K 6.3 6.4
D 100.0 100.0
87270221 SLD 16.770
87270222 SLD 16.770
All
AADT 180,700
Vol 11,340 11,420
K 6.3 6.3
D 50.9 53.2
5all Cal
AADT 86,600
Vol 5,770 5,350
K 6.7 6.2
D 100.0 100.0
5 RitisCnt
AADT 70,500
Vol 4,460 4,080
K 6.3 5.8
D 100.0 100.0
5e RitisCnt
AADT 16,100
Vol 1,310 1,270
K 8.1 7.9
D 100.0 100.0
13e RitisCnt
AADT 12,000
Vol 1,030 950
K 8.6 7.9
D 100.0 100.0
13 RitisCnt
AADT 82,100
Vol 4,540 5,120
K 5.5 6.2
D 100.0 100.0
13all Cal
AADT 94,100
Vol 5,570 6,070
K 5.9 6.5
D 100.0 100.0
RitisCal 4
87-1031 07/2024 26,000
AADT 33,200
Vol 1,600 2,040
K 4.8 6.1
D 100.0 100.0
14 RitisCnt
87-1041 07/2024 35,000
AADT 29,900
Vol 2,180 1,810
K 7.3 6.1
D 100.0 100.0
87-1021 None
AADT 3,900
Vol 880 320
K 22.6 8.2
D 59.7 57.8
87-1091 None
AADT 6,500
Vol 600 520
K 9.2 8.0
D 51.7 52.9
None
PBX 0
NTOR 0
0 0 0 0
87-1017 None
AADT 43,400
Vol 2.980 3.000
K 6.9 6.9
D 67.4 57.7
Ives Dairy Road
6:45 0.89 0.94 1% 1%
101-5510
87-1013 None
AADT 3,200 3,280
D 67.5 57.0
87-1027 07/2024
AADT 48,600
K 6.6 6.7
D 57.0
NE 15th Court
Driveways (A)
Driveways (B)
87-1023 07/2024
AADT 53,100
Vol 3,775 3,465
D 61.9 54.4
87-1037
87-1033 None
AADT 62,300
Vol 4,435 4,575
K 7.1 7.3
D 67.3 57.6
87-1047
I-95 SB On-Ramp
I-95 NB Off-Ramp
7:00 0.94 2% 4:15 0.98 1%
103-4693
87-1043 None
AADT 85,300
Vol 6,125 5,935
K 7.2 7.0
D 54.2 50.0
87-1097
87-1053 07/2024
AADT 68,900
Vol 4,040 3,965
K 5.9 5.8
D 52.8 52.3
7:15 0.92 2% 4:30 0.98 1%
104-3692
105-3768
NE 16th Avenue
Highland Lakes Blvd
87-1015 None
AADT 6,600
Vol 330 510
K 5.0 7.7
D 62.1 50.0
87-1025 None
AADT 3,200
Vol 215 345
K 6.7 10.8
D 62.8 65.2
87-1035 07/2024 13,500
AADT 16,800
Vol 960 1,040
K 5.7 6.2
D 100.0 100.0
87-1045 07/2024 19,000
AADT 17,000
Vol 1,160 1,120
K 6.8 6.6
D 100.0 100.0
87-1095 None
AADT 26,100
Vol 1,875 1,850
K 7.2 7.1
D 57.1 55.9
6 RitisCal
12 RitisCnt
87270219 SLD 16.270
87270220 SLD 16.087
All
AADT 214,500
Vol 13,460 13,580
K 6.3 6.3
D 50.0 52.9
7all Cal
AADT 103,400
Vol 6,730 6,390
K 6.5 6.2
D 100.0 100.0
7 RitisCnt
AADT 87,300
Vol 5,420 5,120
K 6.2 5.9
D 100.0 100.0
7e =5e
AADT 16,100
Vol 1,310 1,270
K 8.1 7.9
D 100.0 100.0
11e =13e
AADT 12,000
Vol 1,030 950
K 8.6 7.9
D 100.0 100.0
11 RitisCnt
AADT 99,100
Vol 5,700 6,240
K 5.8 6.3
D 100.0 100.0
11all Cal
AADT 111,100
Vol 6,730 7,190
K 6.1 6.5
D 100.0 100.0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EXP 87270902 SLD 15.438
8 RitisCal AADT 9,500 Vol 720 580 K 7.6 6.1 D 100.0 100.0
EXP 87270901 SLD 15.139
10 RitisCal AADT 8,100 Vol 560 770 K 6.9 9.5 D 100.0 100.0
All AADT 214,500 Vol 13,450 13,580 K 6.3 6.3 D 50.0 52.9
9all Cal AADT 103,400 Vol 6,730 6,590 K 6.5 6.2 D 100.0 100.0
9 RitisCnt AADT 77,800 Vol 4,700 4,540 K 6.0 5.8 D 100.0 100.0
9e RitisCnt AADT 25,600 Vol 2,030 1,850 K 7.9 7.2 D 100.0 100.0
9e RitisCnt AADT 20,100 Vol 1,590 1,720 K 7.9 8.6 D 100.0 100.0
9 RitisCnt AADT 91,000 Vol 5,140 5,470 K 5.6 6.0 D 100.0 100.0
9all Cal AADT 111,100 Vol 5,730 7,150 K 6.1 6.5 D 100.0 100.0
87270216 SLD 14.633
87270218 SLD 14.633
All AADT 185,200 Vol 11,710 11,610 K 6.3 6.3 D 51.1 51.4
11all Cal AADT 90,200 Vol 5,980 5,640 K 6.6 6.3 D 100.0 100.0
11 RitisCnt AADT 64,600 Vol 3,950 3,790 K 6.1 5.9 D 100.0 100.0
11e =3e AADT 25,600 Vol 2,030 1,850 K 7.9 7.2 D 100.0 100.0
7e =3e AADT 20,100 Vol 1,590 1,720 K 7.9 8.6 D 100.0 100.0
7 RitisCnt AADT 74,900 Vol 4,140 4,250 K 5.5 5.7 D 100.0 100.0
7all Cal AADT 95,000 Vol 5,730 5,970 K 6.0 6.3 D 100.0 100.0
10 RitisCal 87-1071 87-1057 AADT 13,200 Vol 750 750 K 5.7 5.7 D 100.0 100.0
12 RitisCal 87-1071 87-1053 AADT 12,900 Vol 690 900 K 5.3 7.0 D 100.0 100.0
87270215 SLD 14.539
6 RitisCnt 87-1081 87-1057 AADT 9,600 Vol 630 550 K 6.6 5.7 D 100.0 100.0
8 RitisCal 87-1081 87-1053 AADT 16,100 Vol 1,000 1,220 K 6.2 7.6 D 100.0 100.0
87270217 SLD 14.494
87-1061 None AADT 9,700 Vol 680 730 K 7.0 7.5 D 56.6 52.1
87-1061 None AADT 4,000 Vol 265 250 K 6.6 6.3 D 58.5 72.0
87-1071 None AADT 26,100 Vol 1,440 1,650 K 5.5 6.3 D 52.1 54.5
87-1081 None AADT 25,700 Vol 1,630 1,770 K 6.3 6.9 D 61.3 68.9
87-1065 None AADT 1,500 Vol 100 120 K 6.7 8.0 D 55.0 75.0
87-1075 87-4016 AADT 30,900 Vol 2,255 2,490 K 7.3 8.1 D 64.3 55.4
87-1105 None AADT 6,000 Vol 505 430 K 8.4 7.2 D 66.3 69.8
87-1057 AADT 38,400 Vol 3,000 2,835 K 7.8 7.4 D 68.2 52.0
87-1053 None 87-1067 AADT 43,200 Vol 3,460 3,225 K 8.0 7.5 D 67.1 51.3
87-1063 None 87-1077 AADT 44,500 Vol 3,640 3,315 K 8.2 7.4 D 65.2 54.9
87-1073 None 87-1083 AADT 48,100 Vol 3,215 3,225 K 6.7 6.7 D 58.2 56.9
87-1081 87-1057 AADT 47,400 Vol 3,490 3,040 K 7.4 6.4 D 52.0 53.6
87-1107 87-1053 AADT 46,000 Vol 3,495 3,040 K 7.6 6.6 D 54.4 50.8
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
NE 6th Avenue
NE 8th Avenue
NE 10th Avenue
NE 183 St
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
Driveways (C)
Driveways (D)
87270353 SLD 13.187
87140065 SLD 13.110
SLD 14.441
SLD 14.221
EXP 87270902 SLD 14.221
13all Cal AADT 207,700 Vol 13,030 13,060 K 6.3 6.3 D 51.2 50.1
13 RitisCnt AADT 77,500 Vol 4,640 4,690 K 6.0 6.1 D 100.0 100.0
13e =3e AADT 25,600 Vol 2,030 1,850 K 7.9 7.2 D 100.0 100.0
5e =3e AADT 20,100 Vol 1,590 1,720 K 7.9 8.6 D 100.0 100.0
5 RitisCnt AADT 84,500 Vol 4,770 4,800 K 5.6 5.7 D 100.0 100.0
5all Cal AADT 104,600 Vol 6,350 6,520 K 6.1 6.2 D 100.0 100.0
14 RitisCal AADT 7,200 Vol 470 600 K 6.5 8.3 D 100.0 100.0
4 RitisCal AADT 4,000 Vol 420 270 K 10.5 6.8 D 100.0 100.0
15all Cal AADT 103,100 Vol 6,670 6,540 K 6.5 6.3 D 100.0 100.0
15 RitisCnt AADT 84,700 Vol 5,110 5,290 K 6.0 6.2 D 100.0 100.0
15e RitisCnt AADT 18,400 Vol 1,560 1,250 K 8.5 6.8 D 100.0 100.0
3e RitisCnt AADT 16,100 Vol 1,170 1,450 K 7.3 9.0 D 100.0 100.0
3 RitisCnt AADT 88,500 Vol 5,190 5,070 K 5.9 5.7 D 100.0 100.0
3all Cal AADT 104,600 Vol 6,350 6,520 K 6.1 6.2 D 100.0 100.0
=87-6103+87-6099
16 RitisCal AADT 35,400 Vol 2,190 2,180 K 6.2 6.2 D 100.0 100.0
=87-6105+87-6097
2 RitisCal AADT 32,900 Vol 2,140 2,050 K 6.5 6.2 D 100.0 100.0
2a RitisCal 87-6097 AADT 20,200 Vol 1,420 1,280 K 7.0 6.1 D 100.0 100.0
2b RitisCal 87-6105 AADT 12,700 Vol 720 800 K 5.7 6.5 D 100.0 100.0
All Cal AADT 139,400 Vol 8,700 8,830 K 6.2 6.3 D 51.5 50.6
17all Cal AADT 67,700 Vol 4,480 4,360 K 6.6 6.4 D 100.0 100.0
17 RitisCnt AADT 49,300 Vol 2,920 3,110 K 5.9 6.3 D 100.0 100.0
17e RitisCnt AADT 18,400 Vol 1,560 1,250 K 8.5 6.8 D 100.0 100.0
1e =3e AADT 16,100 Vol 1,170 1,450 K 7.3 9.0 D 100.0 100.0
1 RitisCnt AADT 55,600 Vol 3,050 3,020 K 5.5 5.4 D 100.0 100.0
1all Cal AADT 71,700 Vol 4,220 4,470 K 5.9 6.2 D 100.0 100.0

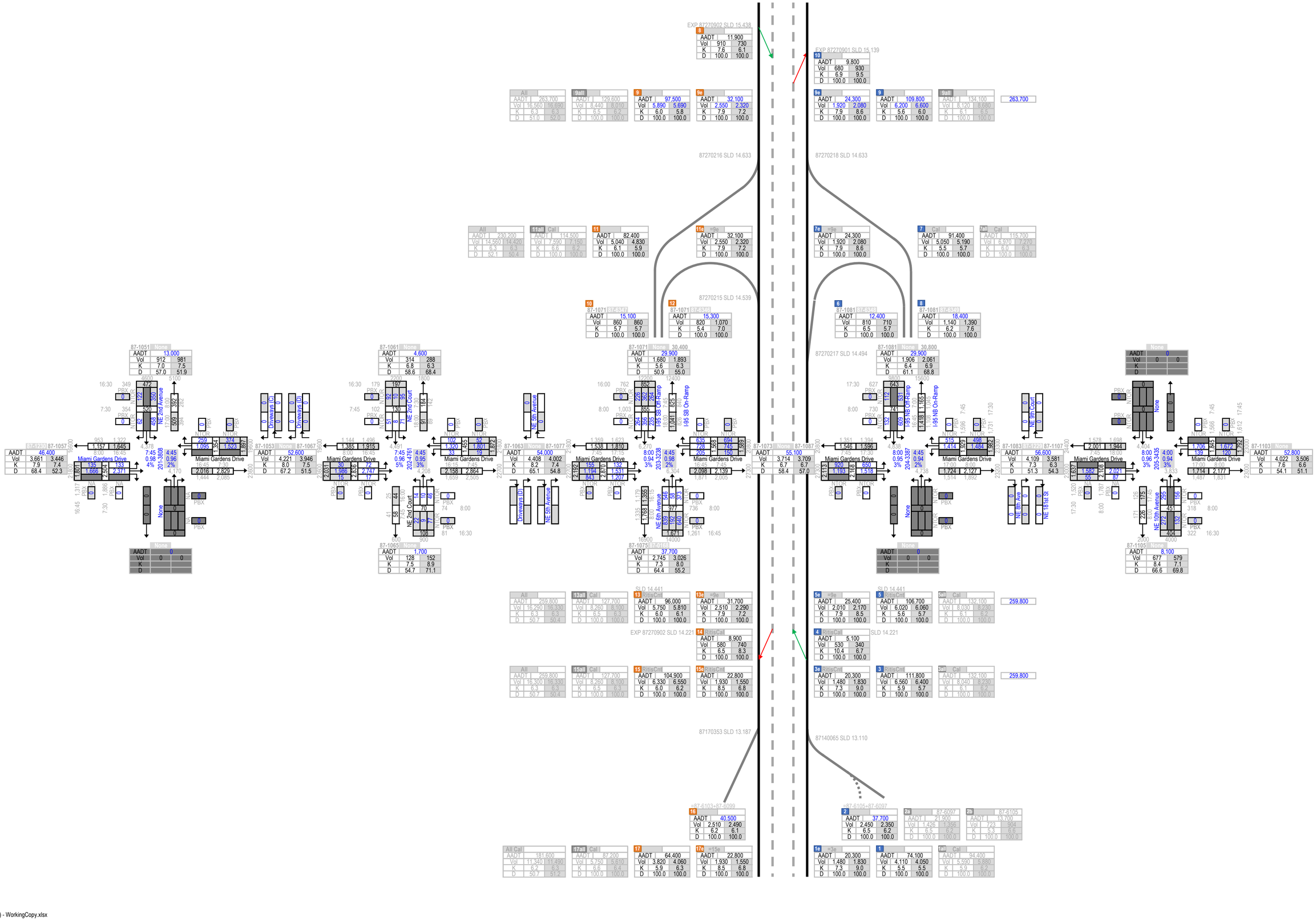
Attachment C

Traffic Forecast Calculations

ATTACHMENT C

INTCHG	Location	FDOT Count Station	FDOT 2015 AADT	FDOT 2019 AADT	FDOT 2021 AADT	EX 2021 Balanced AADT	SERPM 2015	SERPM 2021 interpola	SERPM 2045	2015 Ratio Adjustm	2015 Diff Adj V_d Eq3-3	2015 Adj Model AADT V_{adj}	2015 SERPM Count Differenc	2015 Assessm V/C Ratio 5%	2021 Ratio Adj V_r Eq3-2	2021 Differenc e Adjustm	2021 Adjusted Model AADT	2021 SERPM - Count Differenc	2021 Assessm V/C 5%	SERPM Growth Rate	EX to 2015 Adj SERPM Growth	EX to 2021 Adj SERPM Growth	2045 @ AC %	2050 @ AC %	2050 @ 0.5%	Trend Linear	Trend Exponentia	Trend Decaying	Trend w/Model Vol Linear	Trend w/Model Vol Exponentia	Trend w/Model Vol Decaying	Trend w/Adjusted Model Vol Linear	Trend w/Adjusted Model Vol Exponentia	Trend w/Adjusted Model Vol Decaying
SR 9/I-95	**North of IDR**	87-2487	228,000	223,500	240,000	243,800	241,800	249,100	278,300	262,400	264,500	263,500	13,800	6%	272,400	273,000	272,700	5,300	2%	0.50%	0.34%	0.49%	272,700	278,700	**279,200**	**0.87%**	0.93%	0.16%	**0.70%**	0.69%	0.22%	**0.65%**	0.64%	0.21%
Ives Dairy Road	I-95 SB Off Ramp to IDR	87-6352	25,500	26,000	30,500	33,200	37,000	37,800	41,200	28,400	29,700	29,100	11,500	45%	36,200	36,600	36,400	4,600	14%	0.38%	-0.51%	0.40%	36,400	37,100	**38,000**	-0.42%	-0.49%	**-0.12%**	**1.59%**	1.32%	0.29%	**0.54%**	0.48%	0.07%
	I-95 SB On Ramp from IDR	87-6350	15,000	13,500	16,000	16,800	20,500	21,100	23,700	17,300	18,200	17,800	5,500	37%	18,900	19,400	19,200	4,300	26%	0.52%	0.25%	**0.60%**	19,200	**19,700**	19,200	-1.44%	**-1.32%**	-0.22%	**0.81%**	0.66%	0.11%	**0.18%**	0.17%	-0.04%
	I-95 NB On Ramp from IDR	87-6353	28,500	35,000	30,000	29,900	27,300	27,700	29,300	30,600	30,500	30,600	-1,200	-4%	31,600	31,500	31,600	-2,200	-7%	0.24%	0.10%	0.24%	31,600	32,000	**34,200**	**1.37%**	1.43%	0.21%	0.54%	**0.53%**	0.20%	0.72%	**0.72%**	0.24%
	I-95 NB Off Ramp to IDR	87-6351	18,000	19,000	18,500	17,000	19,400	19,800	21,500	19,900	20,100	20,000	1,400	8%	18,500	18,700	18,600	2,800	16%	0.36%	0.74%	0.39%	18,600	18,900	**19,500**	-0.23%	-0.23%	**-0.10%**	**0.50%**	0.47%	0.05%	**0.13%**	0.13%	-0.04%
SR 9/I-95	**North of MGD**	87-2554	224,000	223,000	187,000	214,500	217,400	227,900	269,800	278,000	276,400	277,200	-6,600	-3%	253,900	256,400	255,200	13,400	6%	0.80%	1.22%	**0.79%**	255,200	**263,700**	245,600									
Miami Gardens Drive	I-95 SB Off Ramp to MGD	87-6347	16,500	14,000	14,000	13,200	20,400	20,500	20,700	16,700	16,800	16,800	3,900	24%	13,300	13,400	13,400	7,300	55%	0.05%	1.14%	0.06%	13,400	13,400	**15,100**	-0.42%	**-0.41%**	-0.04%	**0.65%**	0.58%	0.13%	-0.45%	**-0.48%**	-0.13%
	I-95 SB On Ramp from MGD	87-6346	11,000	12,500	12,500	12,900	8,200	8,600	10,200	13,700	13,000	13,400	-2,800	-25%	15,300	14,500	14,900	-4,300	-33%	0.81%	0.16%	**0.65%**	14,900	**15,300**	14,800	0.54%	0.59%	**0.16%**	**-0.17%**	-0.17%	0.06%	**0.73%**	0.73%	0.25%
	I-95 NB On Ramp from MGD	87-6349	14,000	17,000	12,500	16,100	20,700	21,100	22,600	15,300	15,900	15,600	6,700	48%	17,200	17,600	17,400	5,000	31%	0.31%	-0.13%	0.34%	17,400	17,700	**18,400**	**0.28%**	0.25%	0.04%	**0.98%**	0.89%	0.24%	0.26%	**0.27%**	0.08%
	I-95 NB Off Ramp toMGD	87-6348	10,000	9,500	8,900	9,600	8,500	9,100	11,300	13,300	12,800	13,100	-1,500	-15%	11,900	11,800	11,900	-500	-5%	1.10%	1.52%	**1.00%**	11,900	**12,400**	11,000	-1.44%	**-1.28%**	-0.20%	-0.06%	-0.06%	**-0.10%**	0.06%	0.06%	**-0.06%**
SR 9/I-95	**South of MGD**	87-2137	192,500	183,000	176,000	207,700	192,900	203,600	246,200	245,700	245,800	245,800	400	0%	251,200	250,300	250,800	-4,100	-2%	0.92%	0.76%	**0.86%**	250,800	**259,800**	237,800	1.01%	**1.14%**	0.21%	**0.91%**	0.90%	0.29%	**0.95%**	0.95%	0.30%
			783,000				814,100						4%	10%					8%		0.51%	0.53%	1.00%	0.06%		1.37%	-1.32%	0.13%						
CR 854 / Ives Dairy Road (IDR)	IDR, west of NE 15th Court					43,400	46,400	48,200	55,600						50,100	50,800	50,500	4,800	11%	0.66%	1.17%	**0.68%**	50,500	**52,000**	49,700									
	NE 15th Court, south of IDR					6,600	5,400	5,800	7,600						8,600	8,400	8,500	-800	-12%	1.36%	0.63%	**1.20%**	8,500	**8,900**	7,600									
	IDR, west of NE 16th Avenue					48,600	55,600	55,700	56,200						49,000	49,100	49,100	7,100	15%	0.04%	0.65%	0.04%	49,100	49,200	**55,600**									
	NE 16th Avenue, north of IDR					3,900	2,900	4,300	9,900						9,000	9,500	9,300	400	10%	8.05%	6.41%	**5.77%**	9,300	10,400	**4,500**									
	NE 16th Avenue, south of IDR					3,200	0	0	0							3,200		-3,200	-100%		-4.17%				**3,700**									
	IDR, west of I-95 SB Ramps	87-8257	38,500	38,000	35,000	53,100	61,000	62,600	69,200	43,700	46,700	45,200	22,500	58%	58,700	59,700	59,200	9,500	18%	0.45%	-0.62%	0.48%	59,200	60,500	**60,800**	2.45%	2.64%	**0.43%**	**2.09%**	1.79%	0.80%	**1.41%**	1.28%	0.62%
	I-95 SB Off Ramp, north of IDR					33,200	37,000	37,800	41,200						36,200	36,600	36,400	4,600	14%	0.38%	1.00%	0.40%	36,400	37,100	**38,000**									
	I-95 SB On Ramp, south of IDR					16,800	20,500	21,100	23,700						18,900	19,400	19,200	4,300	26%	0.52%	1.71%	**0.60%**	19,200	**19,700**	19,200									
	IDR, west of I-95 NB Ramps					62,300	87,700	89,400	96,100						67,000	69,000	68,000	27,100	43%	0.32%	2.26%	0.38%	68,000	69,200	**71,300**									
	I-95 NB On Ramp, north of IDR					29,900	27,300	27,700	29,300						31,600	31,500	31,600	-2,200	-7%	0.24%	-0.08%	0.24%	31,600	32,000	**34,200**									
	I-95 NB Off Ramp, south of IDR					17,000	19,400	19,800	21,500						18,500	18,700	18,600	2,800	16%	0.36%	1.10%	0.39%	18,600	18,900	**19,500**									
	IDR, west of Highland Lakes Blvd					85,300	112,200	114,600	124,400						92,600	95,100	93,900	29,300	34%	0.36%	1.91%	0.42%	93,900	95,700	**97,700**									
	Highland Lakes Blvd, north of IDR					6,500	8,800	9,200	10,600						7,500	7,900	7,700	2,700	42%	0.68%	2.63%	**0.77%**	7,700	**8,000**	7,400									
	Highland Lakes Blvd, south of IDR					26,100	27,800	28,400	31,000						28,500	28,700	28,600	2,300	9%	0.38%	0.78%	0.40%	28,600	29,100	**29,900**									
	IDR, east of Highland Lakes Blvd	87-8640	64,500	65,000	67,000	68,900	77,000	78,500	84,600	70,900	72,100	71,500	12,500	19%	74,300	75,000	74,700	9,600	14%	0.33%	0.95%	0.35%	74,700	75,900	**78,900**	**1.80%**	1.92%	0.26%	**1.01%**	0.95%	0.44%	0.55%	0.55%	**0.29%**
																				0.47%	1.08%	0.49%	1.20%	0.04%		1.80%	0.43%	1.12%						
																											1.12%								
SR 860 / Miami Gardens Drive (MC	MGD, west of NE 2nd Avenue	87-1230	46,000	44,500	43,000	38,400	50,700	52,600	60,200	54,600	55,500	55,050	4,700	10%	43,900	46,000	45,000	14,200	37%	0.62%	2.37%	**0.72%**	45,000	**46,400**	44,000	0.79%	0.88%	**0.19%**	**1.02%**	0.97%	0.30%	0.26%	0.27%	**0.15%**
	NE 2nd Avenue, north of MGD					9,700	10,500	11,200	14,100						12,200	12,600	12,400	1,500	15%	1.14%	1.89%	**1.16%**	12,400	**13,000**	11,100									
	MGD, west of NE 2nd Court					43,200	52,900	55,100	63,800						50,000	51,900	51,000	11,900	28%	0.69%	1.99%	**0.75%**	51,000	**52,600**	49,500									
	NE 2nd Court, north of MGD					4,000	0	0	0							4,000		-4,000	-100%		-4.17%				**4,600**									
	NE 2nd Court, south of MGD					1,500	0	0	0							1,500		-1,500	-100%		-4.17%				**1,700**									
	MGD, west of I-95 SB Ramps					44,500	52,900	55,100	63,800						51,500	53,200	52,400	10,600	24%	0.69%	1.81%	**0.74%**	52,400	**54,000**	51,000									
	I-95 SB Ramps, north of MGD	87-6346_7				26,100	28,600	29,100	30,900						27,700	27,900	27,800	3,000	11%	0.27%	0.77%	0.27%	27,800	28,200	**29,900**	0.00%	0.01%	**0.05%**	**0.31%**	0.30%	0.09%	0.05%	0.05%	**0.05%**
	NE 6th Avenue, south of MGD	87-0168	26,000	27,500	27,500	30,900	41,700	43,700	51,600	32,200	35,900	34,050	15,700	60%	36,500	38,800	37,700	12,800	41%	0.79%	2.79%	**0.92%**	37,700	**39,100**	35,400	-0.69%	-0.63%	**-0.22%**	-0.69%	-0.63%	**-0.22%**	**0.76%**	0.69%	0.08%
	MGD, west of I-95 NB Ramps					48,100	45,700	46,900	51,600						52,900	52,800	52,900	-1,200	-2%	0.43%	0.30%	0.42%	52,900	53,900	**55,100**									
	I-95 NB Ramps, north of MGD	87-6348_9				25,700	29,200	30,100	33,900						28,900	29,500	29,200	4,400	17%	0.54%	1.33%	**0.57%**	29,200	**29,900**	29,400	**-0.35%**	-0.33%	-0.05%	**0.58%**	0.53%	0.12%	**0.21%**	0.19%	0.02%
	MGD, west of NE 10th Avenue	87-1229	45,000	53,500	46,500	47,400	43,600	45,500	52,900	54,600	54,300	54,450	-1,400	-3%	55,100	54,800	55,000	-1,900	-4%	0.71%	0.48%	**0.67%**	55,000	**56,600**	54,300	-0.28%	**-0.30%**	-0.05%	**0.14%**	0.13%	0.01%	**0.24%**	0.23%	0.03%
	NE 10th Avenue, south of MGD					6,000	7,100	7,600	9,500						7,500	7,900	7,700	1,600	27%	1.13%	2.43%	**1.18%**	7,700	**8,100**	6,900									
	MGD, east of NE 10th Avenue					46,000	36,500	37,800	42,800						52,100	51,000	51,600	-8,200	-18%	0.58%	-0.29%	**0.51%**	51,600	**52,800**	52,700									
			220,000				274,000						25%	49%						0.69%	1.44%	0.72%	1.18%	0.27%		-0.22%	-0.30%	-0.26%						

I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070009 SLD 0.508
86070006 SLD 0.588
87270221 SLD 16.770
87270222 SLD 16.770
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
279.200
263.700
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
Driveways (A)
Driveways (B)
NE 16th Avenue
I-95 NB On-Ramp
I-95 NB Off-Ramp
I-95 SB On-Ramp
I-95 SB Off-Ramp
Highland lakes Blvd
Highland lakes Blvd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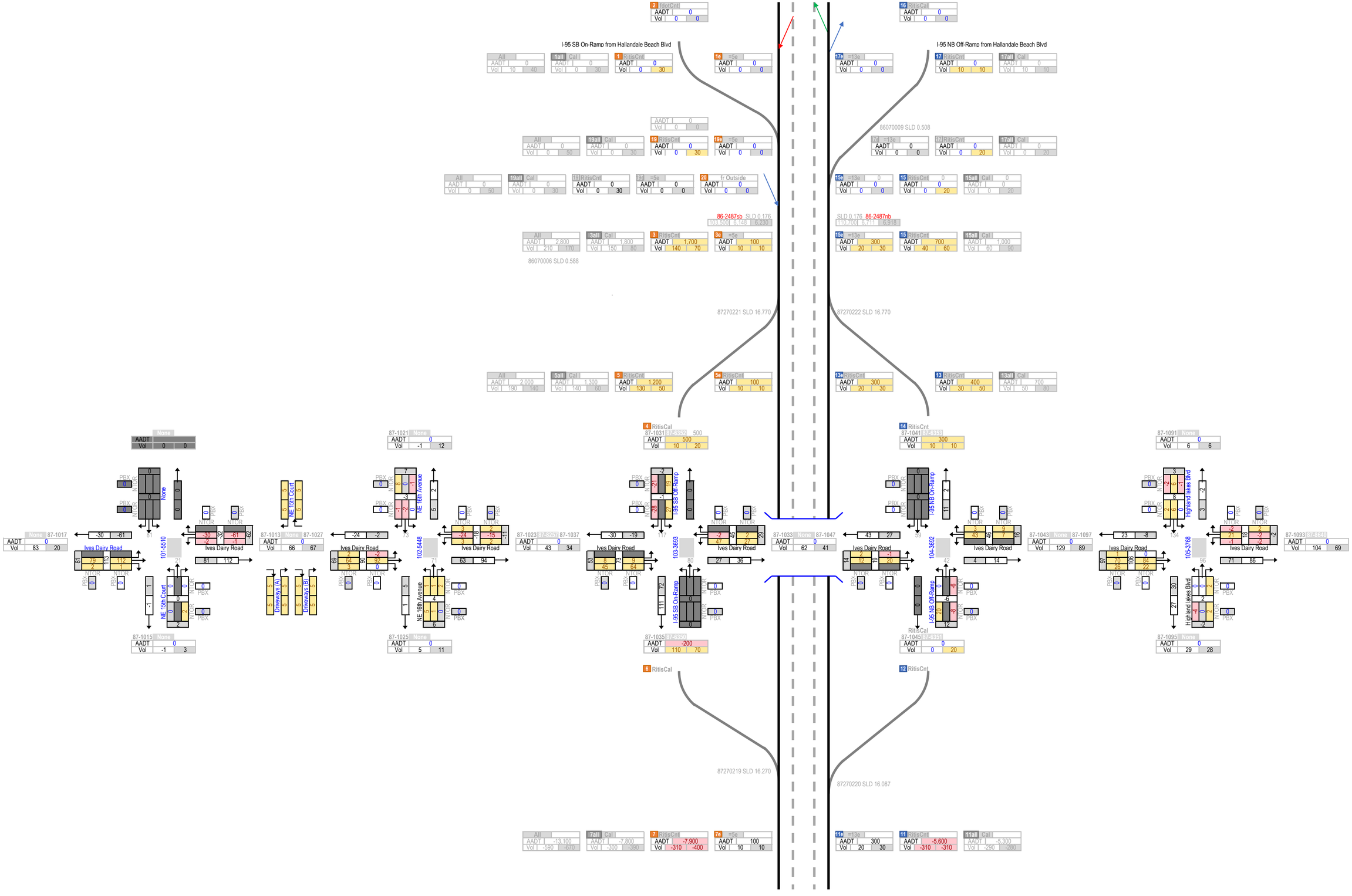
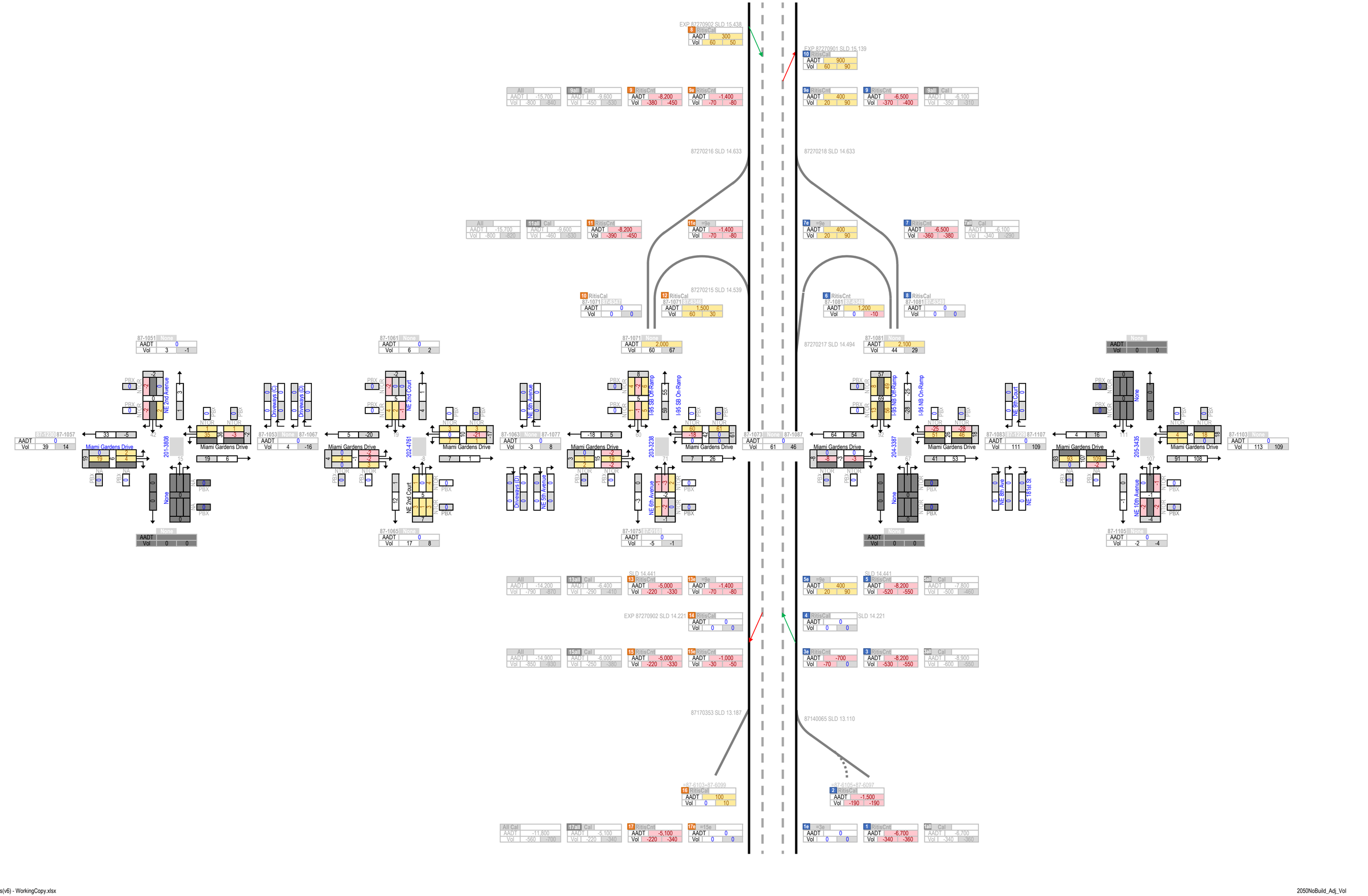
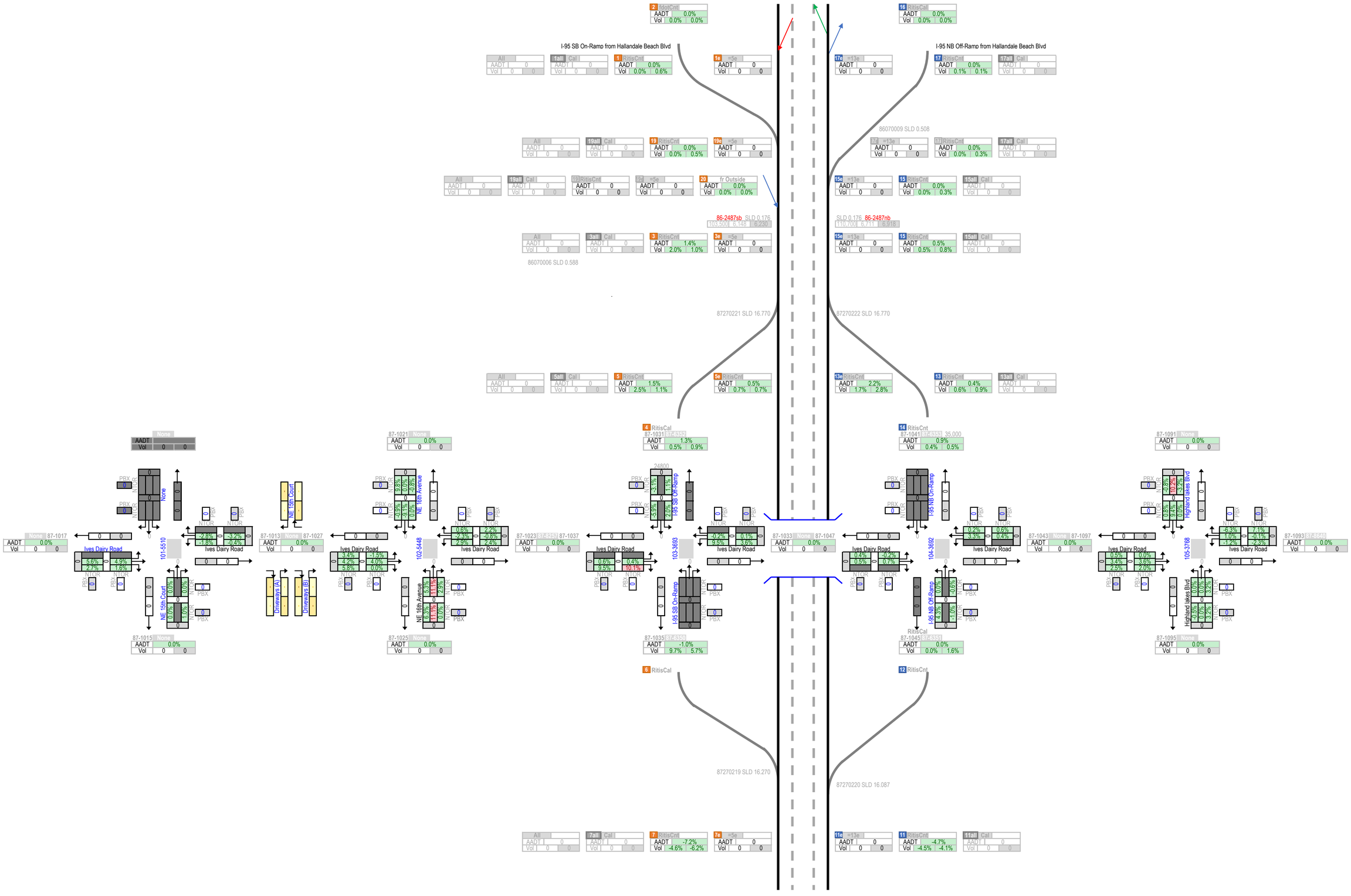
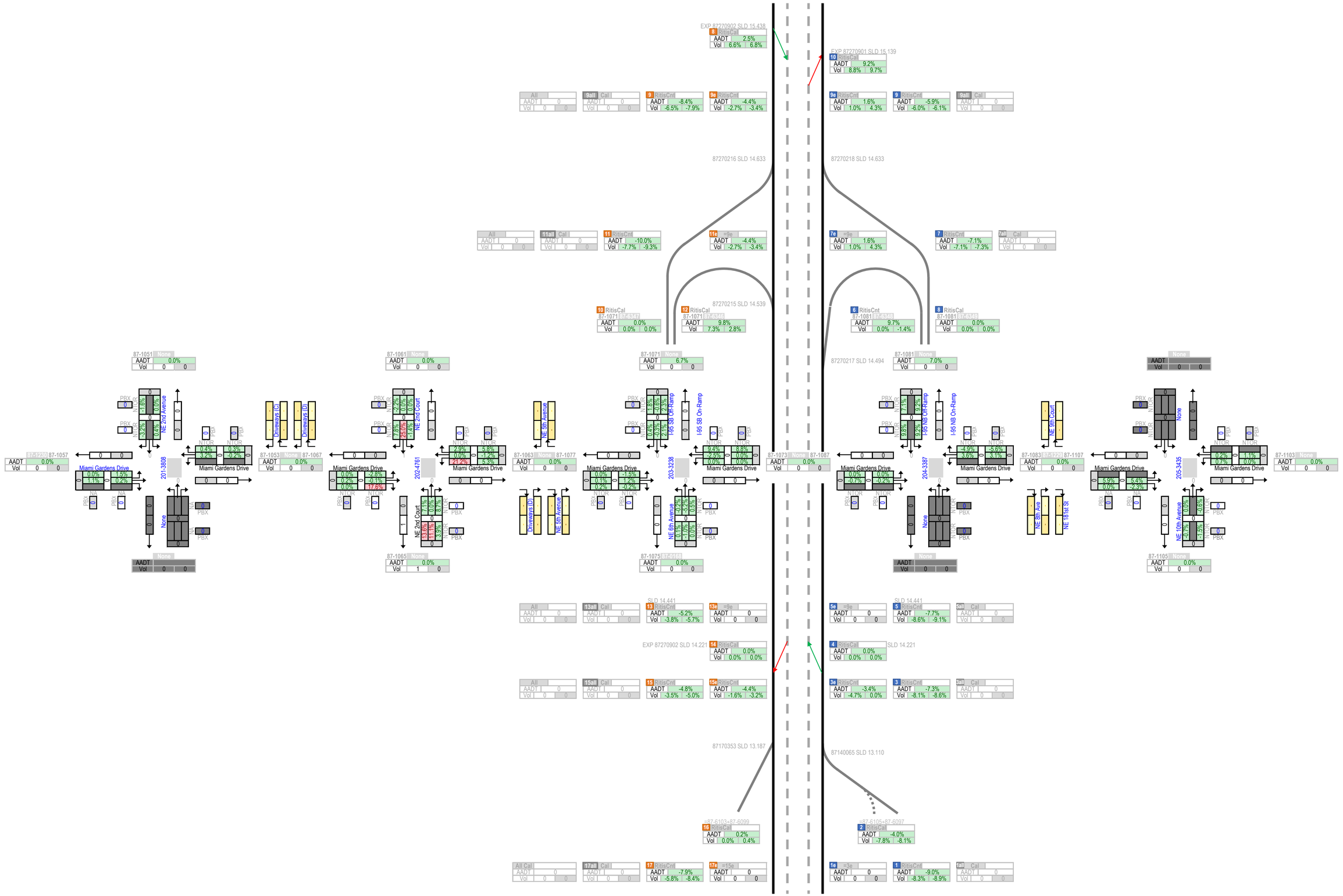
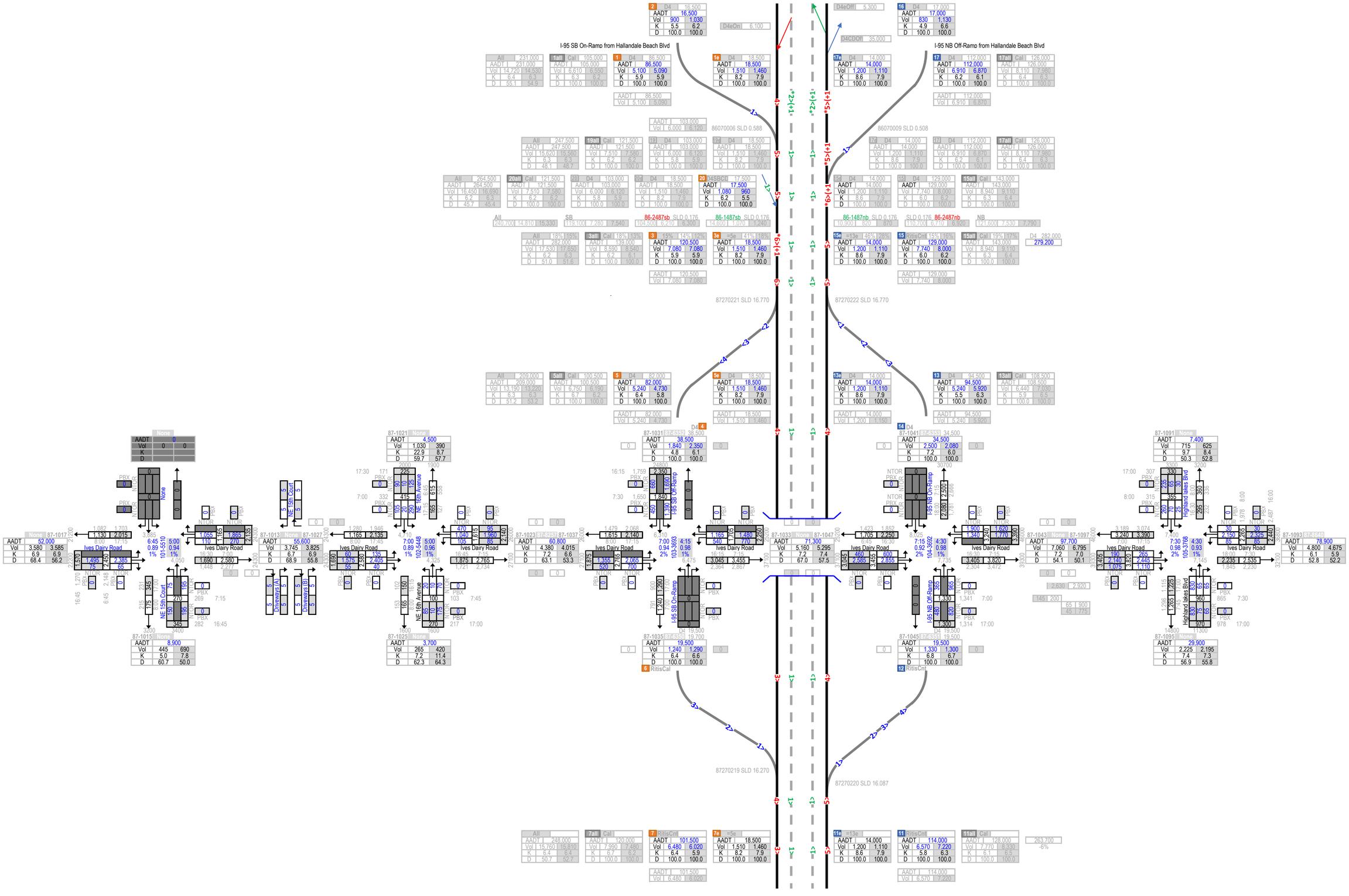
8
AADT 11,900
Vol 910 730
K 7.6 6.1
D 100.0 100.0
EXP 87270901 SLD 15.139
10
AADT 9,800
Vol 680 930
K 6.9 9.5
D 100.0 100.0
All
AADT 263,700
Vol 16,560 16,690
K 6.3 6.3
D 51.0 52.0
9all
AADT 129,600
Vol 8,440 8,010
K 6.5 6.2
D 100.0 100.0
9
AADT 97,500
Vol 5,890 5,690
K 6.0 5.8
D 100.0 100.0
9e
AADT 32,100
Vol 2,550 2,320
K 7.9 7.2
D 100.0 100.0
9e
AADT 24,300
Vol 1,920 2,080
K 7.9 8.6
D 100.0 100.0
9
AADT 109,800
Vol 6,200 6,600
K 5.6 6.0
D 100.0 100.0
9all
AADT 134,100
Vol 8,120 8,680
K 6.1 6.5
D 100.0 100.0
263,700
87270216 SLD 14.633
87270218 SLD 14.633
All
AADT 230,200
Vol 14,560 14,420
K 6.3 6.3
D 52.1 50.4
11all Cal
AADT 114,500
Vol 7,590 7,150
K 6.6 6.2
D 100.0 100.0
11
AADT 82,400
Vol 5,040 4,830
K 6.1 5.9
D 100.0 100.0
11e =3e
AADT 32,100
Vol 2,550 2,320
K 7.9 7.2
D 100.0 100.0
7e =3e
AADT 24,300
Vol 1,920 2,080
K 7.9 8.6
D 100.0 100.0
7 Cal
AADT 91,400
Vol 5,050 5,190
K 5.5 5.7
D 100.0 100.0
7all Cal
AADT 115,700
Vol 6,970 7,270
K 6.0 6.3
D 100.0 100.0
87270215 SLD 14.539
10
87-1071 87ES241
AADT 15,100
Vol 860 860
K 5.7 5.7
D 100.0 100.0
12
87-1071 87ES241
AADT 15,300
Vol 820 1,070
K 5.4 7.0
D 100.0 100.0
6
87-1081 87ES241
AADT 12,400
Vol 810 710
K 6.5 5.7
D 100.0 100.0
8
87-1081 87ES241
AADT 18,400
Vol 1,140 1,390
K 6.2 7.6
D 100.0 100.0
87270217 SLD 14.494
87-1051 None
AADT 13,000
Vol 912 981
K 7.0 7.5
D 57.0 51.9
87-1061 None
AADT 4,600
Vol 314 288
K 6.8 6.3
D 58.6 68.4
87-1071 None 30,400
AADT 29,900
Vol 1,680 1,893
K 5.6 6.3
D 50.9 55.0
87-1081 None 30,800
AADT 29,900
Vol 1,906 2,061
K 6.4 6.9
D 61.1 68.8
None
AADT 0
Vol 0 0
K
D
87-1057 87ES241
AADT 46,400
Vol 3,661 3,446
K 7.9 7.4
D 68.4 52.3
Miami Gardens Drive
NE 2nd Avenue
Driveways (L)
Driveways (R)
NE 2nd Court
NE 5th Avenue
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
NE 5th Court
NE 6th Avenue
NE 16th St
87-1053 None 87-1067
AADT 52,600
Vol 4,221 3,946
K 8.0 7.5
D 67.2 51.5
87-1063 None 87-1077
AADT 54,000
Vol 4,408 4,002
K 8.2 7.4
D 65.1 54.8
87-1073 None 87-1087
AADT 55,100
Vol 3,714 3,709
K 6.7 6.7
D 58.4 57.0
87-1083 87ES241 87-1107
AADT 56,600
Vol 4,109 3,581
K 7.3 6.3
D 51.3 54.3
87-1103 None
AADT 52,800
Vol 4,022 3,506
K 7.6 6.6
D 54.1 51.1
87-1065 None
AADT 1,700
Vol 128 152
K 7.5 8.9
D 54.7 71.1
87-1075 87401601
AADT 37,700
Vol 2,745 3,026
K 7.3 8.0
D 64.4 55.2
None
AADT 0
Vol 0 0
K
D
87-1105 None
AADT 8,100
Vol 677 579
K 8.4 7.1
D 66.6 69.8
SLD 14.441
SLD 14.441
All
AADT 259,800
Vol 16,290 16,330
K 6.3 6.3
D 50.7 50.4
13all Cal
AADT 127,700
Vol 8,260 8,100
K 6.5 6.3
D 100.0 100.0
13 RitisCnt
AADT 96,000
Vol 5,750 5,810
K 6.0 6.1
D 100.0 100.0
13e =3e
AADT 31,700
Vol 2,510 2,290
K 7.9 7.2
D 100.0 100.0
5e =3e
AADT 25,400
Vol 2,010 2,170
K 7.9 8.5
D 100.0 100.0
5 RitisCnt
AADT 106,700
Vol 6,020 6,060
K 5.6 5.7
D 100.0 100.0
5all Cal
AADT 132,100
Vol 8,030 8,230
K 6.1 6.2
D 100.0 100.0
259,800
EXP 87270902 SLD 14.221
14 RitisCal
AADT 8,900
Vol 580 740
K 6.5 8.3
D 100.0 100.0
4 RitisCal
AADT 5,100
Vol 530 340
K 10.4 6.7
D 100.0 100.0
SLD 14.221
All
AADT 259,800
Vol 16,300 16,330
K 6.3 6.3
D 50.7 50.4
15all Cal
AADT 127,700
Vol 8,250 8,100
K 6.5 6.3
D 100.0 100.0
15 RitisCnt
AADT 104,900
Vol 6,330 6,550
K 6.0 6.2
D 100.0 100.0
15e RitisCnt
AADT 22,800
Vol 1,930 1,550
K 8.5 6.8
D 100.0 100.0
3e RitisCnt
AADT 20,300
Vol 1,480 1,830
K 7.3 9.0
D 100.0 100.0
3 RitisCnt
AADT 111,800
Vol 6,560 6,400
K 5.9 5.7
D 100.0 100.0
3all Cal
AADT 132,100
Vol 8,040 8,200
K 6.1 6.2
D 100.0 100.0
259,800
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16
AADT 40,500
Vol 2,510 2,490
K 6.2 6.1
D 100.0 100.0
=87-6105+87-6097
2
AADT 37,700
Vol 2,450 2,350
K 6.5 6.2
D 100.0 100.0
2a 87-6097
AADT 21,900
Vol 1,426 1,358
K 6.5 6.2
D 100.0 100.0
2e 87-6105
AADT 13,700
Vol 723 904
K 5.3 6.6
D 100.0 100.0
All Cal
AADT 181,600
Vol 11,340 11,490
K 6.2 6.3
D 50.7 51.2
17all Cal
AADT 87,200
Vol 5,750 5,610
K 6.6 6.4
D 100.0 100.0
17
AADT 64,400
Vol 3,820 4,060
K 5.9 6.3
D 100.0 100.0
17e =15e
AADT 22,800
Vol 1,930 1,550
K 8.5 6.8
D 100.0 100.0
1e =3e
AADT 20,300
Vol 1,480 1,830
K 7.3 9.0
D 100.0 100.0
1
AADT 74,100
Vol 4,110 4,050
K 5.5 5.5
D 100.0 100.0
1all Cal
AADT 94,400
Vol 5,590 5,880
K 5.9 6.2
D 100.0 100.0


I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070009 SLD 0.508
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
86070006 SLD 0.588
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveways (A)
Driveways (B)
I-95 SB On-Ramp
I-95 SB Off-Ramp
I-95 NB On-Ramp
I-95 NB Off-Ramp
Highland Lakes Blvd
RitisCal
RitisCnt


EXP 87270902 SLD 15.438
8 RitisCal AADT 300 Vol 60 50
EXP 87270901 SLD 15.139
10 RitisCal AADT 900 Vol 60 90
All AADT -15,700 Vol -800 -840
9all Cal AADT -9,600 Vol -450 -530
9 RitisCnt AADT -8,200 Vol -380 -450
9e RitisCnt AADT -1,400 Vol -70 -80
9e RitisCnt AADT 400 Vol 20 90
9 RitisCnt AADT -6,500 Vol -370 -400
9all Cal AADT -6,100 Vol -350 -310
87270216 SLD 14.633
87270218 SLD 14.633
All AADT -15,700 Vol -800 -820
11all Cal AADT -9,600 Vol -460 -530
11 RitisCnt AADT -8,200 Vol -390 -450
11e =9e AADT -1,400 Vol -70 -80
7e =9e AADT 400 Vol 20 90
7 RitisCnt AADT -6,500 Vol -360 -380
7all Cal AADT -6,100 Vol -340 -290
87270215 SLD 14.539
10 RitisCal 87-1071 87-5347 AADT 0 Vol 0 0
12 RitisCal 87-1071 87-5343 AADT 1,500 Vol 60 30
6 RitisCnt 87-1081 87-5340 AADT 1,200 Vol 0 -10
8 RitisCal 87-1081 87-5340 AADT 0 Vol 0 0
87-1051 None AADT 0 Vol 3 -1
87-1061 None AADT 0 Vol 6 2
87-1071 None AADT 2,000 Vol 60 67
87270217 SLD 14.494
87-1081 None AADT 2,100 Vol 44 29
None AADT 0 Vol 0 0
87-1057 87-5282 AADT 0 Vol 39 14
87-1053 None 87-1067 AADT 0 Vol 4 -16
87-1063 None 87-1077 AADT 0 Vol -3 8
87-1073 None 87-1087 AADT 0 Vol 61 46
87-1083 87-5722 87-1107 AADT 0 Vol 111 109
87-1103 None AADT 0 Vol 113 109
NE 2nd Avenue
Miami Gardens Drive
201-3808
NE 2nd Court
202-4761
NE 5th Avenue
I-95 SB Off-Ramp
I-95 SB On-Ramp
203-3238
I-95 NB Off-Ramp
I-95 NB On-Ramp
204-3367
NE 9th Court
NE 6th Ave
NE 10th St
205-3435
NE 6th Avenue
NE 4th Avenue
NE 10th Avenue
Driveways (N)
Driveways (S)
87-1065 None AADT 0 Vol 17 8
87-1075 87-4016 AADT 0 Vol -5 -1
SLD 14.441
All AADT -14,200 Vol -790 -870
13all Cal AADT -6,400 Vol -290 -410
13 RitisCnt AADT -5,000 Vol -220 -330
13e =9e AADT -1,400 Vol -70 -80
5e =9e AADT 400 Vol 20 90
5 RitisCnt AADT -8,200 Vol -520 -550
5all Cal AADT -7,800 Vol -500 -460
EXP 87270902 SLD 14.221
14 RitisCal AADT 0 Vol 0 0
4 RitisCal AADT 0 Vol 0 0
SLD 14.221
All AADT -14,900 Vol -850 -930
15all Cal AADT -6,000 Vol -250 -350
15 RitisCnt AADT -5,000 Vol -220 -330
15e RitisCnt AADT -1,000 Vol -30 -50
3e RitisCnt AADT -700 Vol -70 0
3 RitisCnt AADT -8,200 Vol -530 -550
3all Cal AADT -8,900 Vol -600 -550
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCal AADT 100 Vol 0 10
=87-6105+87-6097
2 RitisCal AADT -1,500 Vol -190 -190
All Cal AADT -11,800 Vol -560 -700
17all Cal AADT -5,100 Vol -220 -340
17 RitisCnt AADT -5,100 Vol -220 -340
17e =15e AADT 0 Vol 0 0
1e =3e AADT 0 Vol 0 0
1 RitisCnt AADT -6,700 Vol -340 -360
1all Cal AADT -6,700 Vol -340 -360


I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070009 SLD 0.508
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
86070006 SLD 0.588
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveways (A)
Driveways (B)
I-95 SB Off-Ramp
I-95 NB On-Ramp
I-95 NB Off-Ramp
Highland Lakes Blvd
101-5510
102-5448
103-3693
104-3692
105-3788

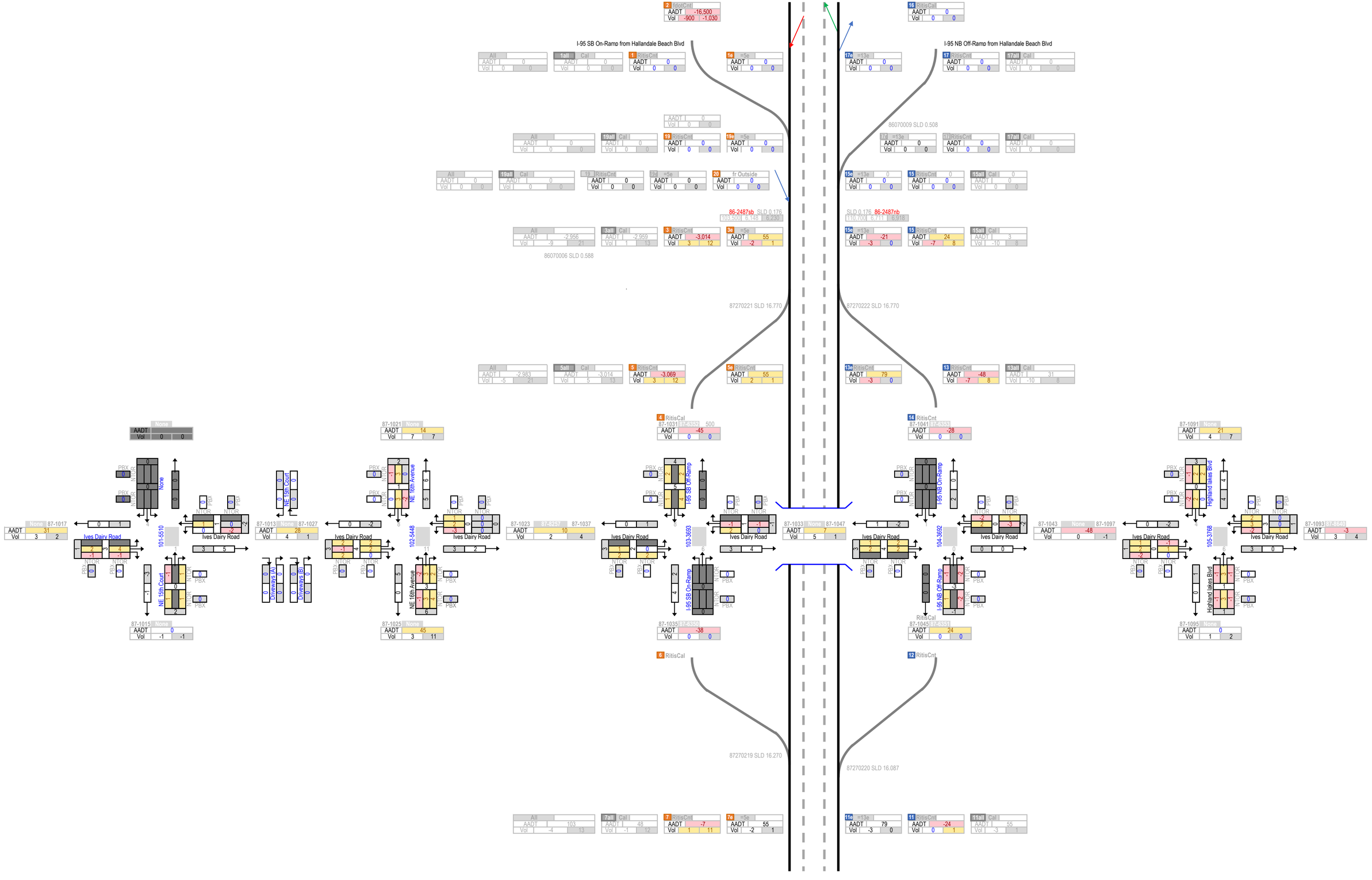

EXP 87270902 SLD 15.438
8 RitisCal AADT 2.5% Vol 6.6% 6.8%
EXP 87270901 SLD 15.139
10 RitisCal AADT 9.2% Vol 8.8% 9.7%
All AADT 0 Vol 0 0
9all Cal AADT 0 Vol 0 0
9 RitisCnt AADT -8.4% Vol -6.5% -7.9%
9e RitisCnt AADT -4.4% Vol -2.7% -3.4%
9e RitisCnt AADT 1.6% Vol 1.0% 4.3%
9 RitisCnt AADT -5.9% Vol -6.0% -6.1%
9all Cal AADT 0 Vol 0 0
87270216 SLD 14.633
87270218 SLD 14.633
All AADT 0 Vol 0 0
11all Cal AADT 0 Vol 0 0
11 RitisCnt AADT -10.0% Vol -7.7% -9.3%
11e =9e AADT -4.4% Vol -2.7% -3.4%
7e =9e AADT 1.6% Vol 1.0% 4.3%
7 RitisCnt AADT -7.1% Vol -7.1% -7.3%
7all Cal AADT 0 Vol 0 0
87270215 SLD 14.539
10 RitisCal 87-1071 AADT 0.0% Vol 0.0% 0.0%
12 RitisCal 87-1071 AADT 9.8% Vol 7.3% 2.8%
6 RitisCnt 87-1081 AADT 9.7% Vol 0.0% -1.4%
8 RitisCal 87-1081 AADT 0.0% Vol 0.0% 0.0%
87-1051 None AADT 0.0% Vol 0 0
87-1061 None AADT 0.0% Vol 0 0
87-1071 None AADT 6.7% Vol 0 0
87270217 SLD 14.494
87-1081 None AADT 7.0% Vol 0 0
None AADT Vol 0 0
87-1057 AADT 0.0% Vol 0 0
Miami Gardens Drive
NE 2nd Avenue
201-3808
87-1053 None 87-1067 AADT 0.0% Vol 0 0
Driveways (C)
Driveways (D)
NE 2nd Court
202-4761
87-1063 None 87-1077 AADT 0.0% Vol 0 0
NE 5th Avenue
I-95 SB Off-Ramp
I-95 SB On-Ramp
203-3238
87-1073 None 87-1087 AADT 0.0% Vol 0 0
I-95 NB Off-Ramp
I-95 NB On-Ramp
204-3387
87-1083 87-1107 AADT 0.0% Vol 0 0
NE 8th Ave
NE 18 St
87-1103 None AADT 0.0% Vol 0 0
NE 10th Avenue
205-3435
87-1065 None AADT 0.0% Vol 1 0
87-1075 AADT 0.0% Vol 0 0
All AADT 0 Vol 0 0
13all Cal AADT 0 Vol 0 0
13 RitisCnt AADT -5.2% Vol -3.8% -5.7%
13e =9e AADT 0 Vol 0 0
SLD 14.441
5e =9e AADT 0 Vol 0 0
5 RitisCnt AADT -7.7% Vol -8.6% -9.1%
5all Cal AADT 0 Vol 0 0
EXP 87270902 SLD 14.221
14 RitisCal AADT 0.0% Vol 0.0% 0.0%
4 RitisCal AADT 0.0% Vol 0.0% 0.0%
SLD 14.221
15all Cal AADT 0 Vol 0 0
15 RitisCnt AADT -4.8% Vol -3.5% -5.0%
15e RitisCnt AADT -4.4% Vol -1.6% -3.2%
3e RitisCnt AADT -3.4% Vol -4.7% 0.0%
3 RitisCnt AADT -7.3% Vol -8.1% -8.6%
3all Cal AADT 0 Vol 0 0
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCal AADT 0.2% Vol 0.0% 0.4%
=87-6105+87-6097
2 RitisCal AADT -4.0% Vol -7.8% -8.1%
All Cal AADT 0 Vol 0 0
17all Cal AADT 0 Vol 0 0
17 RitisCnt AADT -7.9% Vol -5.8% -8.4%
17e =15e AADT 0 Vol 0 0
1e =3e AADT 0 Vol 0 0
1 RitisCnt AADT -9.0% Vol -8.3% -8.9%
1all Cal AADT 0 Vol 0 0


I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070006 SLD 0.588
86070009 SLD 0.508
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
Driveways (A)
Driveways (B)
NE 16th Avenue
I-95 SB Off-Ramp
I-95 NB On-Ramp
I-95 NB Off-Ramp
Highland Lakes Blvd
86-2487sb SLD 0.176
86-1487sb SLD 0.176
86-1487nb SLD 0.176
86-2487nb
SB
NB
D4 282.000
279.200

EXP 87270902 SLD 15.438
8 RitisCal AADT 12,200 Vol 970 780 K 8.0 6.4 D 100.0 100.0
EXP 87270901 SLD 15.139
10 RitisCal AADT 10,700 Vol 740 1,020 K 6.9 9.5 D 100.0 100.0
All AADT 248,000 Vol 15,750 15,850 K 6.4 6.4 D 50.7 52.8
9all Cal AADT 120,000 Vol 7,990 7,480 K 6.7 6.2 D 100.0 100.0
9 RitisCnt AADT 89,300 Vol 5,510 5,240 K 6.2 5.9 D 100.0 100.0
9e RitisCnt AADT 30,700 Vol 2,480 2,240 K 8.1 7.3 D 100.0 100.0
9c RitisCnt AADT 24,700 Vol 1,940 2,170 K 7.9 8.8 D 100.0 100.0
9 RitisCnt AADT 103,300 Vol 5,830 6,200 K 5.6 6.0 D 100.0 100.0
9all Cal AADT 128,000 Vol 7,770 8,370 K 6.1 6.5 D 100.0 100.0
263,700 -6%
87270216 SLD 14.633
87270218 SLD 14.633
All AADT 214,500 Vol 13,760 13,600 K 6.4 6.3 D 51.8 51.3
11all Cal AADT 104,900 Vol 7,130 6,620 K 6.8 6.3 D 100.0 100.0
11 RitisCnt AADT 74,200 Vol 4,650 4,380 K 6.3 5.9 D 100.0 100.0
11e =3e AADT 30,700 Vol 2,480 2,240 K 8.1 7.3 D 100.0 100.0
7e =3e AADT 24,700 Vol 1,940 2,170 K 7.9 8.8 D 100.0 100.0
7 RitisCnt AADT 84,900 Vol 4,690 4,810 K 5.5 5.7 D 100.0 100.0
7all Cal AADT 109,600 Vol 6,630 6,980 K 6.0 6.4 D 100.0 100.0
10 RitisCal 87-1071 87-5347 AADT 14,000 Vol 860 860 K 5.7 5.7 D 100.0 100.0
12 RitisCal 87-1071 87-5347 AADT 16,800 Vol 880 1,100 K 5.2 6.5 D 100.0 100.0
87270215 SLD 14.539
6 87-1081 87-5349 AADT 13,600 Vol 810 700 K 6.0 5.1 D 100.0 100.0
8 87-1081 87-5349 AADT 18,400 Vol 1,140 1,390 K 6.2 7.6 D 100.0 100.0
87270217 SLD 14.494
87-1051 None AADT 13,000 Vol 915 980 K 7.0 7.5 D 56.8 52.0
87-1061 None AADT 4,600 Vol 320 290 K 7.0 6.3 D 57.8 67.2
87-1071 None AADT 31,900 Vol 1,740 1,960 K 5.5 6.1 D 50.6 56.1
87-1081 None AADT 32,000 Vol 1,950 2,090 K 6.1 6.5 D 58.5 66.5
NE 2nd Avenue
Driveways (C)
Driveways (D)
NE 2nd Court
I-95 SB On-Ramp
NE 5th Avenue
I-95 NB Off-Ramp
I-95 NB On-Ramp
NE 9th Court
87-1057 AADT 46,400 Vol 3,700 3,460 K 8.0 7.5 D 67.8 52.6
87-1053 None 87-1067 AADT 52,600 Vol 4,225 3,930 K 8.0 7.5 D 67.1 51.8
87-1063 None 87-1077 AADT 54,000 Vol 4,405 4,010 K 8.2 7.4 D 65.5 54.7
87-1073 None 87-1087 AADT 55,100 Vol 3,775 3,755 K 6.9 6.8 D 57.4 56.1
87-1083 87-5122 87-1107 AADT 56,600 Vol 4,220 3,690 K 7.5 6.5 D 52.5 53.1
87-1103 None AADT 52,800 Vol 4,135 3,615 K 7.8 6.8 D 55.3 50.1
Miami Gardens Drive
87-1065 None AADT 1,700 Vol 145 160 K 8.5 9.4 D 51.7 71.9
87-1075 87-4016 AADT 37,700 Vol 2,740 3,025 K 7.3 8.0 D 64.4 55.2
87-1105 None AADT 8,100 Vol 675 575 K 8.3 7.1 D 66.7 69.6
None
SLD 14.441
13all Cal AADT 121,700 Vol 8,010 7,720 K 6.6 6.3 D 100.0 100.0
13 RitisCnt AADT 91,000 Vol 5,530 5,480 K 6.1 6.0 D 100.0 100.0
13e =3e AADT 30,700 Vol 2,480 2,240 K 8.1 7.3 D 100.0 100.0
14 RitisCnt AADT 8,900 Vol 580 740 K 6.5 8.3 D 100.0 100.0
EXP 87270902 SLD 14.221
5e =3e AADT 24,700 Vol 1,940 2,170 K 7.9 8.8 D 100.0 100.0
5 RitisCnt AADT 98,500 Vol 5,500 5,510 K 5.6 5.6 D 100.0 100.0
5all Cal AADT 123,200 Vol 7,440 7,680 K 6.0 6.2 D 100.0 100.0
259,800 -6%
4 RitisCal AADT 5,100 Vol 530 340 K 10.4 6.7 D 100.0 100.0
SLD 14.221
15all Cal AADT 121,700 Vol 8,010 7,720 K 6.6 6.3 D 100.0 100.0
15 RitisCnt AADT 99,900 Vol 6,110 6,220 K 6.1 6.2 D 100.0 100.0
15e RitisCnt AADT 21,800 Vol 1,900 1,500 K 8.7 6.9 D 100.0 100.0
3e RitisCnt AADT 19,600 Vol 1,410 1,830 K 7.2 9.3 D 100.0 100.0
3 RitisCnt AADT 103,600 Vol 6,030 5,850 K 5.8 5.6 D 100.0 100.0
3all Cal AADT 123,200 Vol 7,440 7,880 K 6.0 6.2 D 100.0 100.0
259,800 -6%
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCal AADT 40,600 Vol 2,510 2,500 K 6.2 6.2 D 100.0 100.0
=87-6105+87-6097
2 RitisCal AADT 36,200 Vol 2,260 2,160 K 6.2 6.0 D 100.0 100.0
2a RitisCal 87-6097 AADT 22,300 Vol 1,500 1,390 K 6.7 5.8 D 100.0 100.0
2b RitisCal 87-6105 AADT 13,900 Vol 760 860 K 5.5 6.2 D 100.0 100.0
All Cal AADT 168,100 Vol 10,680 10,740 K 6.4 6.4 D 51.5 51.4
17all Cal AADT 81,100 Vol 5,500 5,220 K 6.8 6.4 D 100.0 100.0
17 RitisCnt AADT 59,300 Vol 3,600 3,720 K 6.1 6.3 D 100.0 100.0
17e RitisCnt AADT 21,800 Vol 1,900 1,500 K 8.7 6.9 D 100.0 100.0
1e =3e AADT 19,600 Vol 1,410 1,830 K 7.2 9.3 D 100.0 100.0
1 RitisCnt AADT 67,400 Vol 3,770 3,690 K 5.6 5.5 D 100.0 100.0
1all Cal AADT 87,000 Vol 5,180 5,520 K 6.0 6.3 D 100.0 100.0
2a1 RitisCnt AADT 89,700 Vol 5,270 4,990 K 5.9 5.6 D 100.0 100.0
NE 6th Avenue
NE 10th Avenue
NE 18th St

I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070009 SLD 0.508
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
86070006 SLD 0.588
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
254,786
263,700
Ives Dairy Road
NE 16th Avenue
NE 15th Court
Driveways (A)
Driveways (B)
I-95 NB On-Ramp
I-95 NB Off-Ramp
I-95 SB On-Ramp
I-95 SB Off-Ramp
Highland lakes Blvd
105-3788
104-3652
102-5448
101-5510

EXP 87270902 SLD 15.438
EXP 87270901 SLD 15.139
87270216 SLD 14.633
87270218 SLD 14.633
87270215 SLD 14.539
87270217 SLD 14.494
SLD 14.441
SLD 14.221
EXP 87270902 SLD 14.221
87170353 SLD 13.187
87140065 SLD 13.110
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
NE 5th Avenue
NE 6th Avenue
NE 10th Avenue
NE 16 1st St
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
Driveways (D)
Driveways (C)
None
RitisCnt
RitisCal
=87-6103+87-6099
=87-6105+87-6097
=9e
=3a
=15e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I-95 NB Off-Ramp from Hallandale Beach Blvd
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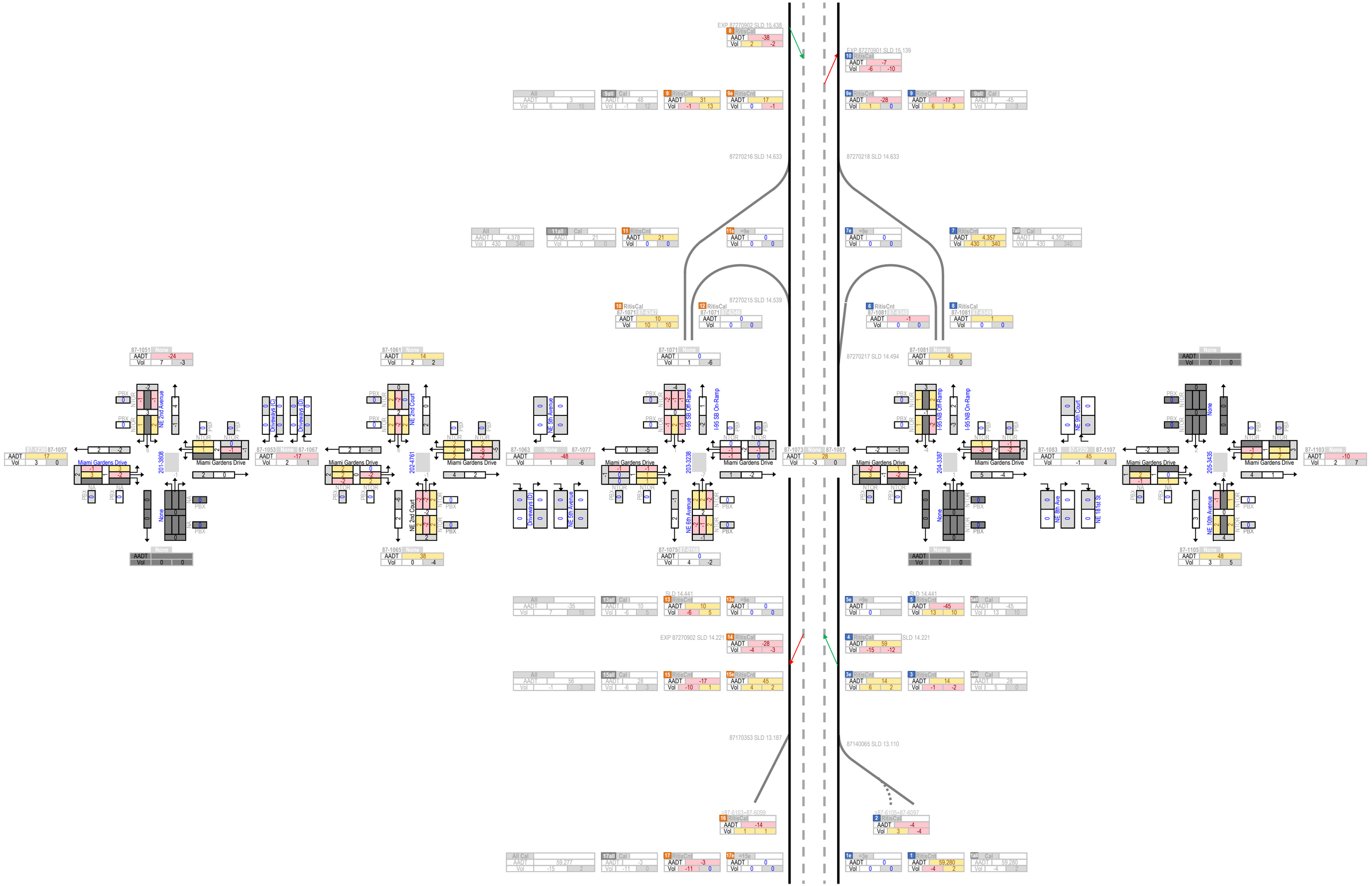
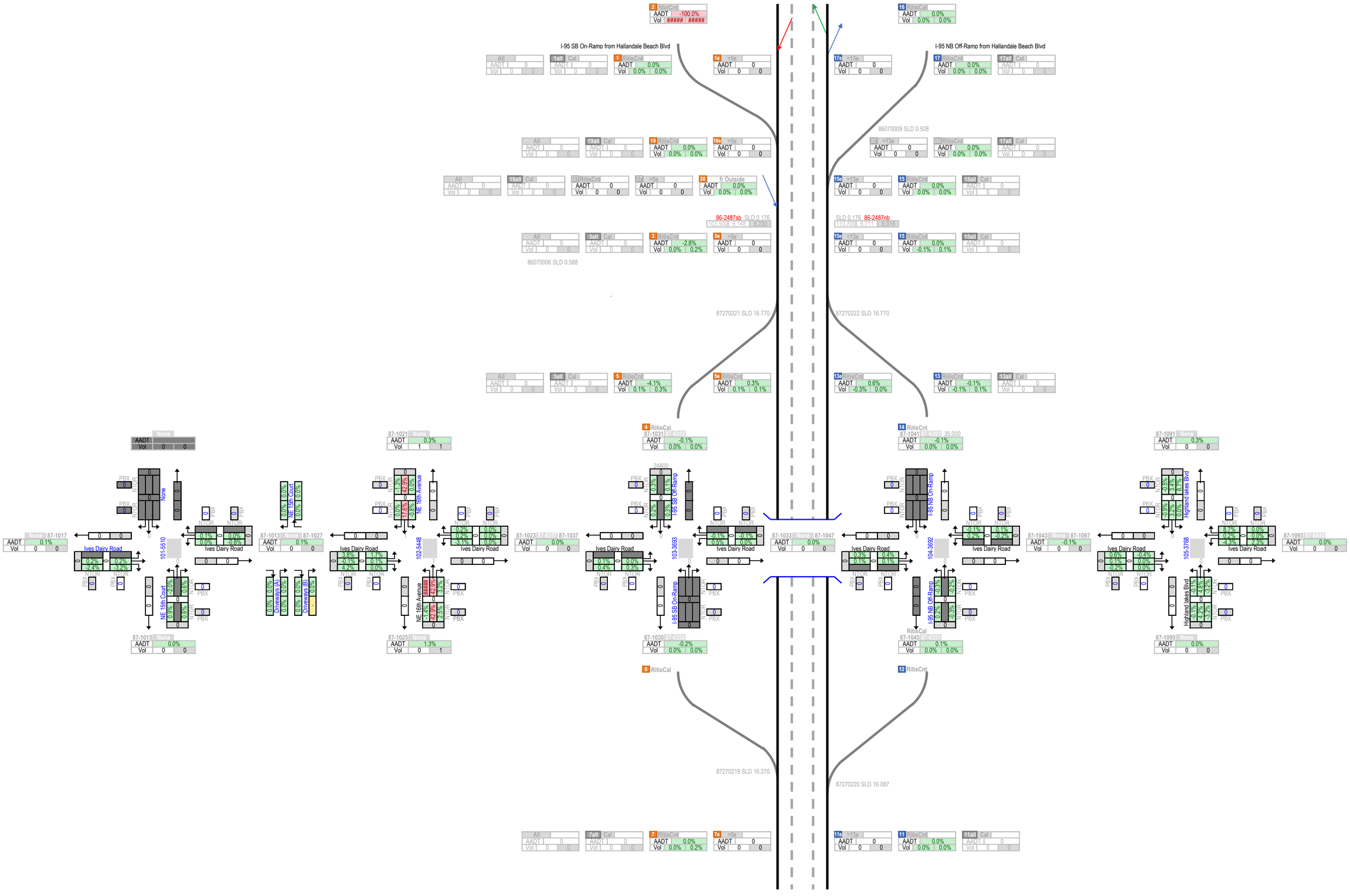
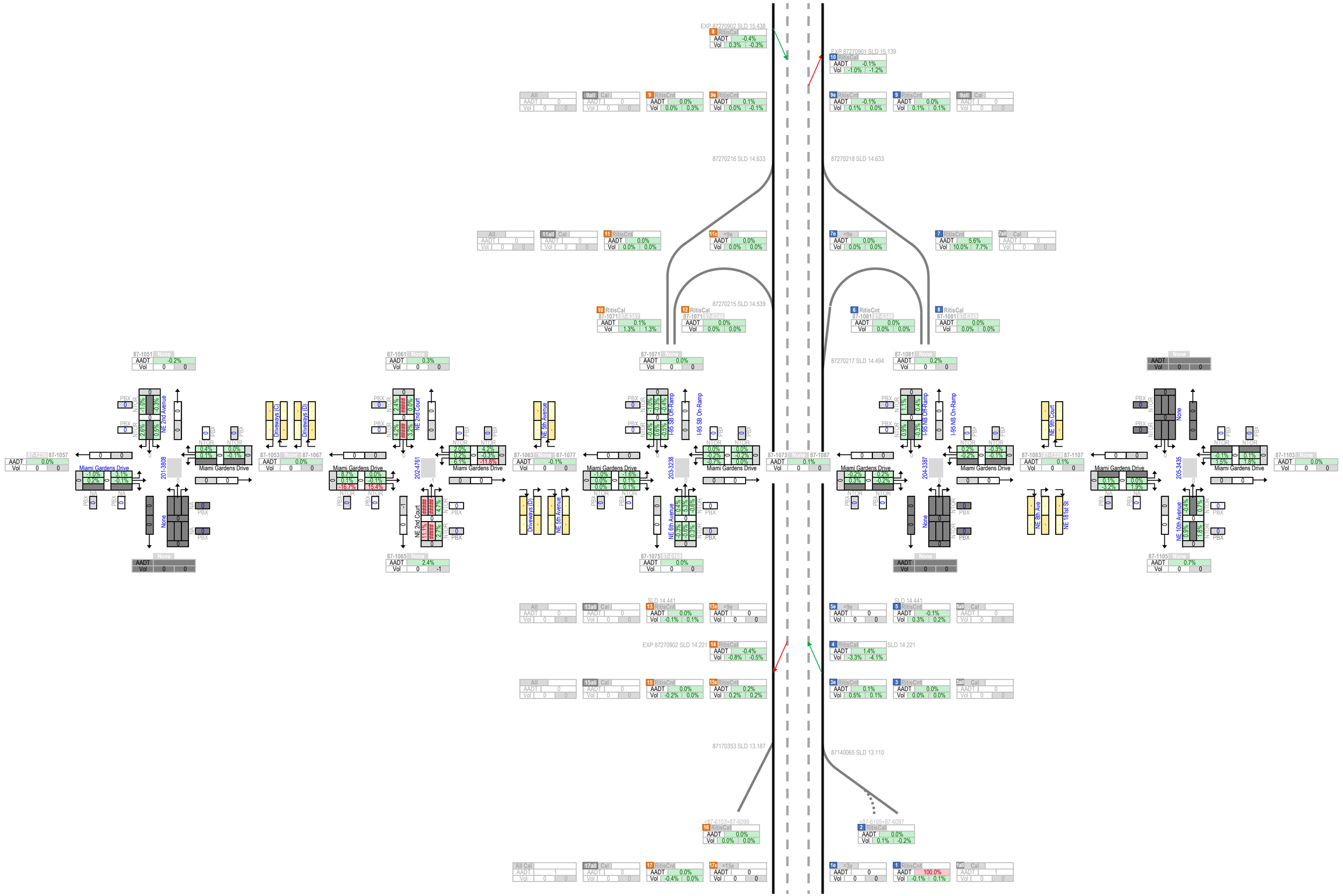
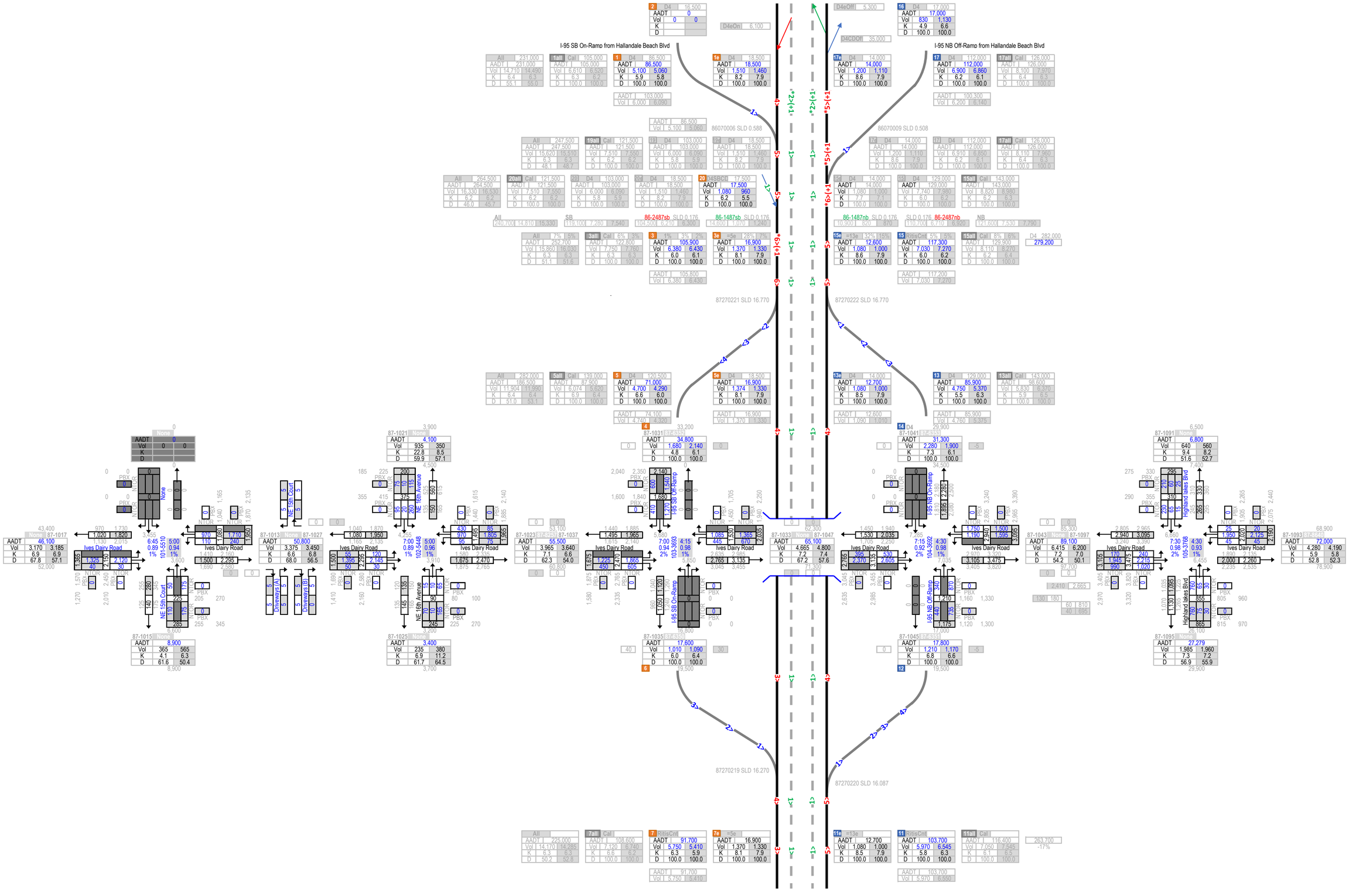
86070006 SLD 0.588
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveways (A)
Driveways (B)
I-95 NB On-Ramp
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
Highland Lakes Blvd
fr Outside
RitisCnt
RitisCal
Cal
=5e
=13e


EXP 87270902 SLD 15.438
8 RitisCal
AADT -38
Vol 2 -2
EXP 87270901 SLD 15.139
10 RitisCnt
AADT -7
Vol -6 -10
All
AADT 3
Vol 6 15
9all Cal
AADT 48
Vol -1 12
9 RitisCnt
AADT 31
Vol -1 13
9e RitisCnt
AADT 17
Vol 0 -1
9e RitisCnt
AADT -28
Vol 1 0
9 RitisCnt
AADT -17
Vol 6 3
9all Cal
AADT -45
Vol 7 3
87270216 SLD 14.633
87270218 SLD 14.633
All
AADT 4,378
Vol 430 340
11all Cal
AADT 21
Vol 0 0
11 RitisCnt
AADT 21
Vol 0 0
11e =9e
AADT 0
Vol 0 0
7e =9e
AADT 0
Vol 0 0
7 RitisCnt
AADT 4,357
Vol 430 340
7all Cal
AADT 4,357
Vol 430 340
87270215 SLD 14.539
10 RitisCal 87-6343
AADT 10
Vol 10 10
12 RitisCal 87-6343
AADT 0
Vol 0 0
6 RitisCnt 87-6343
AADT -1
Vol 0 0
8 RitisCal 87-6343
AADT -1
Vol 0 0
87270217 SLD 14.494
87-1051 None
AADT -24
Vol 7 -3
87-1061 None
AADT 14
Vol 2 2
87-1071 None
AADT 0
Vol 1 -6
87-1081 None
AADT 45
Vol 1 0
None
AADT
Vol 0 0
87-1231 87-1057
AADT 17
Vol 3 0
Miami Gardens Drive
NE 2nd Avenue
201-3808
87-1053 None 87-1067
AADT -17
Vol 2 1
Driveways (C)
Driveways (D)
NE 2nd Court
202-4761
87-1063 None 87-1077
AADT -48
Vol 1 -6
NE 5th Avenue
I-95 SB Off-Ramp
I-95 SB On-Ramp
203-3238
87-1073 None 87-1087
AADT 28
Vol -3 0
I-95 NB Off-Ramp
I-95 NB On-Ramp
204-3387
87-1083 87-1223 87-1107
AADT 45
Vol -1 4
NE 9th Court
NE 6th Ave
NE 1st St
87-1103 None
AADT -10
Vol 2 7
205-3435
NE 10th Avenue
87-1065 None
AADT 38
Vol 0 -4
87-1075 87-0168
AADT 0
Vol 4 -2
NE 6th Avenue
All
AADT -35
Vol 7 15
13all Cal
AADT 10
Vol -6 5
13 RitisCnt
AADT 10
Vol -6 5
13e =9e
AADT 0
Vol 0 0
SLD 14.441
5e =9e
AADT 0
Vol 0
5 RitisCnt
AADT -45
Vol 13 10
5all Cal
AADT -45
Vol 13 10
SLD 14.441
EXP 87270902 SLD 14.221
14 RitisCal
AADT -28
Vol -4 -3
4 RitisCal
AADT 59
Vol -15 -12
SLD 14.221
All
AADT 56
Vol -1 3
15all Cal
AADT 28
Vol -6 3
15 RitisCnt
AADT -17
Vol -10 1
15e RitisCnt
AADT 45
Vol 4 2
3e RitisCnt
AADT 14
Vol 6 2
3 RitisCnt
AADT 14
Vol -1 -2
3all Cal
AADT 28
Vol 5 0
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCal
AADT -14
Vol 1 1
=87-6105+87-6097
2 RitisCal
AADT -4
Vol 3 -4
All Cal
AADT 59.277
Vol -15 2
17all Cal
AADT -3
Vol -11 0
17 RitisCnt
AADT -3
Vol -11 0
17e =15e
AADT 0
Vol 0 0
1e =3e
AADT 0
Vol 0 0
1 RitisCnt
AADT 59.280
Vol -4 2
1all Cal
AADT 59.280
Vol -4 2


I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070009 SLD 0.508
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
86070006 SLD 0.588
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
I-95 SB Off-Ramp
I-95 NB On-Ramp
I-95 NB Off-Ramp
I-95 SB On-Ramp
Highland lakes Blvd
Driveways (A)
Driveways (B)
24800


EXP 87270902 SLD 15.438
8 RitisCal AADT -0.4% Vol 0.3% -0.3%
EXP 87270901 SLD 15.139
10 RitisCal AADT -0.1% Vol -1.0% -1.2%
All AADT 0 Vol 0 0
9all Cal AADT 0 Vol 0 0
9 RitisCnt AADT 0.0% Vol 0.0% 0.3%
9e RitisCnt AADT 0.1% Vol 0.0% -0.1%
9e RitisCnt AADT -0.1% Vol 0.1% 0.0%
9 RitisCnt AADT 0.0% Vol 0.1% 0.1%
9all Cal AADT 0 Vol 0 0
87270216 SLD 14.633
87270218 SLD 14.633
All AADT 0 Vol 0 0
11all Cal AADT 0 Vol 0 0
11 RitisCnt AADT 0.0% Vol 0.0% 0.0%
11e =9e AADT 0.0% Vol 0.0% 0.0%
7e =9e AADT 0.0% Vol 0.0% 0.0%
7 RitisCnt AADT 5.6% Vol 10.0% 7.7%
7all Cal AADT 0 Vol 0 0
87270215 SLD 14.539
10 RitisCal 87-1071 87-6340 AADT 0.1% Vol 1.3% 1.3%
12 RitisCal 87-1071 87-6340 AADT 0.0% Vol 0.0% 0.0%
6 RitisCnt 87-1081 87-6340 AADT 0.0% Vol 0.0% 0.0%
8 RitisCal 87-1081 87-6340 AADT 0.0% Vol 0.0% 0.0%
87-1051 None AADT -0.2% Vol 0 0
87-1061 None AADT 0.3% Vol 0 0
87-1071 None AADT 0.0% Vol 0 0
87270217 SLD 14.494
87-1081 None AADT 0.2% Vol 0 0
None AADT Vol 0 0
87-1053 None 87-1067 AADT 0.0% Vol 0 0
87-1063 None 87-1077 AADT -0.1% Vol 0 0
87-1073 None 87-1087 AADT 0.1% Vol 0 0
87-1083 87-1221 87-1107 AADT 0.1% Vol 0 0
87-1103 None AADT 0.0% Vol 0 0
87-1065 None AADT 2.4% Vol 0 -1
87-1075 87-0166 AADT 0.0% Vol 0 0
87-1105 None AADT 0.7% Vol 0 0
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
NE 5th Avenue
NE 6th Avenue
NE 10th Avenue
NE 8th Ave
NE 18 St
I-95 SB On-Ramp
I-95 SB Off-Ramp
I-95 NB On-Ramp
I-95 NB Off-Ramp
Driveways (C)
Driveways (D)
201-3808
202-4761
203-3238
204-3387
205-3435
SLD 14.441
13all Cal AADT 0 Vol 0 0
13 RitisCnt AADT 0.0% Vol -0.1% 0.1%
13e =9e AADT 0 Vol 0 0
5e =9e AADT 0 Vol 0 0
5 RitisCnt AADT -0.1% Vol 0.3% 0.2%
5all Cal AADT 0 Vol 0 0
EXP 87270902 SLD 14.221
14 RitisCal AADT -0.4% Vol -0.8% -0.5%
4 RitisCal AADT 1.4% Vol -3.3% -4.1%
SLD 14.221
15all Cal AADT 0 Vol 0 0
15 RitisCnt AADT 0.0% Vol -0.2% 0.0%
15e RitisCnt AADT 0.2% Vol 0.2% 0.2%
3e RitisCnt AADT 0.1% Vol 0.5% 0.1%
3 RitisCnt AADT 0.0% Vol 0.0% 0.0%
3all Cal AADT 0 Vol 0 0
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCal AADT 0.0% Vol 0.0% 0.0%
=87-6105+87-6097
2 RitisCal AADT 0.0% Vol 0.1% -0.2%
All Cal AADT 1 Vol 0 0
17all Cal AADT 0 Vol 0 0
17 RitisCnt AADT 0.0% Vol -0.4% 0.0%
17e =15e AADT 0 Vol 0 0
1e =3e AADT 0 Vol 0 0
1 RitisCnt AADT 100.0% Vol -0.1% 0.1%
1all Cal AADT 1 Vol 0 0


I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070006 SLD 0.588
86070009 SLD 0.508
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
Driveways (A)
Driveways (B)
NE 16th Avenue
I-95 SB Off-Ramp
I-95 NB On-Ramp
I-95 SB On-Ramp
Highland Lakes Blvd
None

EXP 87270902 SLD 15.438
8 RitisCal AADT 10,300 Vol 800 640 K 7.8 6.2 D 100.0 100.0
EXP 87270901 SLD 15,139
10 RitisCal AADT 8,900 Vol 610 850 K 6.9 9.6 D 100.0 100.0
All AADT 224,900 Vol 14,180 14,300 K 6.3 6.4 D 50.2 52.9
9all Cal AADT 108,600 Vol 7,120 6,740 K 6.6 6.2 D 100.0 100.0
9 RitisCnt AADT 81,400 Vol 4,950 4,770 K 6.1 5.9 D 100.0 100.0
9e RitisCnt AADT 27,200 Vol 2,170 1,970 K 8.0 7.2 D 100.0 100.0
9e RitisCnt AADT 21,500 Vol 1,700 1,860 K 7.9 8.7 D 100.0 100.0
9 RitisCnt AADT 94,800 Vol 5,360 5,700 K 5.7 6.0 D 100.0 100.0
9all Cal AADT 116,300 Vol 7,060 7,560 K 6.1 6.5 D 100.0 100.0
263,700 -17%
AADT 81,400 Vol 4,920 4,750
AADT 27,200 Vol 2,170 1,970
AADT 21,600 Vol 1,690 1,850
AADT 99,175 Vol 5,780 6,040
87270216 SLD 14.633
87270218 SLD 14.633
All AADT 198,660 Vol 12,740 12,560 K 6.4 6.3 D 50.5 52.8
11all Cal AADT 94,800 Vol 5,300 5,930 K 6.6 6.3 D 100.0 100.0
11 RitisCnt AADT 67,600 Vol 4,130 3,960 K 6.1 5.9 D 100.0 100.0
11e =3e AADT 27,200 Vol 2,170 1,970 K 8.0 7.2 D 100.0 100.0
7e =3e AADT 21,500 Vol 1,700 1,860 K 7.9 8.7 D 100.0 100.0
7 RitisCnt AADT 82,360 Vol 4,740 4,770 K 5.8 5.8 D 100.0 100.0
7all Cal AADT 103,860 Vol 6,440 6,650 K 6.2 6.4 D 100.0 100.0
AADT 67,580 Vol 4,160 3,960
AADT 77,960 Vol 4,300 4,410
87270215 SLD 14.539
10 RitisCnt 87-1071 (87-5347) AADT 14,000 Vol 790 790 K 5.7 5.7 D 100.0 100.0
12 RitisCnt 87-1071 (87-5347) AADT 12,500 Vol 750 980 K 5.3 6.9 D 100.0 100.0
6 87-1081 (87-5349) AADT 10,840 Vol 710 620 K 6.5 5.7 D 100.0 100.0
8 87-1081 (87-5349) AADT 16,815 Vol 1,040 1,270 K 6.2 7.6 D 100.0 100.0
87270217 SLD 14.494
87-1051 None AADT 10,700 Vol 760 805 K 7.1 7.5 D 56.6 52.2
87-1061 None AADT 4,200 Vol 285 265 K 6.8 6.3 D 57.9 69.8
87-1071 None AADT 27,900 Vol 1,535 1,740 K 5.5 6.2 D 51.1 55.2
87-1081 None AADT 27,700 Vol 1,730 1,870 K 6.2 6.8 D 60.4 67.9
NE 2nd Avenue
Miami Gardens Drive
NE 2nd Court
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
Driveways (C)
Driveways (D)
87-1053 None AADT 46,100 Vol 3,700 3,445 K 8.0 7.5 D 67.0 51.5
87-1067 None AADT 47,400 Vol 3,880 3,525 K 8.2 7.4 D 65.3 54.9
87-1063 None AADT 40,900 Vol 3,220 3,030 K 7.9 7.4 D 68.0 52.3
87-1057 AADT 38,400 Vol 3,385 3,390 K 6.7 6.7 D 57.9 56.6
87-1073 None AADT 50,300 Vol 3,715 3,245 K 7.4 6.5 D 52.2 53.5
87-1083 (87-4722) AADT 47,400 Vol 3,715 3,245 K 7.4 6.5 D 52.2 53.5
87-1107 AADT 50,300 Vol 3,715 3,245 K 7.4 6.5 D 52.2 53.5
87-1103 None AADT 48,100 Vol 3,695 3,225 K 7.7 6.7 D 54.7 50.5
87-1105 None AADT 6,700 Vol 560 480 K 8.4 7.2 D 66.1 69.8
87-1065 None AADT 1,600 Vol 115 130 K 7.2 8.1 D 52.2 76.9
87-1075 (87-4160) AADT 37,700 Vol 2,410 2,655 K 6.4 7.0 D 64.3 55.4
None AADT 0 Vol 0 0 K D
SLD 14.441
All AADT 219,200 Vol 13,790 13,800 K 6.3 6.3 D 51.3 50.1
13all Cal AADT 108,900 Vol 7,080 6,910 K 6.5 6.3 D 100.0 100.0
13 RitisCnt AADT 81,700 Vol 4,910 4,940 K 6.0 6.0 D 100.0 100.0
13e =3e AADT 27,200 Vol 2,170 1,970 K 8.0 7.2 D 100.0 100.0
5e =3e AADT 21,500 Vol 1,700 1,860 K 7.9 8.7 D 100.0 100.0
5 RitisCnt AADT 88,800 Vol 5,010 5,030 K 5.6 5.7 D 100.0 100.0
5all Cal AADT 110,300 Vol 6,710 6,890 K 6.1 6.2 D 100.0 100.0
259,800 -19%
AADT 81,700 Vol 4,910 4,940
14 RitisCnt AADT 7,700 Vol 500 640 K 6.5 8.3 D 100.0 100.0
4 RitisCnt AADT 4,400 Vol 440 280 K 10.0 6.4 D 100.0 100.0
AADT 88,800 Vol 5,010 5,030
EXP 87270902 SLD 14.221
SLD 14.221
All AADT 219,300 Vol 13,780 13,790 K 6.3 6.3 D 51.4 50.1
15all Cal AADT 108,900 Vol 7,080 6,910 K 6.5 6.3 D 100.0 100.0
15 RitisCnt AADT 89,400 Vol 5,410 5,580 K 6.1 6.2 D 100.0 100.0
15e RitisCnt AADT 19,500 Vol 1,670 1,330 K 8.6 6.8 D 100.0 100.0
3e RitisCnt AADT 17,200 Vol 1,250 1,570 K 7.3 9.1 D 100.0 100.0
3 RitisCnt AADT 93,200 Vol 5,450 5,310 K 5.8 5.7 D 100.0 100.0
3all Cal AADT 110,400 Vol 6,700 6,880 K 6.1 6.2 D 100.0 100.0
259,800 -18%
AADT 89,400 Vol 5,410 5,580
AADT 152,462 Vol 5,450 5,310
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCnt AADT 37,000 Vol 2,290 2,280 K 6.2 6.2 D 100.0 100.0
=87-6105+87-6097
2 RitisCnt AADT 33,920 Vol 2,180 2,080 K 6.4 6.1 D 100.0 100.0
All Cal AADT 207,642 Vol 9,310 9,430 K 4.5 4.5 D 51.5 50.9
17all Cal AADT 71,900 Vol 4,790 4,630 K 6.7 6.4 D 100.0 100.0
17 RitisCnt AADT 52,400 Vol 3,120 3,300 K 6.0 6.3 D 100.0 100.0
17e RitisCnt AADT 19,500 Vol 1,670 1,330 K 8.6 6.8 D 100.0 100.0
1e =3e AADT 17,200 Vol 1,250 1,570 K 7.3 9.1 D 100.0 100.0
1 RitisCnt AADT 118,542 Vol 3,270 3,230 K 2.8 2.7 D 100.0 100.0
1all Cal AADT 135,742 Vol 4,520 4,800 K 3.3 3.5 D 100.0 100.0

2 IddCnt
AADT -16,500
Vol -900 -1,030
16 RitisCal
AADT 0
Vol 0 0
I-95 SB On-Ramp from Hallandale Beach Blvd
All AADT 0 Vol 0 0
1all Cal AADT 0 Vol 0 0
1 RitisCnt AADT 0 Vol 0 0
1e =5e AADT 0 Vol 0 0
17e =13e AADT 0 Vol 0 0
17 RitisCnt AADT 0 Vol 0 0
17all Cal AADT 0 Vol 0 0
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070009 SLD 0.508
19all Cal AADT 0 Vol 0 0
19 RitisCnt AADT 0 Vol 0 0
19e =5e AADT 0 Vol 0 0
19d =5e AADT 0 Vol 0 0
20 fr Outside AADT 16,500 Vol 1,330 1,640
15e =13e AADT 0 Vol 0 0
15 RitisCnt AADT 0 Vol 0 0
15all Cal AADT 0 Vol 0 0
86-2487sb SLD 0.176
103,500 6,148 6,230
SLD 0.176 86-2487nb
110,700 6,711 6,918
3all Cal AADT 0 Vol 0 0
3 RitisCnt AADT 0 Vol 0 0
3e =5e AADT 0 Vol 0 0
86070006 SLD 0.588
87270221 SLD 16.770
87270222 SLD 16.770
5all Cal AADT 0 Vol 0 0
5 RitisCnt AADT 0 Vol 0 0
5e RitisCnt AADT 0 Vol 0 0
13e RitisCnt AADT 0 Vol 0 0
13 RitisCnt AADT 0 Vol 0 0
13all Cal AADT 0 Vol 0 0
4 RitisCal
87-1031 87-3352 500
AADT 0 Vol 0 0
14 RitisCnt
87-1041 87-6353
AADT 0 Vol 0 0
87-1021 None AADT 0 Vol 0 0
87-1091 None AADT 0 Vol 0 0
None AADT 0 Vol 0 0
PBX NTOR None
Ives Dairy Road
101-5510
NE 15th Court
Driveways (A)
Driveways (B)
NE 15th Court
87-1017 None AADT 0 Vol 0 0
87-1013 None AADT 0 Vol 0 0
87-1027 None AADT 0 Vol 0 0
87-1015 None AADT 0 Vol 0 0
102-5448
NE 16th Avenue
87-1023 87-3925 AADT 0 Vol 0 0
87-1037 None AADT 0 Vol 0 0
87-1025 None AADT 0 Vol 0 0
I-95 SB Off-Ramp
103-3693
I-95 SB On-Ramp
87-1033 None AADT 0 Vol 0 0
87-1047 None AADT 0 Vol 0 0
87-1035 87-6350 AADT 0 Vol 0 0
I-95 NB Off-Ramp
104-3692
I-95 NB On-Ramp
87-1045 87-6351 AADT 0 Vol 0 0
87-1043 None AADT 0 Vol 0 0
87-1097 None AADT 0 Vol 0 0
Highland Lakes Blvd
105-3768
87-1093 87-8640 AADT 0 Vol 0 0
87-1095 None AADT 0 Vol 0 0
6 RitisCal
12 RitisCnt
87270219 SLD 16.270
87270220 SLD 16.087
All AADT 0 Vol 0 0
7all Cal AADT 0 Vol 0 0
7 RitisCnt AADT 0 Vol 0 0
7e =5e AADT 0 Vol 0 0
11e =13e AADT 0 Vol 0 0
11 RitisCnt AADT 0 Vol 0 0
11all Cal AADT 0 Vol 0 0

EXP 87270902 SLD 15.438
EXP 87270901 SLD 15.139
87270216 SLD 14.633
87270218 SLD 14.633
87270215 SLD 14.633
87270217 SLD 14.494
SLD 14.441
SLD 14.221
EXP 87270902 SLD 14.221
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
=87-6105+87-6097
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
NE 5th Avenue
NE 6th Avenue
NE 9th Court
NE 10th Avenue
NE 16th St
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
Driveways (O)
None
201-3808
202-4761
203-3238
204-3387
205-3435

I-95 SB On-Ramp from Hallandale Beach Blvd

I-95 NB Off-Ramp from Hallandale Beach Blvd

86070006 SLD 0.588

86070009 SLD 0.508

87270221 SLD 16.770

87270222 SLD 16.770

87270219 SLD 16.270

87270220 SLD 16.087

Ives Dairy Road

NE 15th Court

NE 16th Avenue

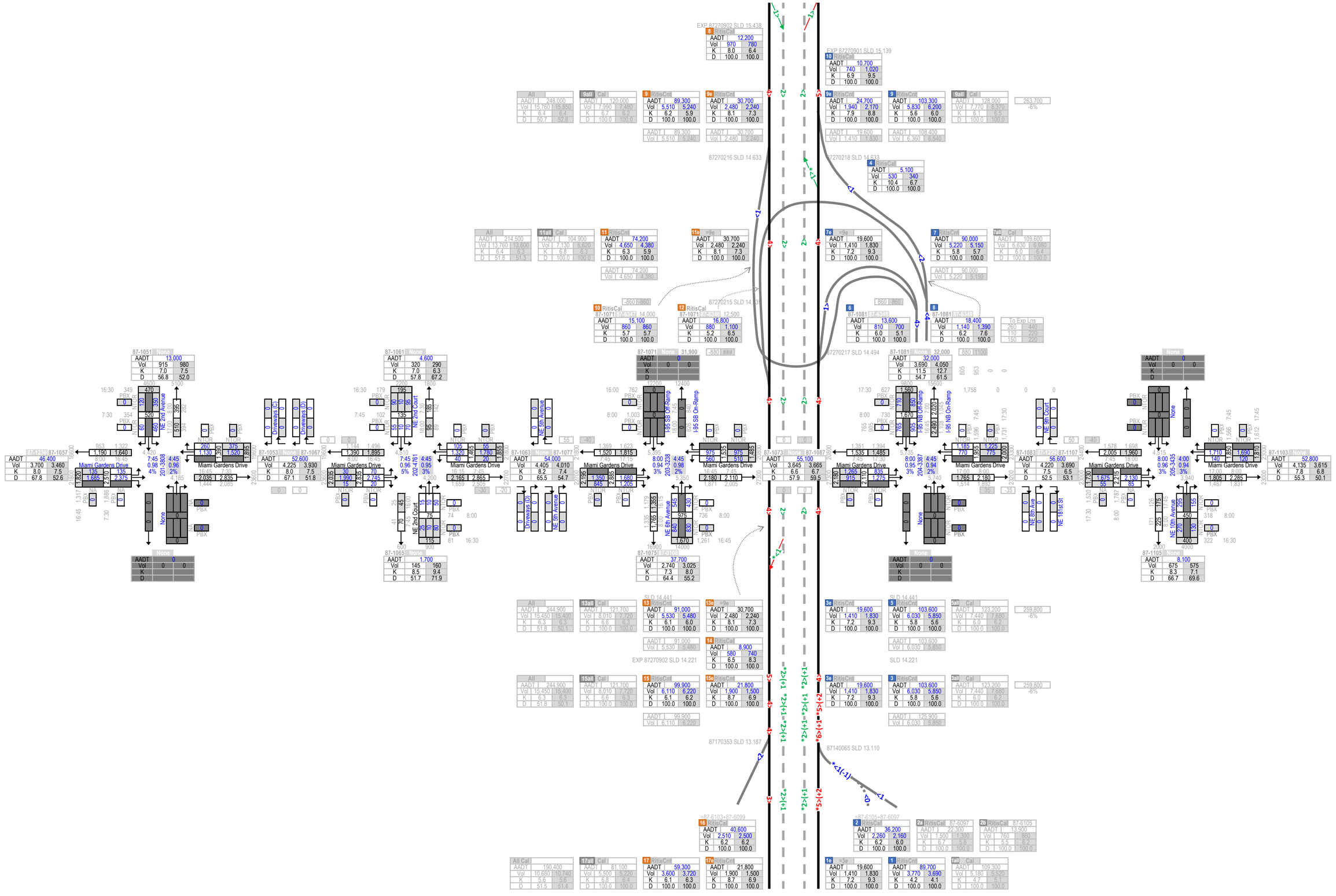
Driveways (A)

Driveways (B)

I-95 SB On-Ramp

I-95 NB Off-Ramp

Highland Lakes Blvd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8 RitisCal AADT 12,200 Vol 970 780 K 8.0 6.4 D 100.0 100.0
EXP 87270901 SLD 15,139
10 RitisCal AADT 10,700 Vol 740 1,020 K 6.9 9.5 D 100.0 100.0
All AADT 248,000 Vol 15,750 15,850 K 6.4 6.4 D 50.7 52.8
9all Cal AADT 120,000 Vol 7,990 7,480 K 6.7 6.2 D 100.0 100.0
9 RitisCnt AADT 89,300 Vol 5,510 5,240 K 6.2 5.9 D 100.0 100.0
9e RitisCnt AADT 30,700 Vol 2,480 2,240 K 8.1 7.3 D 100.0 100.0
9c RitisCnt AADT 24,700 Vol 1,940 2,170 K 7.9 8.8 D 100.0 100.0
9 RitisCnt AADT 103,300 Vol 5,830 6,200 K 5.6 6.0 D 100.0 100.0
9all Cal AADT 128,000 Vol 7,770 8,370 K 6.1 6.5 D 100.0 100.0
263,700 -6%
AADT 89,300 Vol 5,510 5,240
AADT 30,700 Vol 2,480 2,240
AADT 19,600 Vol 1,410 1,830
AADT 108,400 Vol 6,360 6,540
87270216 SLD 14.633
7270218 SLD 14.633
4 RitisCal AADT 5,100 Vol 530 340 K 10.4 6.7 D 100.0 100.0
All AADT 214,500 Vol 13,760 13,600 K 6.4 6.3 D 51.8 51.3
11all Cal AADT 104,900 Vol 7,130 6,620 K 6.8 6.3 D 100.0 100.0
11 RitisCnt AADT 74,200 Vol 4,650 4,380 K 6.3 5.9 D 100.0 100.0
11e =9e AADT 30,700 Vol 2,480 2,240 K 8.1 7.3 D 100.0 100.0
7e =3e AADT 19,600 Vol 1,410 1,830 K 7.2 9.3 D 100.0 100.0
7 RitisCnt AADT 90,000 Vol 5,220 5,150 K 5.8 5.7 D 100.0 100.0
7all Cal AADT 109,600 Vol 6,630 6,880 K 6.0 6.4 D 100.0 100.0
AADT 74,200 Vol 4,650 4,380
AADT 90,000 Vol 5,220 5,150
87270215 SLD 14.433
-880 -880
10 RitisCal 87-1071 (87-4347) AADT 14,000 Vol 15,100 860 860 K 5.7 5.7 D 100.0 100.0
12 RitisCal 87-1071 (87-4347) AADT 16,800 Vol 880 1,100 K 5.2 6.5 D 100.0 100.0
6 87-1081 (87-4321) AADT 13,600 Vol 810 700 K 6.0 5.1 D 100.0 100.0
-880 -880
8 87-1081 (87-4321) AADT 18,400 Vol 1,140 1,390 K 6.2 7.6 D 100.0 100.0
To Exp Lns 260 440 110 220 150 220
87270217 SLD 14.494
-880 1100
87-1051 None AADT 13,000 Vol 915 980 K 7.0 7.5 D 56.8 52.0
87-1061 None AADT 4,600 Vol 320 290 K 7.0 6.3 D 57.8 67.2
87-1071 None AADT 31,900 Vol 0 0 K D
87-1081 None AADT 32,000 Vol 3,690 4,050 K 11.5 12.7 D 54.7 61.5
None AADT 0 Vol 0 0 K D
16:30 349 PBX 0 470 120 350 60 460 520 NE 2nd Avenue 385 510 394 262
7:30 354 PBX 0
Driveways (C) 0 0 0 0
Driveways (D) 0 0 0 0
16:30 179 PBX 0 195 90 105 55 70 95 NE 2nd Court 185 89 142
7:45 102 PBX 0 135 55 80 70 95 NE 2nd Court 185 89 142
16:00 762 PBX 0 0 0 0 0 I-95 SB On-Ramp 840 826 840 I-95 SB On-Ramp 0 0 0
8:00 1,003 PBX 0 0 0 0 0 0 0 0 0 0 0
17:30 627 PBX 0 1,560 270 850 765 905 1,670 I-95 NB On-Ramp 2,460 2,020 I-95 NB On-Ramp 1,758 0 0 0
8:00 730 PBX 0 0 0 0 0 0 0 0 0 0 0
805 953 0 0
NE 9th Court 0 0 0 0 50 -40
NE 10th Street 0 0 0 0 0 0 0 0 0 0 0
87-1057 AADT 46,400 Vol 3,700 3,460 K 8.0 7.5 D 67.8 52.6
953 1,322 1,190 1,640 8:00 16:45 Miami Gardens Drive 135 135 1,685 2,375 7:45 4:45 0.98 0.96 4% 2% 201-3808 4,420 4,185 Miami Gardens Drive 260 375 1,130 1,520 2,035 2,835 1,444 2,085 865 1,351 1,394 1,535 1,485 1,578 1,698 2,005 1,980
87-1053 None 87-1067 AADT 52,600 Vol 4,225 3,930 K 8.0 7.5 D 67.1 51.8
1,144 1,496 1,390 1,895 8:00 16:45 Miami Gardens Drive 30 70 1,990 2,745 15 20 7:45 4:45 0.96 0.95 5% 3% 202-4761 4,610 4,200 Miami Gardens Drive 105 55 1,320 1,780 40 20 2,165 2,865 1,659 2,505 1,465 1,855 -30 -20
87-1063 None 87-1077 AADT 54,000 Vol 4,405 4,010 K 8.2 7.4 D 65.5 54.7
1,359 1,623 1,520 1,815 7:45 17:15 Miami Gardens Drive 1,350 1,680 845 1,205 8:00 4:45 0.94 0.98 3% 2% 203-3238 5,395 5,350 Miami Gardens Drive 975 545 560 430 2,180 2,110 1,871 2,005 1,455 1,485 -55 -40
87-1073 None 87-1087 AADT 55,100 Vol 3,645 3,665 K 6.6 6.7 D 57.9 59.5
8:00 4:45 0.95 0.94 3% 2% 203-3387 5,735 5,740 Miami Gardens Drive 915 835 2,180 2,215 1,275 1,514 1,892 35 -35
87-1083 87-1227 87-1107 AADT 56,600 Vol 4,220 3,690 K 7.5 6.5 D 52.5 53.1
1,731 1,596 1,566 1,612 7:45 17:30 8:00 10:00 4:15 8:00 4:00 0.96 0.94 3% 3% 205-3435 3,940 Miami Gardens Drive 1,675 2,130 55 85 1,520 1,787 1,760 2,215 1,810 2,400 2,300 2,400
87-1103 None AADT 52,800 Vol 4,135 3,615 K 7.8 6.8 D 55.3 50.1
1,710 1,690 140 120 1,805 2,285 1,487 1,831 1,560 1,810 2,000 2,300
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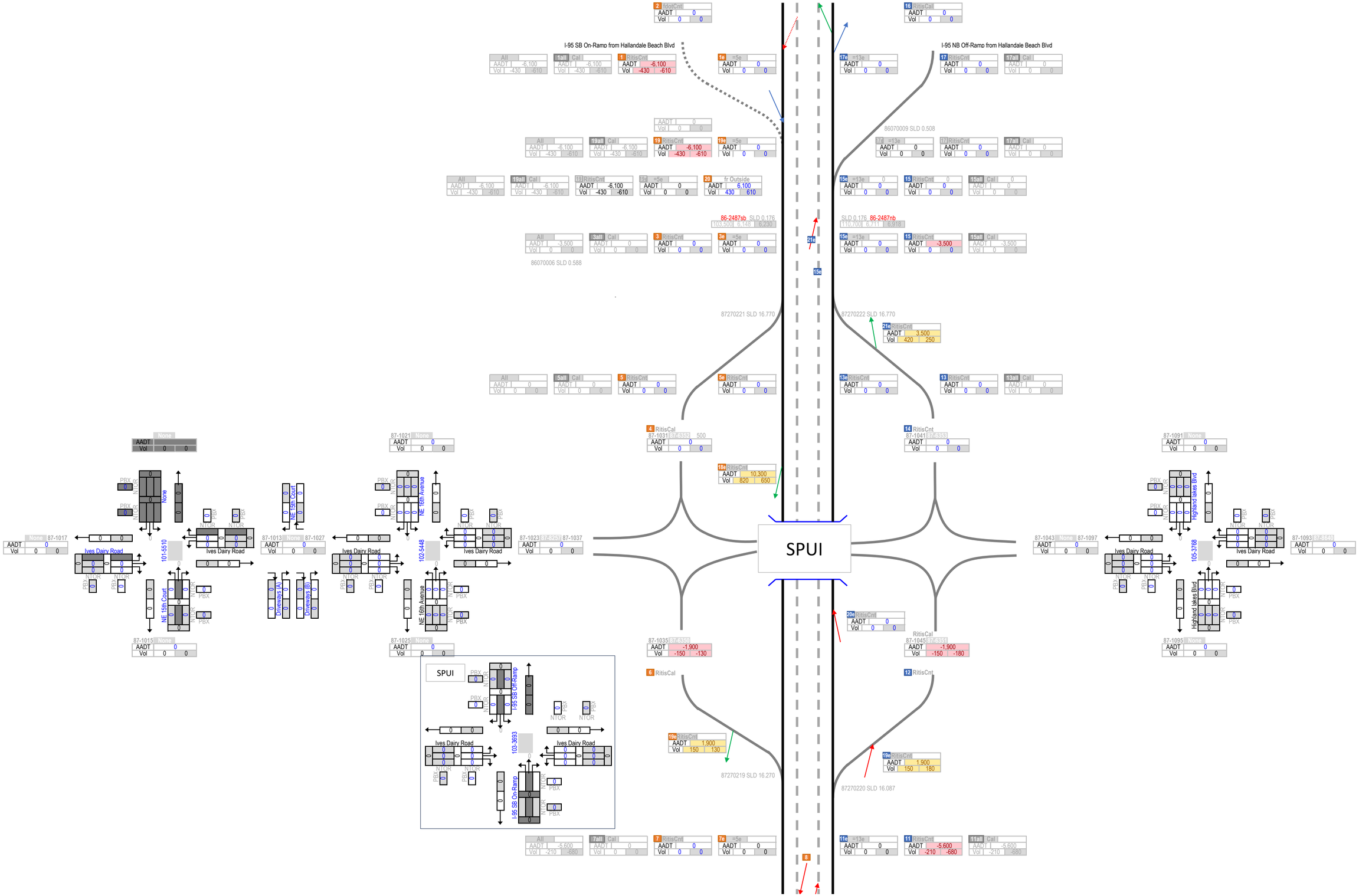
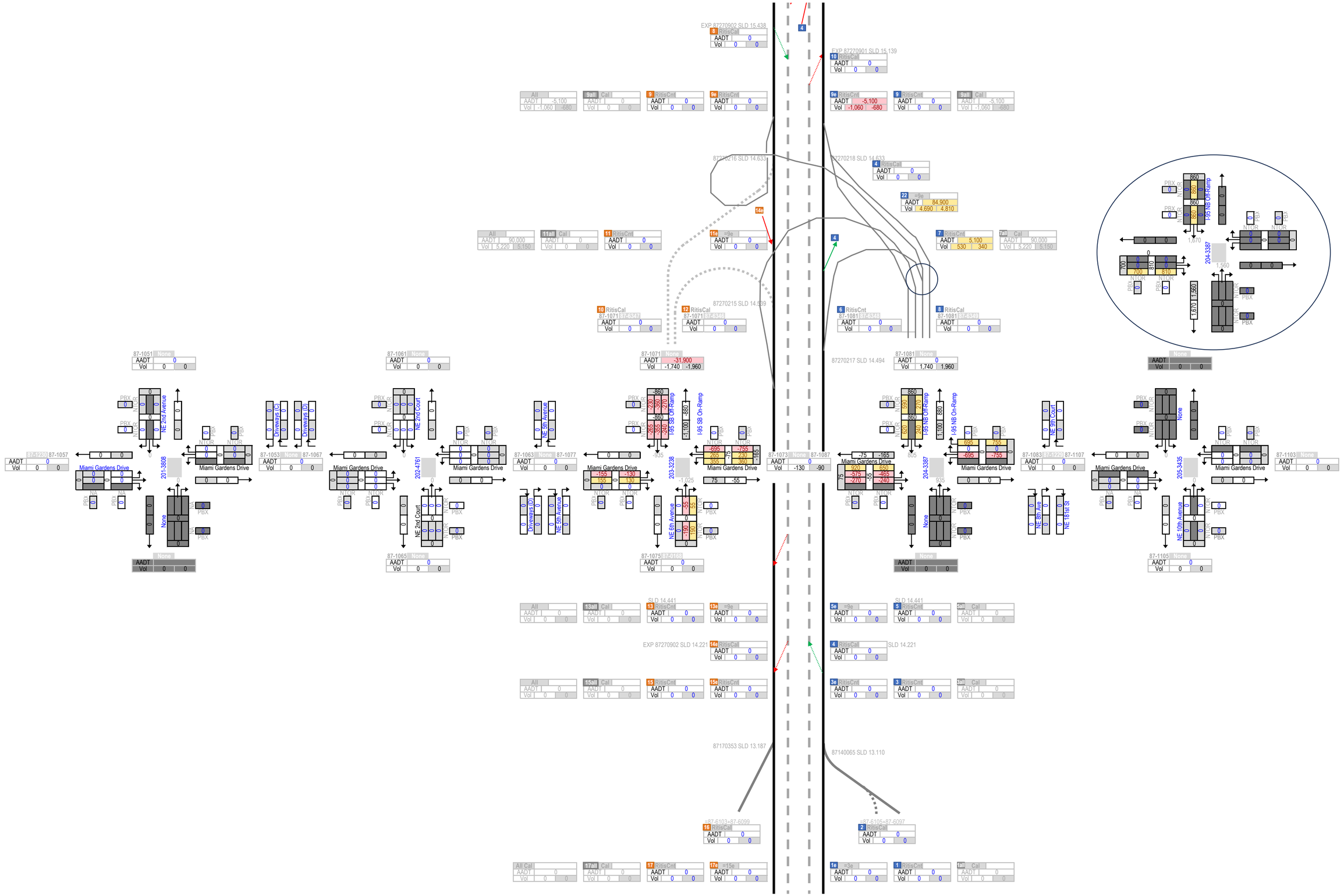
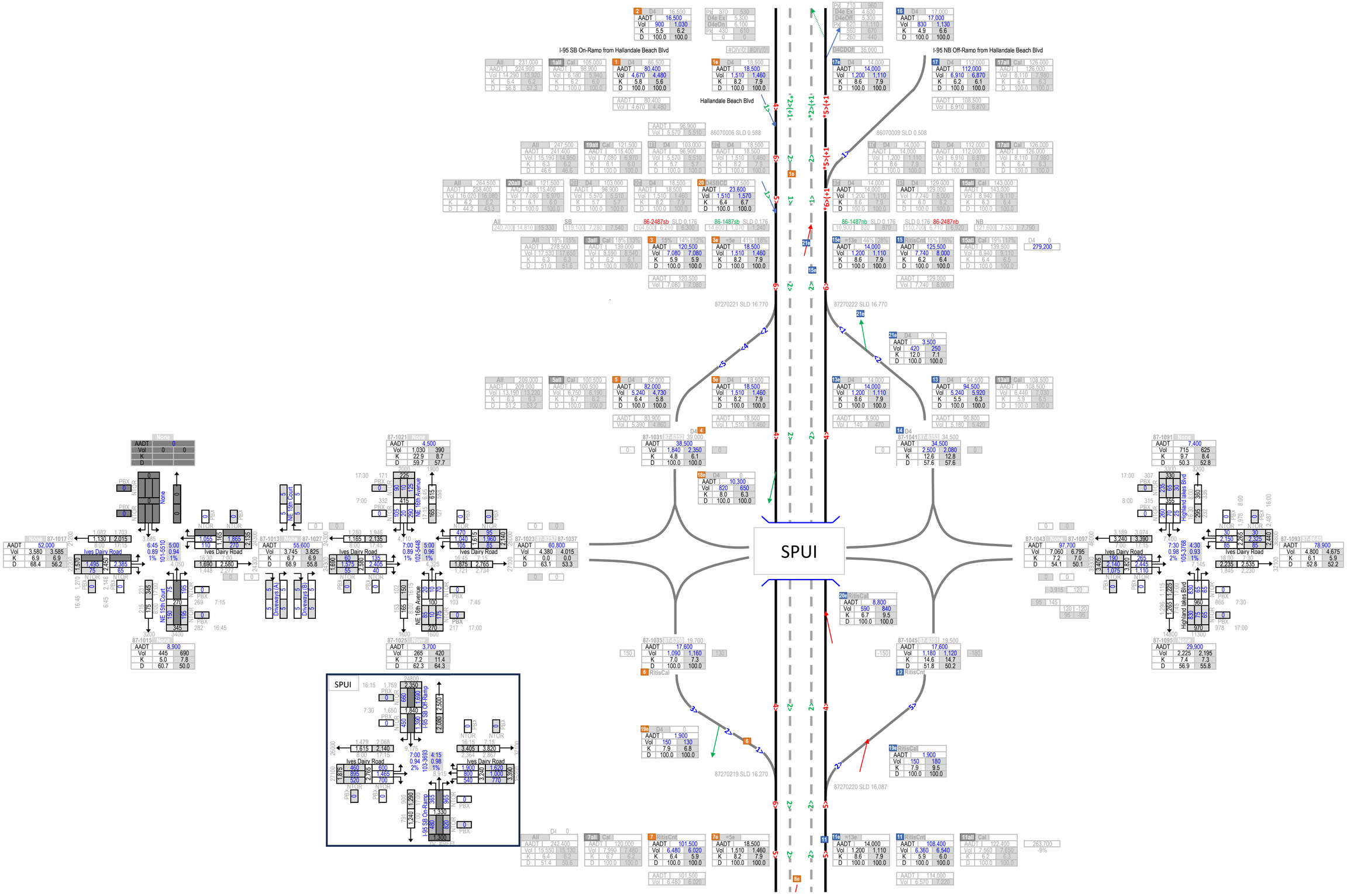

I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070009 SLD 0.508
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
86070006 SLD 0.588
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
SPUI
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveways (A)
Driveways (B)
I-95 SB Off-Ramp
I-95 SB On-Ramp
Highland lakes Blvd
SPUI


EXP 87270902 SLD 15.438
EXP 87270901 SLD 15.139
87270216 SLD 14.633
87270218 SLD 14.633
87270215 SLD 14.539
87270217 SLD 14.494
SLD 14.441
SLD 14.221
EXP 87270902 SLD 14.221
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
=87-6103+87-6097
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
NE 5th Avenue
NE 6th Avenue
NE 9th Court
NE 10th Avenue
NE 16th St
I-95 SB On-Ramp
I-95 SB Off-Ramp
I-95 NB On-Ramp
I-95 NB Off-Ramp
Driveways (O)
None


SPUI
I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
Hallandale Beach Blvd
86070006 SLD 0.588
86070009 SLD 0.508
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveways (A)
Driveways (B)
I-95 SB Off-Ramp
I-95 SB On-Ramp
Highland Lakes Blvd
NE 10th Avenue
D4CDOff
D4eOff
D4eEx
D4eOn
RitisCal
RitisCnt
86-2487sb
86-1487sb
86-1487nb
86-2487nb
SLD 0.176
NB
SB

EXP 87270902 SLD 15,438
8e RitisCal
AADT 12,200
Vol 970 780
K 8.0 6.4
D 100.0 100.0
EXP 87270901 SLD 15,139
10e RitisCal
AADT 10,700
Vol 740 1,020
K 6.9 9.5
D 100.0 100.0
All
AADT 242,900
Vol 14,700 15,170
K 6.1 6.2
D 54.4 50.7
9all Cal
AADT 120,000
Vol 7,990 7,480
K 6.7 6.2
D 100.0 100.0
9 RitisCnt
AADT 89,300
Vol 5,510 5,240
K 6.2 5.9
D 100.0 100.0
9e RitisCnt
AADT 30,700
Vol 2,480 2,240
K 8.1 7.3
D 100.0 100.0
9c RitisCnt
AADT 19,600
Vol 880 1,490
K 4.5 7.6
D 100.0 100.0
9 RitisCnt
AADT 103,300
Vol 5,830 6,200
K 5.6 6.0
D 100.0 100.0
9all Cal
AADT 122,900
Vol 6,710 7,680
K 5.5 6.3
D 100.0 100.0
263,700
-9%
AADT 89,300
Vol 5,510 5,240
AADT 30,700
Vol 2,480 2,240
AADT 19,600
Vol 1,410 1,830
AADT 108,400
Vol 6,360 6,540
87270216 SLD 14,633
270218 SLD 14.633
18 =3e
AADT 84,900
Vol 4,690 4,810
K 5.5 5.7
D 100.0 100.0
4 RitisCnt
AADT 5,100
Vol 530 340
K 10.4 6.7
D 100.0 100.0
All
AADT 214,500
Vol 13,760 13,600
K 6.4 6.3
D 51.8 51.3
11all Cal
AADT 104,900
Vol 7,130 6,620
K 6.8 6.3
D 100.0 100.0
11 RitisCnt
AADT 74,200
Vol 4,650 4,380
K 6.3 5.9
D 100.0 100.0
11e =3e
AADT 30,700
Vol 2,480 2,240
K 8.1 7.3
D 100.0 100.0
AADT 74,200
Vol 4,650 4,380
7e =3e
AADT 19,600
Vol 1,410 1,830
K 7.2 9.3
D 100.0 100.0
7 RitisCnt
AADT 90,000
Vol 5,220 5,150
K 5.8 5.7
D 100.0 100.0
7all Cal
AADT 109,600
Vol 6,630 6,890
K 6.0 6.4
D 100.0 100.0
AADT 90,000
Vol 5,220 5,150
-860 -860
10 RitisCal
87-1071 (87-5347) 14,000
AADT 15,100
Vol 860 860
K 5.7 5.7
D 100.0 100.0
12 RitisCal
87-1071 (87-5347) 12,500
AADT 16,800
Vol 880 1,100
K 6.5 8.3
D 100.0 100.0
87270215 SLD 14,539
6 87-1081 (87-5349)
AADT 13,600
Vol 810 700
K 6.0 5.1
D 100.0 100.0
8 87-1081 (87-5349)
AADT 18,400
Vol 1,140 1,390
K 7.2 7.6
D 100.0 100.0
To Exp Lns
260 440
70 190
190 250
87270217 SLD 14.494
87-1081 None 32,000
AADT 32,000
Vol 3,690 4,050
K 11.5 12.7
D 54.7 61.5
-880 1100
87-1051 None
AADT 13,000
Vol 915 980
K 7.0 7.5
D 56.8 52.0
87-1061 None
AADT 4,600
Vol 320 290
K 7.0 6.3
D 57.8 67.2
87-1071 None 31,900
AADT 0
Vol 0 0
K
D
-880 ###
None
AADT 0
Vol 0 0
K
D
I-95 SB On-Ramp
I-95 NB On-Ramp
NE 2nd Avenue
NE 2nd Court
Driveways (C)
Driveways (D)
NE 5th Avenue
NE 6th Avenue
NE 9th Court
NE 18th St
NE 10th Avenue
87-1057 None
AADT 46,400
Vol 3,700 3,460
K 8.0 7.5
D 67.8 52.6
87-1053 None
AADT 4,225 3,930
K 8.0 7.5
D 67.1 51.8
87-1067 None
AADT 52,600
Vol 4,405 4,010
K 8.2 7.4
D 65.5 54.7
87-1077 None
AADT 54,000
Vol 5,395 4,915
K 6.6 6.7
D 57.9 59.5
87-1073 None
AADT 55,100
Vol 3,645 3,665
K 6.7 6.7
D 57.9 59.5
87-1081 None
AADT 56,600
Vol 4,220 3,690
K 7.5 6.5
D 52.5 53.1
87-1107 None
AADT 52,800
Vol 4,135 3,615
K 7.8 6.8
D 55.3 50.1
87-1065 None
AADT 1,700
Vol 145 160
K 8.5 9.4
D 51.7 71.9
87-1075 (87-4016)
AADT 37,700
Vol 2,740 3,025
K 7.3 8.0
D 64.4 55.2
87-1105 None
AADT 8,100
Vol 675 575
K 8.3 7.1
D 66.7 69.6
SLD 14.441
13all Cal
AADT 121,700
Vol 8,010 7,720
K 6.6 6.3
D 100.0 100.0
13 RitisCnt
AADT 91,000
Vol 5,530 5,480
K 6.1 6.0
D 100.0 100.0
13e =3e
AADT 30,700
Vol 2,480 2,240
K 8.1 7.3
D 100.0 100.0
AADT 91,000
Vol 5,530 5,480
14e RitisCal
AADT 8,900
Vol 580 740
K 6.5 8.3
D 100.0 100.0
EXP 87270902 SLD 14.221
3e RitisCnt
AADT 19,600
Vol 1,410 1,830
K 7.2 9.3
D 100.0 100.0
5 RitisCnt
AADT 103,600
Vol 6,030 5,850
K 5.8 5.6
D 100.0 100.0
5all Cal
AADT 123,200
Vol 7,440 7,680
K 6.0 6.2
D 100.0 100.0
259,800
-6%
AADT 103,600
Vol 6,030 5,850
SLD 14.221
All
AADT 244,900
Vol 15,450 15,400
K 6.3 6.3
D 51.8 50.1
15all Cal
AADT 121,700
Vol 8,010 7,720
K 6.6 6.3
D 100.0 100.0
15 RitisCnt
AADT 99,900
Vol 6,110 6,220
K 6.1 6.2
D 100.0 100.0
15e RitisCnt
AADT 21,800
Vol 1,900 1,500
K 8.7 6.9
D 100.0 100.0
AADT 99,900
Vol 6,110 6,220
3c RitisCnt
AADT 19,600
Vol 1,410 1,830
K 7.2 9.3
D 100.0 100.0
3 RitisCnt
AADT 103,600
Vol 6,030 5,850
K 5.8 5.6
D 100.0 100.0
3all Cal
AADT 123,200
Vol 7,440 7,680
K 6.0 6.2
D 100.0 100.0
259,800
-6%
AADT 125,900
Vol 6,030 5,850
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCal
AADT 40,600
Vol 2,510 2,500
K 6.2 6.2
D 100.0 100.0
=87-6105+87-6097
2 RitisCal
AADT 36,200
Vol 2,260 2,160
K 6.2 6.0
D 100.0 100.0
22 RitisCal 87-6097
AADT 22,300
Vol 1,500 1,900
K 6.7 5.8
D 100.0 100.0
25 RitisCal 87-6105
AADT 13,900
Vol 760 860
K 5.5 6.2
D 100.0 100.0
All Cal
AADT 190,400
Vol 10,680 10,740
K 5.6 5.6
D 51.5 51.4
17all Cal
AADT 81,100
Vol 5,500 5,220
K 6.8 6.4
D 100.0 100.0
17 RitisCnt
AADT 59,300
Vol 3,600 3,720
K 6.1 6.3
D 100.0 100.0
17e RitisCnt
AADT 21,800
Vol 1,900 1,500
K 8.7 6.9
D 100.0 100.0
1e =3e
AADT 19,600
Vol 1,410 1,830
K 7.2 9.3
D 100.0 100.0
1 RitisCnt
AADT 89,700
Vol 3,770 3,690
K 4.2 4.1
D 100.0 100.0
1all Cal
AADT 109,300
Vol 5,180 5,520
K 4.7 5.1
D 100.0 100.0
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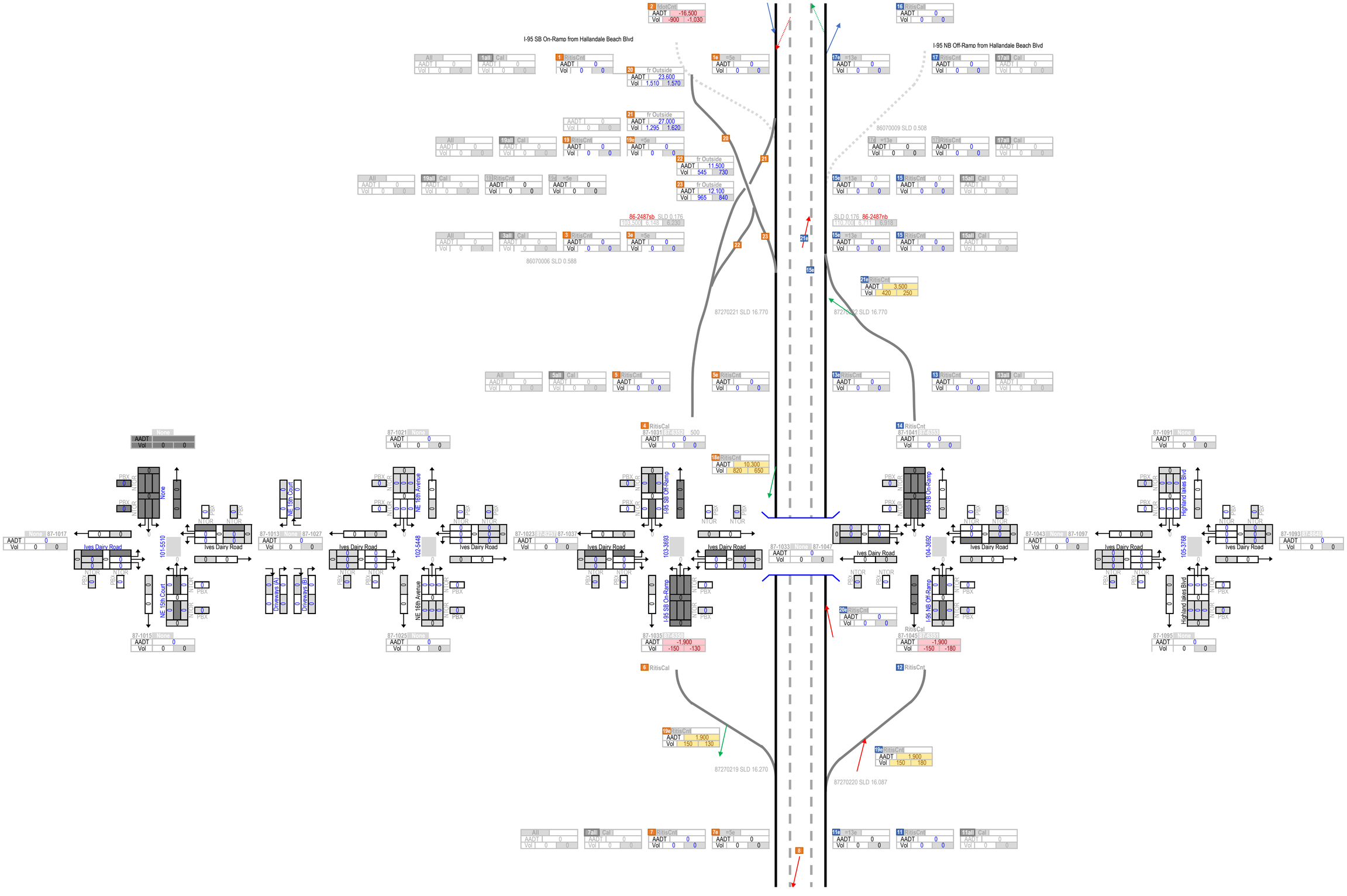
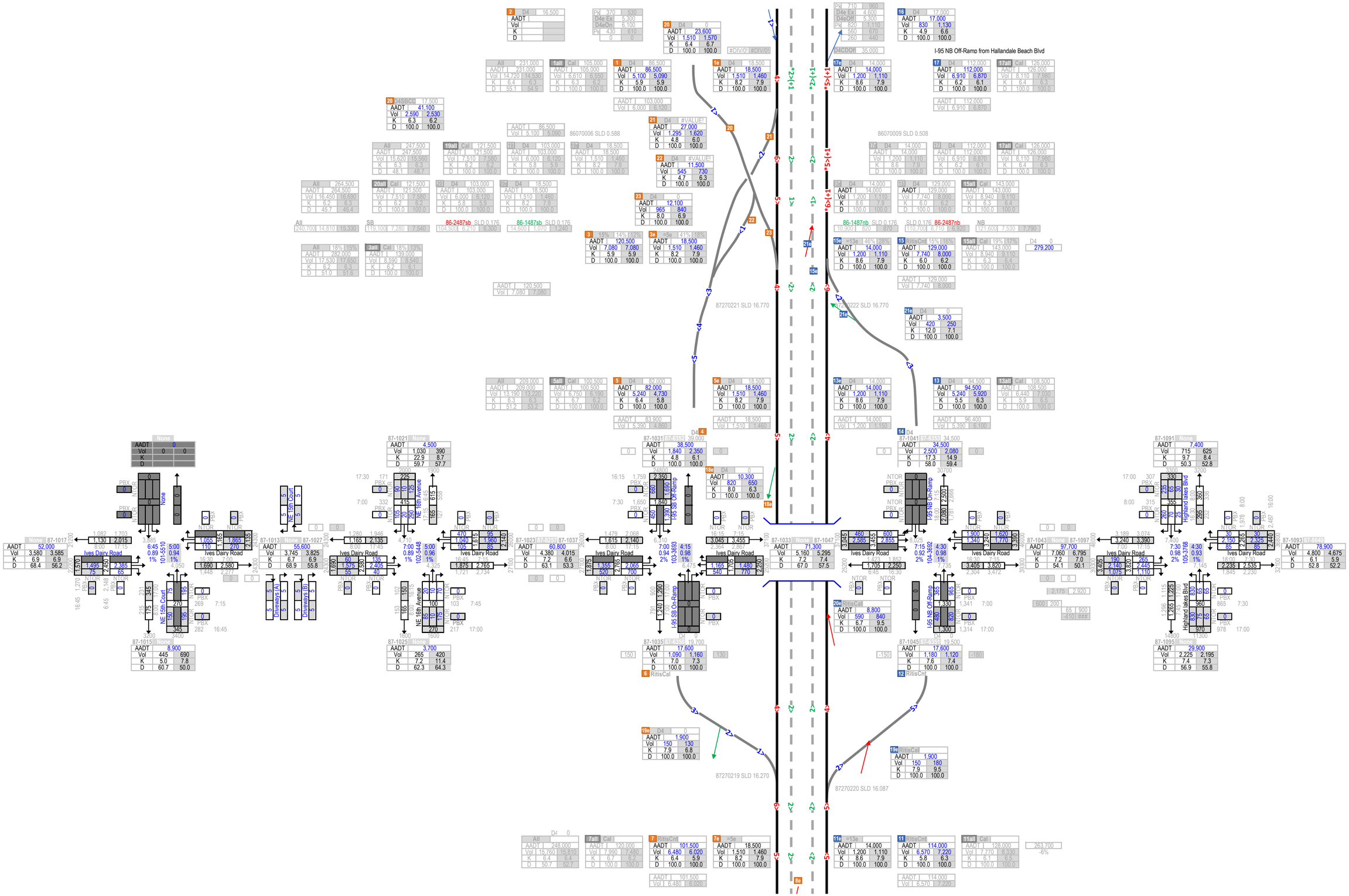

I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
86070009 SLD 0.508
86070006 SLD 0.588
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveways (A)
Driveways (B)
Highland lakes Blvd
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp

EXP 87270902 SLD 15.438
EXP 87270901 SLD 15.139
87270216 SLD 14.633
87270218 SLD 14.633
87270215 SLD 14.539
87270217 SLD 14.494
I-95 NB Off-Ramp
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB On-Ramp
NE 2nd Avenue
NE 2nd Court
NE 5th Avenue
NE 6th Avenue
NE 9th Court
NE 10th Avenue
NE 16th St
Miami Gardens Drive
Driveways (D)
None
SLD 14.441
EXP 87270902 SLD 14.221
SLD 14.221
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
=87-6105+87-6097


I-95 NB Off-Ramp from Hallandale Beach Blvd
86070006 SLD 0.588
86070009 SLD 0.508
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveways (A)
Driveways (B)
I-95 NB Off-Ramp
I-95 SB Off-Ramp
Highland lakes Blvd
86-1487nb SLD 0.176
86-1487sb SLD 0.176
86-2487sb SLD 0.176
86-2487nb

EXP 87270902 SLD 15,438
8e RitisCal
AADT 12,200
Vol 970 780
K 8.0 6.4
D 100.0 100.0
EXP 87270901 SLD 15,139
10 RitisCal
AADT 10,700
Vol 740 1,020
K 6.9 9.5
D 100.0 100.0
All
AADT 248,000
Vol 15,750 15,850
K 6.4 6.4
D 50.7 52.8
9all Cal
AADT 120,000
Vol 7,990 7,480
K 6.7 6.2
D 100.0 100.0
9 RitisCnl
AADT 89,300
Vol 5,510 5,240
K 6.2 5.9
D 100.0 100.0
9e RitisCnl
AADT 30,700
Vol 2,480 2,240
K 8.1 7.3
D 100.0 100.0
9c RitisCnl
AADT 24,700
Vol 1,940 2,170
K 7.9 8.8
D 100.0 100.0
9 RitisCnl
AADT 103,300
Vol 5,830 6,200
K 5.6 6.0
D 100.0 100.0
9all Cal
AADT 128,000
Vol 7,770 8,370
K 6.1 6.5
D 100.0 100.0
263,700
-6%
AADT 89,300
Vol 5,510 5,240
AADT 30,700
Vol 2,480 2,240
AADT 19,600
Vol 1,410 1,830
AADT 108,400
Vol 6,360 6,540
87270216 SLD 14,633
270218 SLD 14.633
18 =3e
AADT 84,900
Vol 4,690 4,810
K 5.5 5.7
D 100.0 100.0
4 RitisCal
AADT 5,100
Vol 530 340
K 10.4 6.7
D 100.0 100.0
All
AADT 214,500
Vol 13,760 13,600
K 6.4 6.3
D 51.8 51.3
11all Cal
AADT 104,900
Vol 7,130 6,620
K 6.8 6.3
D 100.0 100.0
11 RitisCnl
AADT 74,200
Vol 4,650 4,380
K 6.3 5.9
D 100.0 100.0
11e =3e
AADT 30,700
Vol 2,480 2,240
K 8.1 7.3
D 100.0 100.0
AADT 74,200
Vol 4,650 4,380
7e =3e
AADT 19,600
Vol 1,410 1,830
K 7.2 9.3
D 100.0 100.0
7 RitisCnl
AADT 90,000
Vol 5,220 5,150
K 5.8 5.7
D 100.0 100.0
7all Cal
AADT 109,600
Vol 6,630 6,880
K 6.0 6.4
D 100.0 100.0
AADT 90,000
Vol 5,220 5,150
-860 -860
10 RitisCal
87-1071 (87-5347) 14,000
AADT 15,100
Vol 860 860
K 5.7 5.7
D 100.0 100.0
12 RitisCal
87-1071 (87-5347) 12,500
AADT 16,800
Vol 880 1,100
K 6.5 8.3
D 100.0 100.0
87270215 SLD 14,539
6 87-1081 (87-5343)
AADT 13,600
Vol 810 700
K 6.0 5.1
D 100.0 100.0
8 87-1081 (87-5343)
AADT 18,400
Vol 1,140 1,390
K 7.6 7.6
D 100.0 100.0
To Exp Lns
260 440
70 190
190 250
-860 #100
87270217 SLD 14.494
87-1081 None 32,000
AADT 32,000
Vol 3,690 4,050
K 11.5 12.7
D 54.7 61.5
87-1051 None
AADT 13,000
Vol 915 980
K 7.0 7.5
D 56.8 52.0
87-1061 None
AADT 4,600
Vol 320 290
K 7.0 6.3
D 57.8 67.2
87-1071 None 31,900
AADT 0
Vol 0 0
K
D
None
AADT 0
Vol 0 0
K
D
87-1065 None
AADT 1,700
Vol 145 160
K 8.5 9.4
D 51.7 71.9
87-1075 (87-4016)
AADT 37,700
Vol 2,740 3,025
K 7.3 8.0
D 64.4 55.2
87-1105 None
AADT 8,100
Vol 675 575
K 8.3 7.1
D 66.7 69.6
87-1057 87-1067
AADT 46,400
Vol 3,700 3,460
K 8.0 7.5
D 67.8 52.6
87-1053 None 87-1067
AADT 52,600
Vol 4,225 3,930
K 8.0 7.5
D 67.1 51.8
87-1063 None 87-1077
AADT 54,000
Vol 4,405 4,010
K 8.2 7.4
D 65.5 54.7
87-1073 None 87-1081
AADT 55,100
Vol 3,645 3,665
K 6.7 6.7
D 57.9 59.5
87-1083 87-1107
AADT 56,600
Vol 4,220 3,690
K 7.5 6.5
D 52.5 53.1
87-1103 None
AADT 52,800
Vol 4,135 3,615
K 7.8 6.8
D 55.3 50.1
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
NE 6th Avenue
NE 9th Court
NE 10th Avenue
NE 18th St
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
Driveways (C)
Driveways (D)
NE 5th Avenue
87270353 SLD 13.441
All
AADT 244,900
Vol 15,450 15,400
K 6.3 6.3
D 51.8 50.1
13all Cal
AADT 121,700
Vol 8,010 7,720
K 6.6 6.3
D 100.0 100.0
13 RitisCnl
AADT 91,000
Vol 5,530 5,480
K 6.1 6.0
D 100.0 100.0
13e =3e
AADT 30,700
Vol 2,480 2,240
K 8.1 7.3
D 100.0 100.0
AADT 91,000
Vol 5,530 5,480
14e RitisCal
AADT 8,900
Vol 580 740
K 6.5 8.3
D 100.0 100.0
EXP 87270902 SLD 14.221
3e RitisCnl
AADT 19,600
Vol 1,410 1,830
K 7.2 9.3
D 100.0 100.0
5 RitisCnl
AADT 103,600
Vol 6,030 5,850
K 5.8 5.6
D 100.0 100.0
5all Cal
AADT 123,200
Vol 7,440 7,680
K 6.0 6.2
D 100.0 100.0
259,800
-6%
AADT 103,600
Vol 6,030 5,850
SLD 14.221
15all Cal
AADT 121,700
Vol 8,010 7,720
K 6.6 6.3
D 100.0 100.0
15 RitisCnl
AADT 99,900
Vol 6,110 6,220
K 6.1 6.2
D 100.0 100.0
15e RitisCnl
AADT 21,800
Vol 1,900 1,500
K 8.7 6.9
D 100.0 100.0
AADT 99,900
Vol 6,110 6,220
3e RitisCnl
AADT 19,600
Vol 1,410 1,830
K 7.2 9.3
D 100.0 100.0
3 RitisCnl
AADT 103,600
Vol 6,030 5,850
K 5.8 5.6
D 100.0 100.0
3all Cal
AADT 123,200
Vol 7,440 7,680
K 6.0 6.2
D 100.0 100.0
259,800
-6%
AADT 125,900
Vol 6,030 5,850
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCal
AADT 40,600
Vol 2,510 2,500
K 6.2 6.2
D 100.0 100.0
=87-6105+87-6097
2 RitisCal
AADT 36,200
Vol 2,260 2,160
K 6.2 6.0
D 100.0 100.0
22 RitisCal 87-6097
AADT 22,300
Vol 1,500 1,390
K 6.7 5.8
D 100.0 100.0
25 RitisCal 87-6105
AADT 13,900
Vol 760 860
K 5.5 6.2
D 100.0 100.0
All Cal
AADT 190,400
Vol 10,680 10,740
K 5.6 5.6
D 51.5 51.4
17all Cal
AADT 81,100
Vol 5,500 5,220
K 6.8 6.4
D 100.0 100.0
17 RitisCnl
AADT 59,300
Vol 3,600 3,720
K 6.1 6.3
D 100.0 100.0
17e RitisCnl
AADT 21,800
Vol 1,900 1,500
K 8.7 6.9
D 100.0 100.0
1e =3e
AADT 19,600
Vol 1,410 1,830
K 7.2 9.3
D 100.0 100.0
1 RitisCnl
AADT 89,700
Vol 3,770 3,690
K 4.2 4.1
D 100.0 100.0
1all Cal
AADT 109,300
Vol 5,180 5,520
K 4.7 5.1
D 100.0 100.0

I-95 SB On-Ramp from Hallandale Beach Blvd

I-95 NB Off-Ramp from Hallandale Beach Blvd

86070009 SLD 0.508

86-2487sb SLD 0.176

SLD 0.176 86-2487nb

86070006 SLD 0.588

87270221 SLD 16.770

87270222 SLD 16.770

87270219 SLD 16.270

87270220 SLD 16.087

Ives Dairy Road

NE 15th Court

NE 16th Avenue

I-95 SB Off-Ramp

I-95 NB Off-Ramp

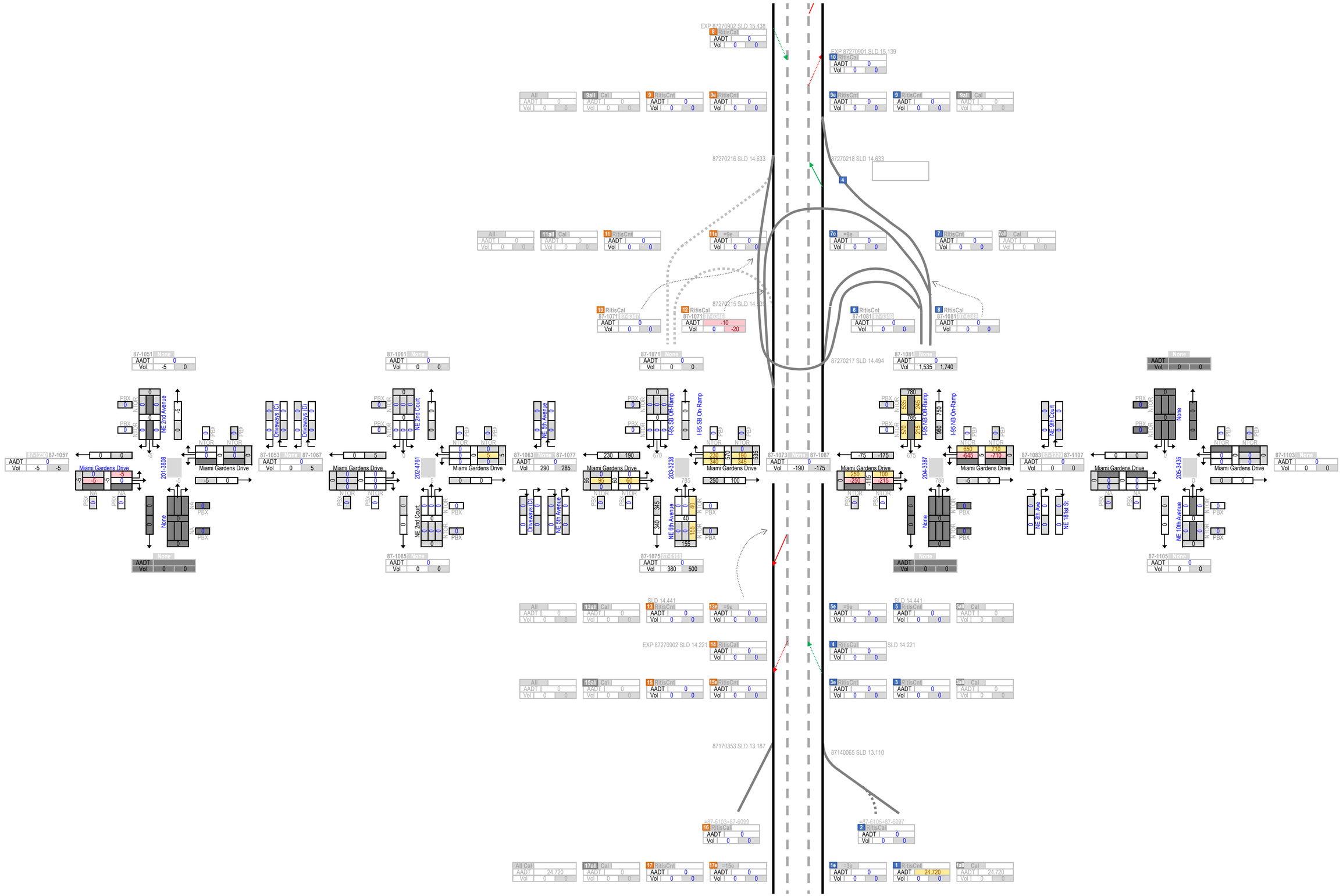
I-95 SB On-Ramp

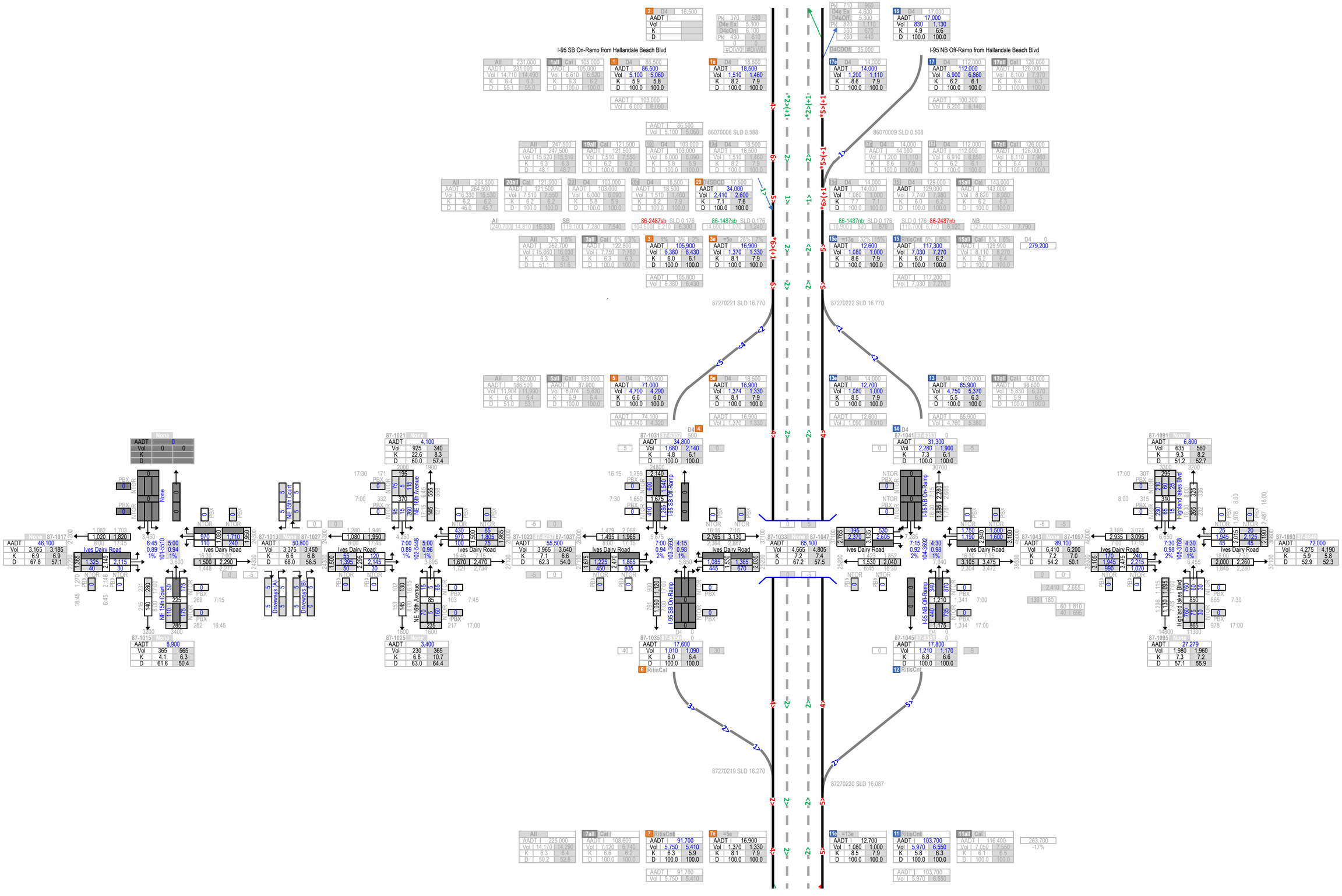
I-95 NB On-Ramp

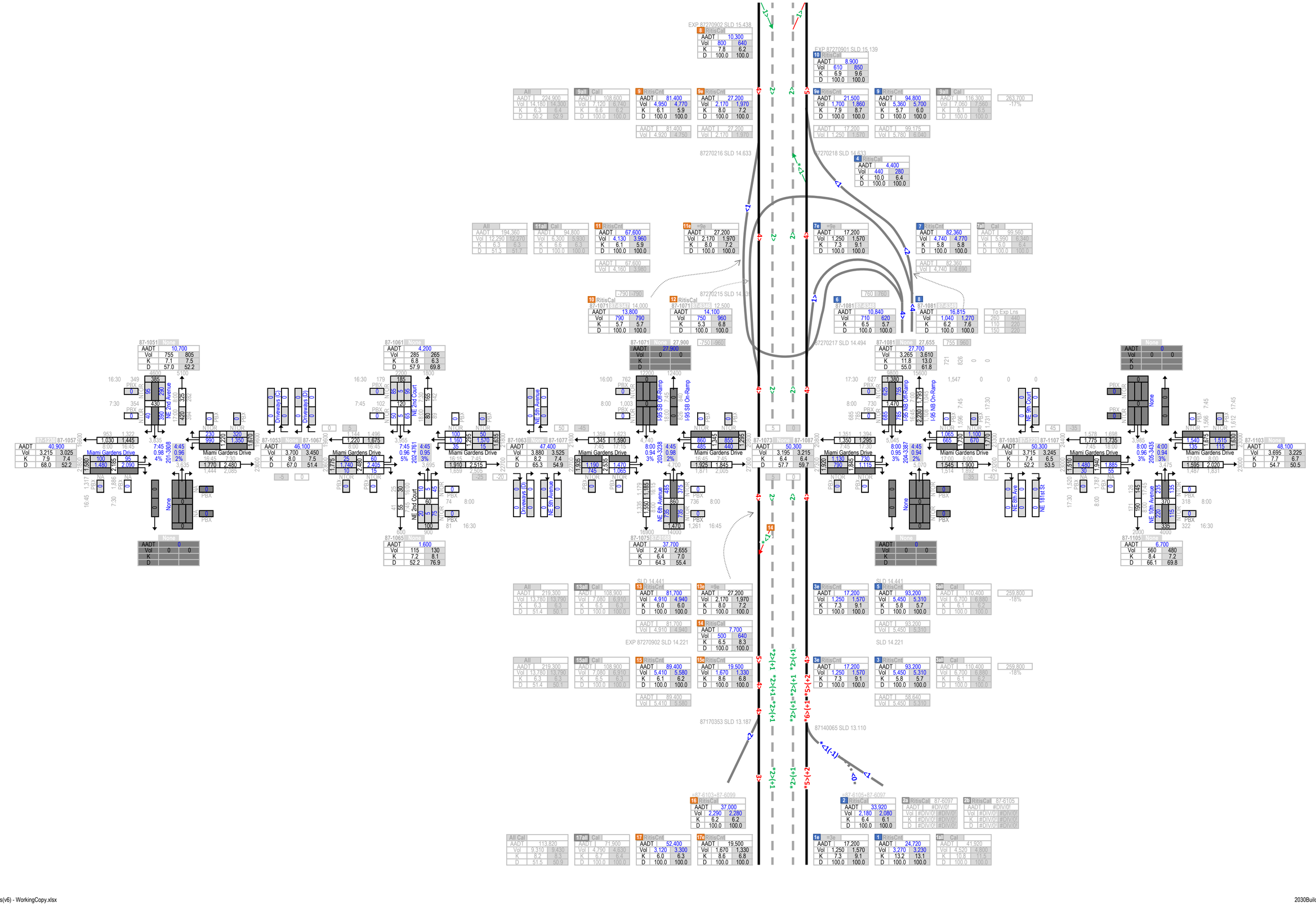
Highland lakes Blvd

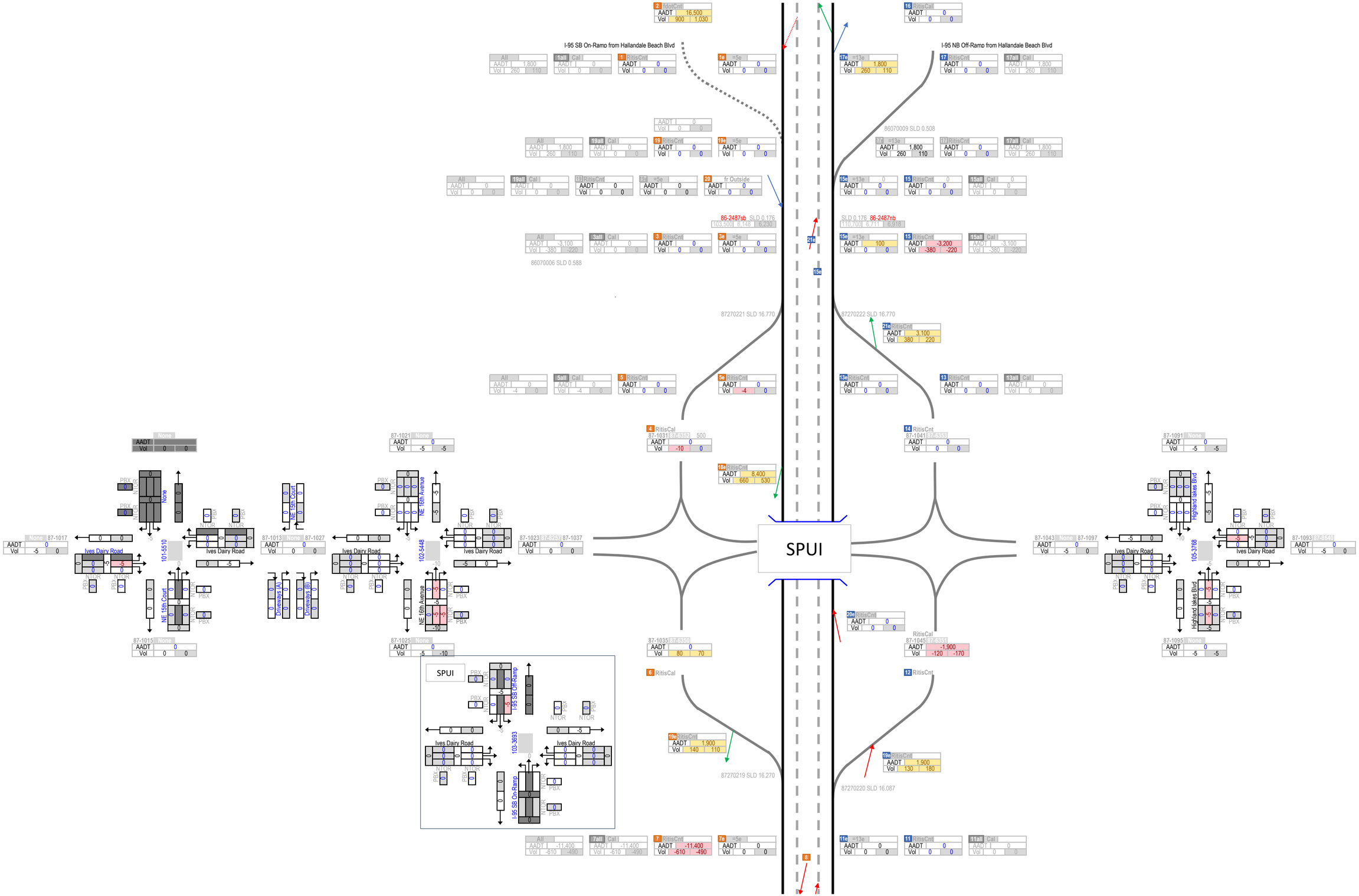
Driveways (A)

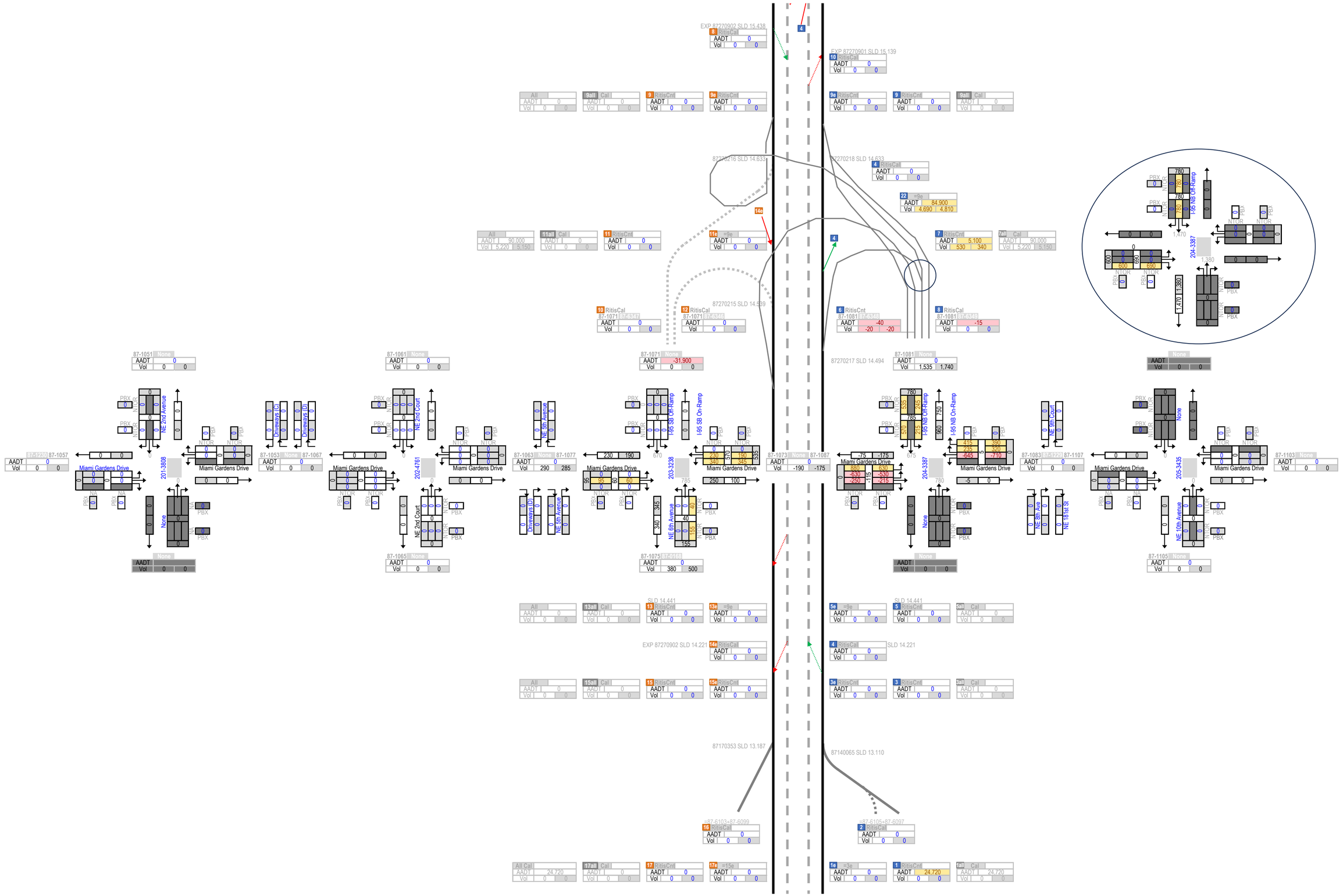
Driveways (B)

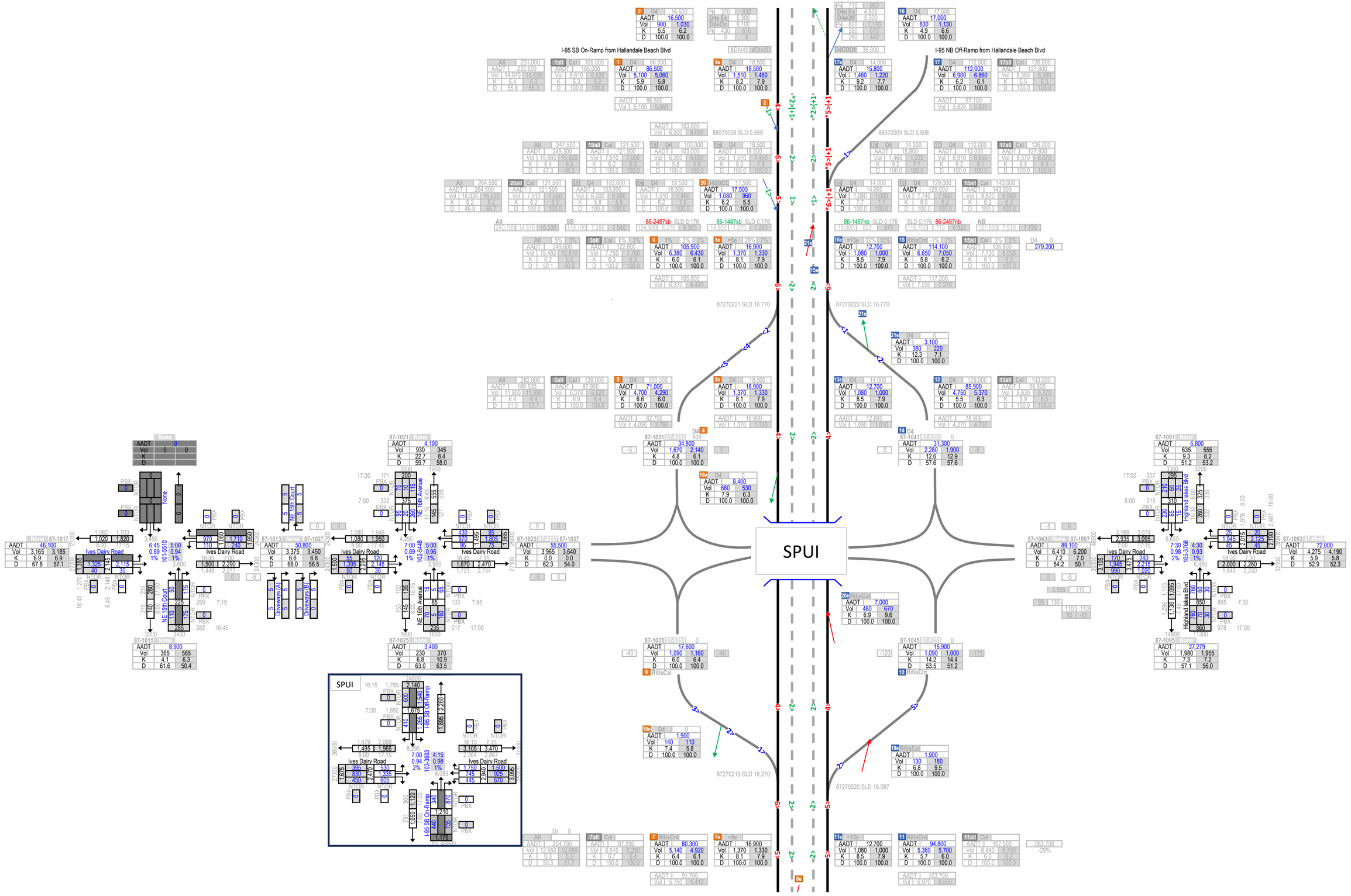

EXP 87270902 SLD 15.438
EXP 87270901 SLD 15.139
87270216 SLD 14.633
87270218 SLD 14.633
87270215 SLD 14.633
87270217 SLD 14.494
SLD 14.441
SLD 14.221
EXP 87270902 SLD 14.221
87170353 SLD 13.187
87140065 SLD 13.110
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
NE 5th Avenue
NE 6th Avenue
NE 9th Court
NE 10th Avenue
NE 16th St
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
Driveways (O)
Driveways (C)
None
201-3808
202-4761
203-3238
204-3387
205-3435

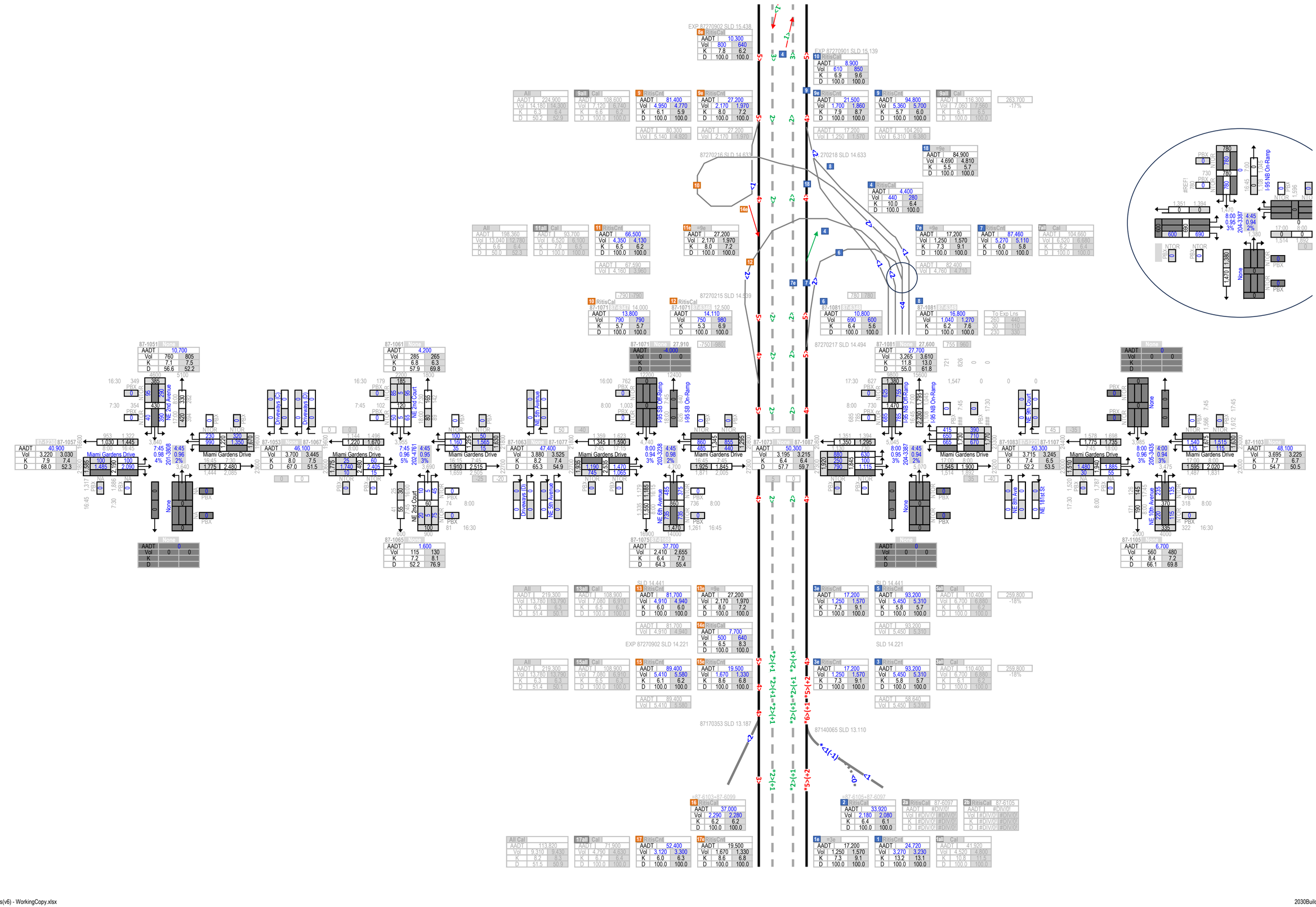

I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070006 SLD 0.588
86070009 SLD 0.508
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
Driveways (A)
Driveways (B)
NE 16th Avenue
I-95 SB Off-Ramp
I-95 NB On-Ramp
Highland Lakes Blvd
RitisCnt

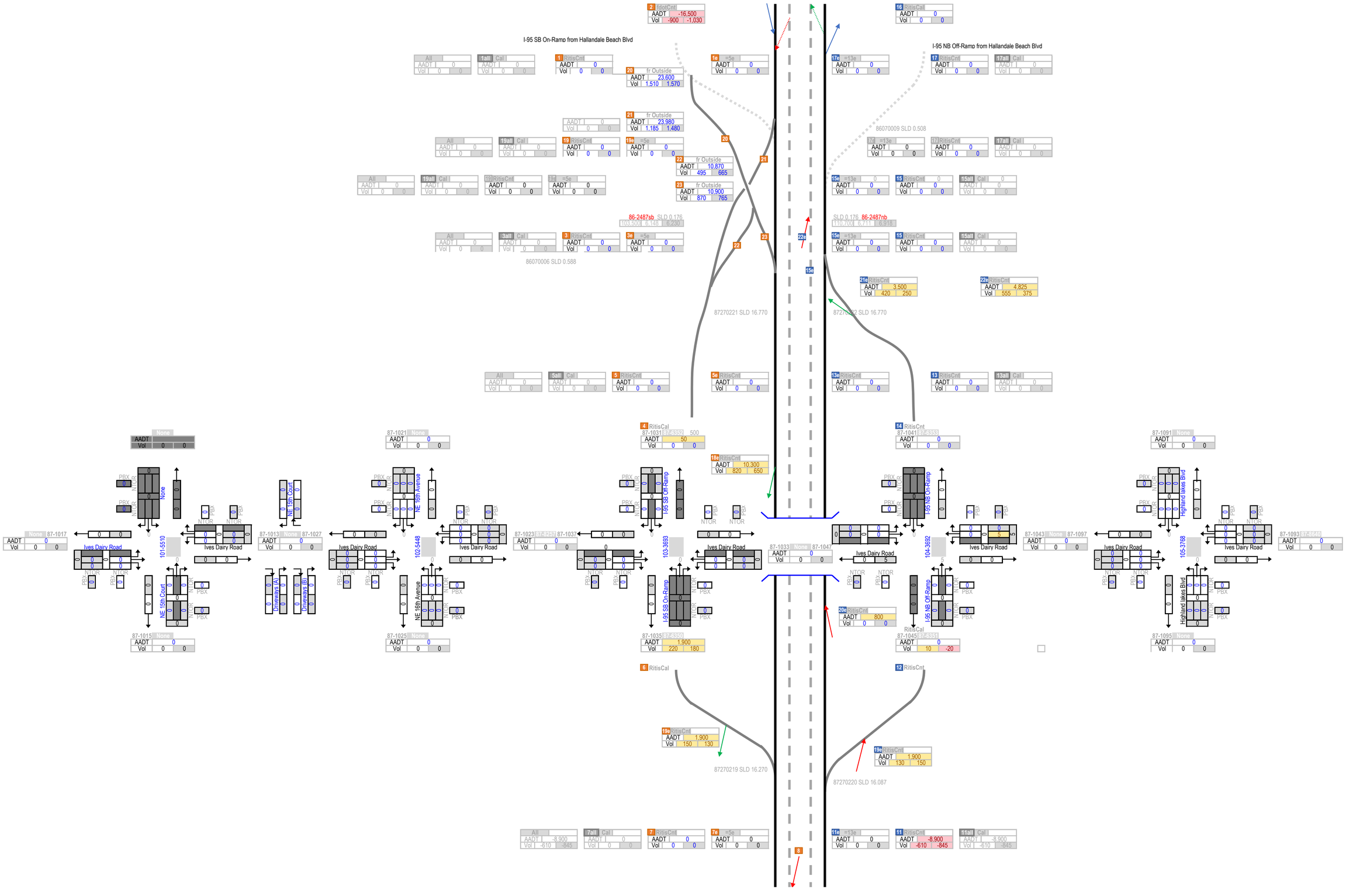

EXP 87270902 SLD 15.438
8 RitisCal AADT 10,300 Vol 800 640 K 7.8 6.2 D 100.0 100.0
EXP 87270901 SLD 15.139
10 RitisCal AADT 8,900 Vol 610 850 K 6.9 9.6 D 100.0 100.0
All AADT 224,900 Vol 14,180 14,300 K 6.3 6.4 D 50.2 52.9
9all Cal AADT 108,600 Vol 7,120 6,740 K 6.6 6.2 D 100.0 100.0
9 RitisCnt AADT 81,400 Vol 4,950 4,770 K 6.1 5.9 D 100.0 100.0
9e RitisCnt AADT 27,200 Vol 2,170 1,970 K 8.0 7.2 D 100.0 100.0
9e RitisCnt AADT 21,500 Vol 1,700 1,860 K 7.9 8.7 D 100.0 100.0
9 RitisCnt AADT 94,800 Vol 5,360 5,700 K 5.7 6.0 D 100.0 100.0
9all Cal AADT 116,300 Vol 7,060 7,560 K 6.1 6.5 D 100.0 100.0
263,700 -17%
AADT 81,400 Vol 4,920 4,750
AADT 27,200 Vol 2,170 1,970
AADT 17,200 Vol 1,250 1,570
AADT 99,175 Vol 5,780 6,040
87270216 SLD 14.633
87270218 SLD 14.633
4 RitisCal AADT 4,400 Vol 440 280 K 10.0 6.4 D 100.0 100.0
All AADT 194,360 Vol 12,290 12,070 K 6.3 6.3 D 51.3 51.7
11all Cal AADT 94,800 Vol 6,300 5,930 K 6.6 6.3 D 100.0 100.0
11 RitisCnt AADT 67,600 Vol 4,130 3,960 K 6.1 5.9 D 100.0 100.0
11e =9e AADT 27,200 Vol 2,170 1,970 K 8.0 7.2 D 100.0 100.0
7e =3e AADT 17,200 Vol 1,250 1,570 K 7.3 9.1 D 100.0 100.0
7 RitisCnt AADT 82,360 Vol 4,740 4,770 K 5.8 5.8 D 100.0 100.0
7all Cal AADT 99,560 Vol 5,990 6,340 K 6.0 6.4 D 100.0 100.0
AADT 67,600 Vol 4,160 3,980
AADT 82,360 Vol 4,740 4,690
-790 -750
87270215 SLD 14.433
760 760
10 RitisCal 87-1071 87-5347i 14,000 AADT 13,800 Vol 790 790 K 5.7 5.7 D 100.0 100.0
12 RitisCal 87-1071 87-5347i 12,500 AADT 14,100 Vol 750 960 K 5.3 6.8 D 100.0 100.0
6 87-1081 87-5347i AADT 10,840 Vol 710 620 K 6.5 5.7 D 100.0 100.0
8 87-1081 87-5347i AADT 16,815 Vol 1,040 1,270 K 6.2 7.6 D 100.0 100.0
To Exp Lns 280 440 110 220 150 220
87270217 SLD 14.494
87-1051 None AADT 10,700 Vol 755 805 K 7.1 7.5 D 57.0 52.2
87-1061 None AADT 4,200 Vol 285 265 K 6.8 6.3 D 57.9 69.8
87-1071 None AADT 27,900 Vol 27,500 0 0
87-1081 None AADT 27,655 Vol 27,700 3,265 3,610 K 11.8 13.0 D 55.0 61.8
None AADT 0 Vol 0 0
87-1057 AADT 40,900 Vol 3,215 3,025 K 7.9 7.4 D 68.0 52.2
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
NE 9th Court
87-1053 None 87-1067 AADT 46,100 Vol 3,700 3,450 K 8.0 7.5 D 67.0 51.4
87-1077 None AADT 47,400 Vol 3,880 3,525 K 8.2 7.4 D 65.3 54.9
87-1063 None AADT 50,300 Vol 3,195 3,215 K 6.4 6.4 D 57.7 59.7
87-1073 None AADT 50,300 Vol 3,715 3,245 K 7.4 6.5 D 52.2 53.5
87-1083 87-1222 87-1107
NE 6th Ave
NE 18th St
87-1065 None AADT 1,600 Vol 115 130 K 7.2 8.1 D 52.2 76.9
87-1075 87-4016i AADT 37,700 Vol 2,410 2,655 K 6.4 7.0 D 64.3 55.4
NE 6th Avenue
NE 10th Avenue
87-1105 None AADT 6,700 Vol 560 480 K 8.4 7.2 D 66.1 69.8
SLD 14.441
13all Cal AADT 219,300 Vol 13,780 13,790 K 6.3 6.3 D 51.4 50.1
13 RitisCnt AADT 81,700 Vol 4,910 4,940 K 6.0 6.0 D 100.0 100.0
13e =3e AADT 27,200 Vol 2,170 1,970 K 8.0 7.2 D 100.0 100.0
3e RitisCnt AADT 17,200 Vol 1,250 1,570 K 7.3 9.1 D 100.0 100.0
5 RitisCnt AADT 93,200 Vol 5,450 5,310 K 5.8 5.7 D 100.0 100.0
5all Cal AADT 110,400 Vol 6,700 6,880 K 6.1 6.2 D 100.0 100.0
259,800 -18%
AADT 81,700 Vol 4,910 4,940
AADT 93,200 Vol 5,450 5,310
14 RitisCal AADT 7,700 Vol 500 640 K 6.5 8.3 D 100.0 100.0
EXP 87270902 SLD 14.221
SLD 14.221
15all Cal AADT 219,300 Vol 13,780 13,790 K 6.3 6.3 D 51.4 50.1
15 RitisCnt AADT 89,400 Vol 5,410 5,580 K 6.1 6.2 D 100.0 100.0
15e RitisCnt AADT 19,500 Vol 1,670 1,330 K 8.6 6.8 D 100.0 100.0
3e RitisCnt AADT 17,200 Vol 1,250 1,570 K 7.3 9.1 D 100.0 100.0
3 RitisCnt AADT 93,200 Vol 5,450 5,310 K 5.8 5.7 D 100.0 100.0
3all Cal AADT 110,400 Vol 6,700 6,880 K 6.1 6.2 D 100.0 100.0
259,800 -18%
AADT 89,400 Vol 5,410 5,580
AADT 58,640 Vol 5,450 5,310
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCal AADT 37,000 Vol 2,290 2,280 K 6.2 6.2 D 100.0 100.0
=87-6105+87-6097
2 RitisCal AADT 33,920 Vol 2,180 2,080 K 6.4 6.1 D 100.0 100.0
22 RitisCal 87-6097 AADT #DIV/0! Vol #DIV/0! #DIV/0! K #DIV/0! #DIV/0! D #DIV/0! #DIV/0!
25 RitisCal 87-6105 AADT #DIV/0! Vol #DIV/0! #DIV/0! K #DIV/0! #DIV/0! D #DIV/0! #DIV/0!
All Cal AADT 113,820 Vol 9,310 9,430 K 8.2 8.3 D 51.5 50.9
17all Cal AADT 71,900 Vol 4,790 4,630 K 6.7 6.4 D 100.0 100.0
17 RitisCnt AADT 52,400 Vol 3,120 3,300 K 6.0 6.3 D 100.0 100.0
17e RitisCnt AADT 19,500 Vol 1,670 1,330 K 8.6 6.8 D 100.0 100.0
1e =3e AADT 17,200 Vol 1,250 1,570 K 7.3 9.1 D 100.0 100.0
1 RitisCnt AADT 24,720 Vol 3,270 3,230 K 13.2 13.1 D 100.0 100.0
1all Cal AADT 41,920 Vol 4,520 4,800 K 10.8 11.5 D 100.0 100.0


I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070009 SLD 0.508
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
86070006 SLD 0.588
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
SPUI
Ives Dairy Road
NE 16th Avenue
NE 15th Court
Highland lakes Blvd
Driveways (A)
Driveways (B)
I-95 SB Off-Ramp
I-95 SB On-Ramp
101-5510
102-5448
103-3693
105-3788

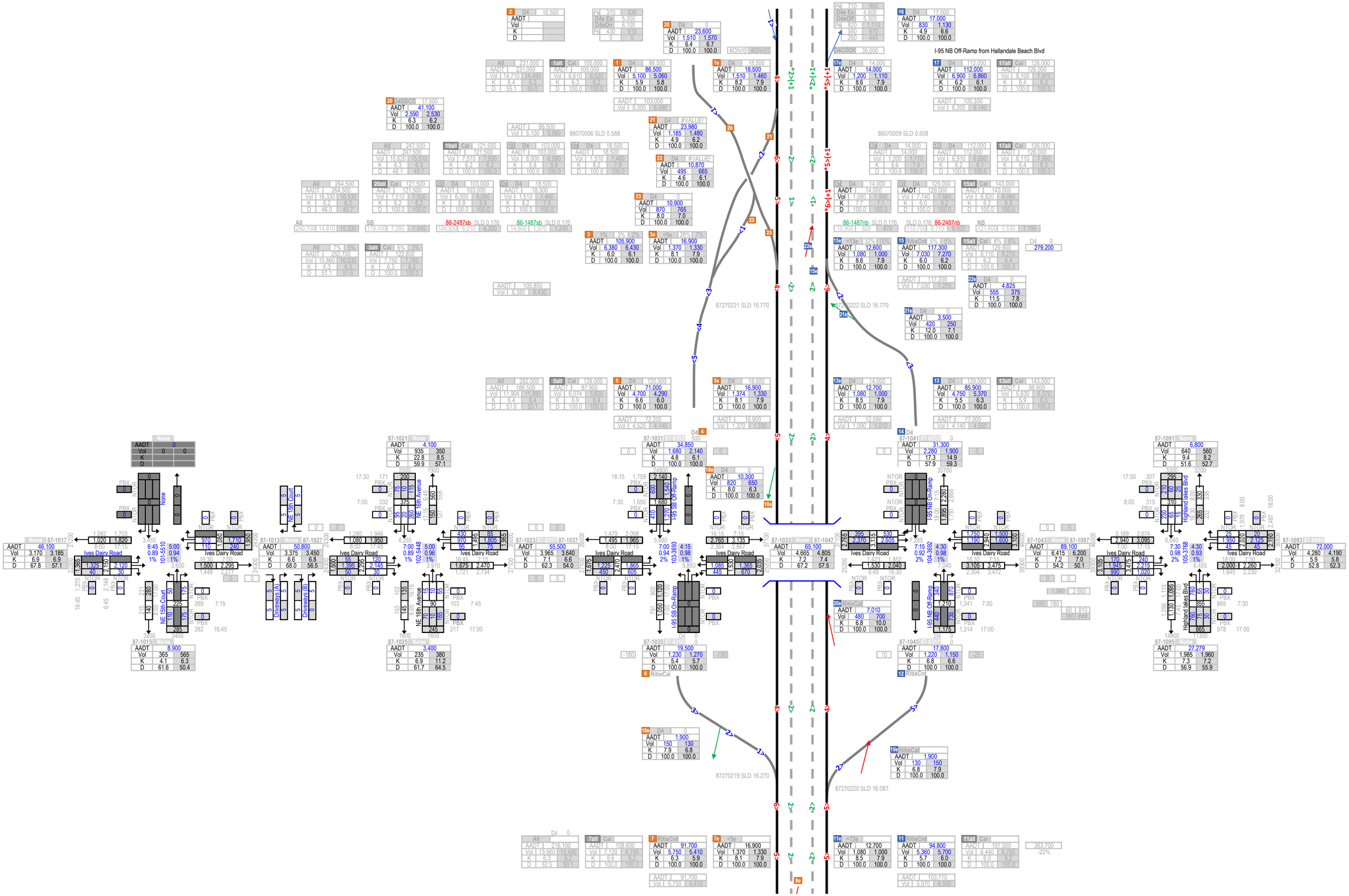

EXP 87270902 SLD 15.438
EXP 87270901 SLD 15.139
87270216 SLD 14.633
87270218 SLD 14.633
87270215 SLD 14.539
87270217 SLD 14.494
SLD 14.441
EXP 87270902 SLD 14.221
SLD 14.221
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
=87-6105+87-6097
87-1051 None
87-1061 None
87-1071 None
87-1081 None
87-1053 None
87-1063 None
87-1073 None
87-1083 None
87-1065 None
87-1075 87-0166
87-1105 None
87-1103 None
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
NE 5th Avenue
NE 6th Avenue
NE 9th Court
NE 10th Avenue
NE 16th St
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
Driveways (R)
Driveways (L)
None
201-3808
202-4761
203-3238
204-3387
205-3435


I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86070006 SLD 0.588
86070009 SLD 0.508
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
SPUI
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveways (A)
Driveways (B)
I-95 SB Off-Ramp
I-95 SB On-Ramp
Highland lakes Blvd
86-2487sb SLD 0.176
86-1487sb SLD 0.176
86-1487nb SLD 0.176
86-2487nb
SLD 0.176


EXP 87270902 SLD 15.438
8e RitisCal AADT 10,300 Vol 800 640 K 7.8 6.2 D 100.0 100.0
EXP 87270901 SLD 15.139
10 RitisCal AADT 8,900 Vol 610 850 K 6.9 9.6 D 100.0 100.0
All AADT 224,900 Vol 14,180 14,300 K 6.3 6.4 D 50.2 52.9
9all Cal AADT 108,600 Vol 7,120 6,740 K 6.6 6.2 D 100.0 100.0
9 RitisCnt AADT 81,400 Vol 4,950 4,770 K 6.1 5.9 D 100.0 100.0
9e RitisCnt AADT 27,200 Vol 2,170 1,970 K 8.0 7.2 D 100.0 100.0
9c RitisCnt AADT 21,500 Vol 1,700 1,860 K 7.9 8.7 D 100.0 100.0
9 RitisCnt AADT 94,800 Vol 5,360 5,700 K 5.7 6.0 D 100.0 100.0
9all Cal AADT 116,300 Vol 7,060 7,560 K 6.1 6.5 D 100.0 100.0
263,700 -17%
AADT 80,300 Vol 5,140 4,920
AADT 27,200 Vol 2,170 1,970
AADT 17,200 Vol 1,250 1,570
AADT 104,260 Vol 6,310 6,380
18 =3e AADT 84,900 Vol 4,690 4,810 K 5.5 5.7 D 100.0 100.0
87270216 SLD 14.633
87270218 SLD 14.633
4 RitisCal AADT 4,400 Vol 440 280 K 10.0 6.4 D 100.0 100.0
All AADT 198,360 Vol 13,040 12,780 K 6.6 6.4 D 50.0 52.3
11all Cal AADT 93,700 Vol 6,520 6,100 K 7.0 6.5 D 100.0 100.0
11 RitisCnt AADT 66,500 Vol 4,350 4,130 K 6.5 6.2 D 100.0 100.0
11e =3e AADT 27,200 Vol 2,170 1,970 K 8.0 7.2 D 100.0 100.0
AADT 67,590 Vol 4,150 3,960
7e =3e AADT 17,200 Vol 1,250 1,570 K 7.3 9.1 D 100.0 100.0
7 RitisCnt AADT 87,460 Vol 5,270 5,110 K 6.0 5.8 D 100.0 100.0
7all Cal AADT 104,660 Vol 6,520 6,880 K 6.2 6.4 D 100.0 100.0
AADT 82,400 Vol 4,760 4,710
-790 -750
10 RitisCal 87-1071 AADT 14,000 Vol 790 790 K 5.7 5.7 D 100.0 100.0
12 RitisCal 87-1071 AADT 12,500 Vol 750 980 K 6.4 5.6 D 100.0 100.0
87270215 SLD 14.539
6 87-1081 AADT 10,800 Vol 690 600 K 6.4 5.6 D 100.0 100.0
8 87-1081 AADT 16,800 Vol 1,040 1,270 K 7.6 7.6 D 100.0 100.0
To Exp Lns 260 440 20 110 230 330
-780 -780
87-1051 None AADT 10,700 Vol 760 805 K 7.1 7.5 D 56.6 52.2
87-1061 None AADT 4,200 Vol 285 265 K 6.8 6.3 D 57.9 69.8
87-1071 None 27,910 AADT 4,000 Vol 0 0 K D
87270217 SLD 14.494
87-1081 None 27,600 AADT 27,700 Vol 3,265 3,610 K 11.8 13.0 D 55.0 61.8
-755 -960
None AADT 0 Vol 0 0 K D
87-1053 None AADT 46,100 Vol 3,700 3,445 K 8.0 7.5 D 67.0 51.5
87-1057 AADT 40,900 Vol 3,220 3,030 K 7.9 7.4 D 68.0 52.3
87-1063 None AADT 47,400 Vol 3,880 3,525 K 8.2 7.4 D 65.3 54.9
87-1067 AADT 46,100 Vol 3,700 3,445 K 8.0 7.5 D 67.0 51.5
87-1073 None AADT 50,300 Vol 3,195 3,215 K 6.4 6.4 D 57.7 59.7
87-1077 AADT 50,300 Vol 3,715 3,245 K 7.4 6.5 D 52.2 53.5
87-1083 AADT 50,300 Vol 3,715 3,245 K 7.4 6.5 D 52.2 53.5
87-1087 AADT 48,100 Vol 3,695 3,225 K 7.7 6.7 D 54.7 50.5
87-1103 None AADT 48,100 Vol 3,695 3,225 K 7.7 6.7 D 54.7 50.5
87-1065 None AADT 1,600 Vol 115 130 K 7.2 8.1 D 52.2 76.9
87-1075 AADT 37,700 Vol 2,410 2,655 K 6.4 7.0 D 64.3 55.4
87-1105 None AADT 6,700 Vol 560 480 K 8.4 7.2 D 66.1 69.8
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
NE 6th Avenue
NE 9th Court
NE 10th Avenue
NE 18th St
I-95 SB On-Ramp
I-95 NB On-Ramp
Driveways (C)
Driveways (D)
NE 5th Avenue
Driveways (E)
Driveways (G)
SLD 14.441
13all Cal AADT 219,300 Vol 13,780 13,790 K 6.3 6.3 D 51.4 50.1
13 RitisCnt AADT 81,700 Vol 4,910 4,940 K 6.0 6.0 D 100.0 100.0
13e =3e AADT 27,200 Vol 2,170 1,970 K 8.0 7.2 D 100.0 100.0
AADT 81,700 Vol 4,910 4,940
14e RitisCal AADT 7,700 Vol 500 640 K 6.5 8.3 D 100.0 100.0
EXP 87270902 SLD 14.221
3e RitisCnt AADT 17,200 Vol 1,250 1,570 K 7.3 9.1 D 100.0 100.0
5 RitisCnt AADT 93,200 Vol 5,450 5,310 K 5.8 5.7 D 100.0 100.0
5all Cal AADT 110,400 Vol 6,700 6,880 K 6.1 6.2 D 100.0 100.0
259,800 -18%
AADT 93,200 Vol 5,450 5,310
SLD 14.221
15all Cal AADT 219,300 Vol 13,780 13,790 K 6.3 6.3 D 51.4 50.1
15 RitisCnt AADT 89,400 Vol 5,410 5,580 K 6.1 6.2 D 100.0 100.0
15e RitisCnt AADT 19,500 Vol 1,670 1,330 K 8.6 6.8 D 100.0 100.0
AADT 89,400 Vol 5,410 5,580
3e RitisCnt AADT 17,200 Vol 1,250 1,570 K 7.3 9.1 D 100.0 100.0
3 RitisCnt AADT 93,200 Vol 5,450 5,310 K 5.8 5.7 D 100.0 100.0
3all Cal AADT 110,400 Vol 6,700 6,880 K 6.1 6.2 D 100.0 100.0
259,800 -18%
AADT 58,640 Vol 5,450 5,310
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCal AADT 37,000 Vol 2,290 2,280 K 6.2 6.2 D 100.0 100.0
=87-6105+87-6097
2 RitisCal AADT 33,920 Vol 2,180 2,080 K 6.4 6.1 D 100.0 100.0
22 RitisCal 87-6097 AADT #DIV/0! Vol #DIV/0! #DIV/0! K #DIV/0! #DIV/0! D #DIV/0! #DIV/0!
25 RitisCal 87-6105 AADT #DIV/0! Vol #DIV/0! #DIV/0! K #DIV/0! #DIV/0! D #DIV/0! #DIV/0!
All Cal AADT 113,820 Vol 9,310 9,430 K 8.2 8.3 D 51.5 50.9
17all Cal AADT 71,900 Vol 4,790 4,630 K 6.7 6.4 D 100.0 100.0
17 RitisCnt AADT 52,400 Vol 3,120 3,300 K 6.0 6.3 D 100.0 100.0
17e RitisCnt AADT 19,500 Vol 1,670 1,330 K 8.6 6.8 D 100.0 100.0
1e =3e AADT 17,200 Vol 1,250 1,570 K 7.3 9.1 D 100.0 100.0
1 RitisCnt AADT 24,720 Vol 3,270 3,230 K 13.2 13.1 D 100.0 100.0
1all Cal AADT 41,920 Vol 4,520 4,800 K 10.8 11.5 D 100.0 100.0


I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
86070006 SLD 0.588
86070009 SLD 0.508
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveways (A)
Driveways (B)
I-95 SB Off-Ramp
I-95 NB On-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
Highland lakes Blvd
2 fdotCnt AADT -16,500 Vol -900 -1,030
16 RitisCal AADT 0 Vol 0 0
20 fr Outside AADT 23,600 Vol 1,510 1,570
21 fr Outside AADT 23,980 Vol 1,185 1,480
22 fr Outside AADT 10,870 Vol 495 665
23 fr Outside AADT 10,900 Vol 870 765
1 RitisCnt AADT 0 Vol 0 0
3 RitisCnt AADT 0 Vol 0 0
5 RitisCnt AADT 0 Vol 0 0
4 RitisCal 87-1031 AADT 50 Vol 0 0
18e RitisCnt AADT 10,300 Vol 820 650
14 RitisCnt 87-1041 AADT 0 Vol 0 0
6 RitisCal
12 RitisCnt
19e RitisCnt AADT 1,900 Vol 150 130
18e RitisCnt AADT 1,900 Vol 130 150
20e RitisCnt AADT 800 Vol 0 0
21e RitisCnt AADT 3,500 Vol 420 250
22e RitisCnt AADT 4,825 Vol 555 375
7 RitisCnt AADT 0 Vol 0 0
11 RitisCnt AADT -8,900 Vol -610 -845
87-1035 87-8350 AADT 1,900 Vol 220 180
87-1045 87-8351 AADT 0 Vol 10 -20
87-1015 None AADT 0 Vol 0 0
87-1025 None AADT 0 Vol 0 0
87-1091 None AADT 0 Vol 0 0
87-1095 None AADT 0 Vol 0 0
87-1017 None AADT 0 Vol 0 0
87-1027 None AADT 0 Vol 0 0
87-1037 87-8357 AADT 0 Vol 0 0
87-1047 None AADT 0 Vol 0 0
87-1097 None AADT 0 Vol 0 0
87-1093 87-8340 AADT 0 Vol 0 0
101-5510
102-5448
103-3693
104-3652
105-3768

EXP 87270902 SLD 15.438
3 RitisCal AADT 0 Vol 0 0
EXP 87270901 SLD 15.139
10 RitisCal AADT 10 Vol 0 0
All AADT 0 Vol 0 0
9all Cal AADT 0 Vol 0 0
9 RitisCnt AADT 0 Vol 0 0
9e RitisCnt AADT 0 Vol 0 0
9e RitisCnt AADT 0 Vol 0 0
9 RitisCnt AADT 0 Vol 0 0
9all Cal AADT 0 Vol 0 0
87270216 SLD 14.633
87270218 SLD 14.633
4 RitisCal AADT 0 Vol 0 0
22 =9e AADT 84,900 Vol 4,690 4,810
All AADT 90,000 Vol 5,220 5,150
11all Cal AADT 0 Vol 0 0
11 RitisCnt AADT 0 Vol 0 0
11e =9e AADT 0 Vol 0 0
7 RitisCnt AADT 5,100 Vol 530 340
7all Cal AADT 90,000 Vol 5,220 5,150
87270215 SLD 14.539
10 RitisCal 87-1071 AADT 0 Vol -10 -10
12 RitisCal 87-1071 AADT 0 Vol 0 -20
6 RitisCnt 87-1081 AADT 0 Vol -20 -20
8 RitisCal 87-1081 AADT 0 Vol 0 0
87270217 SLD 14.494
87-1051 None AADT 0 Vol 0 0
87-1061 None AADT 0 Vol 0 0
87-1071 None AADT -31,900 Vol 0 0
87-1081 None AADT 0 Vol 1,535 1,740
None AADT Vol 0 0
I-95 NB Off-Ramp
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB On-Ramp
NE 2nd Avenue
NE 2nd Court
NE 5th Avenue
NE 6th Avenue
NE 9th Court
NE 10th Avenue
NE 16th St
Miami Gardens Drive
Driveways (O)
201-3808
202-4761
203-3238
204-3387
205-3435
87-1057 AADT 0 Vol 0 0
87-1053 None AADT 0 Vol 0 0
87-1067 AADT 0 Vol 0 0
87-1063 None AADT 0 Vol 290 285
87-1077 AADT 0 Vol 0 0
87-1073 None AADT 0 Vol -190 -175
87-1087 AADT 0 Vol 0 0
87-1083 AADT 0 Vol 0 0
87-1107 AADT 0 Vol 0 0
87-1103 None AADT 0 Vol 0 0
87-1065 None AADT 0 Vol 0 0
87-1075 AADT 0 Vol 380 500
87-1105 None AADT 0 Vol 0 0
SLD 14.441
SLD 14.221
EXP 87270902 SLD 14.221
4 RitisCal AADT -50 Vol 0 0
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
=87-6103+87-6097
16 RitisCal AADT 0 Vol 0 0
2 RitisCal AADT 0 Vol 0 0
All Cal AADT 24,720 Vol 0 0
17all Cal AADT 0 Vol 0 0
17 RitisCnt AADT 0 Vol 0 0
17e =15e AADT 0 Vol 0 0
1e =3e AADT 0 Vol 0 0
1 RitisCnt AADT 24,720 Vol 0 0
1all Cal AADT 24,720 Vol 0 0


I-95 NB Off-Ramp from Hallandale Beach Blvd
86070006 SLD 0.588
86070009 SLD 0.508
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
NE 16th Terrace
Driveways (A)
Driveways (B)
I-95 NB Off-Ramp
I-95 SB Off-Ramp
I-95 SB On-Ramp
Highland lakes Blvd
86-1487nb SLD 0.176
86-2487nb
86-1487sb SLD 0.176
86-2487sb SLD 0.176

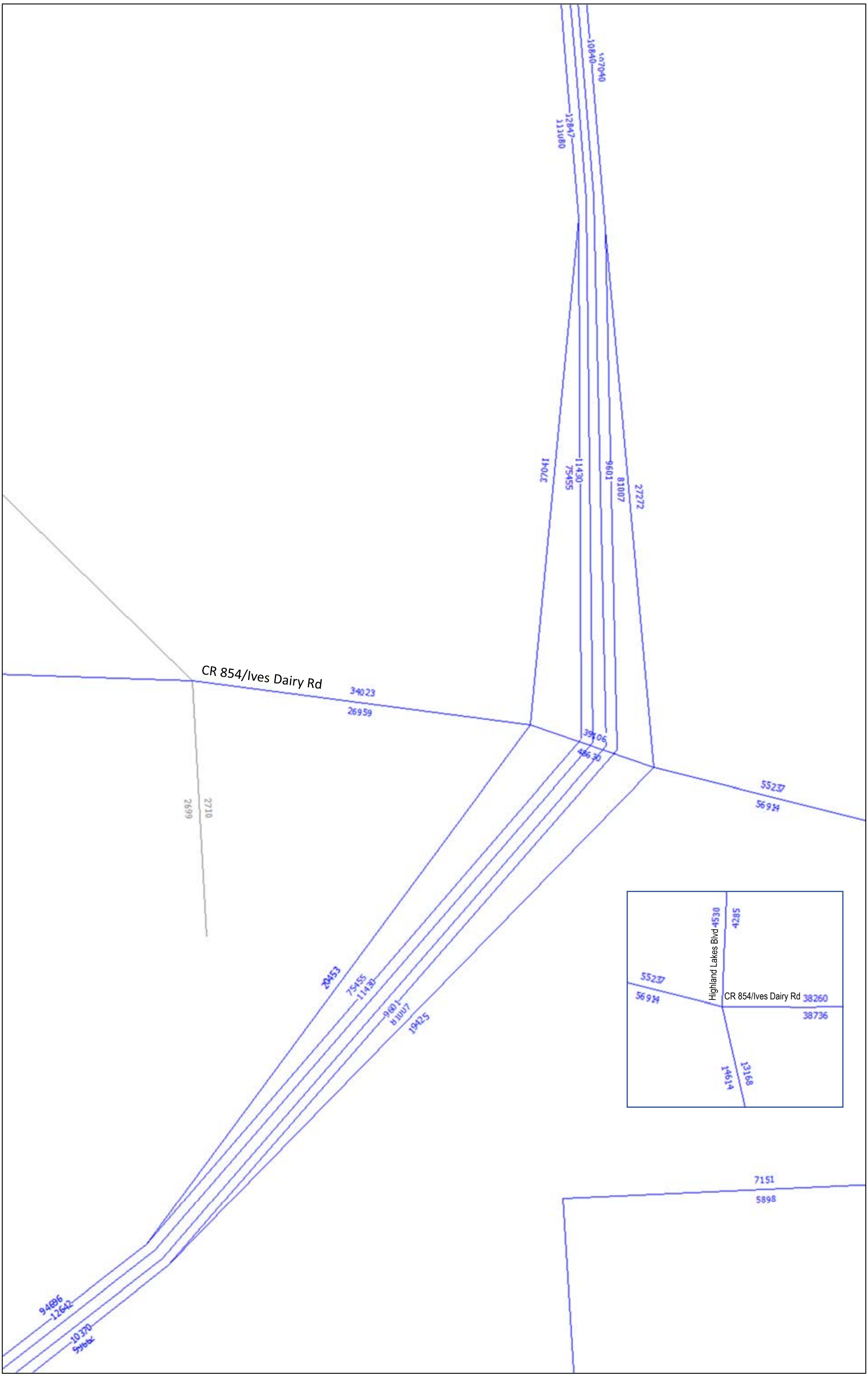
EXP 87270902 SLD 15,438
8e RitisCal
AADT 10,300
Vol 800 640
K 7.8 6.2
D 100.0 100.0
EXP 87270901 SLD 15,139
10 RitisCal
AADT 8,910
Vol 610 850
K 6.8 9.5
D 100.0 100.0
All
AADT 224,900
Vol 14,180 14,300
K 6.3 6.4
D 50.2 52.9
9all Cal
AADT 108,600
Vol 7,120 6,740
K 6.6 6.2
D 100.0 100.0
9 RitisCnt
AADT 81,400
Vol 4,950 4,770
K 6.1 5.9
D 100.0 100.0
9e RitisCnt
AADT 27,200
Vol 2,170 1,970
K 8.0 7.2
D 100.0 100.0
9c RitisCnt
AADT 21,500
Vol 1,700 1,860
K 7.9 8.7
D 100.0 100.0
9 RitisCnt
AADT 94,800
Vol 5,360 5,700
K 5.7 6.0
D 100.0 100.0
9all Cal
AADT 116,300
Vol 7,060 7,560
K 6.1 6.5
D 100.0 100.0
263,700
-17%
AADT 81,400
Vol 4,910 4,740
AADT 27,200
Vol 2,170 1,970
AADT 17,200
Vol 1,250 1,570
AADT 104,275
Vol 6,310 6,380
87270216 SLD 14,633
87270218 SLD 14.633
18 =9e
AADT 84,900
Vol 4,690 4,810
K 5.5 5.7
D 100.0 100.0
4 RitisCal
AADT 4,350
Vol 440 280
K 10.1 6.4
D 100.0 100.0
All
AADT 199,460
Vol 12,820 12,610
K 6.4 6.3
D 50.9 53.0
11all Cal
AADT 94,800
Vol 5,300 5,930
K 6.6 6.3
D 100.0 100.0
11 RitisCnt
AADT 67,600
Vol 4,130 3,960
K 6.1 5.9
D 100.0 100.0
11e =9e
AADT 27,200
Vol 2,170 1,970
K 8.0 7.2
D 100.0 100.0
AADT 67,590
Vol 4,150 3,980
7e =9e
AADT 17,200
Vol 1,250 1,570
K 7.3 9.1
D 100.0 100.0
7 RitisCnt
AADT 87,460
Vol 5,270 5,110
K 6.0 5.8
D 100.0 100.0
7all Cal
AADT 104,660
Vol 6,520 6,880
K 6.2 6.4
D 100.0 100.0
AADT 82,360
Vol 4,760 4,710
-780 -780
10 RitisCal
87-1071 87-5347 14,000
AADT 13,800
Vol 780 780
K 5.7 5.7
D 100.0 100.0
12 RitisCal
87-1071 87-5347 12,500
AADT 14,110
Vol 750 960
K 5.3 6.8
D 100.0 100.0
87270215 SLD 14,539
6 87-1081 87-5343
AADT 10,840
Vol 690 600
K 6.4 5.5
D 100.0 100.0
8 87-1081 87-5343
AADT 16,815
Vol 1,040 1,270
K 6.2 7.6
D 100.0 100.0
To Exp Lns
260 440
20 170
230 270
-780 -780
87270217 SLD 14.494
87-1081 None 27,655
AADT 27,700
Vol 3,265 3,610
K 11.8 13.0
D 55.0 61.8
-755 -960
87-1051 None
AADT 10,700
Vol 760 805
K 7.1 7.5
D 56.6 52.2
87-1061 None
AADT 4,200
Vol 285 265
K 6.8 6.3
D 57.9 69.8
87-1071 None 27,910
AADT 4,000
Vol 0 0
K
D
-750 -960
None
AADT 0
Vol 0 0
K
D
87-1057 87-1253
AADT 40,900
Vol 3,220 3,030
K 7.9 7.4
D 68.0 52.3
Miami Gardens Drive
87-1053 None
AADT 3,700 3,445
K 8.0 7.5
D 67.0 51.5
87-1067 87-1253
AADT 46,100
Vol 3,880 3,525
K 8.2 7.4
D 65.3 54.9
87-1077 87-1253
AADT 50,300
Vol 3,195 3,215
K 6.4 6.4
D 57.7 59.7
87-1073 None
87-1087 87-1253
AADT 50,300
Vol 3,715 3,245
K 7.4 6.5
D 52.2 53.5
87-1083 87-1253
87-1107 87-1253
AADT 50,300
Vol 3,715 3,245
K 7.4 6.5
D 52.2 53.5
87-1103 None
AADT 48,100
Vol 3,695 3,225
K 7.7 6.7
D 54.7 50.5
NE 2nd Avenue
Driveways (C)
Driveways (D)
NE 2nd Court
NE 5th Avenue
I-95 SB On-Ramp
I-95 NB On-Ramp
NE 9th Court
NE 6th Ave
NE 1st St
NE 10th Avenue
I-95 SB Off-Ramp
I-95 NB Off-Ramp
87-1065 None
AADT 1,600
Vol 115 130
K 7.2 8.1
D 52.2 76.9
87-1075 87-5401
AADT 37,700
Vol 2,410 2,655
K 6.4 7.0
D 64.3 55.4
87-1105 None
AADT 6,700
Vol 560 480
K 8.4 7.2
D 66.1 69.8
SLD 14.441
13all Cal
AADT 219,300
Vol 13,780 13,790
K 6.3 6.3
D 51.4 50.1
13 RitisCnt
AADT 81,700
Vol 4,910 4,940
K 6.0 6.0
D 100.0 100.0
13e =3e
AADT 27,200
Vol 2,170 1,970
K 8.0 7.2
D 100.0 100.0
AADT 81,700
Vol 4,910 4,940
14e RitisCal
AADT 7,700
Vol 500 640
K 6.5 8.3
D 100.0 100.0
EXP 87270902 SLD 14.221
3e RitisCnt
AADT 17,200
Vol 1,250 1,570
K 7.3 9.1
D 100.0 100.0
5 RitisCnt
AADT 93,200
Vol 5,450 5,310
K 5.8 5.7
D 100.0 100.0
5all Cal
AADT 110,400
Vol 6,700 6,880
K 6.1 6.2
D 100.0 100.0
259,800
-18%
AADT 93,200
Vol 5,450 5,310
SLD 14.221
15all Cal
AADT 219,300
Vol 13,780 13,790
K 6.3 6.3
D 51.4 50.1
15 RitisCnt
AADT 89,400
Vol 5,410 5,580
K 6.1 6.2
D 100.0 100.0
15e RitisCnt
AADT 19,500
Vol 1,670 1,330
K 8.6 6.8
D 100.0 100.0
AADT 89,400
Vol 5,410 5,580
3e RitisCnt
AADT 17,200
Vol 1,250 1,570
K 7.3 9.1
D 100.0 100.0
3 RitisCnt
AADT 93,200
Vol 5,450 5,310
K 5.8 5.7
D 100.0 100.0
3all Cal
AADT 110,400
Vol 6,700 6,880
K 6.1 6.2
D 100.0 100.0
259,800
-18%
AADT 58,640
Vol 5,450 5,310
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCal
AADT 37,000
Vol 2,290 2,280
K 6.2 6.2
D 100.0 100.0
=87-6105+87-6097
2 RitisCal
AADT 33,920
Vol 2,180 2,080
K 6.4 6.1
D 100.0 100.0
22 RitisCal 87-6097
AADT #DIV/0!
Vol #DIV/0! #DIV/0!
K #DIV/0! #DIV/0!
D #DIV/0! #DIV/0!
25 RitisCal 87-6105
AADT #DIV/0!
Vol #DIV/0! #DIV/0!
K #DIV/0! #DIV/0!
D #DIV/0! #DIV/0!
All Cal
AADT 113,820
Vol 9,310 9,430
K 8.2 8.3
D 51.5 50.9
17all Cal
AADT 71,900
Vol 4,790 4,630
K 6.7 6.4
D 100.0 100.0
17 RitisCnt
AADT 52,400
Vol 3,120 3,300
K 6.0 6.3
D 100.0 100.0
17e RitisCnt
AADT 19,500
Vol 1,670 1,330
K 8.6 6.8
D 100.0 100.0
1e =3e
AADT 17,200
Vol 1,250 1,570
K 7.3 9.1
D 100.0 100.0
1 RitisCnt
AADT 24,720
Vol 3,270 3,230
K 13.2 13.1
D 100.0 100.0
1all Cal
AADT 41,920
Vol 4,520 4,800
K 10.8 11.5
D 100.0 100.0
*2<+1 *2<+1 *2<+1 *

Attachment C1

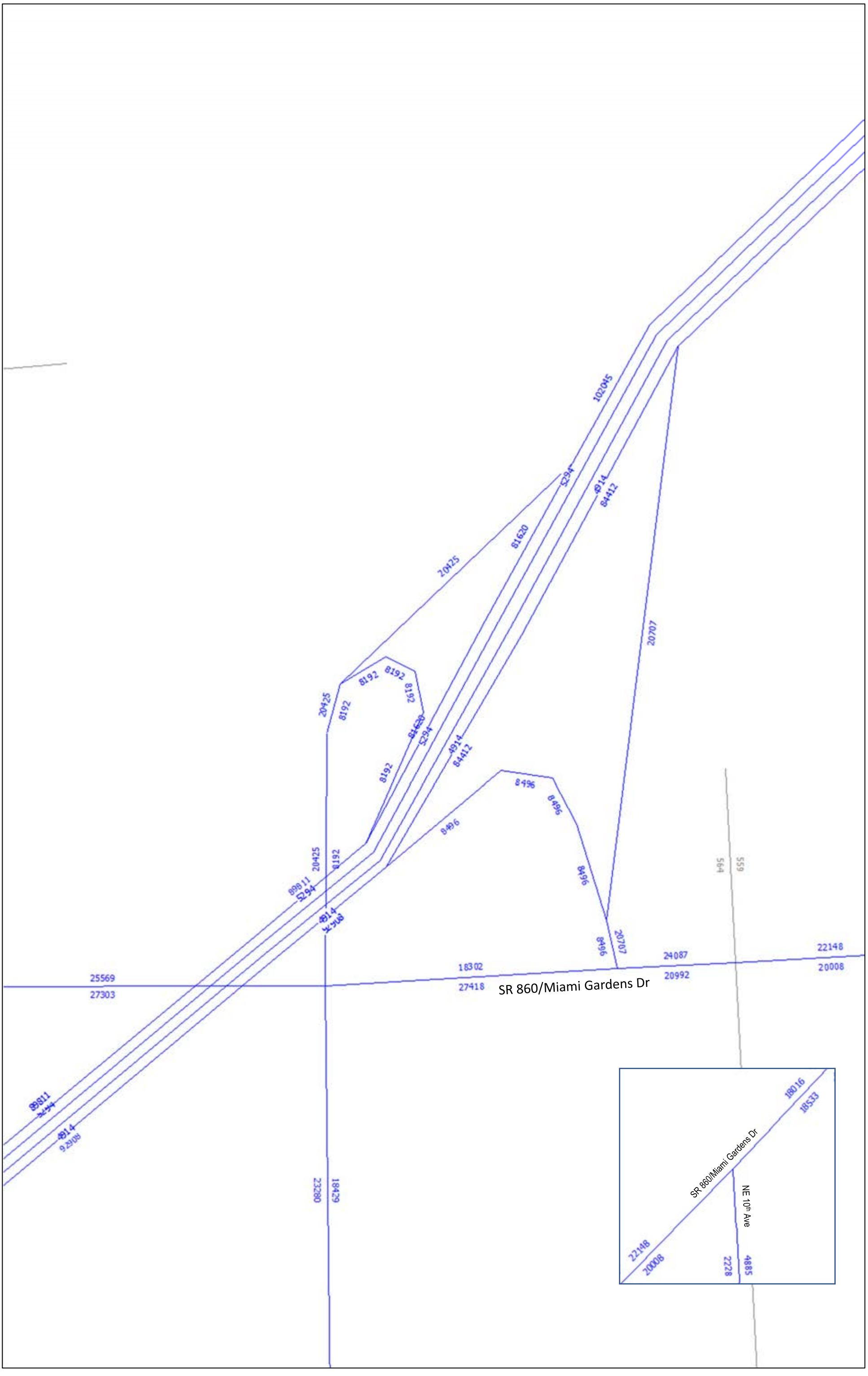
SERPM 2015 Model Volumes

ATTACHMENT C1

SERPM 2015 Model



SERPM 2015 Model

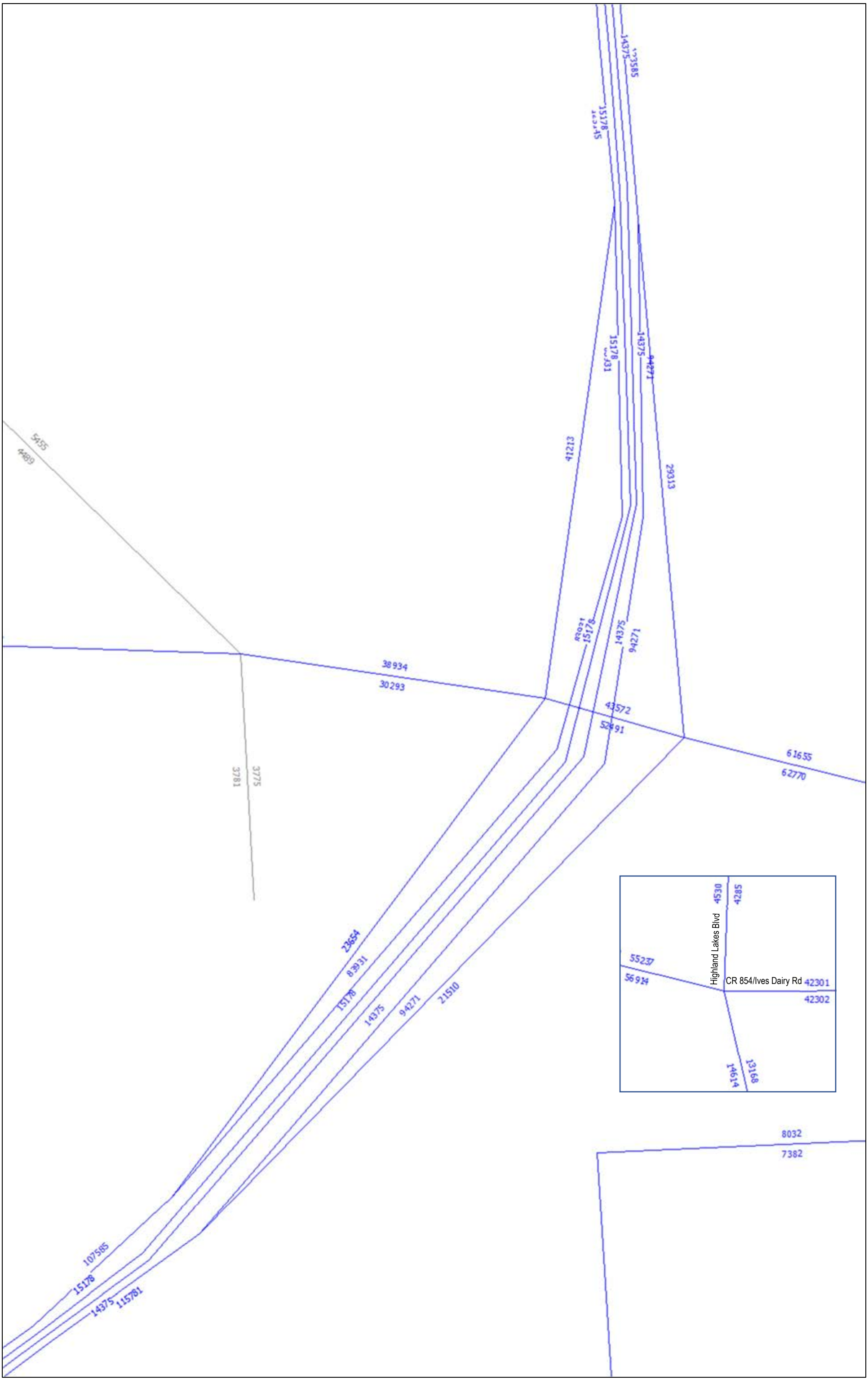


Attachment C2

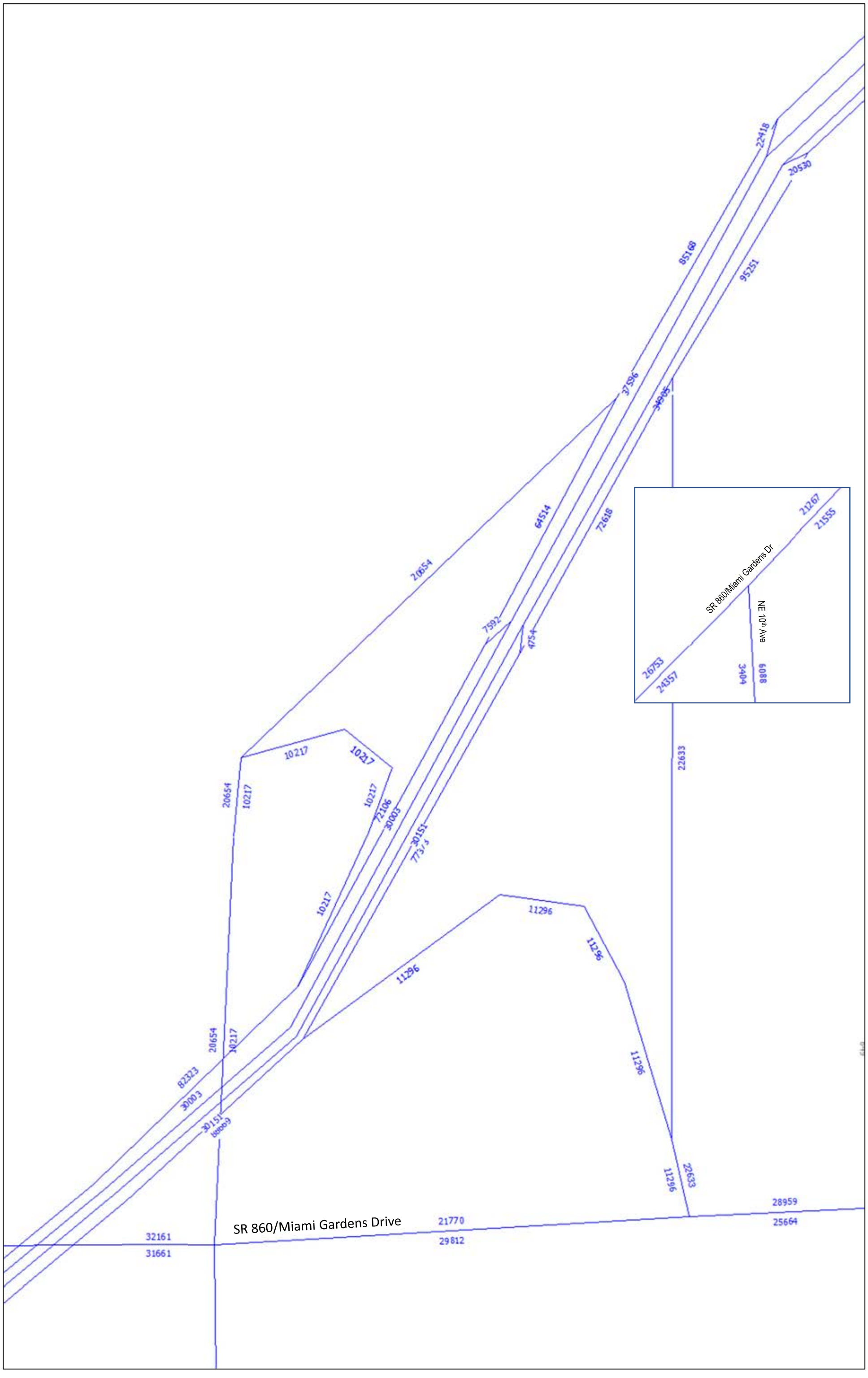
SERPM 2045 Model Volumes

ATTACHMENT C2

SERPM 2045 Model



SERPM 2045 Model



Attachment C3

SERPM 2015 and 2045
Population and Employment Data Summary

ATTACHMENT

C3

Interchange	2 Mile Buffer along Roadway						2 Mile Buffer (W of I-95)						2 Mile Buffer (E of I-95)					
	2015		2045		Compound Growth Rate		2015		2045		Compound Growth Rate		2015		2045		Compound Growth Rate	
	Pop	EMP	Pop	EMP	Pop	EMP	Pop	EMP	Pop	EMP	Pop	EMP	Pop	EMP	Pop	EMP	Pop	EMP
I-95 at Ives Dairy Road	58,722	27,727	76,916	37,399	**0.9%**	**1.0%**	27,437	5,757	37,092	8,506	**1.0%**	**1.3%**	31,285	21,970	39,824	28,893	**0.8%**	**0.9%**
I-95 at Miami Gardens Dr	68,557	32,292	83,472	40,473	**0.7%**	**0.8%**	20,378	9,859	25,868	13,666	**0.8%**	**1.1%**	48,179	22,433	57,604	26,807	**0.6%**	**0.6%**

MAZ	POP_15	EMP_15	POP_45	EMP_45
243	306	259	434	406
244	748	13	781	13
245	452	0	466	0
246	567	223	882	471
247	452	474	675	874
248	575	6	626	11
249	221	46	250	50
250	0	5	0	5
251	1217	27	1286	32
252	931	21	975	22
253	873	11	952	11
254	2223	34	2285	52
255	467	24	548	24
256	860	15	958	15
257	946	31	1601	55
258	692	535	1875	885
259	484	40	631	48
260	457	76	3220	213
261	604	12	640	12
262	660	16	1647	16
263	1617	65	1723	69
264	846	363	1015	446
265	193	0	194	0
266	862	35	876	47
267	669	35	690	61
268	471	14	485	14
269	446	8	474	8
270	371	4	408	4
271	411	5	454	5
272	171	410	355	446
273	560	12	609	12
274	624	7	648	7
276	202	1098	568	1474
428	1627	452	1846	605
429	1273	56	1388	59
430	1704	218	2047	333
484	713	962	1541	1516
485	0	0	0	0
486	0	0	0	0
487	942	145	1039	185
Total	27,437	5,757	37,092	8,506
Growth Rate	1.0%	1.3%		

MAZ	POP_15	EMP_15	POP_45	EMP_45
278	248	18	316	19
279	389	63	435	133
280	634	31	647	31
281	329	12	441	12
283	383	40	415	41
285	815	56	867	83
286	329	10	372	10
288	509	59	548	82
289	287	12	301	12
290	436	27	485	28
291	376	40	476	40
292	448	248	510	405
293	338	706	452	606
294	117	310	241	118
295	182	3509	688	4215
296	129	456	332	834
297	0	0	692	249
298	0	1367	222	1249
299	44	1061	573	1816
300	0	1747	174	1553
301	375	14	411	14
302	460	18	495	19
303	565	26	587	26
304	74	0	77	0
305	738	76	785	81
306	825	41	920	47
307	795	92	849	99
308	561	329	605	373
309	1005	20	1126	21
310	256	21	259	21
311	781	107	846	111
312	509	26	549	30
313	175	1	179	1
314	476	9	514	9
315	705	49	865	52
316	859	208	1210	220
317	540	4	737	4
318	550	1	555	1
319	668	104	778	134
320	542	118	596	142
321	467	64	543	68
322	1599	48	2923	210
323	742	78	776	83
324	551	64	589	67
326	729	41	772	42
330	700	12	699	12
331	1009	1002	2117	1245
332	790	1072	849	31
333	1103	1	1226	1
334	560	15	591	16
335	209	31	225	33
336	1165	338	1049	382
337	783	34	828	34
338	578	561	789	1374
339	0	1426	67	2073
340	0	4291	12	5826
341	0	50	112	524
343	776	1539	806	2369
344	0	5	198	486
345	0	0	0	0
347	197	83	259	139
349	265	27	452	760
352	344	15	378	15
353	283	14	280	22
354	415	80	451	82
426	568	43	703	58
287	0	0	0	0
Total	31,285	21,970	39,824	28,893
Growth Rate	0.8%	0.9%		

MAZ	POP_15	EMP_15	POP_45	EMP_45
277	362	24	412	25
280	634	31	647	31
281	329	12	441	12
282	303	8	391	8
283	383	40	415	41
284	438	202	514	255
325	649	787	753	610
326	729	41	772	42
327	138	74	229	115
328	392	13	439	13
329	1027	23	1376	23
331	1009	1002	2117	1245
332	790	1072	849	31
340	0	4291	12	5826
342	855	1895	966	1790
343	776	1539	806	2369
344	0	5	198	486
346	0	530	25	912
348	267	465	393	692
350	629	545	1237	872
351	360	519	308	183
354	415	80	451	82
355	720	23	740	23
356	41	0	85	17
357	835	118	1030	197
360	362	7	438	7
361	644	5	820	15
362	328	107	457	111
363	425	433	460	702
364	649	314	1037	540
365	907	4	1094	100
366	0	192	119	325
367	0	59	156	148
368	1001	0	1166	49
369	0	0	0	0
370	699	49	704	52
371	594	1061	719	1217
372	1129	1038	1327	180
373	754	83	601	89
374	1341	382	1643	464
375	715	82	1403	97
376	310	1283	200	1366
377	956	647	1290	921
378	1537	103	1561	105
379	1741	147	1482	166
400	262	23	327	24
408	509	6	576	6
409	540	57	709	59
410	532	4	604	4
411	566	224	732	274
412	431	1168	897	1712
413	552	59	626	62
414	186	0	208	0
415	481	6	568	9
416	273	16	286	19
417	1005	458	1410	629
418	253	5	279	9
419	269	9	315	9
420	1084	29	1198	30
421	1565	24	1688	25
422	1018	4	1059	4
423	510	7	570	7
424	1229	52	1281	66
425	984	32	1046	39
426	568	43	703	58
427	1409	20	1490	28
433	327	228	331	296
435	674	14	714	14
436	561	32	572	38
437	600	4	603	4
438	584	29	676	30
439	542	10	587	19
440	344	22	353	22
443	331	117	366	171
444	618	41	706	41
450	495	2	527	2
452	418	13	522	20
453	355	20	453	21
454	440	15	511	17
457	375	2	456	2
458	423	15	483	15
461	338	12	382	13
442	355	44	425	46
449	0	232	82	409
Total	48,179	22,433	57,604	26,807
Growth Rate	0.6%	0.6%		

MAZ	POP_15	EMP_15	POP_45	EMP_45
431	1180	1002	2181	1346
432	0	551	0	721
463	0	2223	0	2529
464	1	916	1	1282
465	326	3	345	3
466	1511	505	2745	944
467	1810	46	1914	55
468	34	193	65	366
469	523	13	589	21
470	694	276	730	376
471	630	362	935	469
472	253	9	254	16
473	569	7	632	7
474	664	2	714	2
475	327	208	431	311
476	384	106	458	134
477	533	2	570	2
478	434	193	569	242
479	415	436	419	683
480	332	217	507	294
481	215	945	463	1641
482	446	187	552	231
483	1349	170	1779	228
487	942	145	1039	185
493	563	17	610	17
496	429	259	634	307
498	252	314	448	463
500	318	40	311	50
501	614	62	676	72
503	564	172	742	212
506	624	25	626	36
510	585	28	700	33
513	413	150	594	257
514	443	35	490	68
515	493	8	476	21
516	503	15	568	25
517	448	0	487	0
518	557	17	614	17
Total	20,378	9,859	25,868	13,666
Growth Rate	0.8%	1.1%		

Attachment C4

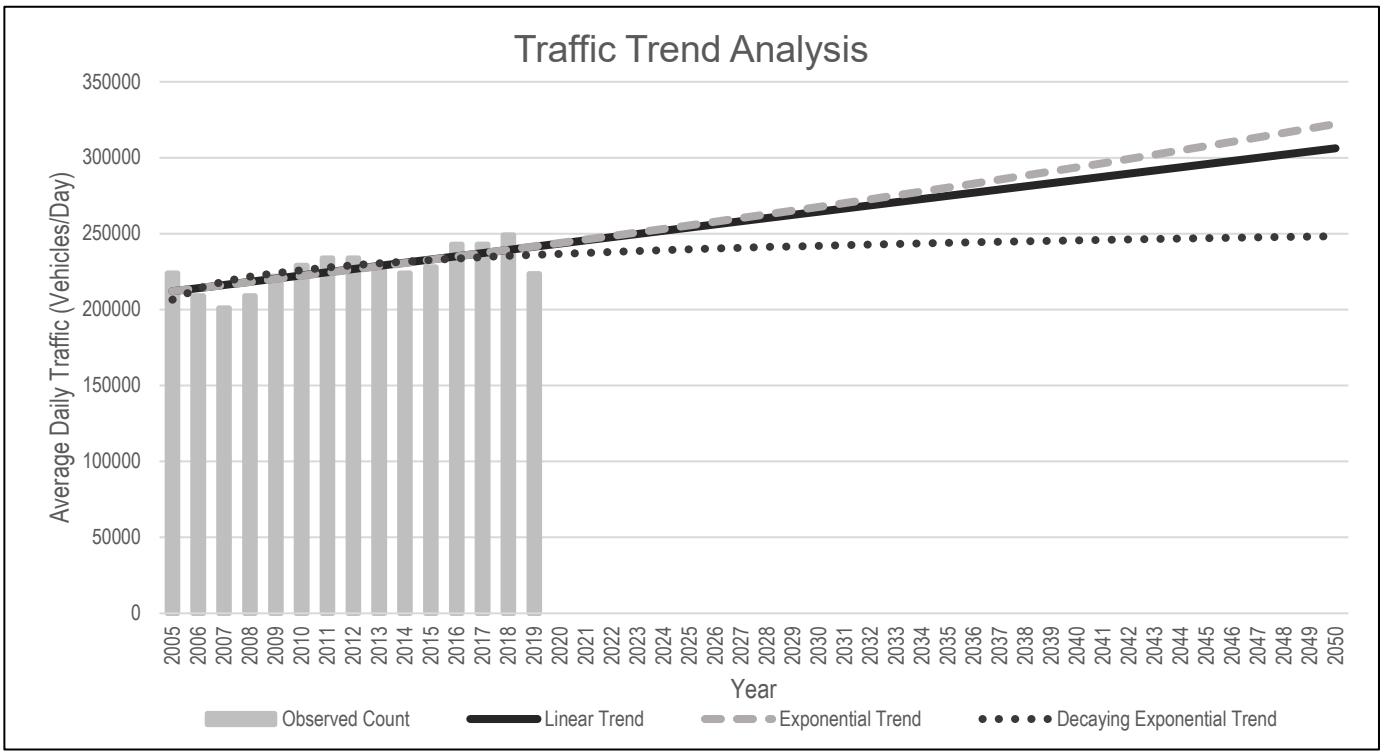
Historical Trend Analysis

ATTACHMENT

C4

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Mainline**
Station ID: **87-2487**
Location: **200' S MIAMI-DADE/BROWARD CO LINE**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	224000	212100	212100	206500
2006	209000	214200	214100	214000
2007	201000	216300	216100	218500
2008	209000	218400	218100	221600
2009	222000	220500	220200	224000
2010	229000	222600	222200	226000
2011	234000	224700	224300	227700
2012	234000	226800	226400	229200
2013	229000	228900	228500	230500
2014	224000	230900	230600	231600
2015	228000	233000	232800	232600
2016	243000	235100	235000	233600
2017	243000	237200	237200	234500
2018	249000	239300	239400	235300
2019	223500	241400	241600	236000
Opening Year 2030 Trend				
2030	N/A	264400	267600	242000
Mid-Analysis Year 2040 Trend				
2040	N/A	285300	293700	245600
Design Year 2050 Trend				
2050	N/A	306200	322200	248300
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**49.34%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.99%
Trend Growth Rate (2019 to Design Year 2050):	0.87%

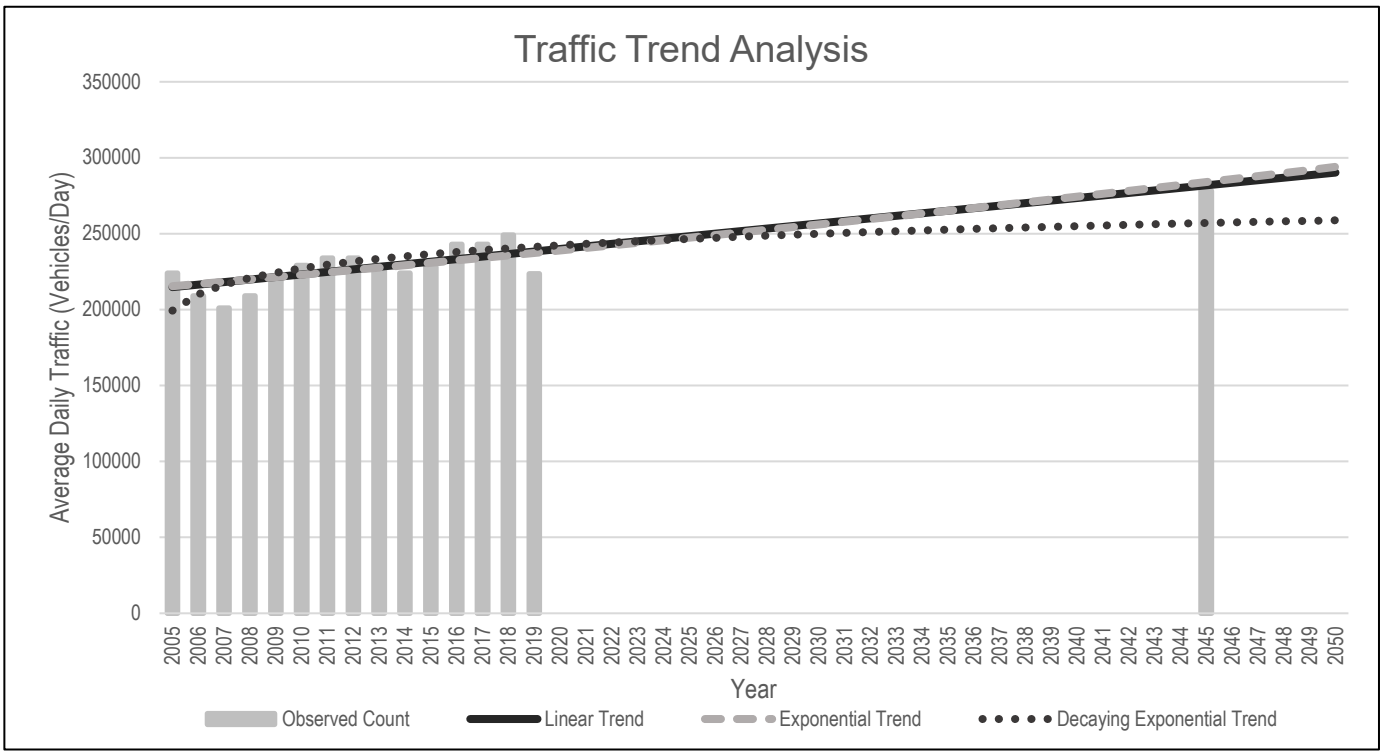
Exponential Growth Option	
Trend R-Squared:	49.02%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.93%
Compounded Growth Rate (2019 to Design Year 2050):	0.93%

Decaying Exponential Growth Option	
Trend R-Squared:	41.15%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.96%
Compounded Growth Rate (2019 to Design Year 2050):	0.16%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Mainline**
Station ID: **487 (2)**
Location: **200' S MIAMI-DADE/BROWARD CO LINE**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	224000	214800	215400	199300
2006	209000	216500	216900	210100
2007	201000	218200	218400	216400
2008	209000	219800	219900	220800
2009	222000	221500	221500	224300
2010	229000	223200	223000	227100
2011	234000	224900	224500	229500
2012	234000	226500	226100	231600
2013	229000	228200	227700	233400
2014	224000	229900	229200	235100
2015	228000	231600	230800	236500
2016	243000	233200	232400	237900
2017	243000	234900	234000	239100
2018	249000	236600	235700	240300
2019	223500	238300	237300	241400
Opening Year 2030 Trend				
2030	N/A	256700	256000	249900
Mid-Analysis Year 2040 Trend				
2040	N/A	273400	274300	255000
Design Year 2050 Trend				
2050	N/A	290200	294000	258800
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**73.47%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.78%
Trend Growth Rate (2019 to Design Year 2050):	0.70%

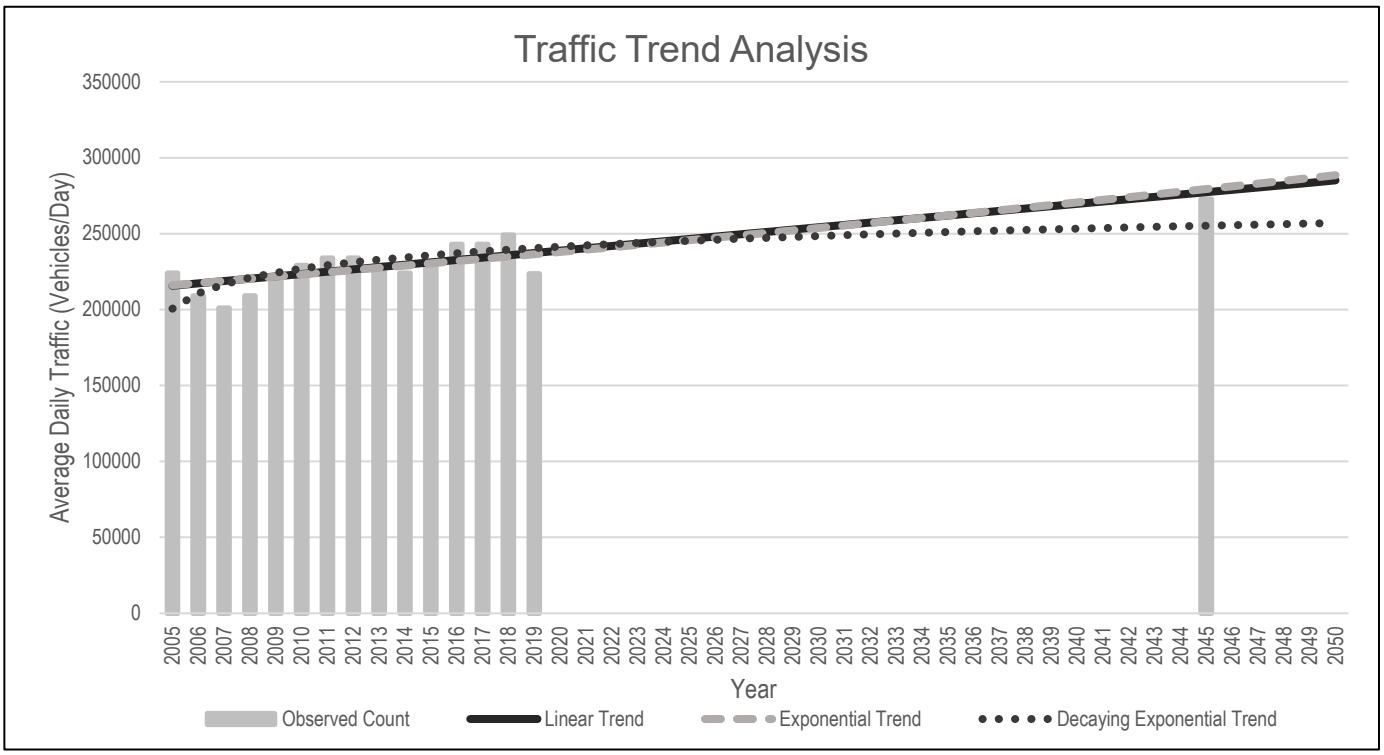
Exponential Growth Option	
Trend R-Squared:	69.57%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.69%
Compounded Growth Rate (2019 to Design Year 2050):	0.69%

Decaying Exponential Growth Option	
Trend R-Squared:	57.21%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.38%
Compounded Growth Rate (2019 to Design Year 2050):	0.22%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Mainline**
Station ID: **487 (3)**
Location: **200' S MIAMI-DADE/BROWARD CO LINE**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	224000	215700	216100	200600
2006	209000	217200	217500	210800
2007	201000	218700	218900	216700
2008	209000	220300	220300	221000
2009	222000	221800	221700	224200
2010	229000	223400	223100	226900
2011	234000	224900	224600	229200
2012	234000	226500	226000	231200
2013	229000	228000	227500	232900
2014	224000	229500	229000	234400
2015	228000	231100	230400	235800
2016	243000	232600	231900	237100
2017	243000	234200	233400	238300
2018	249000	235700	234900	239400
2019	223500	237300	236400	240400
Opening Year 2030 Trend				
2030	N/A	254200	253700	248500
Mid-Analysis Year 2040 Trend				
2040	N/A	269600	270600	253300
Design Year 2050 Trend				
2050	N/A	285100	288500	256900
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**69.40%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.72%
Trend Growth Rate (2019 to Design Year 2050):	0.65%

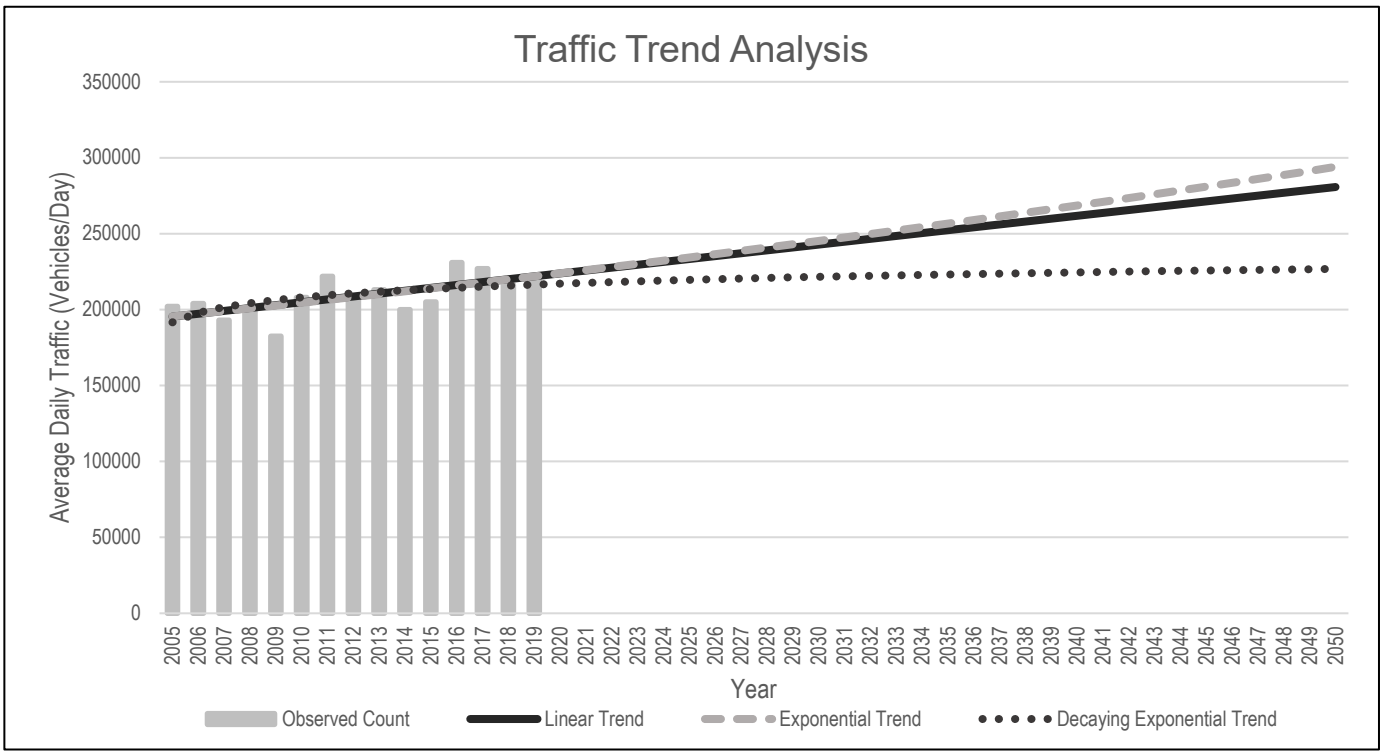
Exponential Growth Option	
Trend R-Squared:	65.68%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.64%
Compounded Growth Rate (2019 to Design Year 2050):	0.64%

Decaying Exponential Growth Option	
Trend R-Squared:	57.17%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.30%
Compounded Growth Rate (2019 to Design Year 2050):	0.21%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Mainline**
Station ID: **87-2485**
Location: **200' S IVES DAIRY RD/SR 852**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	202000	195400	195500	191600
2006	204000	197300	197300	197900
2007	193000	199200	199100	201700
2008	200000	201100	200900	204300
2009	182500	203000	202700	206400
2010	208000	204900	204500	208000
2011	222000	206800	206400	209500
2012	207000	208700	208300	210700
2013	213000	210600	210200	211800
2014	200000	212500	212100	212700
2015	205000	214400	214000	213600
2016	231000	216200	216000	214400
2017	227000	218100	217900	215100
2018	216500	220000	219900	215800
2019	219000	221900	221900	216500
Opening Year 2030 Trend				
2030	N/A	242800	245200	221500
Mid-Analysis Year 2040 Trend				
2040	N/A	261700	268500	224500
Design Year 2050 Trend				
2050	N/A	280700	294000	226800
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**42.54%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.97%
Trend Growth Rate (2019 to Design Year 2050):	0.85%

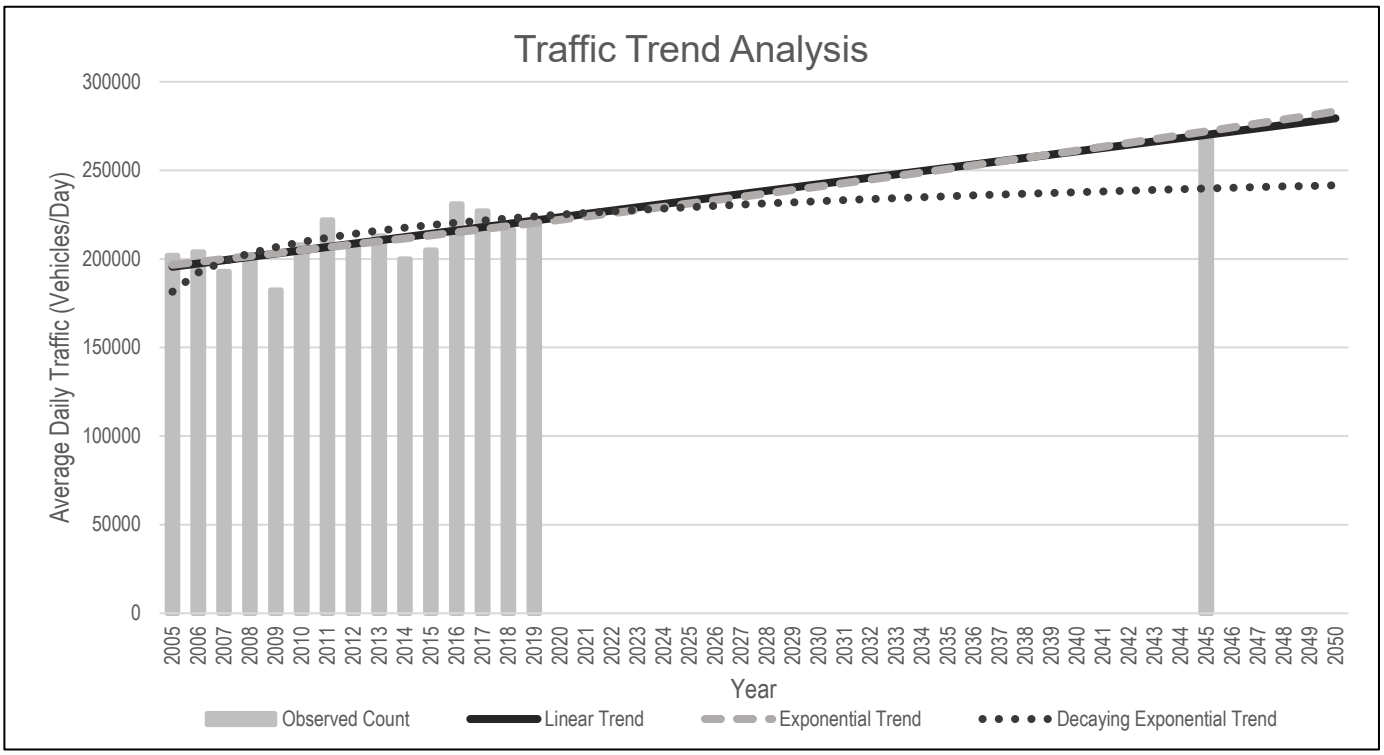
Exponential Growth Option	
Trend R-Squared:	41.92%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.91%
Compounded Growth Rate (2019 to Design Year 2050):	0.91%

Decaying Exponential Growth Option	
Trend R-Squared:	30.59%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.88%
Compounded Growth Rate (2019 to Design Year 2050):	0.15%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Mainline**
Station ID: **485 (2)**
Location: **200' S IVES DAIRY RD/SR 852**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	202000	195600	196700	181500
2006	204000	197500	198300	192400
2007	193000	199300	199900	198700
2008	200000	201200	201500	203200
2009	182500	203100	203200	206700
2010	208000	204900	204800	209600
2011	222000	206800	206500	212000
2012	207000	208600	208200	214100
2013	213000	210500	209900	216000
2014	200000	212400	211600	217600
2015	205000	214200	213300	219100
2016	231000	216100	215000	220500
2017	227000	218000	216800	221700
2018	216500	219800	218500	222900
2019	219000	221700	220300	224000
Opening Year 2030 Trend				
2030	N/A	242200	240900	232600
Mid-Analysis Year 2040 Trend				
2040	N/A	260800	261200	237700
Design Year 2050 Trend				
2050	N/A	279400	283300	241600
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**76.85%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.95%
Trend Growth Rate (2019 to Design Year 2050):	0.84%

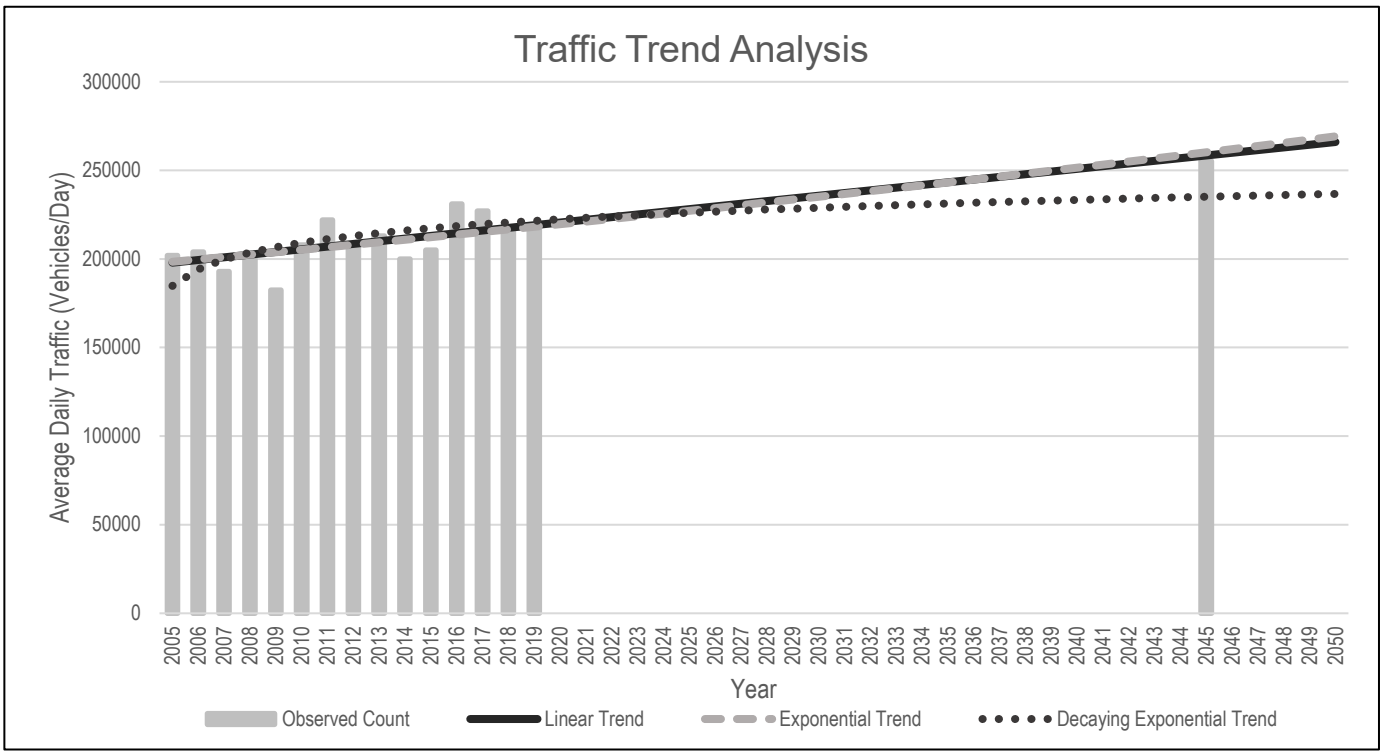
Exponential Growth Option	
Trend R-Squared:	72.61%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.81%
Compounded Growth Rate (2019 to Design Year 2050):	0.81%

Decaying Exponential Growth Option	
Trend R-Squared:	49.46%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.51%
Compounded Growth Rate (2019 to Design Year 2050):	0.24%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Mainline**
Station ID: **485 (3)**
Location: **200' S IVES DAIRY RD/SR 852**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2005	202000	197900	198400	184800
2006	204000	199400	199700	194200
2007	193000	200900	201100	199700
2008	200000	202400	202400	203600
2009	182500	203900	203800	206600
2010	208000	205400	205200	209100
2011	222000	206900	206600	211200
2012	207000	208500	208000	213000
2013	213000	210000	209400	214600
2014	200000	211500	210900	216000
2015	205000	213000	212300	217300
2016	231000	214500	213700	218500
2017	227000	216000	215200	219600
2018	216500	217500	216700	220600
2019	219000	219100	218100	221500
Opening Year 2030 Trend				
2030	N/A	235700	235000	228900
Mid-Analysis Year 2040 Trend				
2040	N/A	250900	251500	233300
Design Year 2050 Trend				
2050	N/A	266000	269200	236700
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**67.92%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.77%
Trend Growth Rate (2019 to Design Year 2050):	0.69%

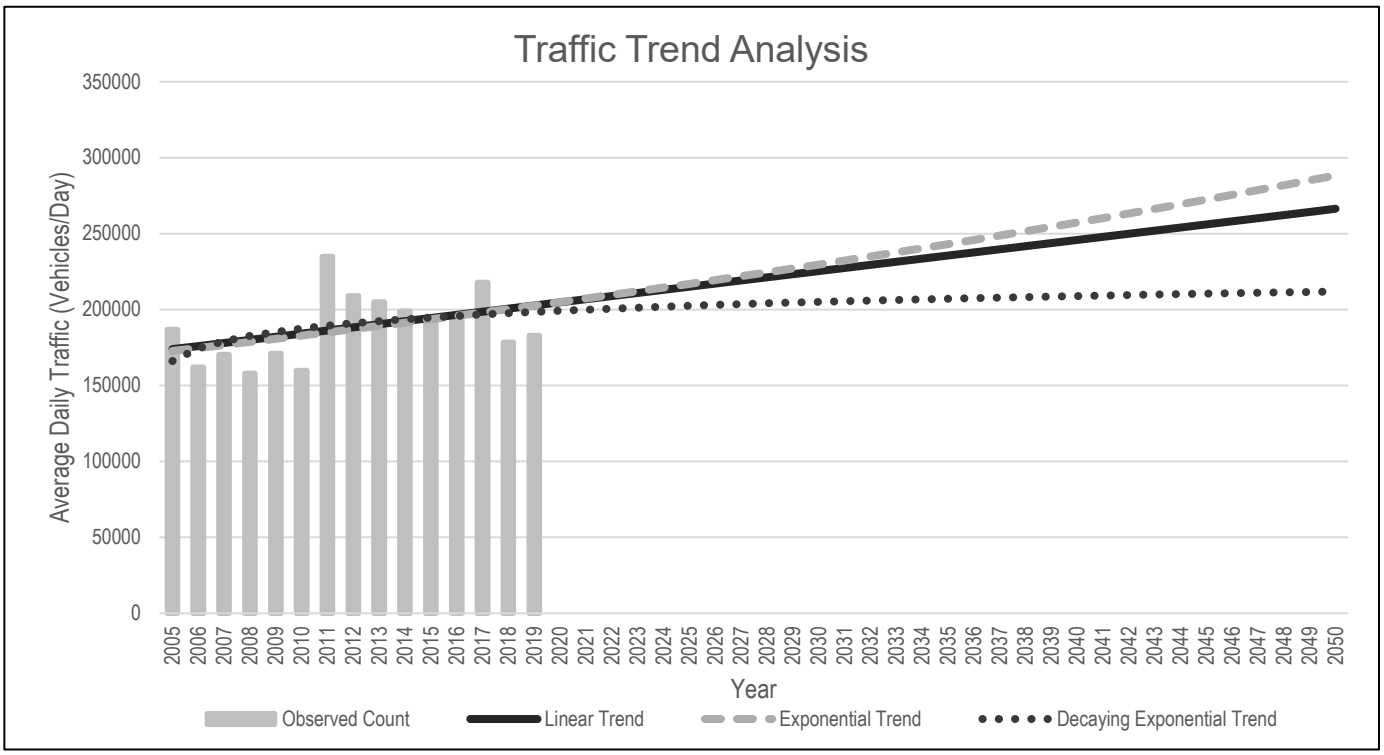
Exponential Growth Option	
Trend R-Squared:	63.93%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.68%
Compounded Growth Rate (2019 to Design Year 2050):	0.68%

Decaying Exponential Growth Option	
Trend R-Squared:	49.17%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.30%
Compounded Growth Rate (2019 to Design Year 2050):	0.21%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Mainline**
Station ID: **87-2137**
Location: **200' N GOLDEN GLADES INTERCHANGE**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	187000	174000	172800	166100
2006	162000	176000	174700	174400
2007	170500	178100	176700	179200
2008	158000	180100	178800	182700
2009	171000	182200	180800	185300
2010	160000	184200	182900	187500
2011	235000	186300	185000	189400
2012	209000	188300	187100	191000
2013	205000	190400	189200	192400
2014	199000	192400	191400	193600
2015	192500	194500	193600	194800
2016	196500	196500	195800	195800
2017	218000	198600	198100	196800
2018	178500	200700	200300	197700
2019	183000	202700	202600	198500
Opening Year 2030 Trend				
2030	N/A	225300	229600	205100
Mid-Analysis Year 2040 Trend				
2040	N/A	245800	257300	208900
Design Year 2050 Trend				
2050	N/A	266400	288300	211900
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	16.58%
Trend Annual Historic Growth Rate (2005 to 2019):	1.18%
Trend Growth Rate (2019 to Design Year 2050):	1.01%

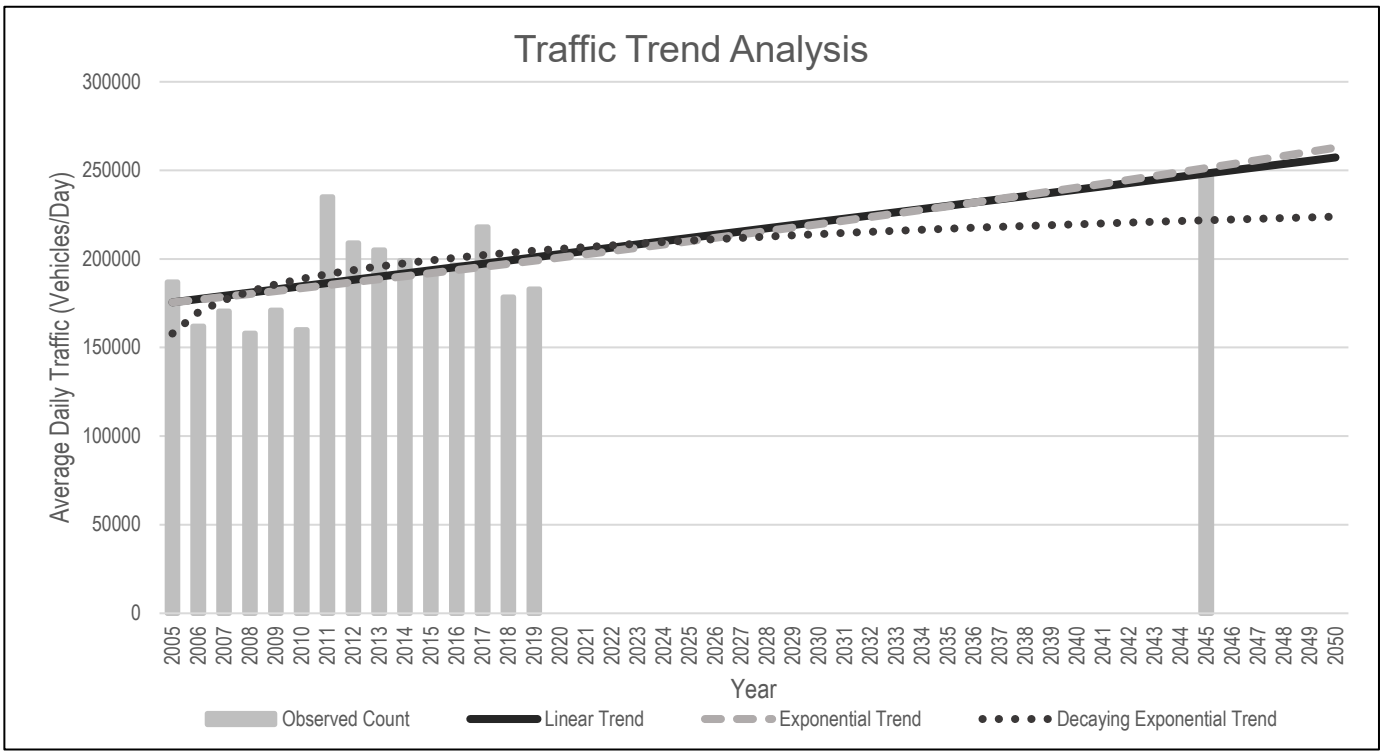
Exponential Growth Option	
Trend R-Squared:	**18.49%**
Compounded Annual Historic Growth Rate (2005 to 2019):	1.14%
Compounded Growth Rate (2019 to Design Year 2050):	1.14%

Decaying Exponential Growth Option	
Trend R-Squared:	17.19%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.28%
Compounded Growth Rate (2019 to Design Year 2050):	0.21%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Mainline**
Station ID: **137 (2)**
Location: **200' N GOLDEN GLADES INTERCHANGE**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2005	187000	175500	175500	157900
2006	162000	177300	177000	169900
2007	170500	179100	178600	176800
2008	158000	180900	180300	181800
2009	171000	182700	181900	185600
2010	160000	184600	183500	188800
2011	235000	186400	185200	191400
2012	209000	188200	186800	193700
2013	205000	190000	188500	195800
2014	199000	191800	190200	197600
2015	192500	193700	191900	199200
2016	196500	195500	193700	200700
2017	218000	197300	195400	202100
2018	178500	199100	197200	203400
2019	183000	200900	199000	204600
Opening Year 2030 Trend				
2030	N/A	220900	219600	214000
Mid-Analysis Year 2040 Trend				
2040	N/A	239100	240200	219600
Design Year 2050 Trend				
2050	N/A	257300	262800	223900
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**41.91%**
Trend Annual Historic Growth Rate (2005 to 2019):	1.03%
Trend Growth Rate (2019 to Design Year 2050):	0.91%

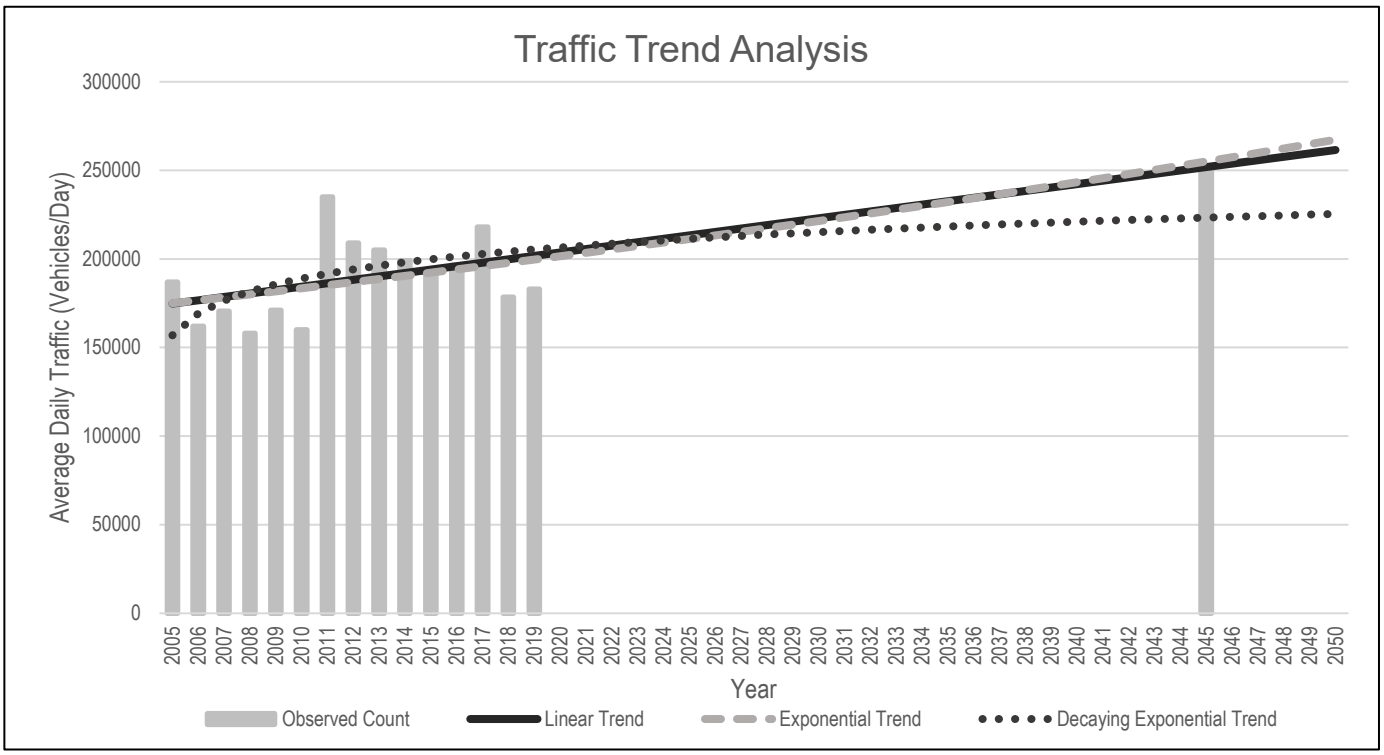
Exponential Growth Option	
Trend R-Squared:	39.30%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.90%
Compounded Growth Rate (2019 to Design Year 2050):	0.90%

Decaying Exponential Growth Option	
Trend R-Squared:	34.07%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.87%
Compounded Growth Rate (2019 to Design Year 2050):	0.29%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Mainline**
Station ID: **137 (3)**
Location: **200' N GOLDEN GLADES INTERCHANGE**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2005	187000	174800	175000	156900
2006	162000	176700	176600	169300
2007	170500	178600	178300	176500
2008	158000	180600	180000	181700
2009	171000	182500	181700	185700
2010	160000	184400	183400	188900
2011	235000	186300	185100	191700
2012	209000	188300	186900	194100
2013	205000	190200	188700	196200
2014	199000	192100	190400	198100
2015	192500	194000	192200	199800
2016	196500	196000	194100	201400
2017	218000	197900	195900	202800
2018	178500	199800	197800	204100
2019	183000	201800	199600	205300
Opening Year 2030 Trend				
2030	N/A	223000	221400	215200
Mid-Analysis Year 2040 Trend				
2040	N/A	242200	243300	221000
Design Year 2050 Trend				
2050	N/A	261500	267300	225400
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**44.83%**
Trend Annual Historic Growth Rate (2005 to 2019):	1.10%
Trend Growth Rate (2019 to Design Year 2050):	0.95%

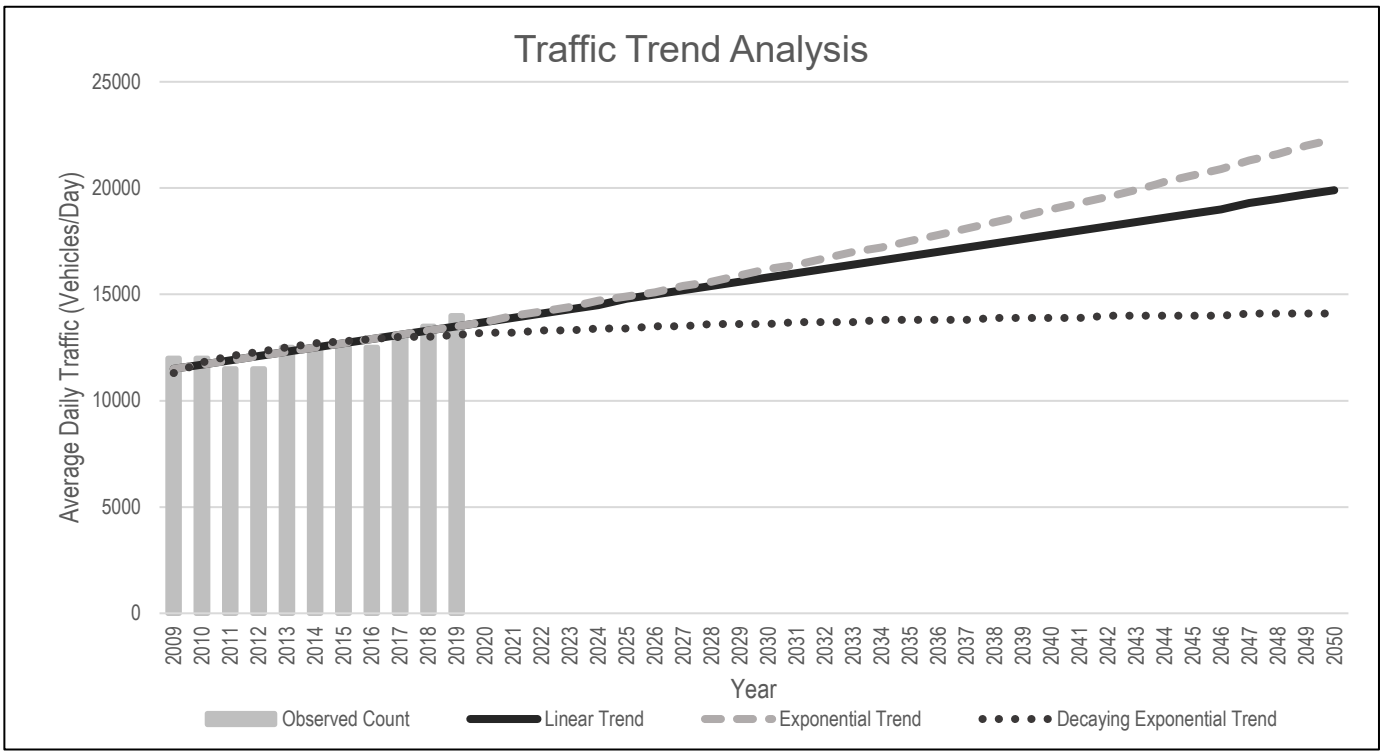
Exponential Growth Option	
Trend R-Squared:	41.71%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.94%
Compounded Growth Rate (2019 to Design Year 2050):	0.95%

Decaying Exponential Growth Option	
Trend R-Squared:	35.03%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.94%
Compounded Growth Rate (2019 to Design Year 2050):	0.30%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **86 - BROWARD**
Highway: **SR 9/I-95 Ramp**
Station ID: **86-4003**
Location: **I-95 SB ON RAMP FROM SR-858/HALLANDALE BCH BLVD**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2009	12000	11500	11500	11300
2010	12000	11700	11700	11800
2011	11500	11900	11900	12100
2012	11500	12100	12100	12300
2013	12500	12300	12300	12500
2014	12500	12500	12500	12700
2015	12500	12700	12700	12800
2016	12500	12900	12900	12900
2017	13000	13100	13100	13000
2018	13500	13300	13300	13000
2019	14000	13500	13500	13100
Opening Year 2030 Trend				
2030	N/A	15800	16200	13600
Mid-Analysis Year 2040 Trend				
2040	N/A	17800	19000	13900
Design Year 2050 Trend				
2050	N/A	19900	22300	14100
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**76.70%**
Trend Annual Historic Growth Rate (2009 to 2019):	1.74%
Trend Growth Rate (2019 to Design Year 2050):	1.53%

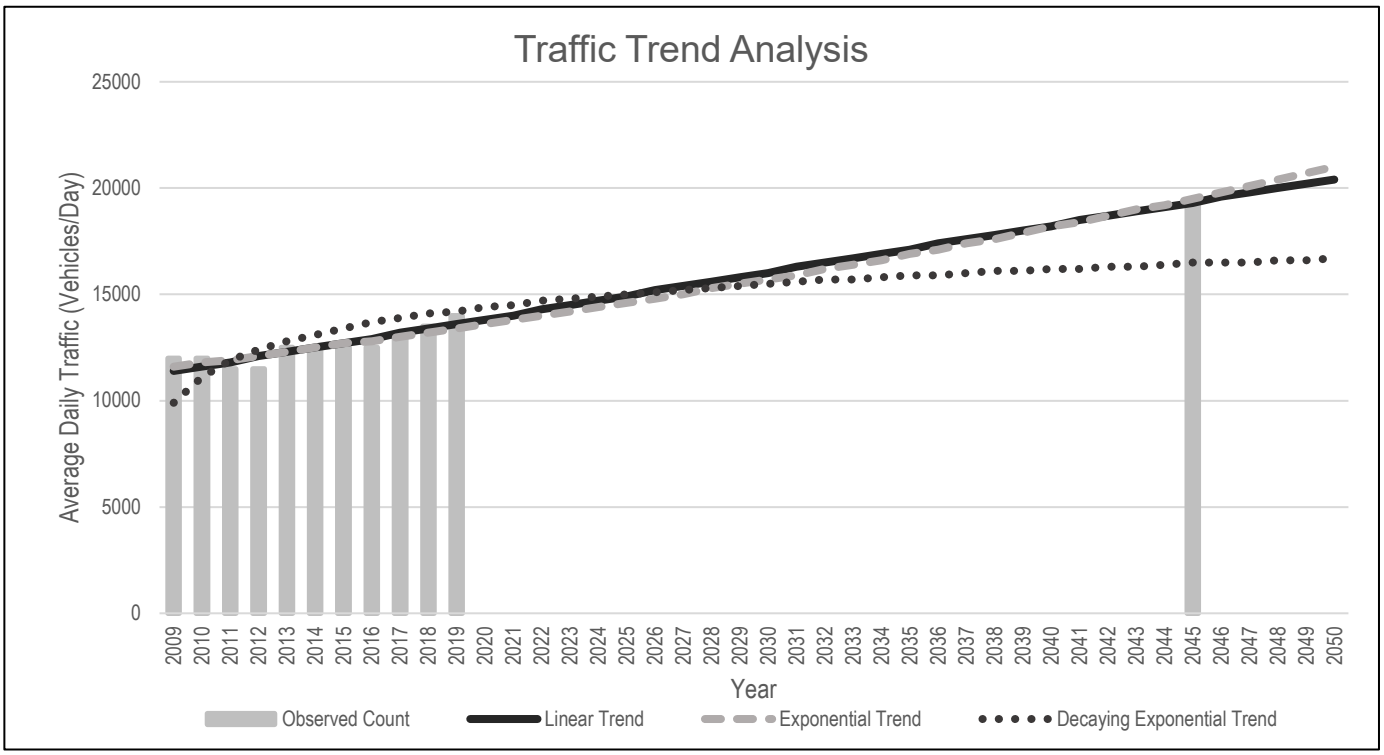
Exponential Growth Option	
Trend R-Squared:	76.48%
Compounded Annual Historic Growth Rate (2009 to 2019):	1.62%
Compounded Growth Rate (2019 to Design Year 2050):	1.63%

Decaying Exponential Growth Option	
Trend R-Squared:	52.12%
Compounded Annual Historic Growth Rate (2009 to 2019):	1.49%
Compounded Growth Rate (2019 to Design Year 2050):	0.24%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **86 - BROWARD**
Highway: **SR 9/I-95 Ramp**
Station ID: **003 (2)**
Location: **I-95 SB ON RAMP FROM SR-858/HALLANDALE BCH BLVD**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2009	12000	11400	11600	9900
2010	12000	11600	11800	11100
2011	11500	11800	11900	11900
2012	11500	12100	12100	12400
2013	12500	12300	12300	12800
2014	12500	12500	12500	13100
2015	12500	12700	12700	13400
2016	12500	12900	12800	13700
2017	13000	13200	13000	13900
2018	13500	13400	13200	14100
2019	14000	13600	13400	14200
Opening Year 2030 Trend				
2030	N/A	16000	15700	15500
Mid-Analysis Year 2040 Trend				
2040	N/A	18200	18200	16200
Design Year 2050 Trend				
2050	N/A	20400	21000	16700
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**97.12%**
Trend Annual Historic Growth Rate (2009 to 2019):	1.93%
Trend Growth Rate (2019 to Design Year 2050):	1.61%

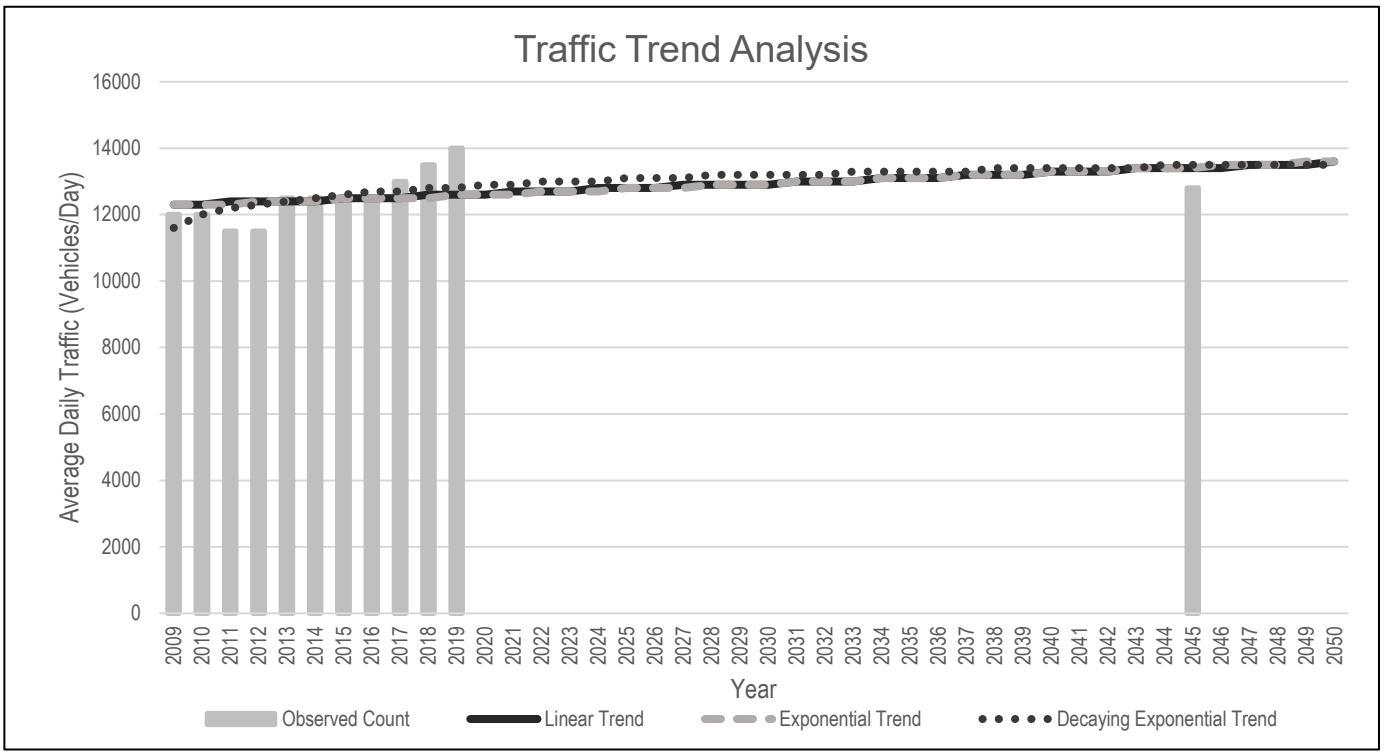
Exponential Growth Option	
Trend R-Squared:	95.75%
Compounded Annual Historic Growth Rate (2009 to 2019):	1.45%
Compounded Growth Rate (2019 to Design Year 2050):	1.46%

Decaying Exponential Growth Option	
Trend R-Squared:	62.23%
Compounded Annual Historic Growth Rate (2009 to 2019):	3.67%
Compounded Growth Rate (2019 to Design Year 2050):	0.52%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **86 - BROWARD**
Highway: **SR 9/I-95 Ramp**
Station ID: **003 (3)**
Location: **I-95 SB ON RAMP FROM SR-858/HALLANDALE BCH BLVD**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2009	12000	12300	12300	11600
2010	12000	12300	12300	12000
2011	11500	12400	12300	12200
2012	11500	12400	12400	12300
2013	12500	12400	12400	12400
2014	12500	12400	12400	12500
2015	12500	12500	12500	12600
2016	12500	12500	12500	12700
2017	13000	12500	12500	12700
2018	13500	12600	12500	12800
2019	14000	12600	12600	12800
Opening Year 2030 Trend				
2030	N/A	12900	12900	13200
Mid-Analysis Year 2040 Trend				
2040	N/A	13300	13300	13400
Design Year 2050 Trend				
2050	N/A	13600	13600	13500
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	15.97%
Trend Annual Historic Growth Rate (2009 to 2019):	0.24%
Trend Growth Rate (2019 to Design Year 2050):	0.26%

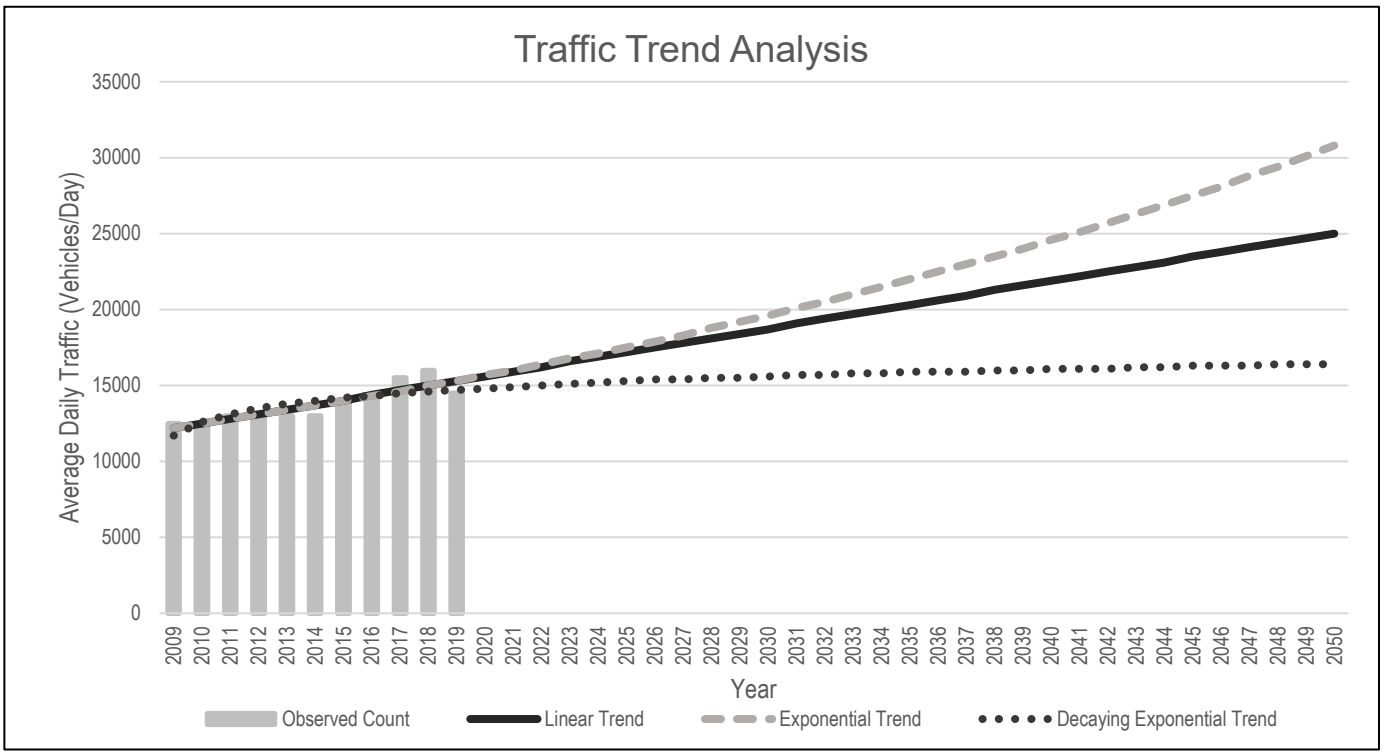
Exponential Growth Option	
Trend R-Squared:	16.54%
Compounded Annual Historic Growth Rate (2009 to 2019):	0.24%
Compounded Growth Rate (2019 to Design Year 2050):	0.25%

Decaying Exponential Growth Option	
Trend R-Squared:	**39.45%**
Compounded Annual Historic Growth Rate (2009 to 2019):	0.99%
Compounded Growth Rate (2019 to Design Year 2050):	0.17%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **86 - BROWARD**
Highway: **SR 9/I-95 Ramp**
Station ID: **86-4000**
Location: **I-95 NB OFF RAMP TO SR 858/HALLANDALE BCH BLVD**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2009	12500	12200	12200	11700
2010	12500	12500	12500	12600
2011	13000	12800	12800	13100
2012	13000	13100	13100	13500
2013	13000	13400	13400	13800
2014	13000	13700	13700	14000
2015	14000	14000	14000	14200
2016	14000	14400	14300	14300
2017	15500	14700	14600	14500
2018	16000	15000	15000	14600
2019	14500	15300	15300	14700
Opening Year 2030 Trend				
2030	N/A	18700	19600	15600
Mid-Analysis Year 2040 Trend				
2040	N/A	21900	24600	16100
Design Year 2050 Trend				
2050	N/A	25000	30800	16400
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	76.30%
Trend Annual Historic Growth Rate (2009 to 2019):	2.54%
Trend Growth Rate (2019 to Design Year 2050):	2.05%

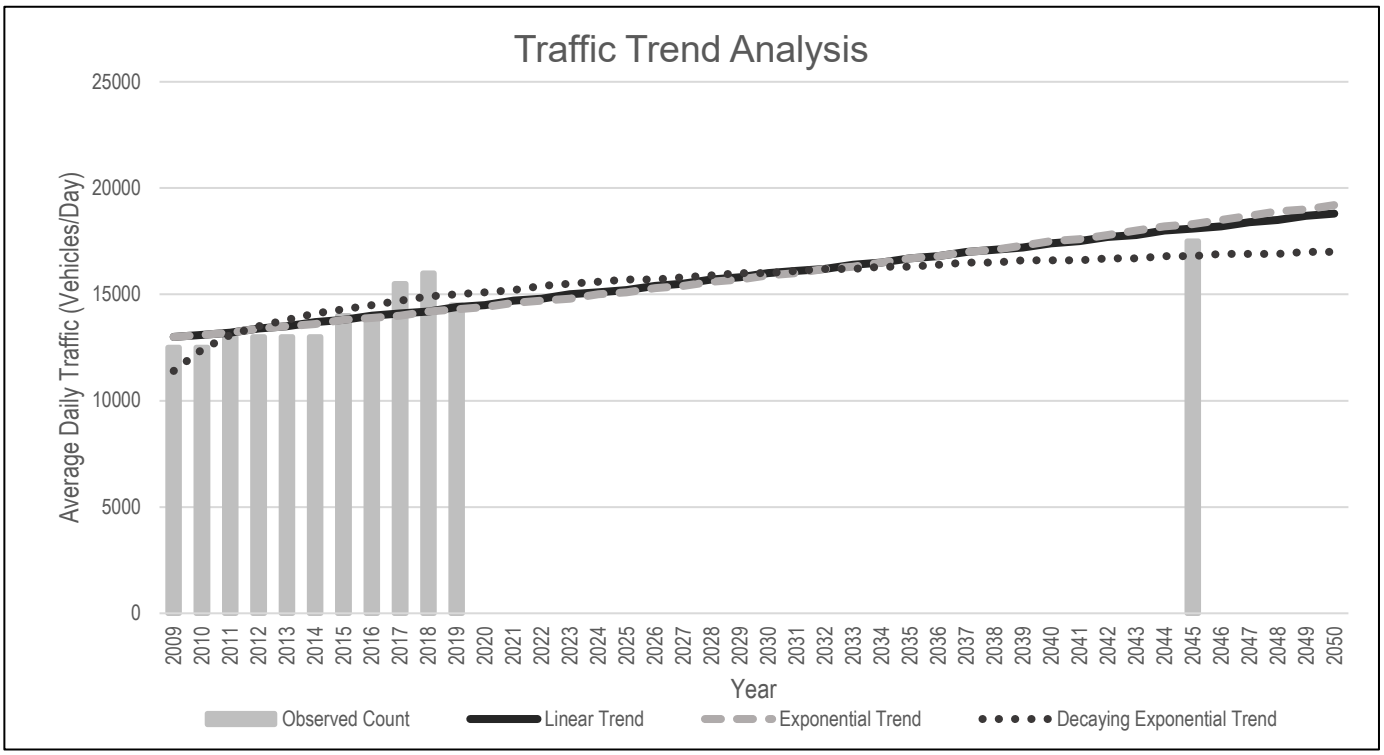
Exponential Growth Option	
Trend R-Squared:	**78.42%**
Compounded Annual Historic Growth Rate (2009 to 2019):	2.29%
Compounded Growth Rate (2019 to Design Year 2050):	2.28%

Decaying Exponential Growth Option	
Trend R-Squared:	61.30%
Compounded Annual Historic Growth Rate (2009 to 2019):	2.31%
Compounded Growth Rate (2019 to Design Year 2050):	0.35%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **86 - BROWARD**
Highway: **SR 9/I-95 Ramp**
Station ID: **000 (2)**
Location: **I-95 NB OFF RAMP TO SR 858/HALLANDALE BCH BLVD**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2009	12500	13000	13000	11400
2010	12500	13100	13100	12400
2011	13000	13200	13200	13100
2012	13000	13400	13400	13500
2013	13000	13500	13500	13800
2014	13000	13700	13600	14100
2015	14000	13800	13800	14300
2016	14000	14000	13900	14500
2017	15500	14100	14000	14700
2018	16000	14200	14200	14900
2019	14500	14400	14300	15000
Opening Year 2030 Trend				
2030	N/A	16000	15900	16000
Mid-Analysis Year 2040 Trend				
2040	N/A	17400	17500	16600
Design Year 2050 Trend				
2050	N/A	18800	19200	17000
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	74.43%
Trend Annual Historic Growth Rate (2009 to 2019):	1.08%
Trend Growth Rate (2019 to Design Year 2050):	0.99%

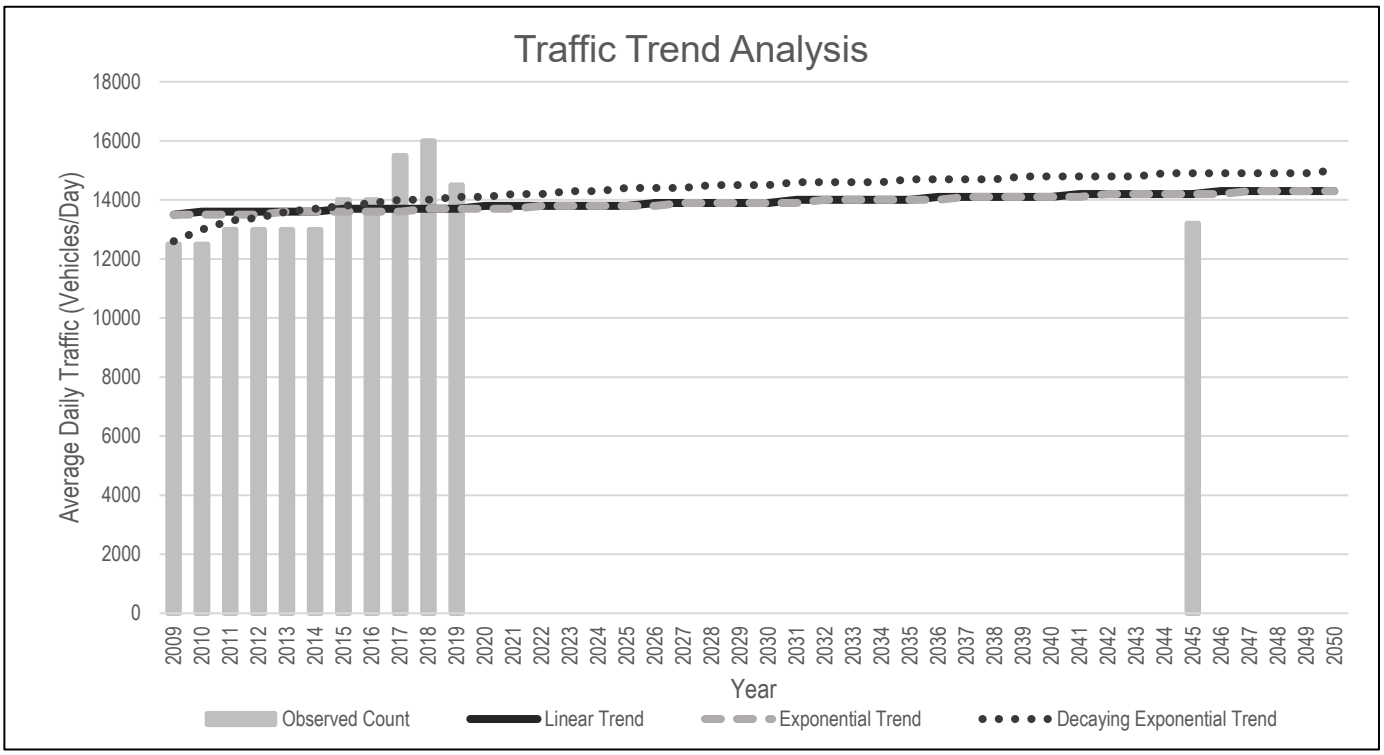
Exponential Growth Option	
Trend R-Squared:	71.43%
Compounded Annual Historic Growth Rate (2009 to 2019):	0.96%
Compounded Growth Rate (2019 to Design Year 2050):	0.96%

Decaying Exponential Growth Option	
Trend R-Squared:	**76.73%**
Compounded Annual Historic Growth Rate (2009 to 2019):	2.78%
Compounded Growth Rate (2019 to Design Year 2050):	0.40%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **86 - BROWARD**
Highway: **SR 9/I-95 Ramp**
Station ID: **000 (3)**
Location: **I-95 NB OFF RAMP TO SR 858/HALLANDALE BCH BLVD**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2009	12500	13500	13500	12600
2010	12500	13600	13500	13000
2011	13000	13600	13500	13300
2012	13000	13600	13500	13400
2013	13000	13600	13600	13600
2014	13000	13600	13600	13700
2015	14000	13700	13600	13800
2016	14000	13700	13600	13900
2017	15500	13700	13600	14000
2018	16000	13700	13700	14000
2019	14500	13700	13700	14100
Opening Year 2030 Trend				
2030	N/A	13900	13900	14500
Mid-Analysis Year 2040 Trend				
2040	N/A	14100	14100	14800
Design Year 2050 Trend				
2050	N/A	14300	14300	15000
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	2.66%
Trend Annual Historic Growth Rate (2009 to 2019):	0.15%
Trend Growth Rate (2019 to Design Year 2050):	0.14%

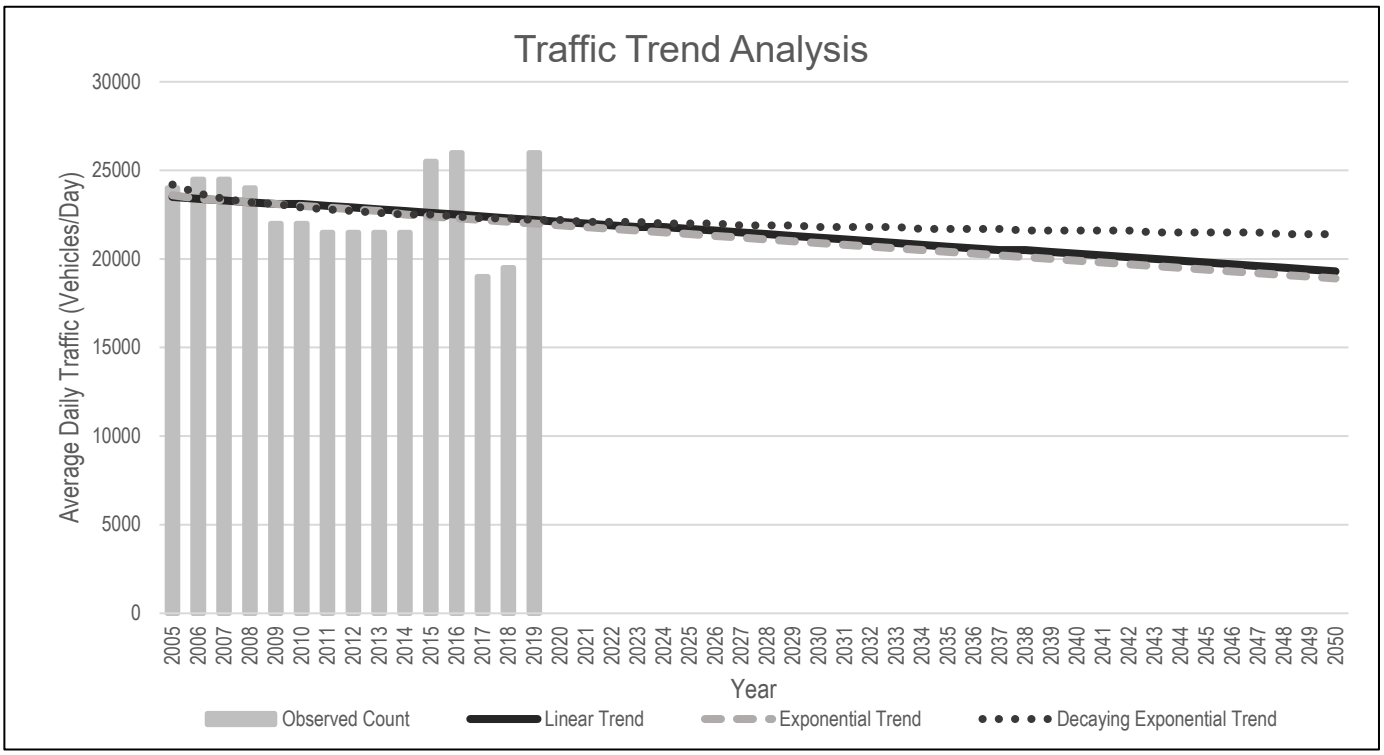
Exponential Growth Option	
Trend R-Squared:	2.97%
Compounded Annual Historic Growth Rate (2009 to 2019):	0.15%
Compounded Growth Rate (2019 to Design Year 2050):	0.14%

Decaying Exponential Growth Option	
Trend R-Squared:	**26.58%**
Compounded Annual Historic Growth Rate (2009 to 2019):	1.13%
Compounded Growth Rate (2019 to Design Year 2050):	0.20%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **87-6352**
Location: **RAMP 87270221 FROM SB I-95 TO WB NE 203 ST, 200' S OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2005	24000	23500	23600	24200
2006	24500	23400	23400	23700
2007	24500	23300	23300	23400
2008	24000	23200	23200	23200
2009	22000	23100	23100	23100
2010	22000	23100	23000	22900
2011	21500	23000	22900	22800
2012	21500	22900	22800	22700
2013	21500	22800	22700	22600
2014	21500	22700	22500	22500
2015	25500	22600	22400	22500
2016	26000	22500	22300	22400
2017	19000	22400	22200	22300
2018	19500	22300	22100	22300
2019	26000	22200	22000	22200
Opening Year 2030 Trend				
2030	N/A	21200	20900	21800
Mid-Analysis Year 2040 Trend				
2040	N/A	20300	19900	21600
Design Year 2050 Trend				
2050	N/A	19300	18900	21400
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	3.46%
Trend Annual Historic Growth Rate (2005 to 2019):	-0.40%
Trend Growth Rate (2019 to Design Year 2050):	-0.42%

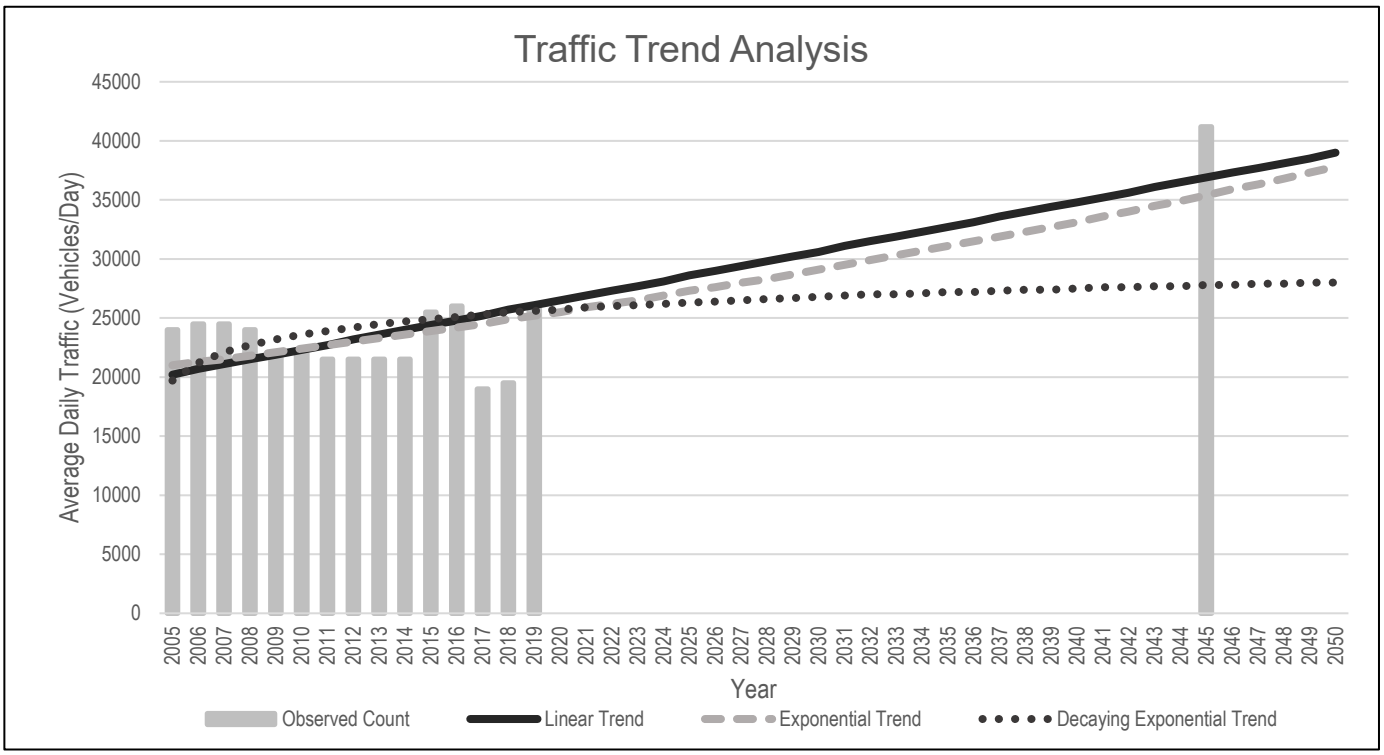
Exponential Growth Option	
Trend R-Squared:	4.86%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.50%
Compounded Growth Rate (2019 to Design Year 2050):	-0.49%

Decaying Exponential Growth Option	
Trend R-Squared:	**6.69%**
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.61%
Compounded Growth Rate (2019 to Design Year 2050):	-0.12%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **352 (2)**
Location: **RAMP 87270221 FROM SB I-95 TO WB NE 203 ST, 200' S OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	24000	20200	21000	19700
2006	24500	20700	21300	21200
2007	24500	21100	21500	22100
2008	24000	21500	21800	22700
2009	22000	21900	22100	23200
2010	22000	22300	22400	23600
2011	21500	22700	22700	23900
2012	21500	23200	23000	24200
2013	21500	23600	23300	24500
2014	21500	24000	23600	24700
2015	25500	24400	23900	24900
2016	26000	24800	24200	25100
2017	19000	25200	24500	25300
2018	19500	25700	24900	25500
2019	26000	26100	25200	25600
Opening Year 2030 Trend				
2030	N/A	30600	29100	26800
Mid-Analysis Year 2040 Trend				
2040	N/A	34800	33100	27500
Design Year 2050 Trend				
2050	N/A	39000	37800	28000
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**58.50%**
Trend Annual Historic Growth Rate (2005 to 2019):	2.09%
Trend Growth Rate (2019 to Design Year 2050):	1.59%

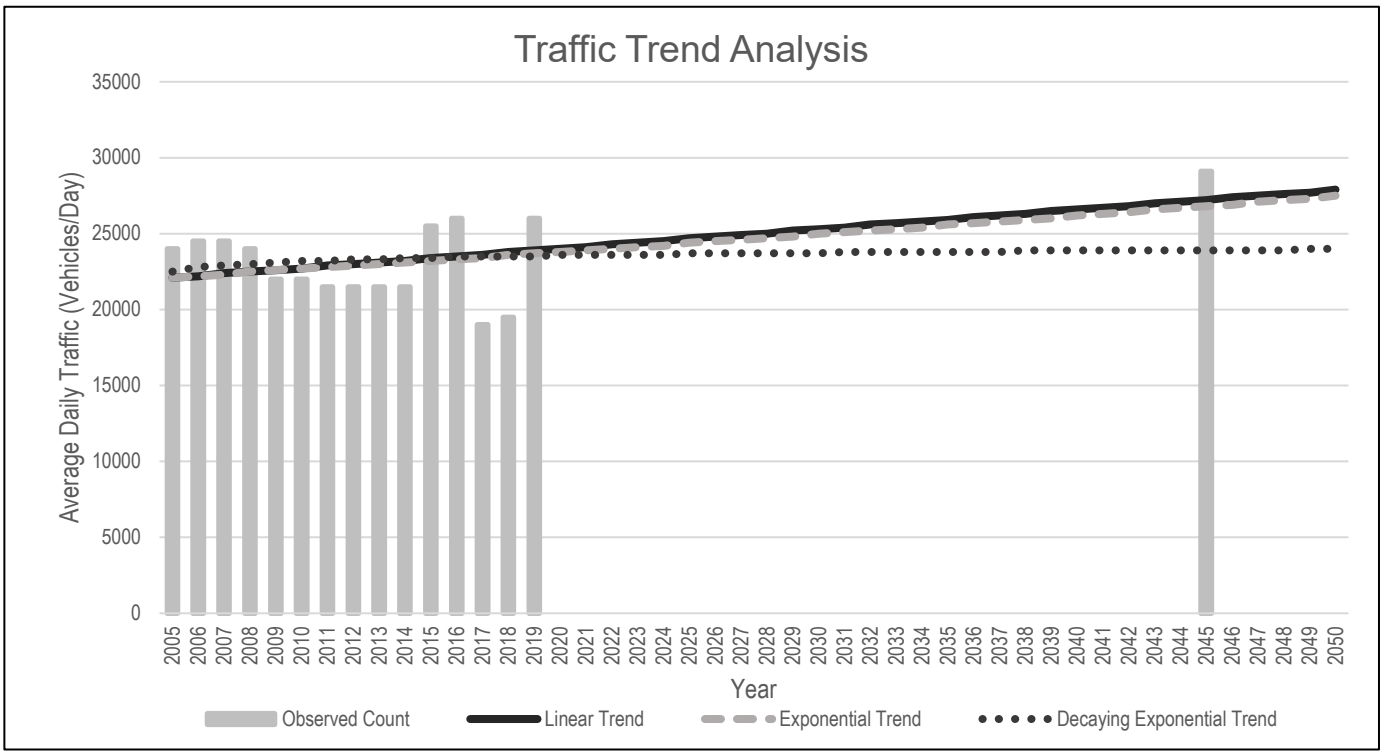
Exponential Growth Option	
Trend R-Squared:	47.56%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.31%
Compounded Growth Rate (2019 to Design Year 2050):	1.32%

Decaying Exponential Growth Option	
Trend R-Squared:	14.39%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.89%
Compounded Growth Rate (2019 to Design Year 2050):	0.29%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **352 (3)**
Location: **RAMP 87270221 FROM SB I-95 TO WB NE 203 ST, 200' S OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2005	24000	22100	22100	22500
2006	24500	22200	22200	22800
2007	24500	22400	22300	22900
2008	24000	22500	22500	23000
2009	22000	22600	22600	23100
2010	22000	22700	22700	23200
2011	21500	22900	22800	23200
2012	21500	23000	22900	23300
2013	21500	23100	23000	23300
2014	21500	23200	23100	23400
2015	25500	23400	23200	23400
2016	26000	23500	23300	23500
2017	19000	23600	23400	23500
2018	19500	23800	23600	23500
2019	26000	23900	23700	23500
Opening Year 2030 Trend				
2030	N/A	25300	25000	23700
Mid-Analysis Year 2040 Trend				
2040	N/A	26600	26200	23900
Design Year 2050 Trend				
2050	N/A	27900	27500	24000
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**20.16%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.58%
Trend Growth Rate (2019 to Design Year 2050):	0.54%

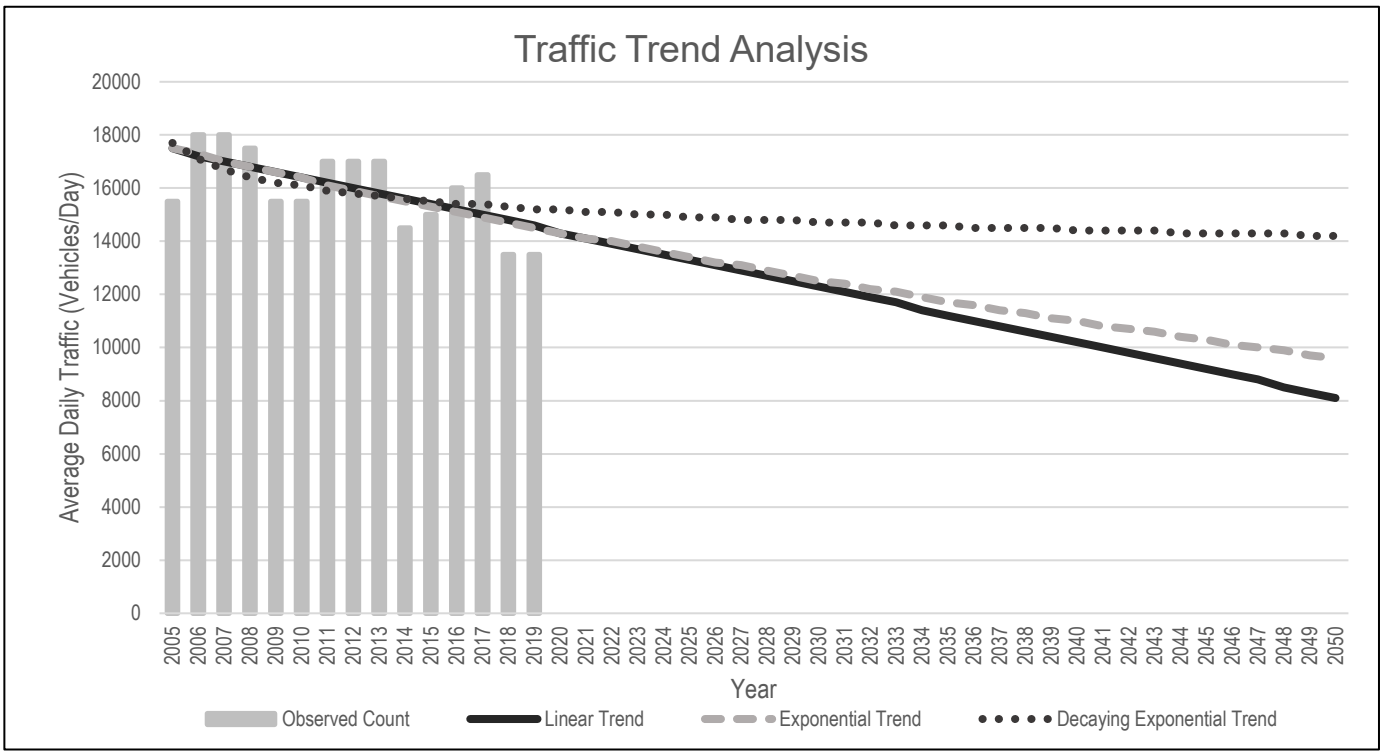
Exponential Growth Option	
Trend R-Squared:	15.47%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.50%
Compounded Growth Rate (2019 to Design Year 2050):	0.48%

Decaying Exponential Growth Option	
Trend R-Squared:	1.63%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.31%
Compounded Growth Rate (2019 to Design Year 2050):	0.07%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **87-6350**
Location: **RAMP 87270219 FROM EB NE 203 ST TO SB I-95, 800' S OF NE 203 ST**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	15500	17500	17500	17700
2006	18000	17200	17300	17100
2007	18000	17000	17000	16700
2008	17500	16800	16800	16400
2009	15500	16600	16600	16200
2010	15500	16400	16400	16100
2011	17000	16200	16100	15900
2012	17000	16000	15900	15800
2013	17000	15800	15700	15700
2014	14500	15600	15500	15600
2015	15000	15400	15300	15500
2016	16000	15200	15100	15400
2017	16500	15000	14900	15400
2018	13500	14800	14700	15300
2019	13500	14600	14500	15200
Opening Year 2030 Trend				
2030	N/A	12300	12500	14700
Mid-Analysis Year 2040 Trend				
2040	N/A	10200	11000	14400
Design Year 2050 Trend				
2050	N/A	8100	9600	14200
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	40.05%
Trend Annual Historic Growth Rate (2005 to 2019):	-1.18%
Trend Growth Rate (2019 to Design Year 2050):	-1.44%

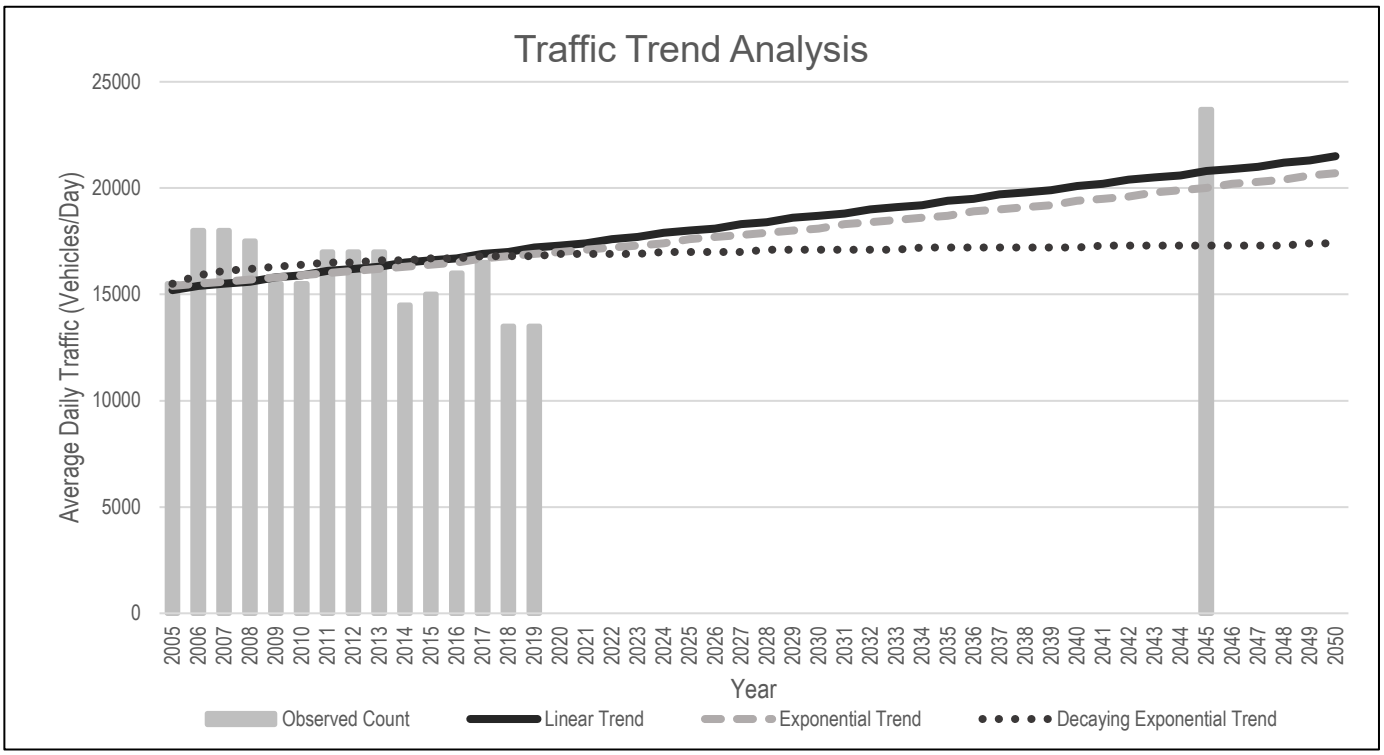
Exponential Growth Option	
Trend R-Squared:	**40.44%**
Compounded Annual Historic Growth Rate (2005 to 2019):	-1.33%
Compounded Growth Rate (2019 to Design Year 2050):	-1.32%

Decaying Exponential Growth Option	
Trend R-Squared:	23.40%
Compounded Annual Historic Growth Rate (2005 to 2019):	-1.08%
Compounded Growth Rate (2019 to Design Year 2050):	-0.22%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **350 (2)**
Location: **RAMP 87270219 FROM EB NE 203 ST TO SB I-95, 800' S OF NE 203 ST**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	15500	15200	15400	15500
2006	18000	15400	15500	15900
2007	18000	15500	15600	16100
2008	17500	15600	15700	16200
2009	15500	15800	15800	16300
2010	15500	15900	15900	16400
2011	17000	16100	16000	16500
2012	17000	16200	16100	16500
2013	17000	16300	16200	16600
2014	14500	16500	16300	16600
2015	15000	16600	16400	16700
2016	16000	16700	16500	16700
2017	16500	16900	16700	16800
2018	13500	17000	16800	16800
2019	13500	17200	16900	16800
Opening Year 2030 Trend				
2030	N/A	18700	18100	17100
Mid-Analysis Year 2040 Trend				
2040	N/A	20100	19400	17200
Design Year 2050 Trend				
2050	N/A	21500	20700	17400
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**29.17%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.94%
Trend Growth Rate (2019 to Design Year 2050):	0.81%

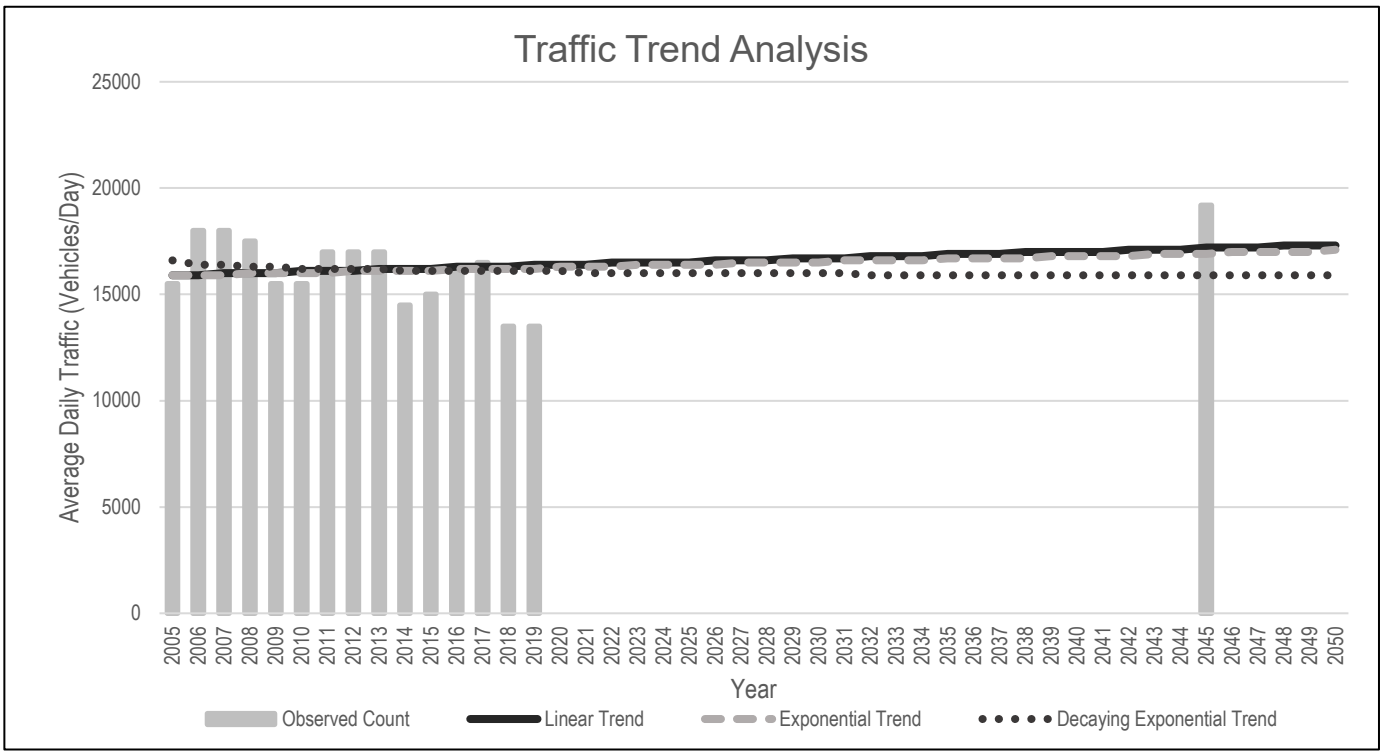
Exponential Growth Option	
Trend R-Squared:	20.88%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.67%
Compounded Growth Rate (2019 to Design Year 2050):	0.66%

Decaying Exponential Growth Option	
Trend R-Squared:	3.14%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.58%
Compounded Growth Rate (2019 to Design Year 2050):	0.11%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **350 (3)**
Location: **RAMP 87270219 FROM EB NE 203 ST TO SB I-95, 800' S OF NE 203 ST**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	15500	15900	15900	16600
2006	18000	15900	15900	16400
2007	18000	16000	15900	16400
2008	17500	16000	16000	16300
2009	15500	16000	16000	16300
2010	15500	16100	16000	16200
2011	17000	16100	16000	16200
2012	17000	16100	16100	16200
2013	17000	16200	16100	16200
2014	14500	16200	16100	16100
2015	15000	16200	16100	16100
2016	16000	16300	16200	16100
2017	16500	16300	16200	16100
2018	13500	16300	16200	16100
2019	13500	16400	16200	16100
Opening Year 2030 Trend				
2030	N/A	16700	16500	16000
Mid-Analysis Year 2040 Trend				
2040	N/A	17000	16800	15900
Design Year 2050 Trend				
2050	N/A	17300	17100	15900
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**3.26%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.22%
Trend Growth Rate (2019 to Design Year 2050):	0.18%

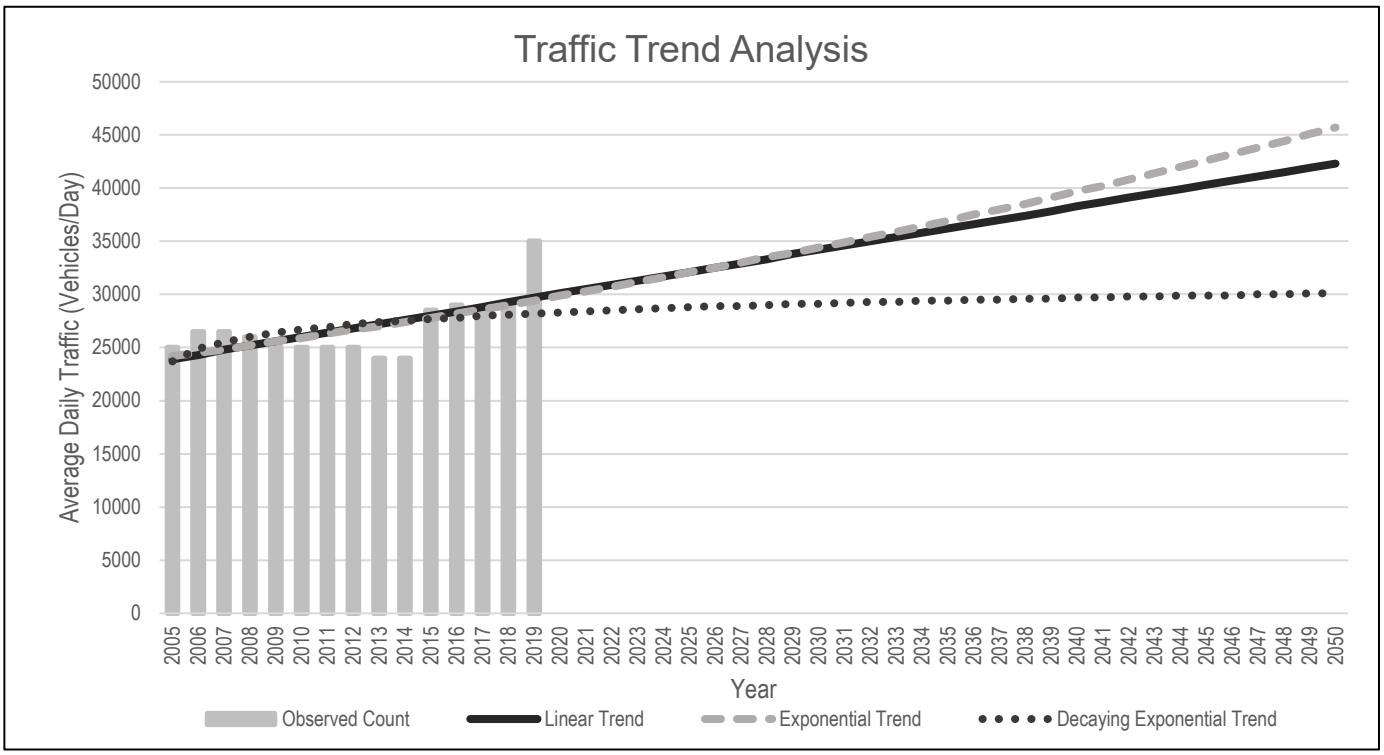
Exponential Growth Option	
Trend R-Squared:	2.08%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.13%
Compounded Growth Rate (2019 to Design Year 2050):	0.17%

Decaying Exponential Growth Option	
Trend R-Squared:	1.03%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.22%
Compounded Growth Rate (2019 to Design Year 2050):	-0.04%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **87-6353**
Location: **RAMP 87270222 FROM WB NE 203 ST TO NB I-95, 1000' N OF NE 203 ST**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	25000	23900	24200	23700
2006	26500	24300	24500	24900
2007	26500	24800	24800	25500
2008	26000	25200	25200	26000
2009	25000	25600	25600	26400
2010	25000	26000	25900	26700
2011	25000	26400	26300	26900
2012	25000	26800	26700	27200
2013	24000	27200	27000	27400
2014	24000	27600	27400	27500
2015	28500	28000	27800	27700
2016	29000	28400	28200	27800
2017	28500	28800	28600	28000
2018	29000	29300	29000	28100
2019	35000	29700	29400	28200
Opening Year 2030 Trend				
2030	N/A	34200	34400	29100
Mid-Analysis Year 2040 Trend				
2040	N/A	38300	39700	29700
Design Year 2050 Trend				
2050	N/A	42300	45700	30100
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**40.57%**
Trend Annual Historic Growth Rate (2005 to 2019):	1.73%
Trend Growth Rate (2019 to Design Year 2050):	1.37%

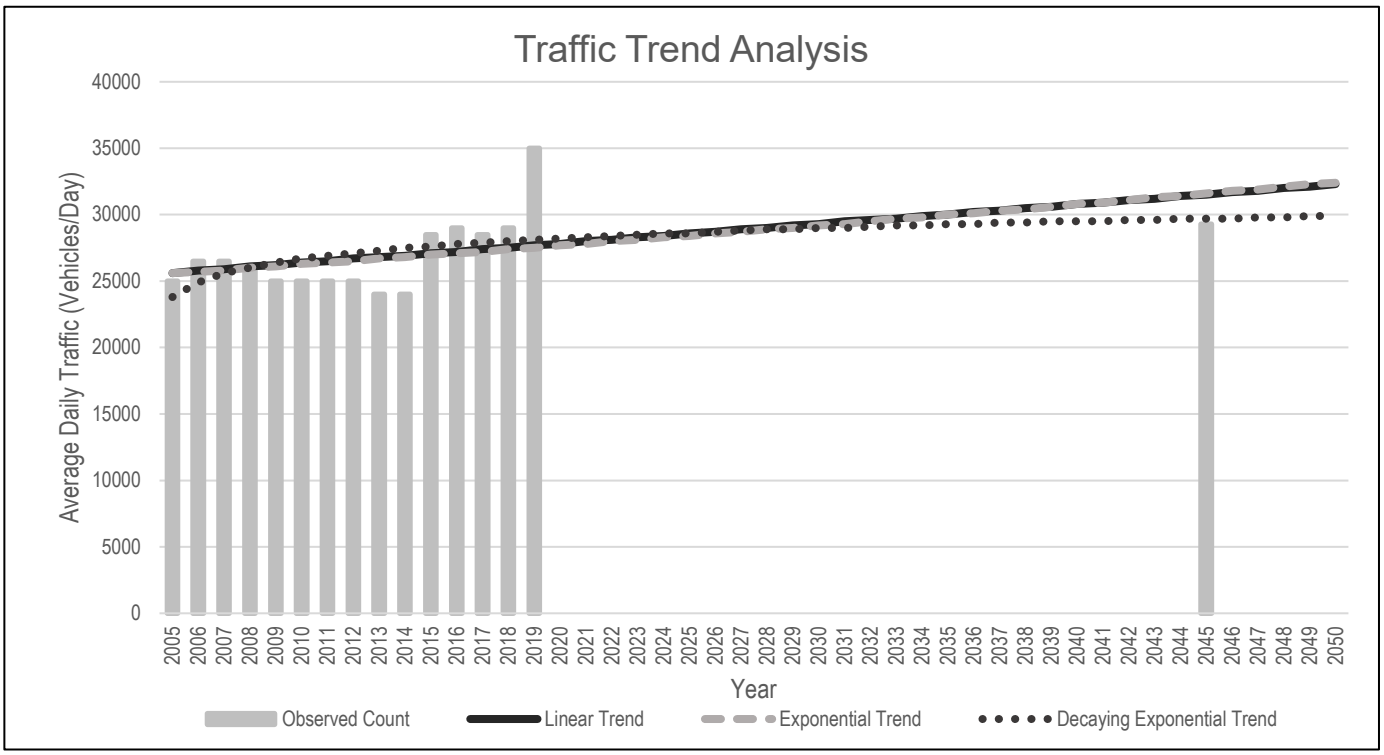
Exponential Growth Option	
Trend R-Squared:	39.98%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.40%
Compounded Growth Rate (2019 to Design Year 2050):	1.43%

Decaying Exponential Growth Option	
Trend R-Squared:	20.70%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.25%
Compounded Growth Rate (2019 to Design Year 2050):	0.21%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **353 (2)**
Location: **RAMP 87270222 FROM WB NE 203 ST TO NB I-95, 1000' N OF NE 203 ST**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2005	25000	25600	25600	23800
2006	26500	25800	25700	24900
2007	26500	25900	25800	25600
2008	26000	26100	26000	26000
2009	25000	26200	26100	26400
2010	25000	26400	26300	26700
2011	25000	26500	26400	26900
2012	25000	26700	26500	27100
2013	24000	26800	26700	27300
2014	24000	26900	26800	27500
2015	28500	27100	27000	27600
2016	29000	27200	27100	27800
2017	28500	27400	27200	27900
2018	29000	27500	27400	28000
2019	35000	27700	27500	28100
Opening Year 2030 Trend				
2030	N/A	29300	29200	29000
Mid-Analysis Year 2040 Trend				
2040	N/A	30800	30800	29500
Design Year 2050 Trend				
2050	N/A	32300	32400	29900
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	23.33%
Trend Annual Historic Growth Rate (2005 to 2019):	0.59%
Trend Growth Rate (2019 to Design Year 2050):	0.54%

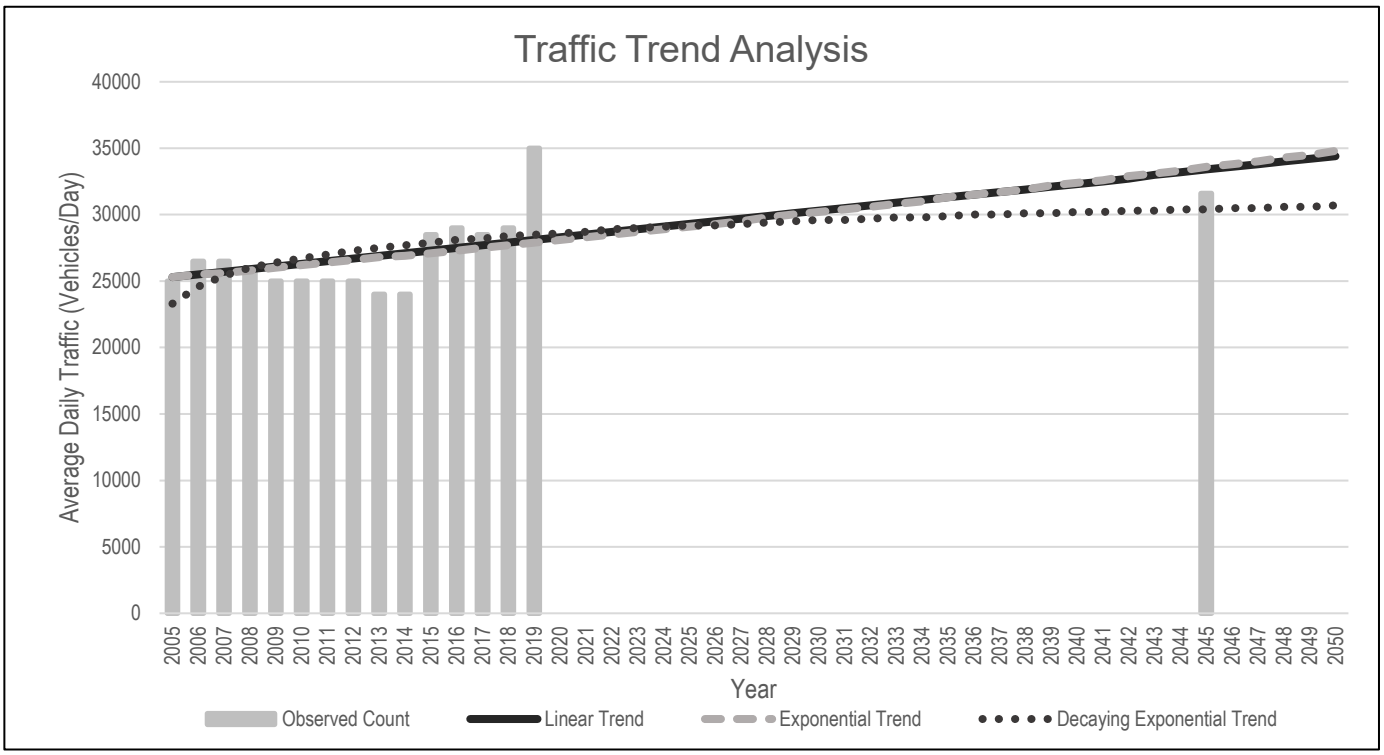
Exponential Growth Option	
Trend R-Squared:	**24.42%**
Compounded Annual Historic Growth Rate (2005 to 2019):	0.51%
Compounded Growth Rate (2019 to Design Year 2050):	0.53%

Decaying Exponential Growth Option	
Trend R-Squared:	24.34%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.19%
Compounded Growth Rate (2019 to Design Year 2050):	0.20%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **353 (3)**
Location: **RAMP 87270222 FROM WB NE 203 ST TO NB I-95, 1000' N OF NE 203 ST**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	25000	25300	25300	23300
2006	26500	25500	25500	24600
2007	26500	25700	25600	25400
2008	26000	25900	25800	26000
2009	25000	26100	26000	26400
2010	25000	26300	26200	26700
2011	25000	26500	26400	27000
2012	25000	26700	26600	27300
2013	24000	26900	26800	27500
2014	24000	27100	26900	27700
2015	28500	27300	27100	27900
2016	29000	27500	27300	28100
2017	28500	27700	27500	28200
2018	29000	27900	27700	28400
2019	35000	28100	27900	28500
Opening Year 2030 Trend				
2030	N/A	30300	30200	29600
Mid-Analysis Year 2040 Trend				
2040	N/A	32300	32400	30200
Design Year 2050 Trend				
2050	N/A	34400	34800	30700
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	38.81%
Trend Annual Historic Growth Rate (2005 to 2019):	0.79%
Trend Growth Rate (2019 to Design Year 2050):	0.72%

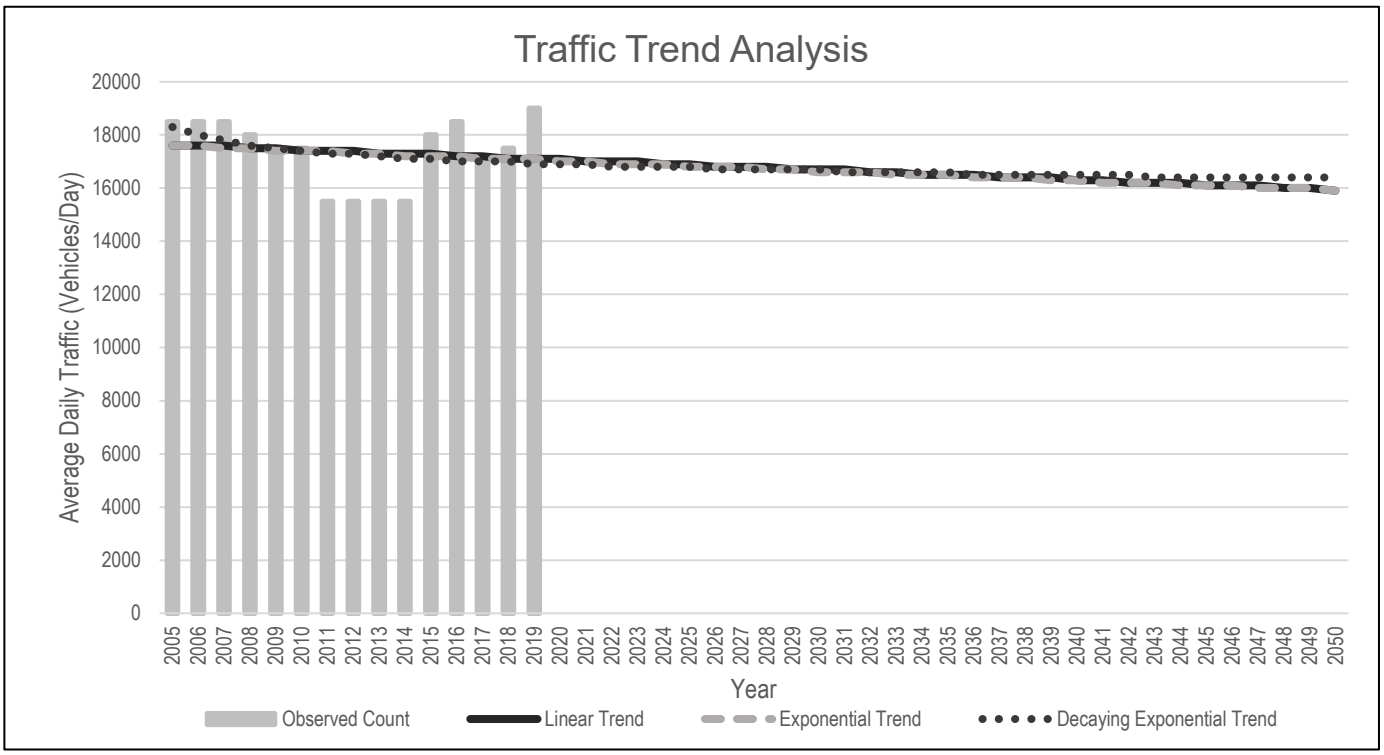
Exponential Growth Option	
Trend R-Squared:	**38.96%**
Compounded Annual Historic Growth Rate (2005 to 2019):	0.70%
Compounded Growth Rate (2019 to Design Year 2050):	0.72%

Decaying Exponential Growth Option	
Trend R-Squared:	31.76%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.45%
Compounded Growth Rate (2019 to Design Year 2050):	0.24%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **87-6351**
Location: **RAMP 87270220 FROM NB I-95 TO EB NE 203 ST, 200' N OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	18500	17600	17600	18300
2006	18500	17600	17600	18000
2007	18500	17600	17500	17800
2008	18000	17500	17500	17600
2009	17500	17500	17400	17500
2010	17500	17400	17400	17400
2011	15500	17400	17400	17300
2012	15500	17400	17300	17300
2013	15500	17300	17300	17200
2014	15500	17300	17200	17100
2015	18000	17300	17200	17100
2016	18500	17200	17200	17000
2017	17000	17200	17100	17000
2018	17500	17100	17100	17000
2019	19000	17100	17100	16900
Opening Year 2030 Trend				
2030	N/A	16700	16600	16700
Mid-Analysis Year 2040 Trend				
2040	N/A	16300	16300	16500
Design Year 2050 Trend				
2050	N/A	15900	15900	16400
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	1.73%
Trend Annual Historic Growth Rate (2005 to 2019):	-0.20%
Trend Growth Rate (2019 to Design Year 2050):	-0.23%

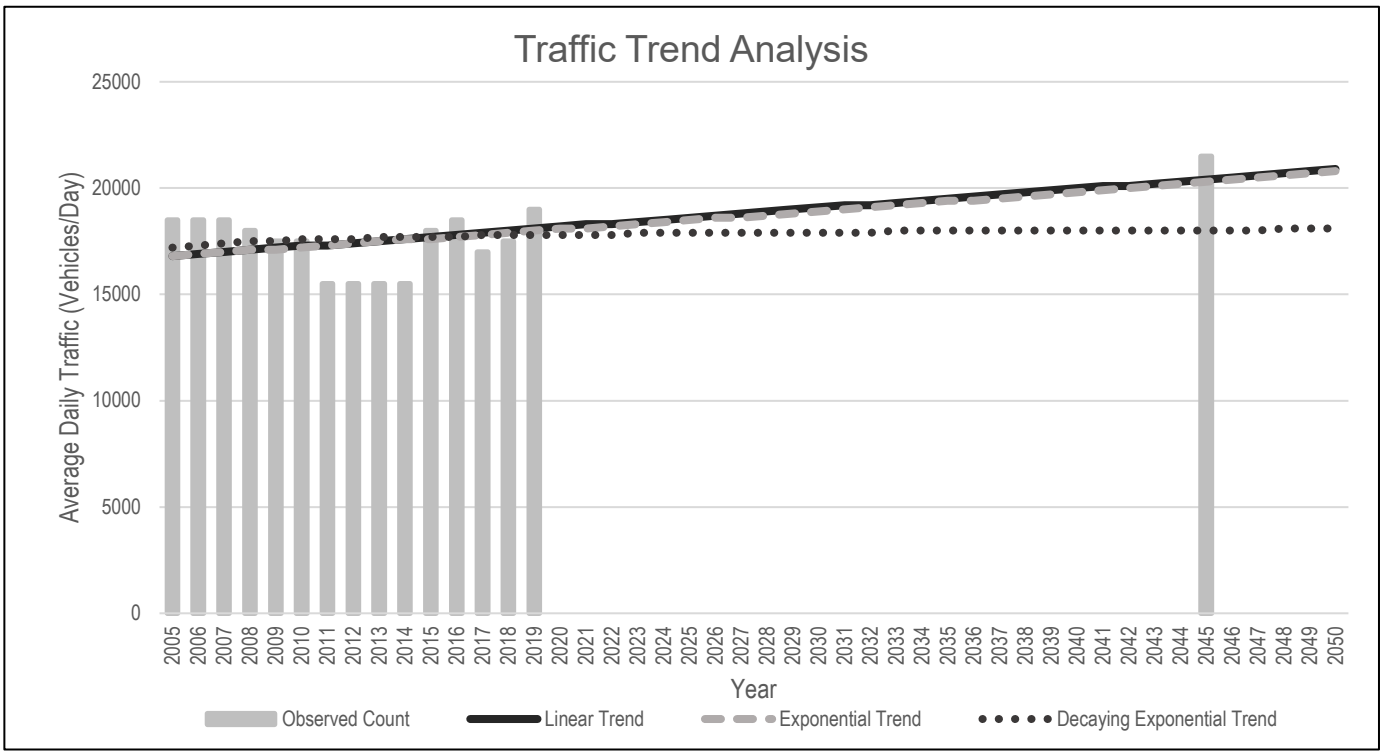
Exponential Growth Option	
Trend R-Squared:	1.73%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.21%
Compounded Growth Rate (2019 to Design Year 2050):	-0.23%

Decaying Exponential Growth Option	
Trend R-Squared:	**9.87%**
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.57%
Compounded Growth Rate (2019 to Design Year 2050):	-0.10%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **351 (2)**
Location: **RAMP 87270220 FROM NB I-95 TO EB NE 203 ST, 200' N OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	18500	16800	16800	17200
2006	18500	16900	16900	17300
2007	18500	17000	17000	17400
2008	18000	17100	17100	17500
2009	17500	17200	17100	17500
2010	17500	17300	17200	17600
2011	15500	17300	17300	17600
2012	15500	17400	17400	17600
2013	15500	17500	17500	17700
2014	15500	17600	17600	17700
2015	18000	17700	17600	17700
2016	18500	17800	17700	17700
2017	17000	17900	17800	17800
2018	17500	18000	17900	17800
2019	19000	18100	18000	17800
Opening Year 2030 Trend				
2030	N/A	19100	18900	17900
Mid-Analysis Year 2040 Trend				
2040	N/A	20000	19800	18000
Design Year 2050 Trend				
2050	N/A	20900	20800	18100
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**27.33%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.55%
Trend Growth Rate (2019 to Design Year 2050):	0.50%

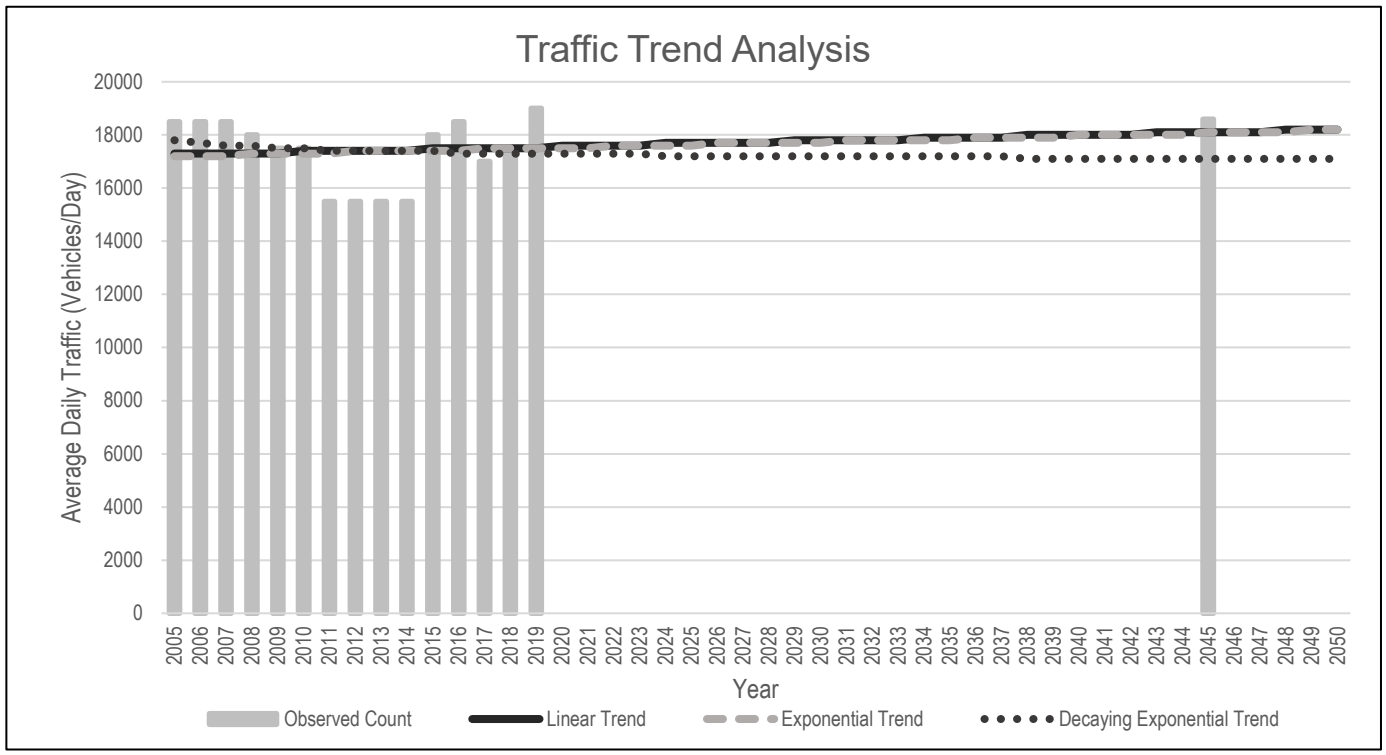
Exponential Growth Option	
Trend R-Squared:	23.07%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.49%
Compounded Growth Rate (2019 to Design Year 2050):	0.47%

Decaying Exponential Growth Option	
Trend R-Squared:	1.72%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.25%
Compounded Growth Rate (2019 to Design Year 2050):	0.05%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **351 (3)**
Location: **RAMP 87270220 FROM NB I-95 TO EB NE 203 ST, 200' N OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	18500	17300	17200	17800
2006	18500	17300	17200	17700
2007	18500	17300	17200	17600
2008	18000	17300	17300	17600
2009	17500	17300	17300	17500
2010	17500	17400	17300	17500
2011	15500	17400	17300	17400
2012	15500	17400	17400	17400
2013	15500	17400	17400	17400
2014	15500	17400	17400	17400
2015	18000	17500	17400	17400
2016	18500	17500	17400	17300
2017	17000	17500	17500	17300
2018	17500	17500	17500	17300
2019	19000	17500	17500	17300
Opening Year 2030 Trend				
2030	N/A	17800	17700	17200
Mid-Analysis Year 2040 Trend				
2040	N/A	18000	18000	17100
Design Year 2050 Trend				
2050	N/A	18200	18200	17100
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**2.43%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.08%
Trend Growth Rate (2019 to Design Year 2050):	0.13%

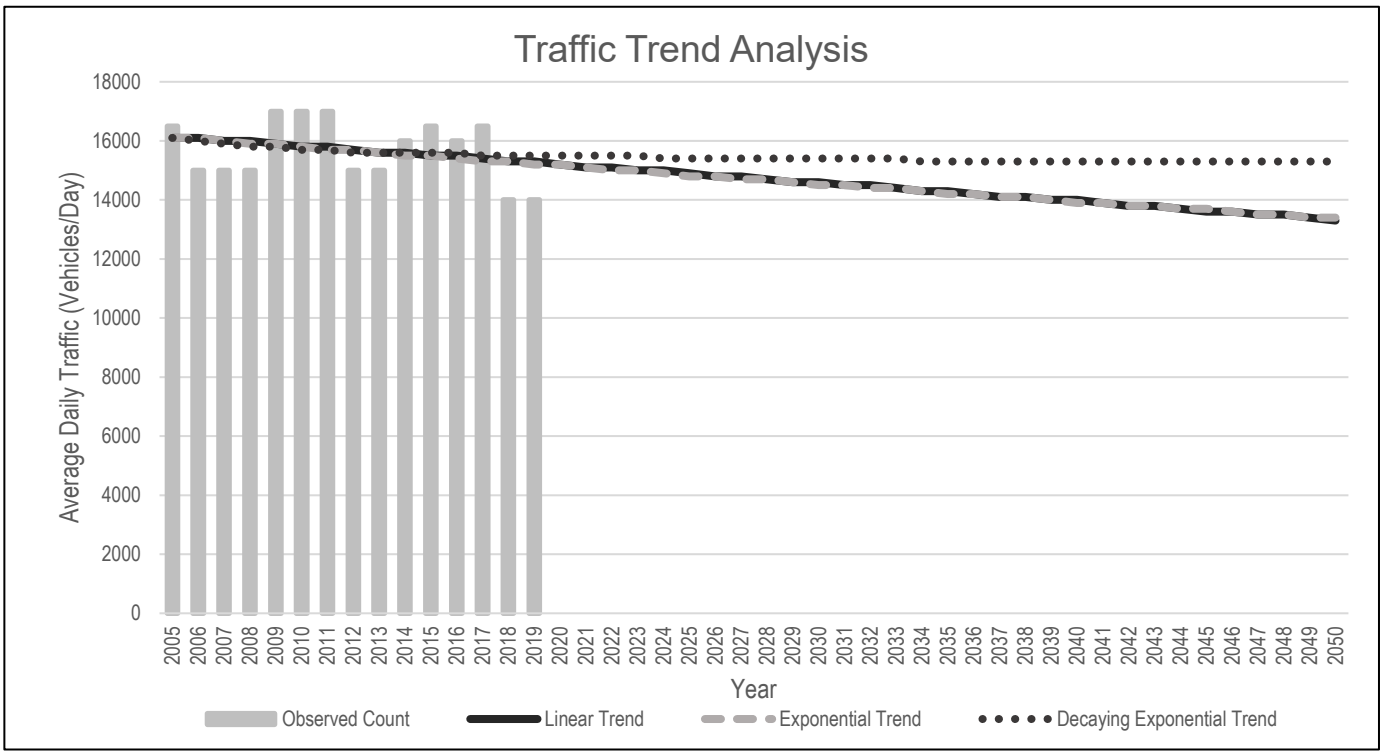
Exponential Growth Option	
Trend R-Squared:	2.31%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.12%
Compounded Growth Rate (2019 to Design Year 2050):	0.13%

Decaying Exponential Growth Option	
Trend R-Squared:	1.76%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.20%
Compounded Growth Rate (2019 to Design Year 2050):	-0.04%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **87-6347**
Location: **RAMP 87270216 FROM SB I-95 TO WB MIAMI GARDENS, 300' S OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	16500	16100	16100	16100
2006	15000	16100	16100	16000
2007	15000	16000	16000	15900
2008	15000	16000	15900	15800
2009	17000	15900	15900	15800
2010	17000	15800	15800	15700
2011	17000	15800	15700	15700
2012	15000	15700	15700	15600
2013	15000	15600	15600	15600
2014	16000	15600	15500	15600
2015	16500	15500	15500	15600
2016	16000	15500	15400	15600
2017	16500	15400	15300	15500
2018	14000	15300	15300	15500
2019	14000	15300	15200	15500
Opening Year 2030 Trend				
2030	N/A	14600	14500	15400
Mid-Analysis Year 2040 Trend				
2040	N/A	14000	13900	15300
Design Year 2050 Trend				
2050	N/A	13300	13400	15300
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	7.10%
Trend Annual Historic Growth Rate (2005 to 2019):	-0.35%
Trend Growth Rate (2019 to Design Year 2050):	-0.42%

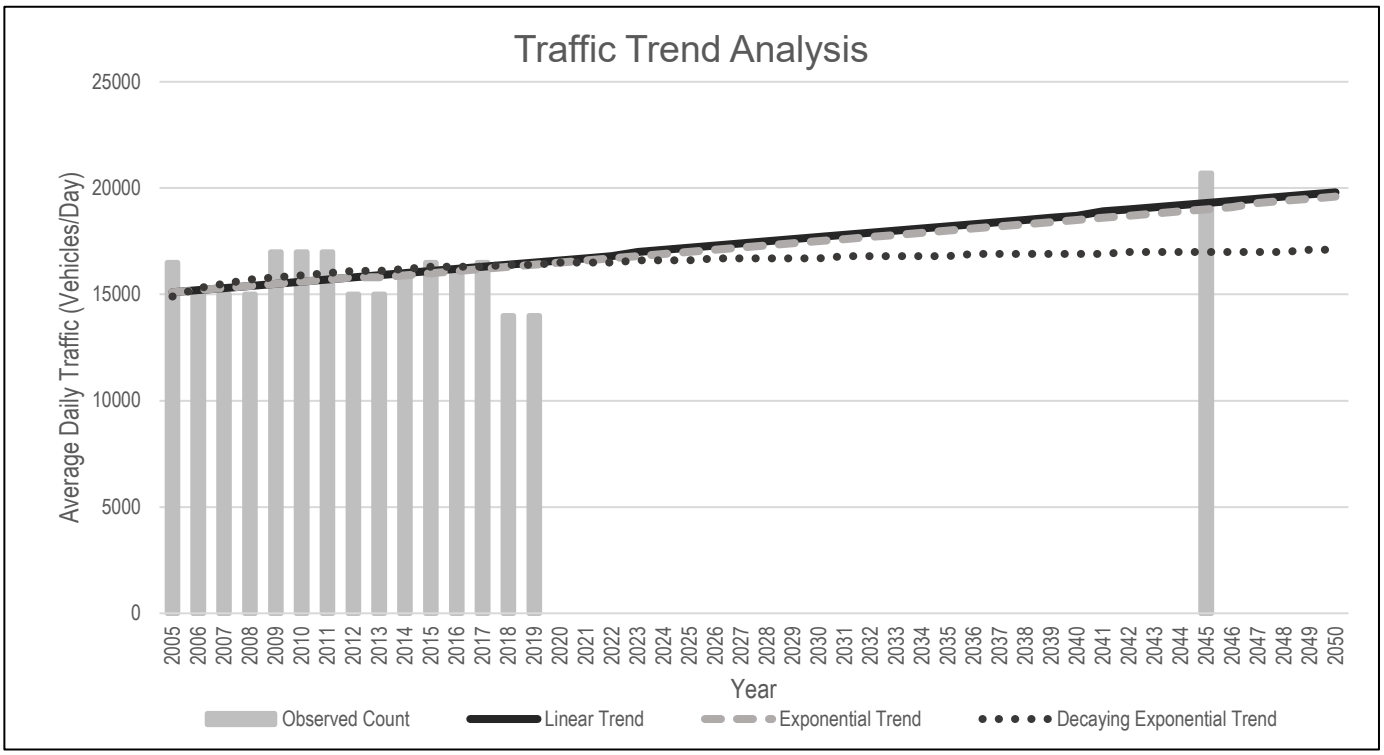
Exponential Growth Option	
Trend R-Squared:	**7.61%**
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.41%
Compounded Growth Rate (2019 to Design Year 2050):	-0.41%

Decaying Exponential Growth Option	
Trend R-Squared:	2.89%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.27%
Compounded Growth Rate (2019 to Design Year 2050):	-0.04%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **347 (2)**
Location: **RAMP 87270216 FROM SB I-95 TO WB MIAMI GARDENS, 300' S OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	16500	15100	15100	14900
2006	15000	15200	15200	15300
2007	15000	15300	15300	15500
2008	15000	15400	15400	15700
2009	17000	15500	15500	15800
2010	17000	15600	15600	15900
2011	17000	15700	15700	16000
2012	15000	15800	15800	16100
2013	15000	15900	15800	16100
2014	16000	16000	15900	16200
2015	16500	16100	16000	16300
2016	16000	16200	16100	16300
2017	16500	16300	16200	16300
2018	14000	16400	16300	16400
2019	14000	16500	16400	16400
Opening Year 2030 Trend				
2030	N/A	17700	17500	16700
Mid-Analysis Year 2040 Trend				
2040	N/A	18700	18500	16900
Design Year 2050 Trend				
2050	N/A	19800	19600	17100
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**37.25%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.66%
Trend Growth Rate (2019 to Design Year 2050):	0.65%

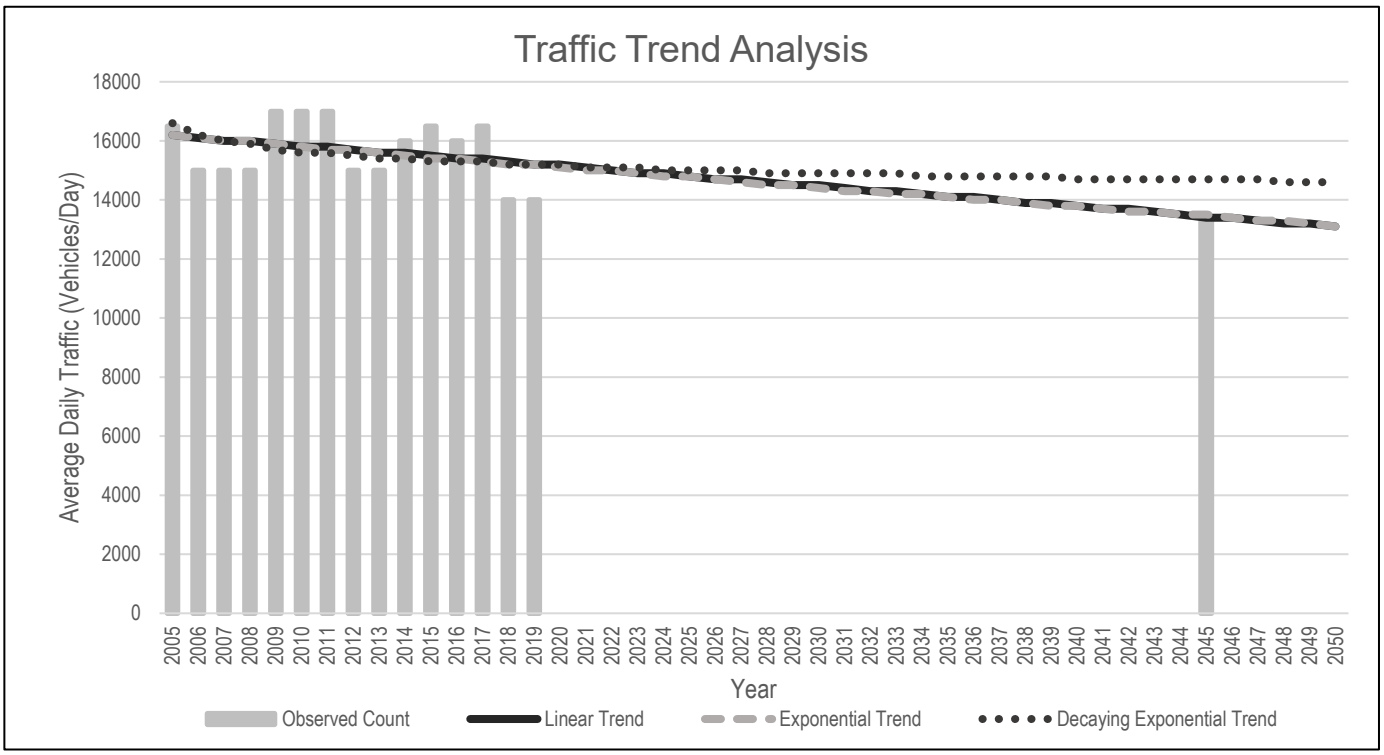
Exponential Growth Option	
Trend R-Squared:	31.29%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.59%
Compounded Growth Rate (2019 to Design Year 2050):	0.58%

Decaying Exponential Growth Option	
Trend R-Squared:	9.92%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.69%
Compounded Growth Rate (2019 to Design Year 2050):	0.13%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **347 (3)**
Location: **RAMP 87270216 FROM SB I-95 TO WB MIAMI GARDENS, 300' S OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2005	16500	16200	16200	16600
2006	15000	16100	16100	16200
2007	15000	16000	16000	16000
2008	15000	16000	16000	15900
2009	17000	15900	15900	15700
2010	17000	15800	15800	15600
2011	17000	15800	15700	15600
2012	15000	15700	15700	15500
2013	15000	15600	15600	15400
2014	16000	15600	15500	15400
2015	16500	15500	15400	15300
2016	16000	15400	15400	15300
2017	16500	15400	15300	15300
2018	14000	15300	15200	15200
2019	14000	15200	15200	15200
Opening Year 2030 Trend				
2030	N/A	14500	14400	14900
Mid-Analysis Year 2040 Trend				
2040	N/A	13800	13800	14700
Design Year 2050 Trend				
2050	N/A	13100	13100	14600
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	29.68%
Trend Annual Historic Growth Rate (2005 to 2019):	-0.44%
Trend Growth Rate (2019 to Design Year 2050):	-0.45%

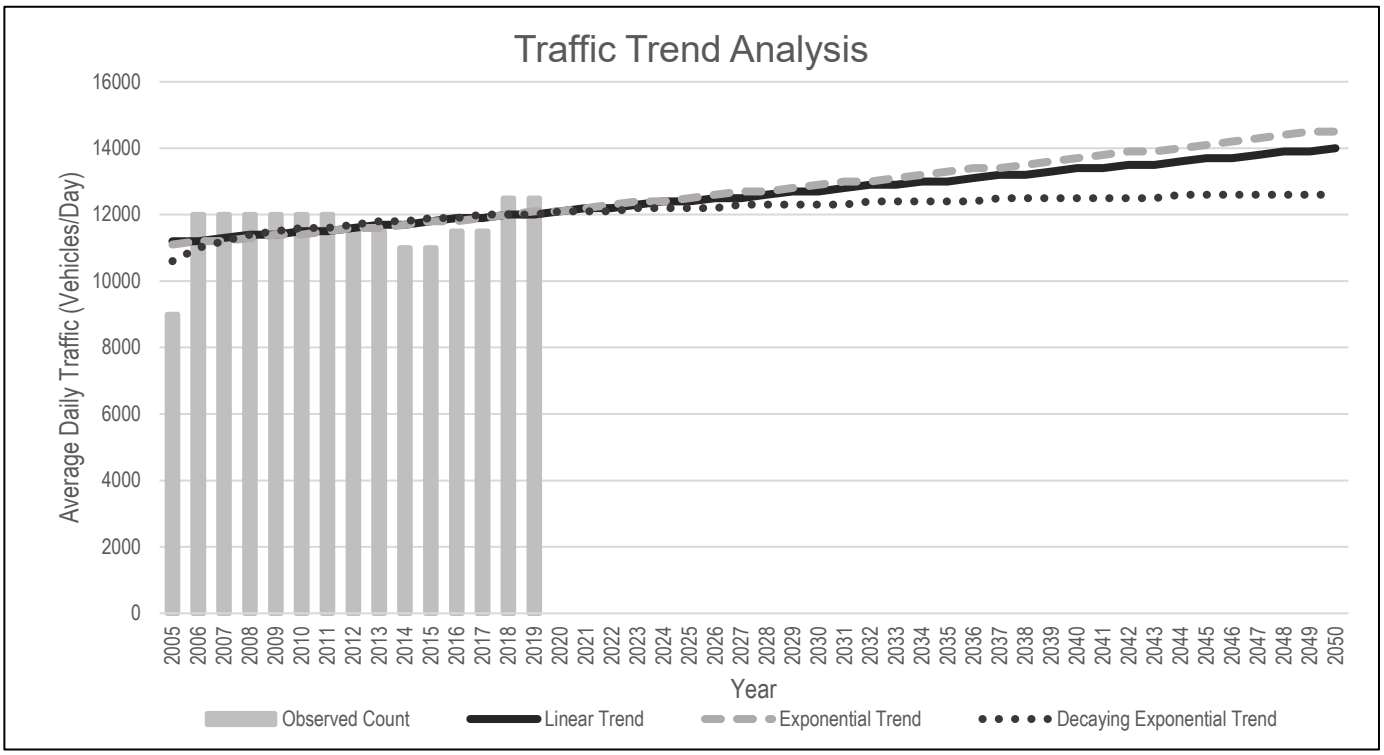
Exponential Growth Option	
Trend R-Squared:	**31.96%**
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.45%
Compounded Growth Rate (2019 to Design Year 2050):	-0.48%

Decaying Exponential Growth Option	
Trend R-Squared:	14.75%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.63%
Compounded Growth Rate (2019 to Design Year 2050):	-0.13%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **87-6346**
Location: **RAMP 87270215 FROM WB MIAMI GARDENS TO SB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	9000	11200	11100	10600
2006	12000	11200	11200	11000
2007	12000	11300	11200	11200
2008	12000	11400	11300	11400
2009	12000	11400	11400	11500
2010	12000	11500	11400	11600
2011	12000	11500	11500	11600
2012	11500	11600	11600	11700
2013	11500	11700	11600	11800
2014	11000	11700	11700	11800
2015	11000	11800	11800	11900
2016	11500	11900	11800	11900
2017	11500	11900	11900	12000
2018	12500	12000	12000	12000
2019	12500	12000	12100	12000
Opening Year 2030 Trend				
2030	N/A	12700	12900	12300
Mid-Analysis Year 2040 Trend				
2040	N/A	13400	13700	12500
Design Year 2050 Trend				
2050	N/A	14000	14500	12600
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	10.83%
Trend Annual Historic Growth Rate (2005 to 2019):	0.51%
Trend Growth Rate (2019 to Design Year 2050):	0.54%

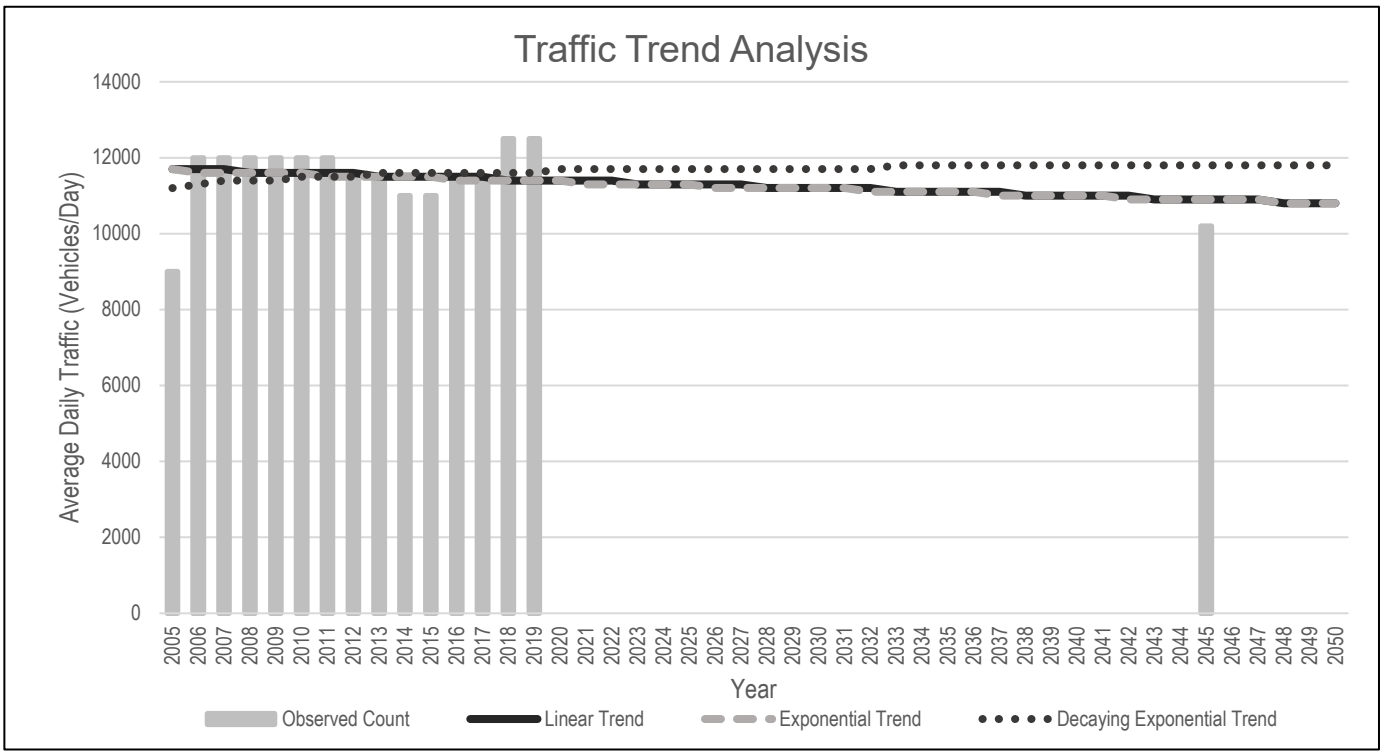
Exponential Growth Option	
Trend R-Squared:	11.47%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.62%
Compounded Growth Rate (2019 to Design Year 2050):	0.59%

Decaying Exponential Growth Option	
Trend R-Squared:	**23.10%**
Compounded Annual Historic Growth Rate (2005 to 2019):	0.89%
Compounded Growth Rate (2019 to Design Year 2050):	0.16%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **346 (2)**
Location: **RAMP 87270215 FROM WB MIAMI GARDENS TO SB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	9000	11700	11700	11200
2006	12000	11700	11600	11300
2007	12000	11700	11600	11400
2008	12000	11600	11600	11400
2009	12000	11600	11600	11400
2010	12000	11600	11600	11500
2011	12000	11600	11500	11500
2012	11500	11600	11500	11500
2013	11500	11500	11500	11600
2014	11000	11500	11500	11600
2015	11000	11500	11500	11600
2016	11500	11500	11400	11600
2017	11500	11500	11400	11600
2018	12500	11400	11400	11600
2019	12500	11400	11400	11600
Opening Year 2030 Trend				
2030	N/A	11200	11200	11700
Mid-Analysis Year 2040 Trend				
2040	N/A	11000	11000	11800
Design Year 2050 Trend				
2050	N/A	10800	10800	11800
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**4.29%**
Trend Annual Historic Growth Rate (2005 to 2019):	-0.18%
Trend Growth Rate (2019 to Design Year 2050):	-0.17%

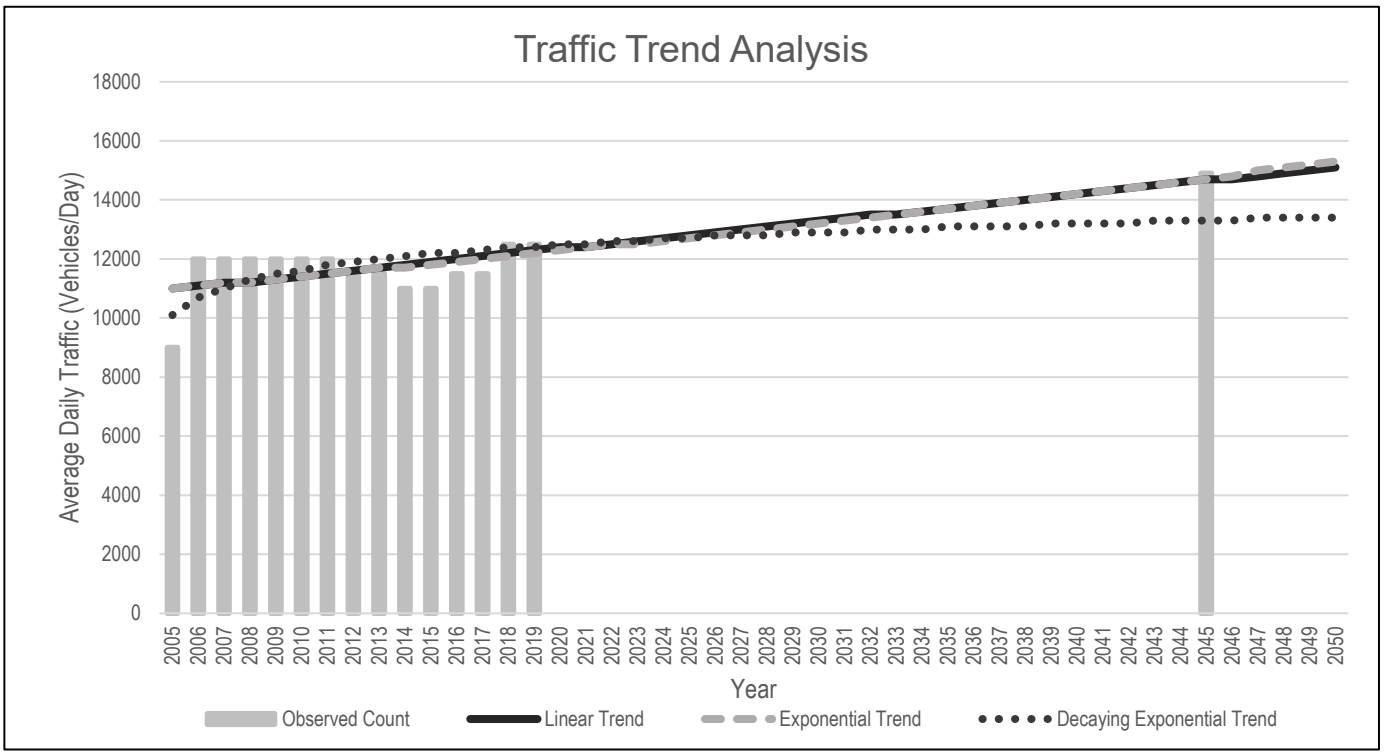
Exponential Growth Option	
Trend R-Squared:	3.64%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.19%
Compounded Growth Rate (2019 to Design Year 2050):	-0.17%

Decaying Exponential Growth Option	
Trend R-Squared:	2.95%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.25%
Compounded Growth Rate (2019 to Design Year 2050):	0.06%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **346 (3)**
Location: **RAMP 87270215 FROM WB MIAMI GARDENS TO SB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	9000	11000	11000	10100
2006	12000	11100	11100	10700
2007	12000	11200	11200	11000
2008	12000	11200	11200	11300
2009	12000	11300	11300	11500
2010	12000	11400	11400	11600
2011	12000	11500	11500	11800
2012	11500	11600	11600	11900
2013	11500	11700	11700	12000
2014	11000	11800	11700	12100
2015	11000	11900	11800	12200
2016	11500	12000	11900	12200
2017	11500	12100	12000	12300
2018	12500	12200	12100	12400
2019	12500	12300	12200	12400
Opening Year 2030 Trend				
2030	N/A	13300	13200	12900
Mid-Analysis Year 2040 Trend				
2040	N/A	14200	14200	13200
Design Year 2050 Trend				
2050	N/A	15100	15300	13400
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**54.13%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.84%
Trend Growth Rate (2019 to Design Year 2050):	0.73%

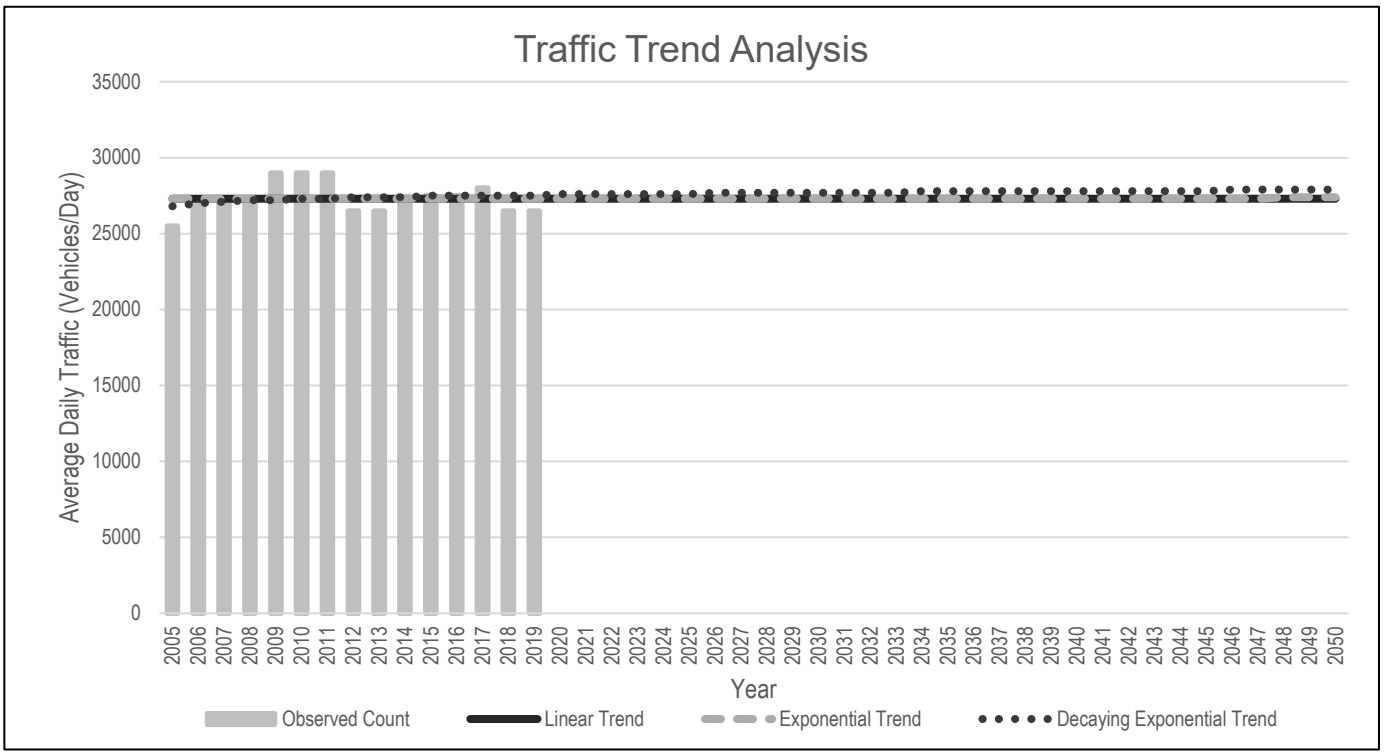
Exponential Growth Option	
Trend R-Squared:	46.91%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.74%
Compounded Growth Rate (2019 to Design Year 2050):	0.73%

Decaying Exponential Growth Option	
Trend R-Squared:	43.52%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.48%
Compounded Growth Rate (2019 to Design Year 2050):	0.25%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **-6346&7**
Location: **RAMP 87270215 FROM WB MIAMI GARDENS TO SB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	25500	27300	27300	26800
2006	27000	27300	27300	27000
2007	27000	27300	27300	27100
2008	27000	27300	27300	27200
2009	29000	27300	27300	27200
2010	29000	27300	27300	27300
2011	29000	27300	27300	27300
2012	26500	27300	27300	27400
2013	26500	27300	27300	27400
2014	27000	27300	27300	27400
2015	27500	27300	27300	27500
2016	27500	27300	27300	27500
2017	28000	27300	27300	27500
2018	26500	27300	27300	27500
2019	26500	27300	27300	27500
Opening Year 2030 Trend				
2030	N/A	27300	27300	27700
Mid-Analysis Year 2040 Trend				
2040	N/A	27300	27300	27800
Design Year 2050 Trend				
2050	N/A	27300	27400	27900
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	0.00%
Trend Annual Historic Growth Rate (2005 to 2019):	0.00%
Trend Growth Rate (2019 to Design Year 2050):	0.00%

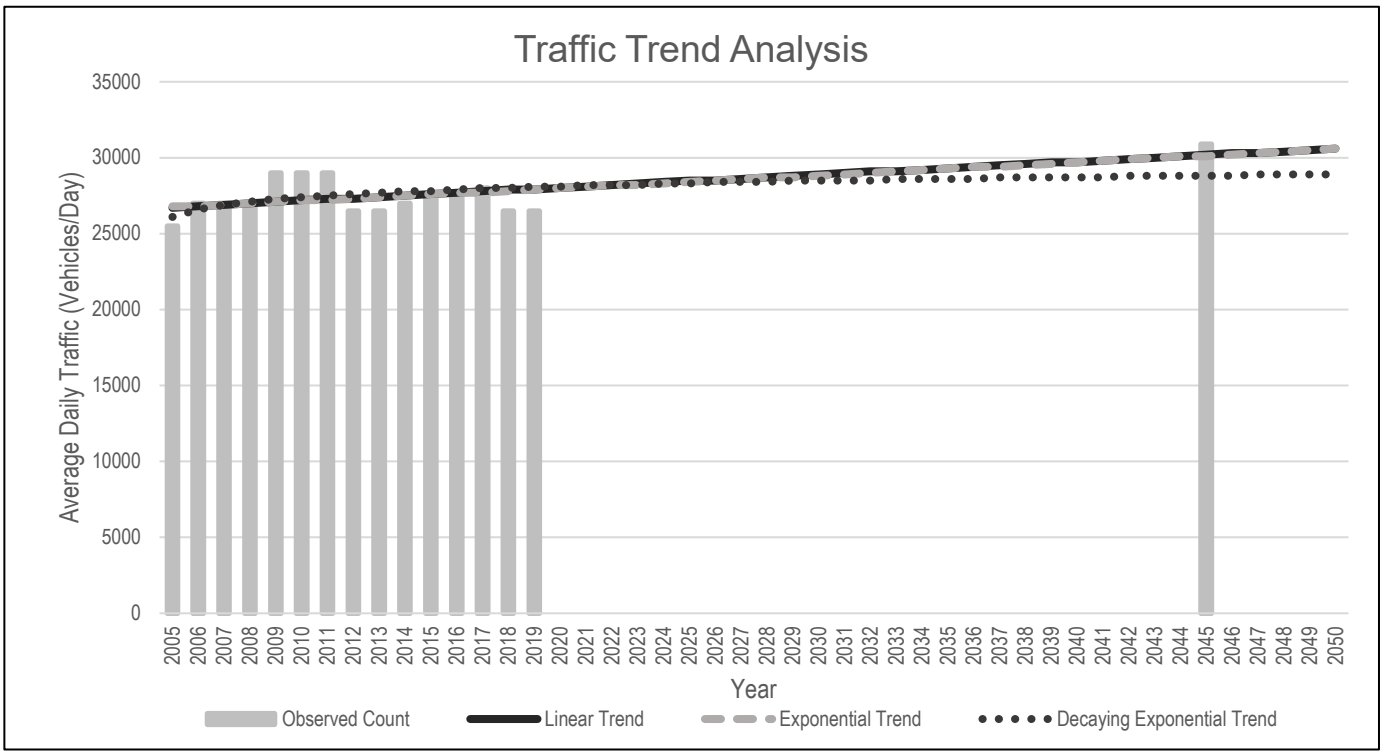
Exponential Growth Option	
Trend R-Squared:	0.01%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.00%
Compounded Growth Rate (2019 to Design Year 2050):	0.01%

Decaying Exponential Growth Option	
Trend R-Squared:	**4.81%**
Compounded Annual Historic Growth Rate (2005 to 2019):	0.18%
Compounded Growth Rate (2019 to Design Year 2050):	0.05%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **6&7 (2)**
Location: **RAMP 87270215 FROM WB MIAMI GARDENS TO SB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2005	25500	26700	26800	26100
2006	27000	26800	26800	26600
2007	27000	26900	26900	26900
2008	27000	27000	27000	27100
2009	29000	27100	27100	27300
2010	29000	27200	27200	27400
2011	29000	27300	27200	27500
2012	26500	27300	27300	27600
2013	26500	27400	27400	27700
2014	27000	27500	27500	27800
2015	27500	27600	27600	27800
2016	27500	27700	27700	27900
2017	28000	27800	27700	28000
2018	26500	27900	27800	28000
2019	26500	27900	27900	28100
Opening Year 2030 Trend				
2030	N/A	28900	28800	28500
Mid-Analysis Year 2040 Trend				
2040	N/A	29700	29700	28700
Design Year 2050 Trend				
2050	N/A	30600	30600	28900
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**34.61%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.32%
Trend Growth Rate (2019 to Design Year 2050):	0.31%

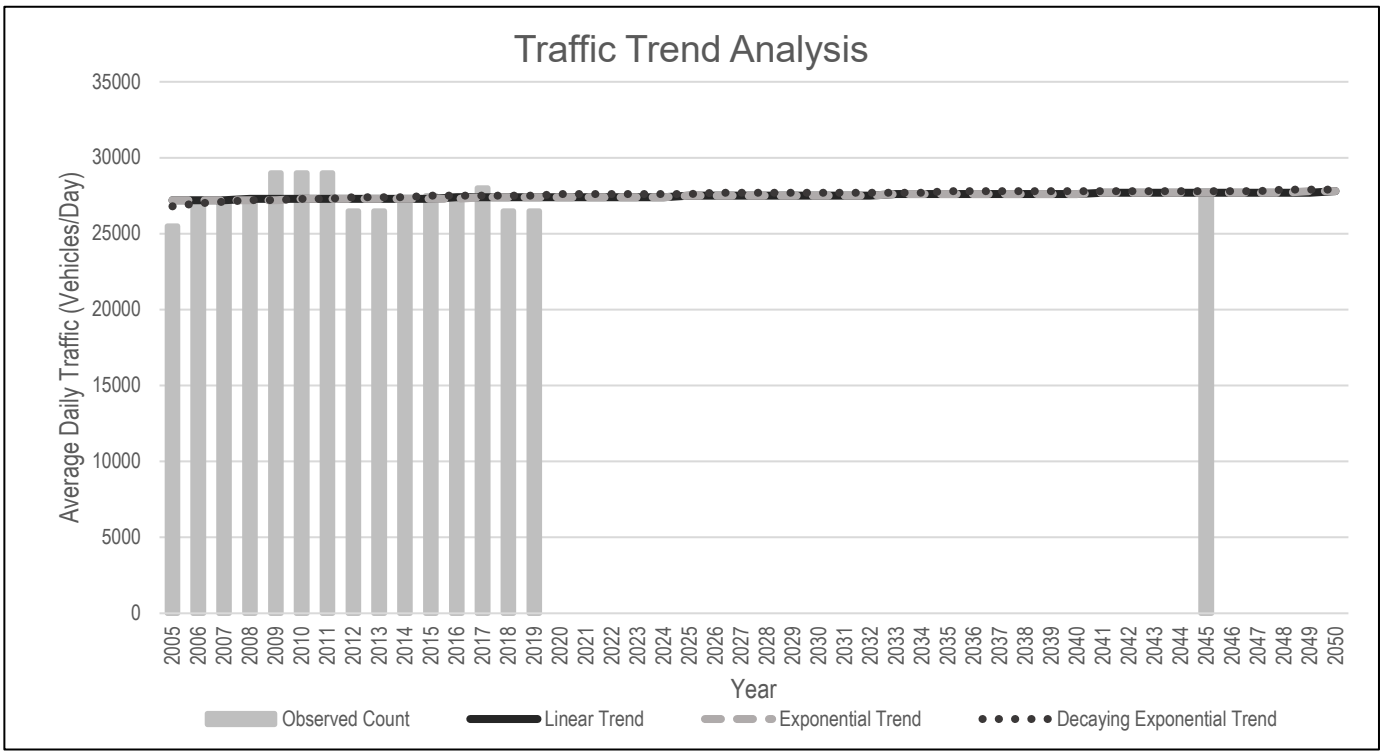
Exponential Growth Option	
Trend R-Squared:	33.03%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.29%
Compounded Growth Rate (2019 to Design Year 2050):	0.30%

Decaying Exponential Growth Option	
Trend R-Squared:	23.72%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.53%
Compounded Growth Rate (2019 to Design Year 2050):	0.09%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **6&7 (3)**
Location: **RAMP 87270215 FROM WB MIAMI GARDENS TO SB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	25500	27200	27200	26800
2006	27000	27200	27200	27000
2007	27000	27200	27200	27100
2008	27000	27300	27200	27200
2009	29000	27300	27200	27200
2010	29000	27300	27300	27300
2011	29000	27300	27300	27300
2012	26500	27300	27300	27400
2013	26500	27300	27300	27400
2014	27000	27300	27300	27400
2015	27500	27300	27300	27500
2016	27500	27400	27300	27500
2017	28000	27400	27400	27500
2018	26500	27400	27400	27500
2019	26500	27400	27400	27500
Opening Year 2030 Trend				
2030	N/A	27500	27500	27700
Mid-Analysis Year 2040 Trend				
2040	N/A	27600	27600	27800
Design Year 2050 Trend				
2050	N/A	27800	27800	27900
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	1.18%
Trend Annual Historic Growth Rate (2005 to 2019):	0.05%
Trend Growth Rate (2019 to Design Year 2050):	0.05%

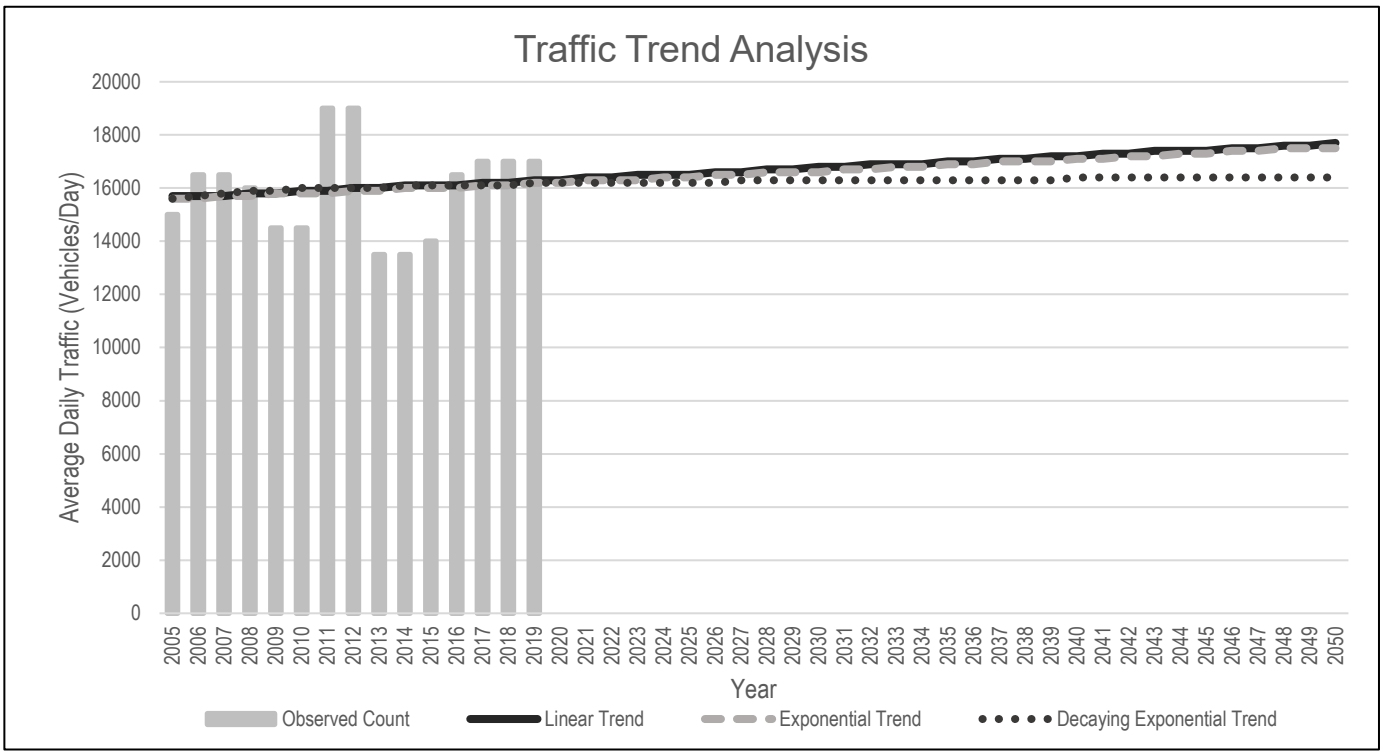
Exponential Growth Option	
Trend R-Squared:	1.35%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.05%
Compounded Growth Rate (2019 to Design Year 2050):	0.05%

Decaying Exponential Growth Option	
Trend R-Squared:	**6.23%**
Compounded Annual Historic Growth Rate (2005 to 2019):	0.18%
Compounded Growth Rate (2019 to Design Year 2050):	0.05%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **87-6349**
Location: **RAMP 87270218 FROM WB MIAMI GARDENS TO NB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2005	15000	15700	15600	15600
2006	16500	15700	15600	15700
2007	16500	15700	15700	15800
2008	16000	15800	15700	15900
2009	14500	15800	15800	15900
2010	14500	15900	15800	16000
2011	19000	15900	15800	16000
2012	19000	16000	15900	16000
2013	13500	16000	15900	16000
2014	13500	16100	16000	16100
2015	14000	16100	16000	16100
2016	16500	16100	16000	16100
2017	17000	16200	16100	16100
2018	17000	16200	16100	16100
2019	17000	16300	16200	16200
Opening Year 2030 Trend				
2030	N/A	16800	16600	16300
Mid-Analysis Year 2040 Trend				
2040	N/A	17200	17100	16400
Design Year 2050 Trend				
2050	N/A	17700	17500	16400
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**1.28%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.27%
Trend Growth Rate (2019 to Design Year 2050):	0.28%

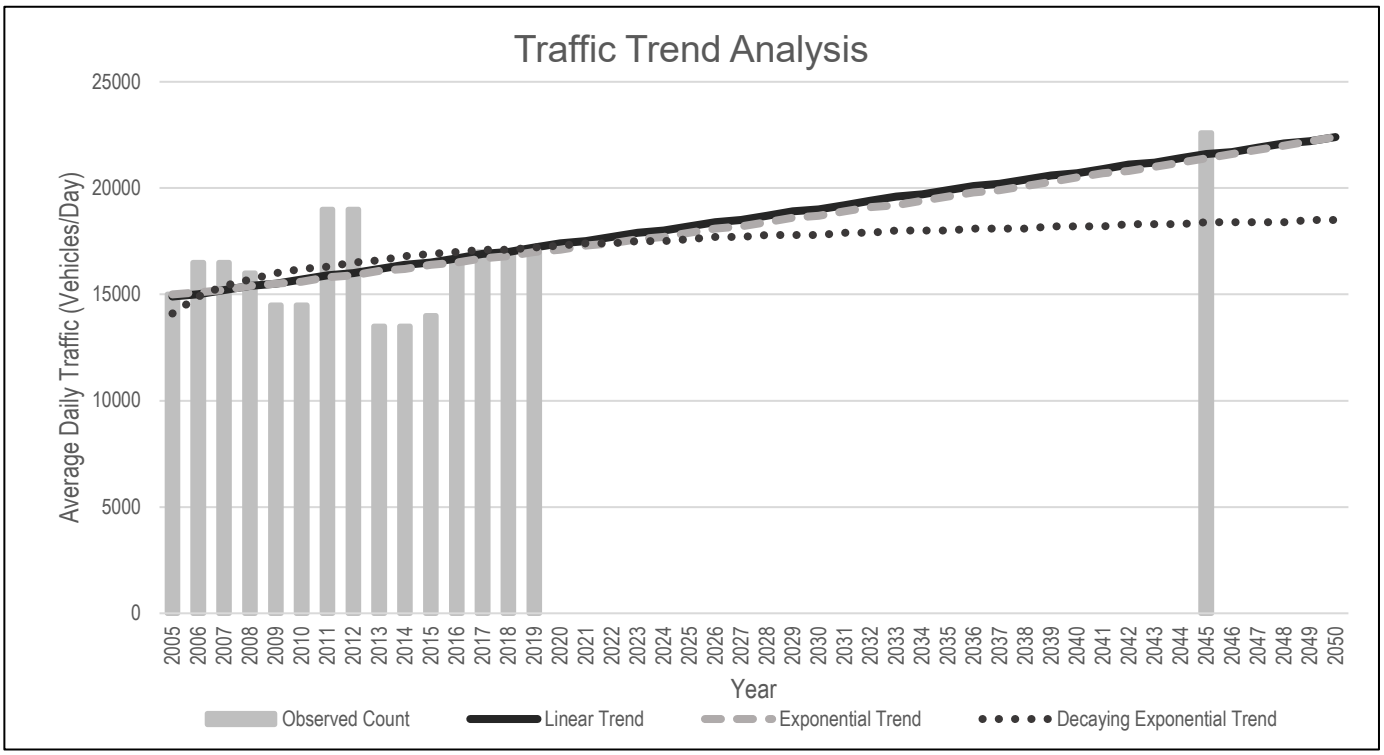
Exponential Growth Option	
Trend R-Squared:	1.14%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.27%
Compounded Growth Rate (2019 to Design Year 2050):	0.25%

Decaying Exponential Growth Option	
Trend R-Squared:	0.97%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.27%
Compounded Growth Rate (2019 to Design Year 2050):	0.04%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **349 (2)**
Location: **RAMP 87270218 FROM WB MIAMI GARDENS TO NB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	15000	14900	15000	14100
2006	16500	15000	15100	14900
2007	16500	15200	15200	15400
2008	16000	15400	15400	15700
2009	14500	15500	15500	16000
2010	14500	15700	15600	16200
2011	19000	15900	15800	16300
2012	19000	16000	15900	16500
2013	13500	16200	16100	16600
2014	13500	16400	16200	16800
2015	14000	16500	16400	16900
2016	16500	16700	16500	17000
2017	17000	16900	16700	17100
2018	17000	17000	16800	17100
2019	17000	17200	17000	17200
Opening Year 2030 Trend				
2030	N/A	19000	18700	17800
Mid-Analysis Year 2040 Trend				
2040	N/A	20700	20500	18200
Design Year 2050 Trend				
2050	N/A	22400	22400	18500
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**42.87%**
Trend Annual Historic Growth Rate (2005 to 2019):	1.10%
Trend Growth Rate (2019 to Design Year 2050):	0.98%

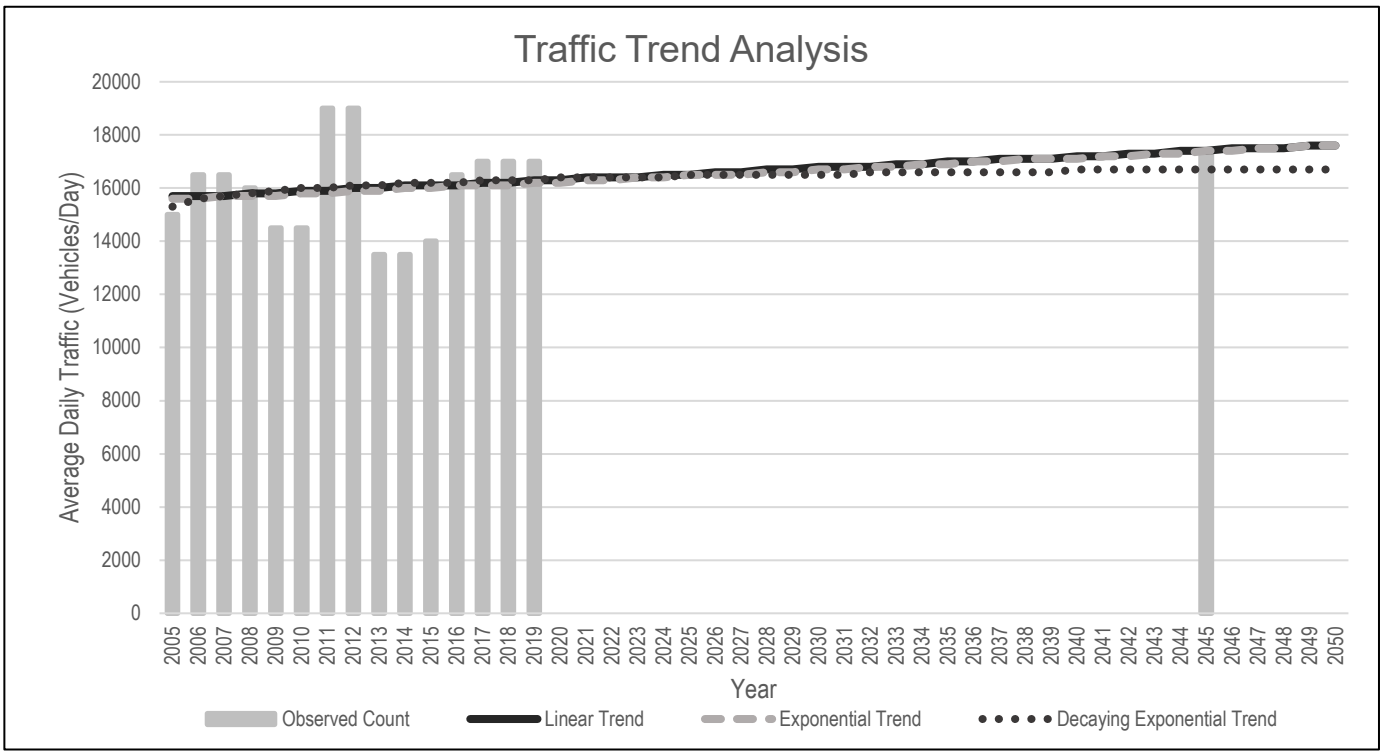
Exponential Growth Option	
Trend R-Squared:	36.30%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.90%
Compounded Growth Rate (2019 to Design Year 2050):	0.89%

Decaying Exponential Growth Option	
Trend R-Squared:	18.03%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.43%
Compounded Growth Rate (2019 to Design Year 2050):	0.24%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **349 (3)**
Location: **RAMP 87270218 FROM WB MIAMI GARDENS TO NB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	15000	15700	15600	15300
2006	16500	15700	15600	15600
2007	16500	15700	15700	15700
2008	16000	15800	15700	15800
2009	14500	15800	15700	15900
2010	14500	15900	15800	16000
2011	19000	15900	15800	16000
2012	19000	16000	15900	16100
2013	13500	16000	15900	16100
2014	13500	16100	16000	16200
2015	14000	16100	16000	16200
2016	16500	16100	16100	16200
2017	17000	16200	16100	16300
2018	17000	16200	16100	16300
2019	17000	16300	16200	16300
Opening Year 2030 Trend				
2030	N/A	16800	16700	16500
Mid-Analysis Year 2040 Trend				
2040	N/A	17200	17100	16700
Design Year 2050 Trend				
2050	N/A	17600	17600	16700
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	5.44%
Trend Annual Historic Growth Rate (2005 to 2019):	0.27%
Trend Growth Rate (2019 to Design Year 2050):	0.26%

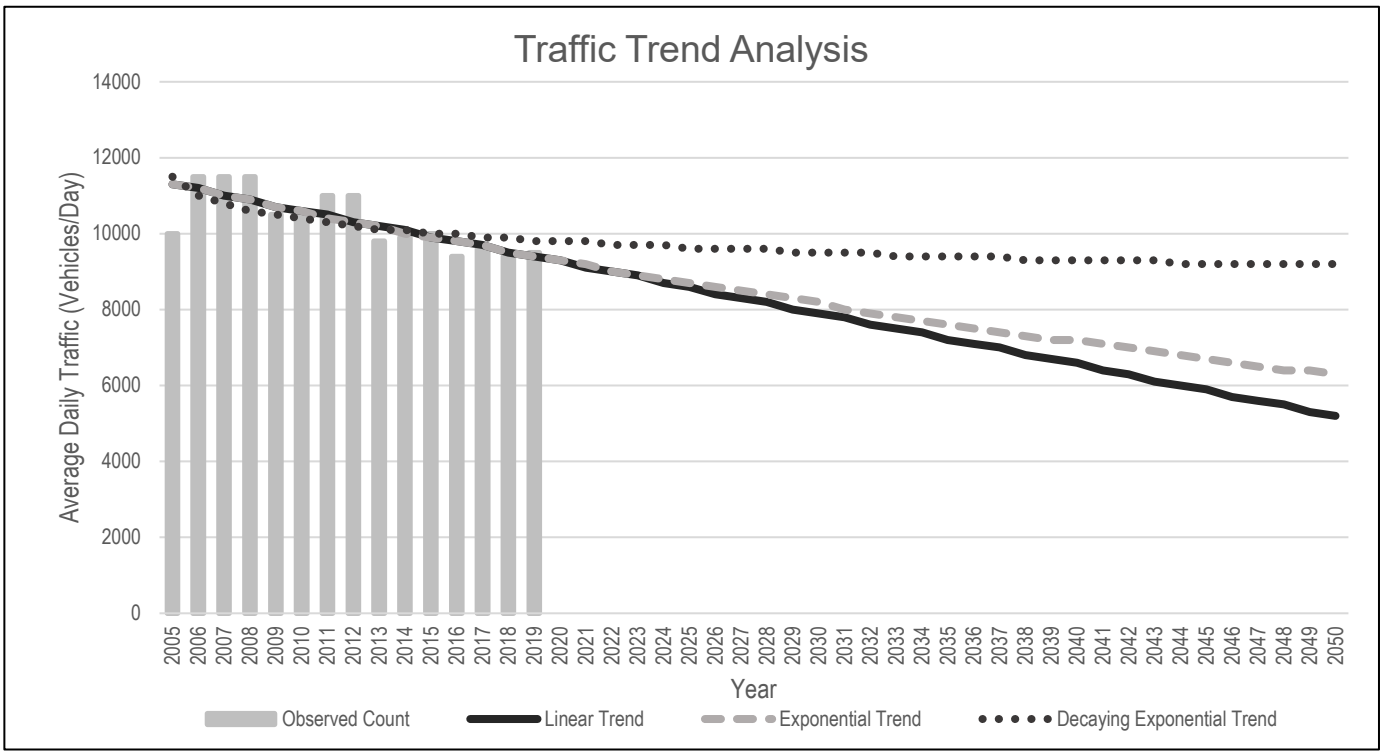
Exponential Growth Option	
Trend R-Squared:	**5.48%**
Compounded Annual Historic Growth Rate (2005 to 2019):	0.27%
Compounded Growth Rate (2019 to Design Year 2050):	0.27%

Decaying Exponential Growth Option	
Trend R-Squared:	3.60%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.45%
Compounded Growth Rate (2019 to Design Year 2050):	0.08%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **87-6348**
Location: **RAMP 87270218 FROM WB MIAMI GARDENS TO NB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	10000	11300	11300	11500
2006	11500	11200	11200	11000
2007	11500	11000	11000	10800
2008	11500	10900	10900	10600
2009	10500	10700	10700	10500
2010	10500	10600	10600	10400
2011	11000	10500	10400	10300
2012	11000	10300	10300	10200
2013	9800	10200	10200	10100
2014	9900	10100	10000	10100
2015	10000	9900	9900	10000
2016	9400	9800	9800	10000
2017	9600	9700	9700	9900
2018	9400	9500	9500	9900
2019	9500	9400	9400	9800
Opening Year 2030 Trend				
2030	N/A	7900	8200	9500
Mid-Analysis Year 2040 Trend				
2040	N/A	6600	7200	9300
Design Year 2050 Trend				
2050	N/A	5200	6300	9200
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	58.99%
Trend Annual Historic Growth Rate (2005 to 2019):	-1.20%
Trend Growth Rate (2019 to Design Year 2050):	-1.44%

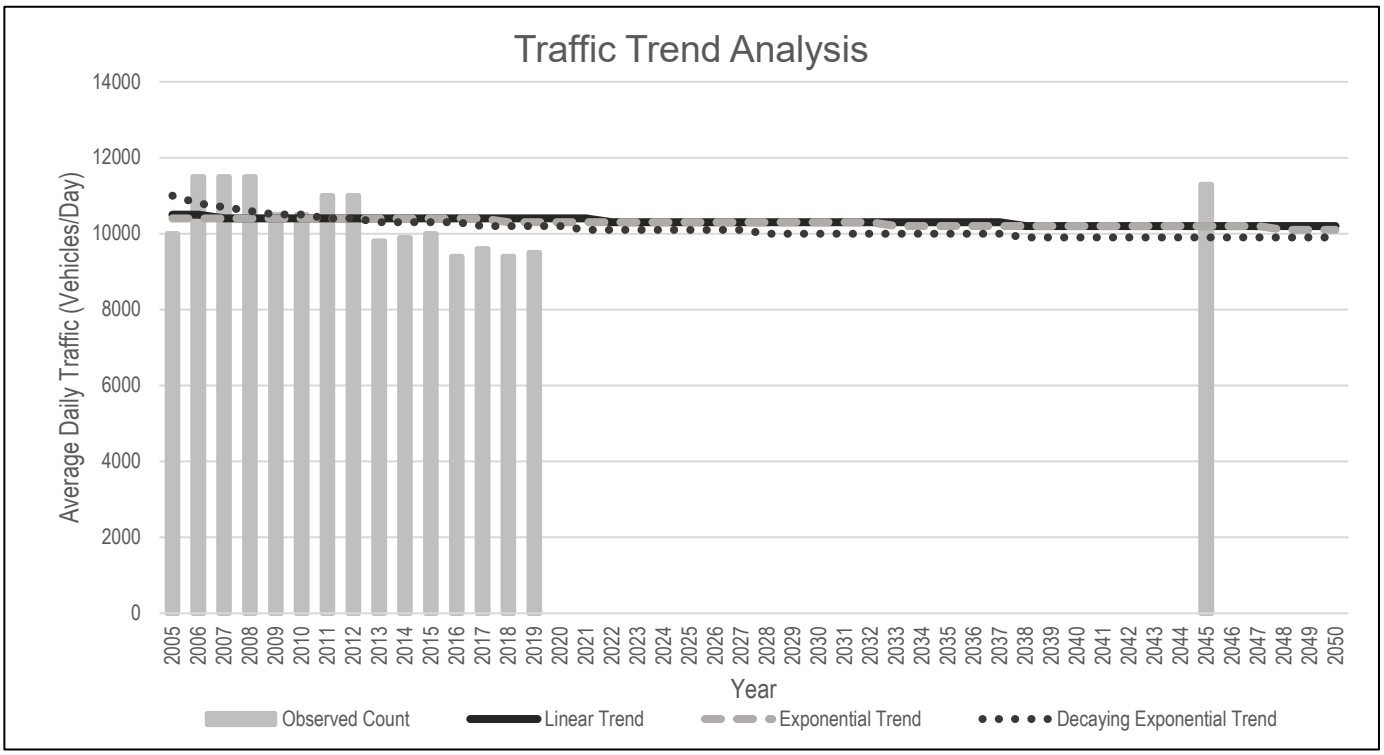
Exponential Growth Option	
Trend R-Squared:	**59.88%**
Compounded Annual Historic Growth Rate (2005 to 2019):	-1.31%
Compounded Growth Rate (2019 to Design Year 2050):	-1.28%

Decaying Exponential Growth Option	
Trend R-Squared:	35.17%
Compounded Annual Historic Growth Rate (2005 to 2019):	-1.14%
Compounded Growth Rate (2019 to Design Year 2050):	-0.20%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **348 (2)**
Location: **RAMP 87270218 FROM WB MIAMI GARDENS TO NB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	10000	10500	10400	11000
2006	11500	10500	10400	10800
2007	11500	10400	10400	10700
2008	11500	10400	10400	10600
2009	10500	10400	10400	10500
2010	10500	10400	10400	10500
2011	11000	10400	10400	10400
2012	11000	10400	10400	10400
2013	9800	10400	10400	10300
2014	9900	10400	10400	10300
2015	10000	10400	10400	10300
2016	9400	10400	10400	10300
2017	9600	10400	10400	10200
2018	9400	10400	10300	10200
2019	9500	10400	10300	10200
Opening Year 2030 Trend				
2030	N/A	10300	10300	10000
Mid-Analysis Year 2040 Trend				
2040	N/A	10200	10200	9900
Design Year 2050 Trend				
2050	N/A	10200	10100	9900
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	0.54%
Trend Annual Historic Growth Rate (2005 to 2019):	-0.07%
Trend Growth Rate (2019 to Design Year 2050):	-0.06%

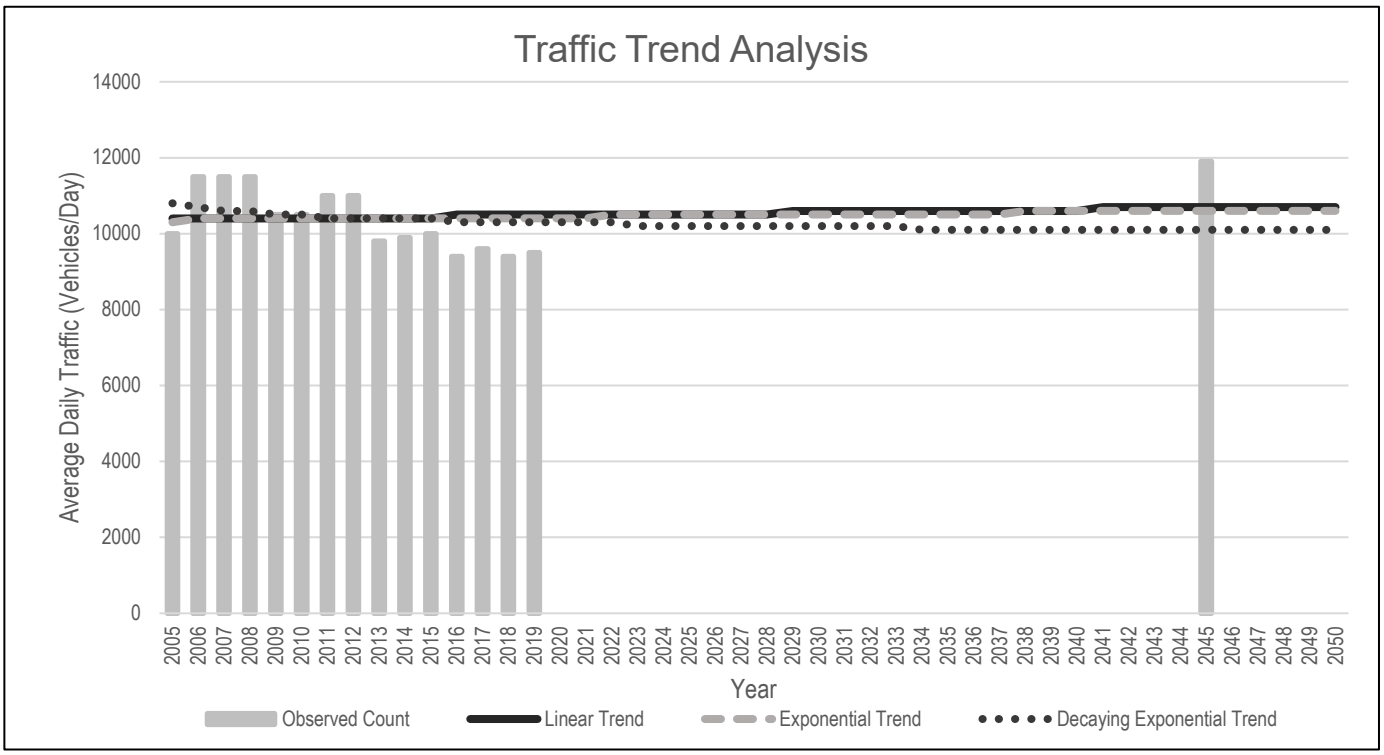
Exponential Growth Option	
Trend R-Squared:	0.60%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.07%
Compounded Growth Rate (2019 to Design Year 2050):	-0.06%

Decaying Exponential Growth Option	
Trend R-Squared:	**10.56%**
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.54%
Compounded Growth Rate (2019 to Design Year 2050):	-0.10%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **348 (3)**
Location: **RAMP 87270218 FROM WB MIAMI GARDENS TO NB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	10000	10400	10300	10800
2006	11500	10400	10400	10700
2007	11500	10400	10400	10600
2008	11500	10400	10400	10600
2009	10500	10400	10400	10500
2010	10500	10400	10400	10500
2011	11000	10400	10400	10400
2012	11000	10400	10400	10400
2013	9800	10400	10400	10400
2014	9900	10400	10400	10400
2015	10000	10400	10400	10400
2016	9400	10500	10400	10300
2017	9600	10500	10400	10300
2018	9400	10500	10400	10300
2019	9500	10500	10400	10300
Opening Year 2030 Trend				
2030	N/A	10600	10500	10200
Mid-Analysis Year 2040 Trend				
2040	N/A	10600	10600	10100
Design Year 2050 Trend				
2050	N/A	10700	10600	10100
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	0.75%
Trend Annual Historic Growth Rate (2005 to 2019):	0.07%
Trend Growth Rate (2019 to Design Year 2050):	0.06%

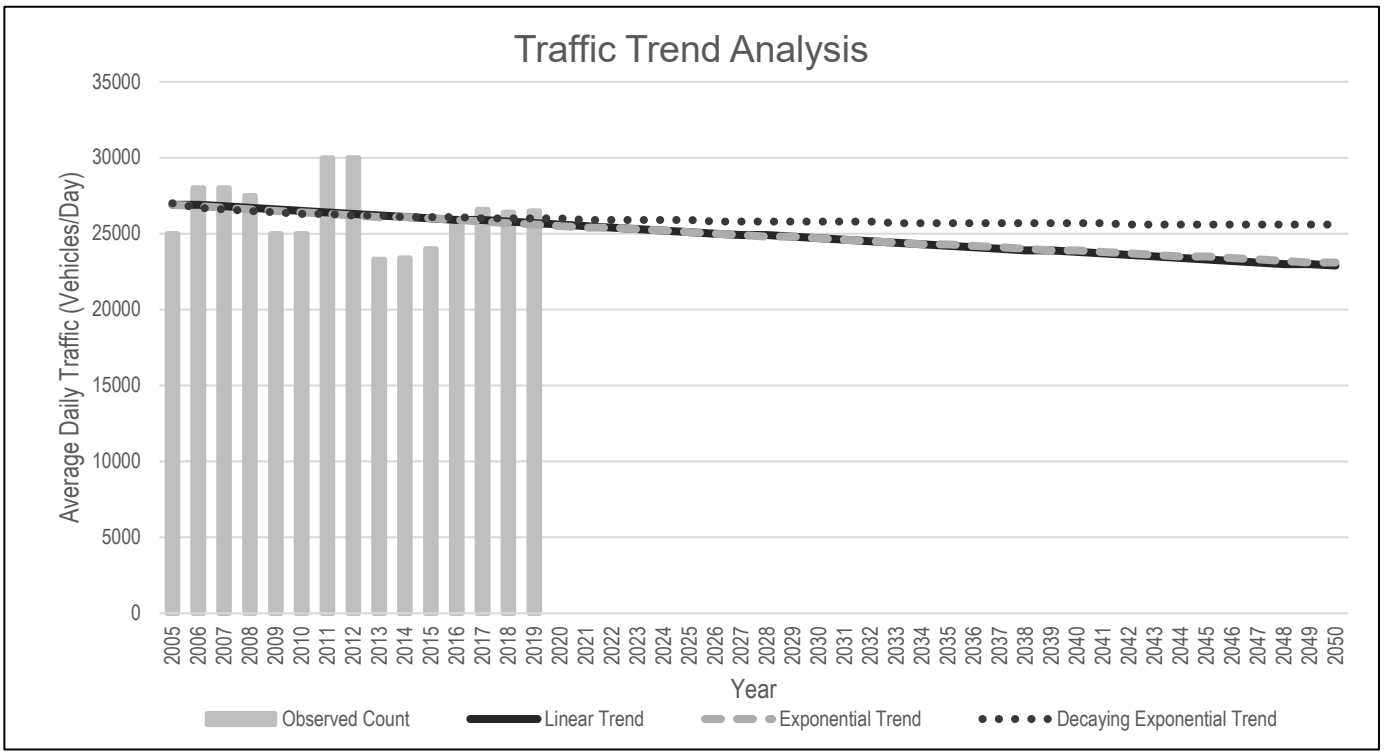
Exponential Growth Option	
Trend R-Squared:	0.46%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.07%
Compounded Growth Rate (2019 to Design Year 2050):	0.06%

Decaying Exponential Growth Option	
Trend R-Squared:	**4.48%**
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.34%
Compounded Growth Rate (2019 to Design Year 2050):	-0.06%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **-6348&9**
Location: **RAMP 87270218 FROM WB MIAMI GARDENS TO NB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	25000	26900	26900	27000
2006	28000	26900	26800	26700
2007	28000	26800	26700	26600
2008	27500	26700	26600	26500
2009	25000	26600	26500	26400
2010	25000	26500	26400	26300
2011	30000	26400	26300	26300
2012	30000	26300	26200	26200
2013	23300	26200	26100	26200
2014	23400	26100	26100	26100
2015	24000	26000	26000	26100
2016	25900	25900	25900	26100
2017	26600	25900	25800	26000
2018	26400	25800	25700	26000
2019	26500	25700	25600	26000
Opening Year 2030 Trend				
2030	N/A	24700	24700	25800
Mid-Analysis Year 2040 Trend				
2040	N/A	23800	23900	25700
Design Year 2050 Trend				
2050	N/A	22900	23100	25600
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**3.68%**
Trend Annual Historic Growth Rate (2005 to 2019):	-0.32%
Trend Growth Rate (2019 to Design Year 2050):	-0.35%

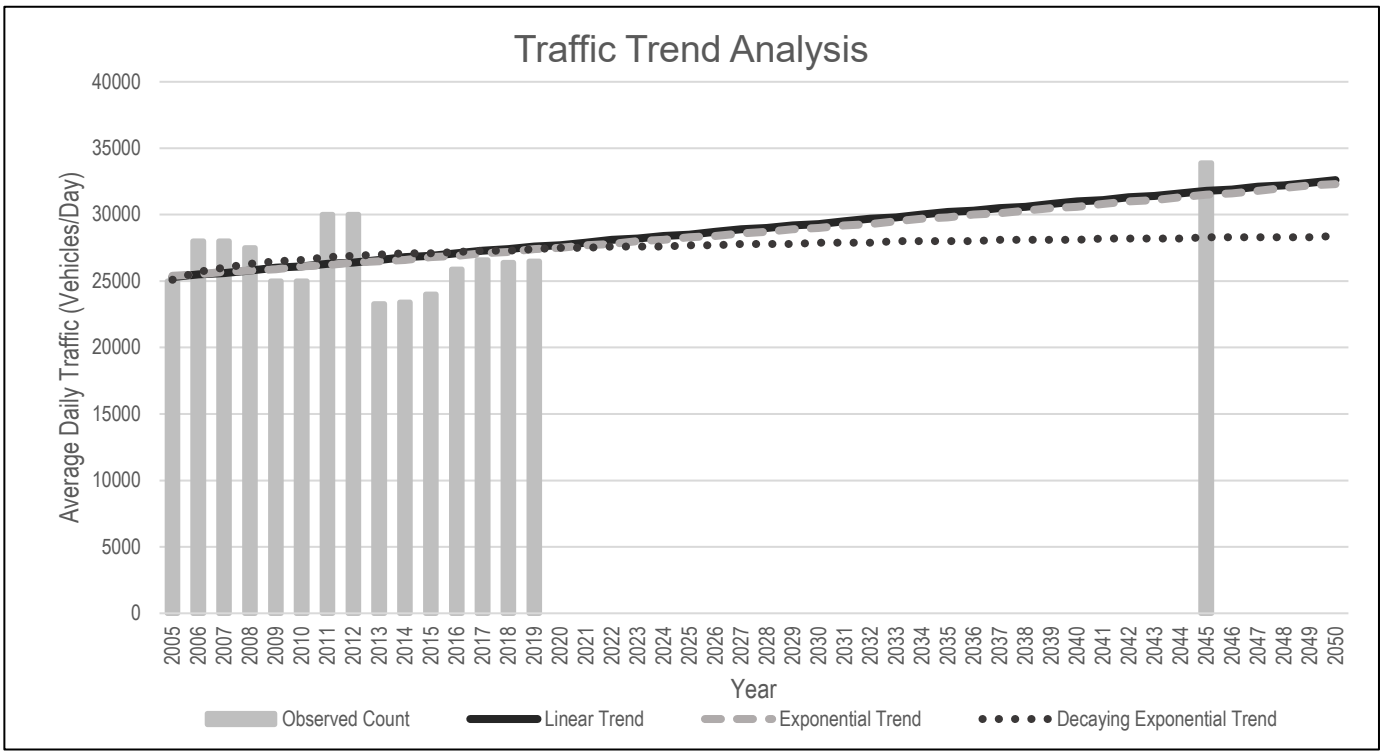
Exponential Growth Option	
Trend R-Squared:	3.60%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.35%
Compounded Growth Rate (2019 to Design Year 2050):	-0.33%

Decaying Exponential Growth Option	
Trend R-Squared:	1.92%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.27%
Compounded Growth Rate (2019 to Design Year 2050):	-0.05%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **8&9 (2)**
Location: **RAMP 87270218 FROM WB MIAMI GARDENS TO NB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	25000	25300	25400	25100
2006	28000	25500	25500	25700
2007	28000	25600	25700	26000
2008	27500	25800	25800	26300
2009	25000	26000	25900	26500
2010	25000	26100	26100	26600
2011	30000	26300	26200	26800
2012	30000	26400	26400	26900
2013	23300	26600	26500	27000
2014	23400	26800	26600	27100
2015	24000	26900	26800	27100
2016	25900	27100	26900	27200
2017	26600	27300	27100	27300
2018	26400	27400	27200	27300
2019	26500	27600	27400	27400
Opening Year 2030 Trend				
2030	N/A	29300	29000	27900
Mid-Analysis Year 2040 Trend				
2040	N/A	31000	30600	28100
Design Year 2050 Trend				
2050	N/A	32600	32300	28400
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**28.91%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.65%
Trend Growth Rate (2019 to Design Year 2050):	0.58%

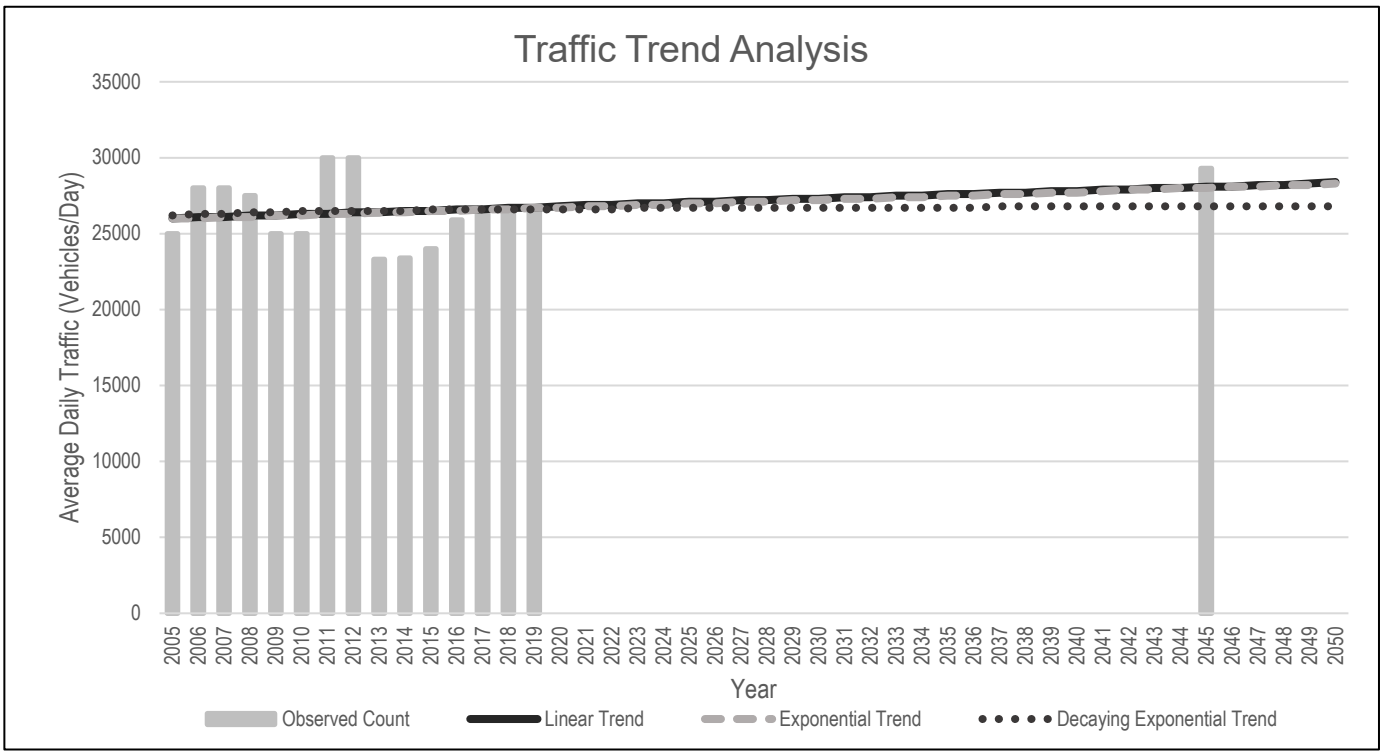
Exponential Growth Option	
Trend R-Squared:	24.88%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.54%
Compounded Growth Rate (2019 to Design Year 2050):	0.53%

Decaying Exponential Growth Option	
Trend R-Squared:	7.25%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.63%
Compounded Growth Rate (2019 to Design Year 2050):	0.12%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **8&9 (3)**
Location: **RAMP 87270218 FROM WB MIAMI GARDENS TO NB I-95, 300' N OF MIAMI GARDENS**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	25000	26000	26000	26200
2006	28000	26100	26000	26300
2007	28000	26100	26100	26300
2008	27500	26200	26100	26400
2009	25000	26200	26200	26400
2010	25000	26300	26200	26500
2011	30000	26300	26300	26500
2012	30000	26400	26300	26500
2013	23300	26400	26400	26500
2014	23400	26500	26400	26500
2015	24000	26500	26500	26600
2016	25900	26600	26500	26600
2017	26600	26600	26600	26600
2018	26400	26700	26600	26600
2019	26500	26700	26700	26600
Opening Year 2030 Trend				
2030	N/A	27300	27200	26700
Mid-Analysis Year 2040 Trend				
2040	N/A	27800	27700	26800
Design Year 2050 Trend				
2050	N/A	28400	28300	26800
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**4.89%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.19%
Trend Growth Rate (2019 to Design Year 2050):	0.21%

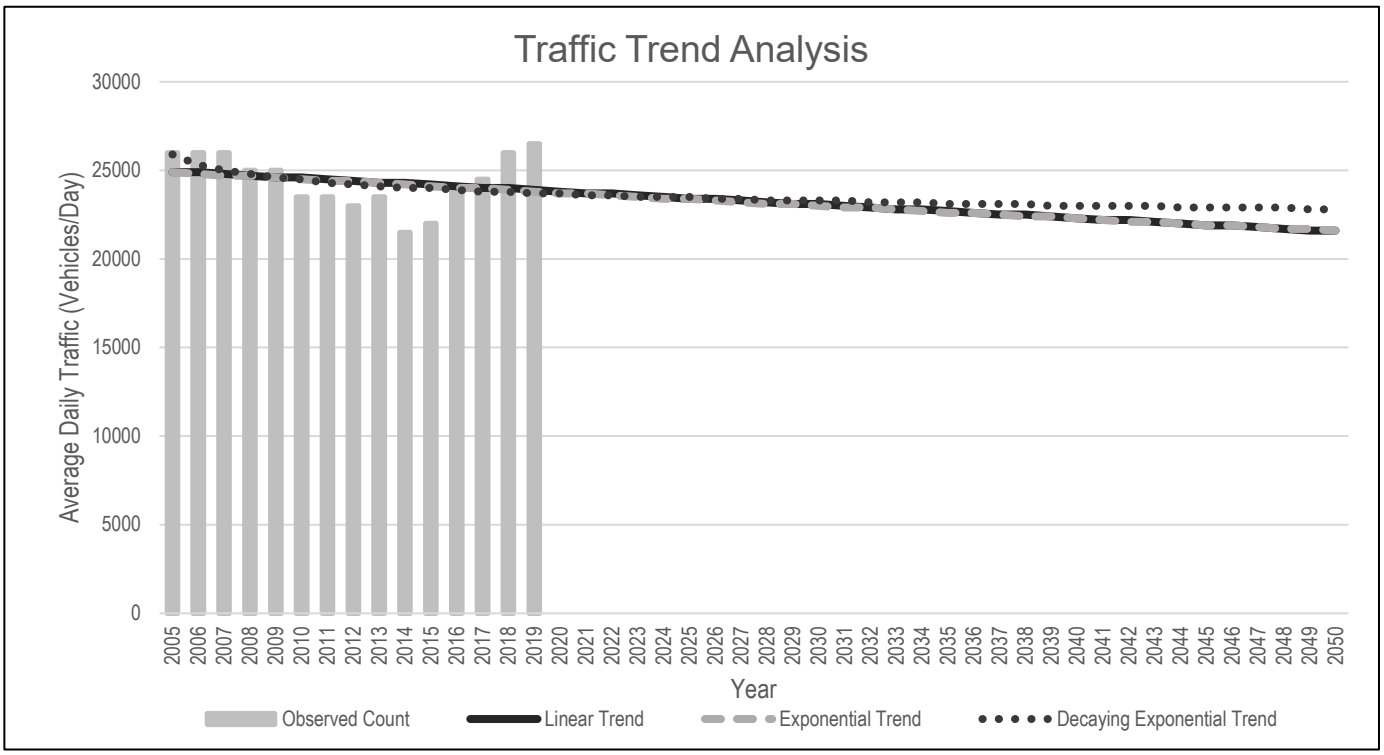
Exponential Growth Option	
Trend R-Squared:	4.68%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.19%
Compounded Growth Rate (2019 to Design Year 2050):	0.19%

Decaying Exponential Growth Option	
Trend R-Squared:	0.47%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.11%
Compounded Growth Rate (2019 to Design Year 2050):	0.02%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **87-6103**
Location: **RAMP 87170353 FROM SB I-95 TO WB SR-826, 600' N OF SR 826**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	26000	24900	24900	25900
2006	26000	24900	24800	25300
2007	26000	24800	24700	25000
2008	25000	24700	24700	24800
2009	25000	24600	24600	24600
2010	23500	24600	24500	24500
2011	23500	24500	24400	24300
2012	23000	24400	24400	24200
2013	23500	24300	24300	24100
2014	21500	24300	24200	24000
2015	22000	24200	24100	24000
2016	24000	24100	24000	23900
2017	24500	24000	24000	23800
2018	26000	24000	23900	23800
2019	26500	23900	23800	23700
Opening Year 2030 Trend				
2030	N/A	23100	23000	23300
Mid-Analysis Year 2040 Trend				
2040	N/A	22300	22300	23000
Design Year 2050 Trend				
2050	N/A	21600	21600	22800
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	4.62%
Trend Annual Historic Growth Rate (2005 to 2019):	-0.29%
Trend Growth Rate (2019 to Design Year 2050):	-0.31%

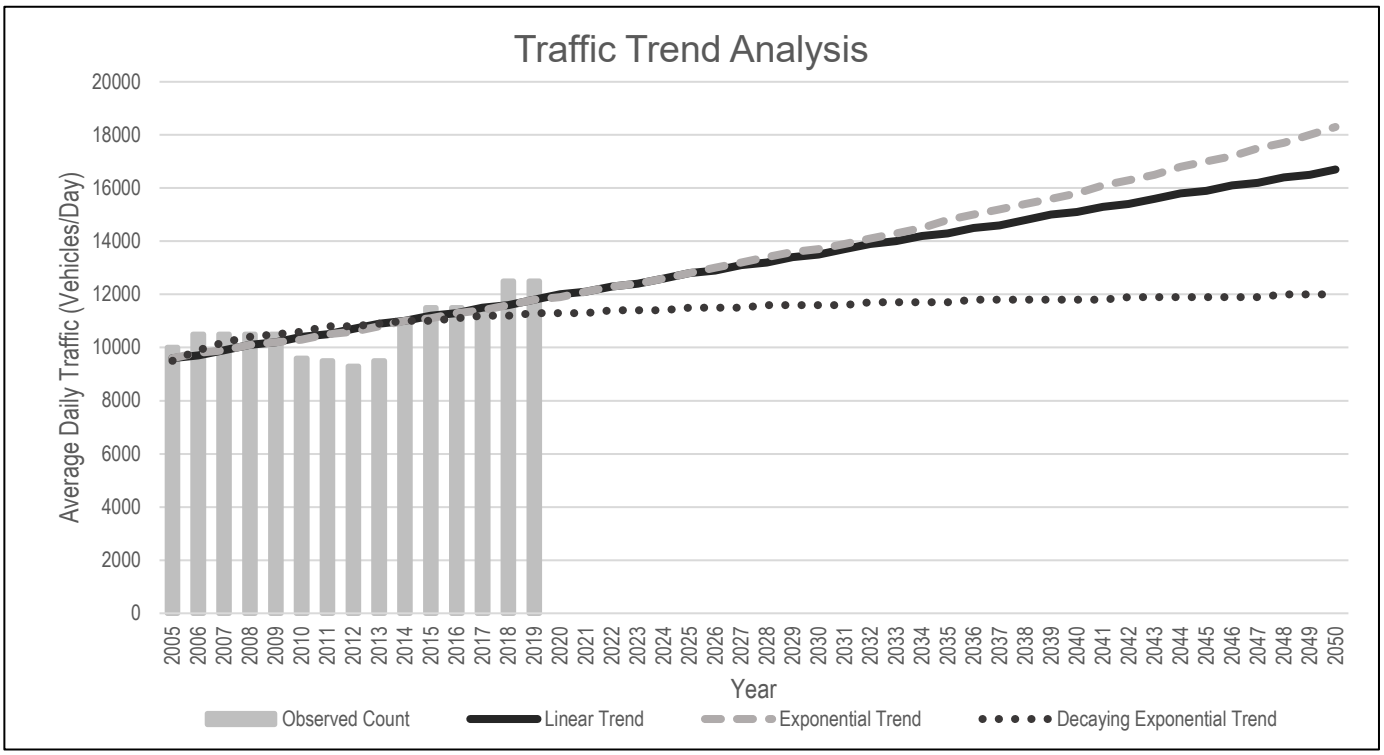
Exponential Growth Option	
Trend R-Squared:	4.79%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.32%
Compounded Growth Rate (2019 to Design Year 2050):	-0.31%

Decaying Exponential Growth Option	
Trend R-Squared:	**16.07%**
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.63%
Compounded Growth Rate (2019 to Design Year 2050):	-0.12%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **87-6099**
Location: **RAMP 87140067 FROM SB I-95 TO GOLDEN GLADES INTERC, 300' S OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	10000	9600	9600	9500
2006	10500	9700	9800	9900
2007	10500	9900	9900	10200
2008	10500	10100	10100	10400
2009	10500	10200	10200	10500
2010	9600	10400	10300	10600
2011	9500	10500	10500	10800
2012	9300	10700	10600	10800
2013	9500	10900	10800	10900
2014	11000	11000	11000	11000
2015	11500	11200	11100	11000
2016	11500	11300	11300	11100
2017	11500	11500	11400	11200
2018	12500	11600	11600	11200
2019	12500	11800	11800	11300
Opening Year 2030 Trend				
2030	N/A	13500	13700	11600
Mid-Analysis Year 2040 Trend				
2040	N/A	15100	15800	11800
Design Year 2050 Trend				
2050	N/A	16700	18300	12000
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**46.14%**
Trend Annual Historic Growth Rate (2005 to 2019):	1.64%
Trend Growth Rate (2019 to Design Year 2050):	1.34%

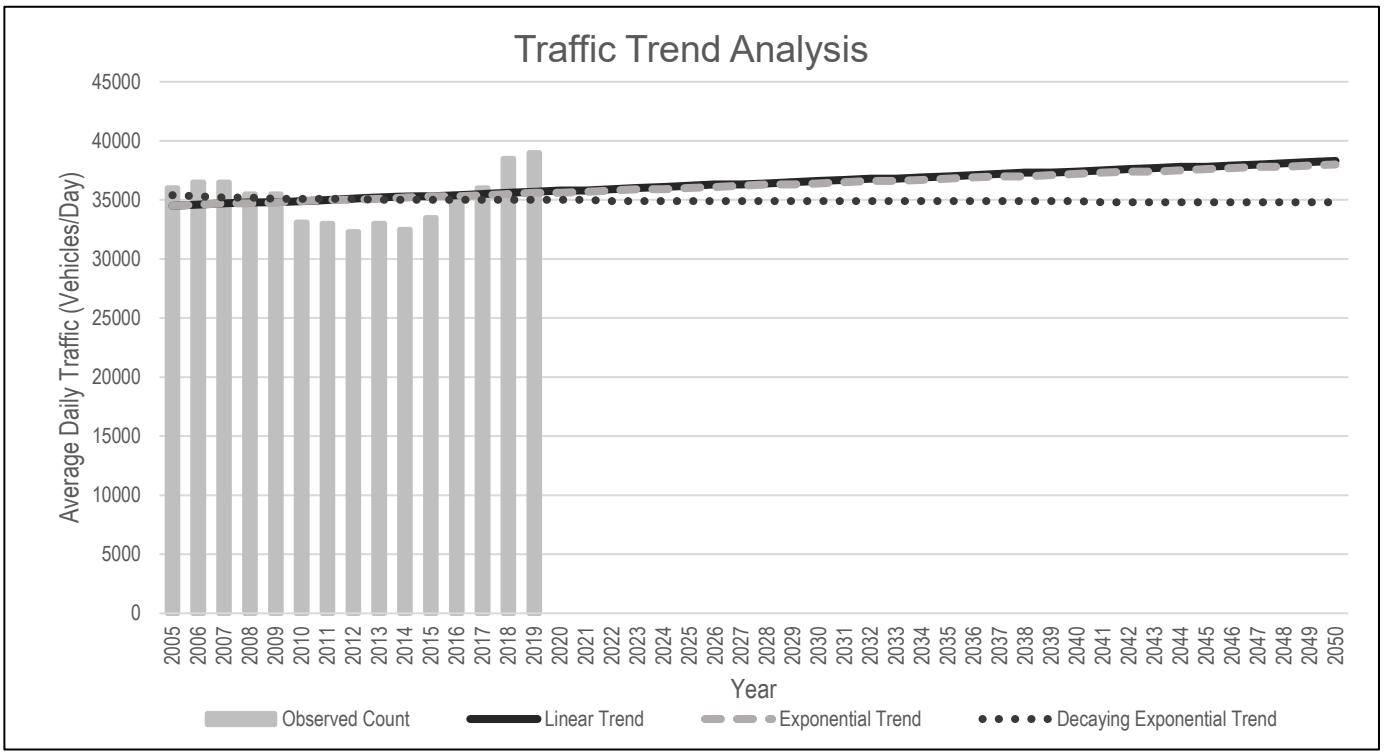
Exponential Growth Option	
Trend R-Squared:	43.32%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.48%
Compounded Growth Rate (2019 to Design Year 2050):	1.43%

Decaying Exponential Growth Option	
Trend R-Squared:	24.54%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.25%
Compounded Growth Rate (2019 to Design Year 2050):	0.19%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **03&6099**
Location: **RAMP 87140067 FROM SB I-95 TO GOLDEN GLADES INTERC, 300' S OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2005	36000	34500	34500	35400
2006	36500	34600	34600	35300
2007	36500	34700	34700	35200
2008	35500	34800	34700	35200
2009	35500	34800	34800	35100
2010	33100	34900	34900	35100
2011	33000	35000	35000	35100
2012	32300	35100	35000	35100
2013	33000	35200	35100	35000
2014	32500	35300	35200	35000
2015	33500	35300	35300	35000
2016	35500	35400	35300	35000
2017	36000	35500	35400	35000
2018	38500	35600	35500	35000
2019	39000	35700	35600	35000
Opening Year 2030 Trend				
2030	N/A	36600	36400	34900
Mid-Analysis Year 2040 Trend				
2040	N/A	37400	37200	34900
Design Year 2050 Trend				
2050	N/A	38300	38000	34800
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**3.09%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.25%
Trend Growth Rate (2019 to Design Year 2050):	0.23%

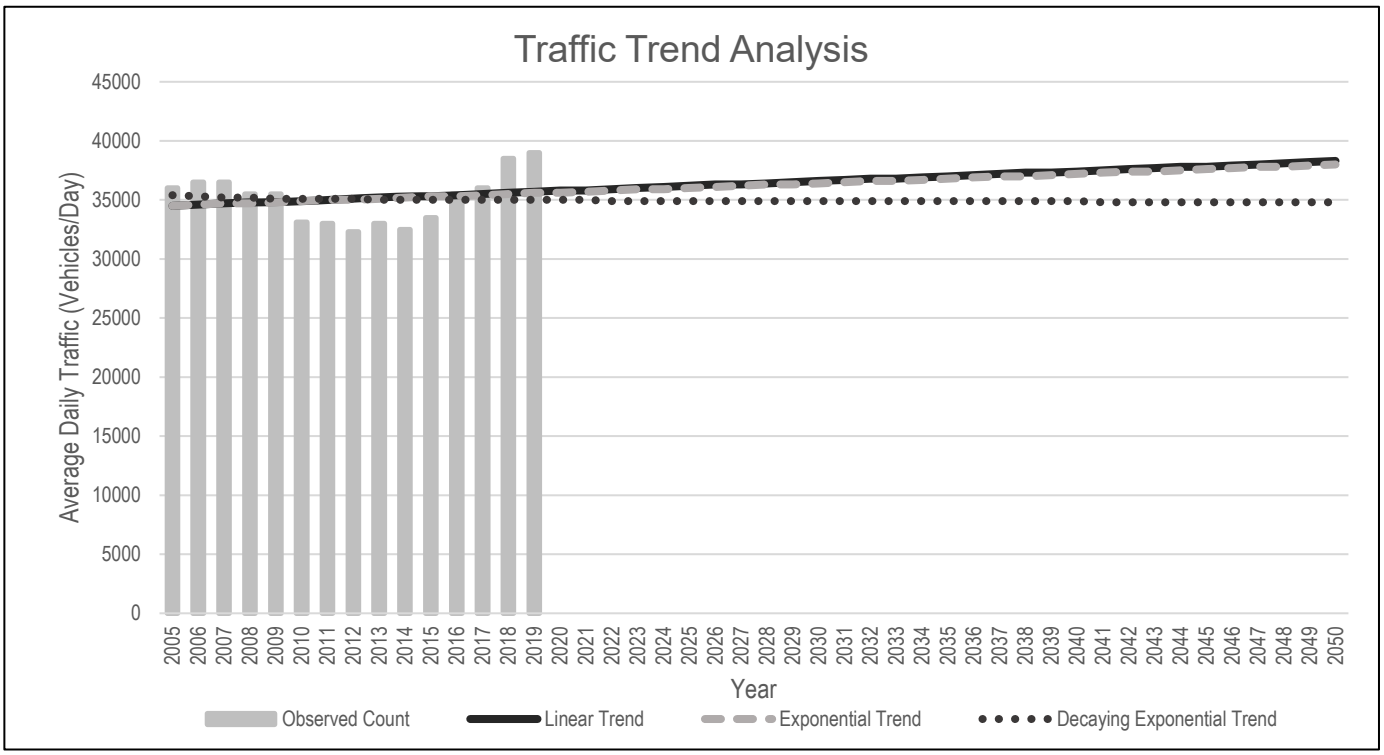
Exponential Growth Option	
Trend R-Squared:	2.56%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.22%
Compounded Growth Rate (2019 to Design Year 2050):	0.21%

Decaying Exponential Growth Option	
Trend R-Squared:	0.27%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.08%
Compounded Growth Rate (2019 to Design Year 2050):	-0.02%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **099 (2)**
Location: **RAMP 87140067 FROM SB I-95 TO GOLDEN GLADES INTERC, 300' S OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	36000	34500	34500	35400
2006	36500	34600	34600	35300
2007	36500	34700	34700	35200
2008	35500	34800	34700	35200
2009	35500	34800	34800	35100
2010	33100	34900	34900	35100
2011	33000	35000	35000	35100
2012	32300	35100	35000	35100
2013	33000	35200	35100	35000
2014	32500	35300	35200	35000
2015	33500	35300	35300	35000
2016	35500	35400	35300	35000
2017	36000	35500	35400	35000
2018	38500	35600	35500	35000
2019	39000	35700	35600	35000
Opening Year 2030 Trend				
2030	N/A	36600	36400	34900
Mid-Analysis Year 2040 Trend				
2040	N/A	37400	37200	34900
Design Year 2050 Trend				
2050	N/A	38300	38000	34800
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**3.09%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.25%
Trend Growth Rate (2019 to Design Year 2050):	0.23%

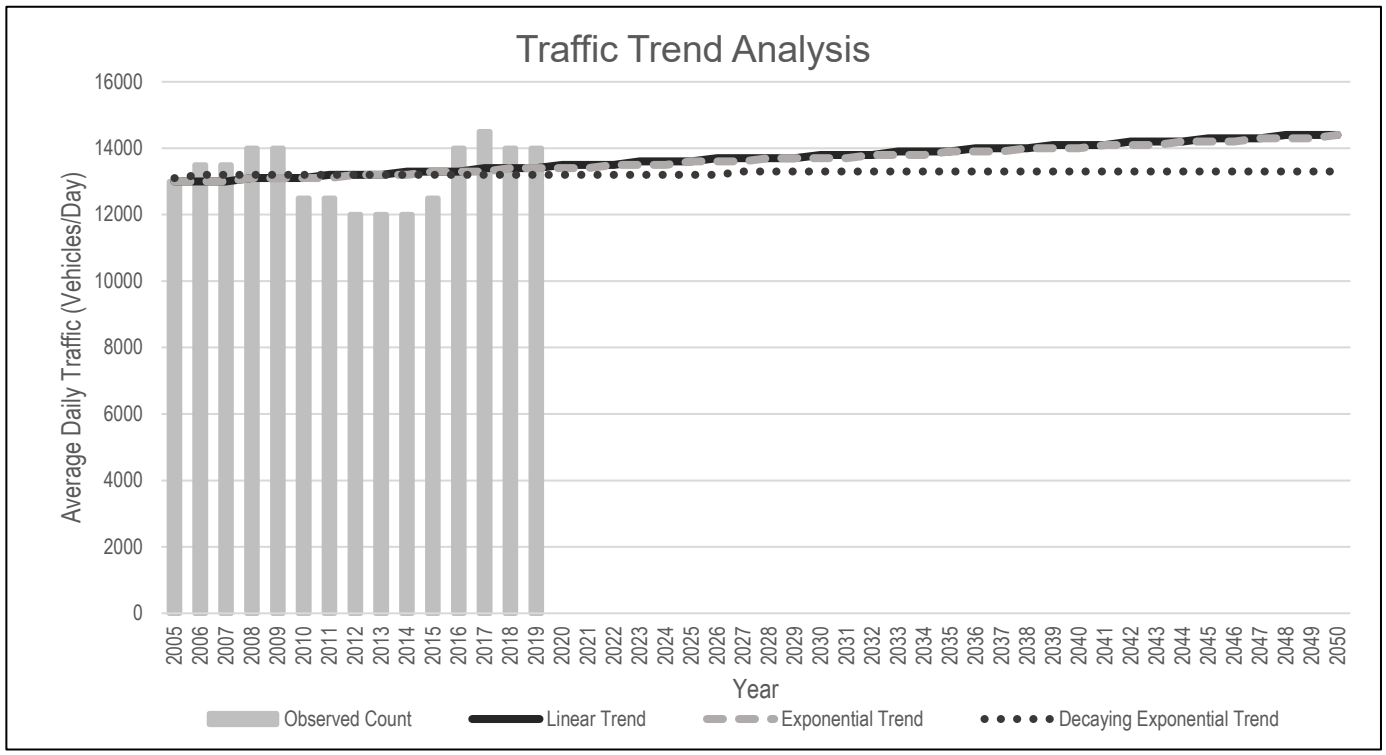
Exponential Growth Option	
Trend R-Squared:	2.56%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.22%
Compounded Growth Rate (2019 to Design Year 2050):	0.21%

Decaying Exponential Growth Option	
Trend R-Squared:	0.27%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.08%
Compounded Growth Rate (2019 to Design Year 2050):	-0.02%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **87-6105**
Location: **RAMP 87170355 FROM WB NE 167 ST TO NB I-95, 50' N OF NW 2 AVE**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2005	13000	13000	13000	13100
2006	13500	13000	13000	13200
2007	13500	13000	13000	13200
2008	14000	13100	13100	13200
2009	14000	13100	13100	13200
2010	12500	13100	13100	13200
2011	12500	13200	13100	13200
2012	12000	13200	13200	13200
2013	12000	13200	13200	13200
2014	12000	13300	13200	13200
2015	12500	13300	13300	13200
2016	14000	13300	13300	13200
2017	14500	13400	13300	13200
2018	14000	13400	13400	13200
2019	14000	13400	13400	13200
Opening Year 2030 Trend				
2030	N/A	13800	13700	13300
Mid-Analysis Year 2040 Trend				
2040	N/A	14100	14000	13300
Design Year 2050 Trend				
2050	N/A	14400	14400	13300
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**2.65%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.22%
Trend Growth Rate (2019 to Design Year 2050):	0.24%

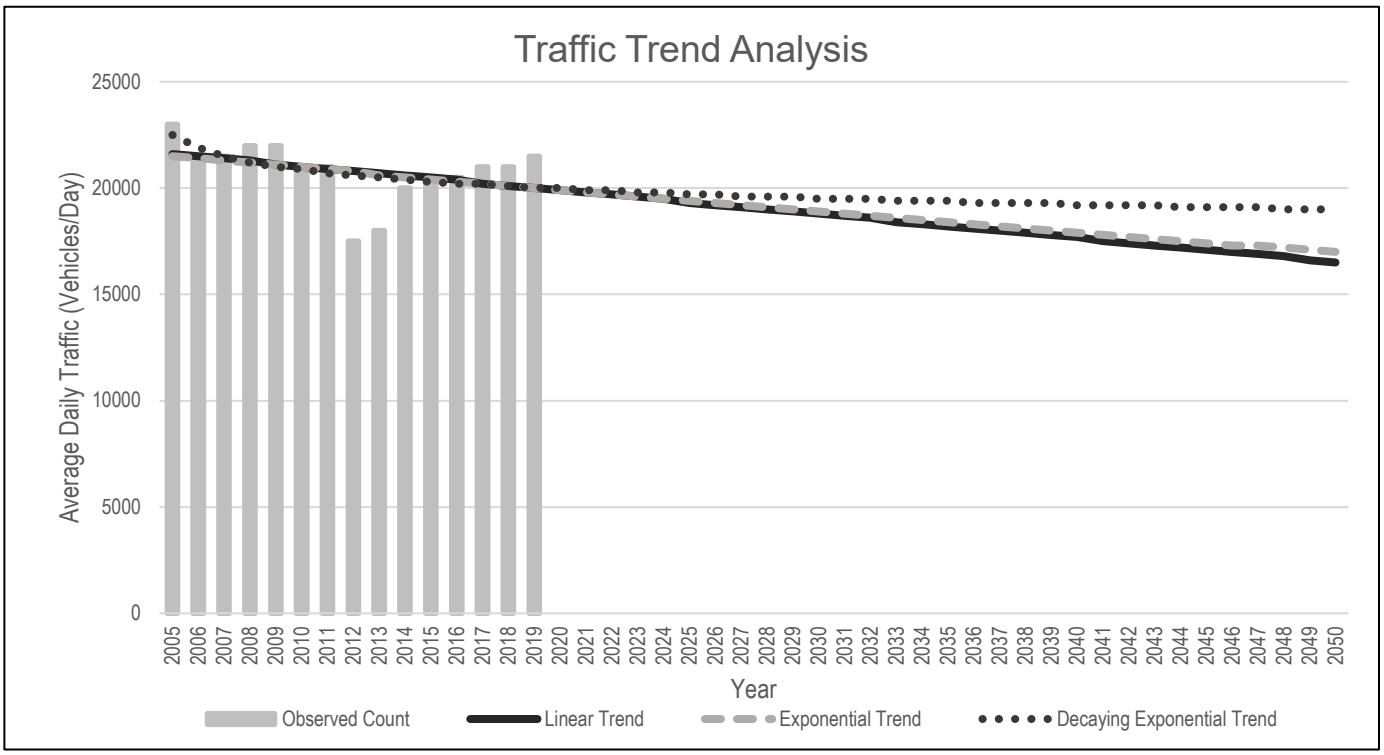
Exponential Growth Option	
Trend R-Squared:	2.25%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.22%
Compounded Growth Rate (2019 to Design Year 2050):	0.23%

Decaying Exponential Growth Option	
Trend R-Squared:	0.13%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.05%
Compounded Growth Rate (2019 to Design Year 2050):	0.02%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Ramp**
Station ID: **87-6097**
Location: **RAMP 87140065 FROM NB US-441 TO NB I-95, 300' N OF US-441**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2005	23000	21600	21500	22500
2006	21500	21500	21400	21900
2007	21500	21400	21300	21500
2008	22000	21300	21200	21200
2009	22000	21100	21100	21000
2010	21000	21000	21000	20900
2011	21000	20900	20900	20700
2012	17500	20800	20800	20600
2013	18000	20700	20600	20500
2014	20000	20600	20500	20400
2015	20500	20500	20400	20300
2016	20500	20400	20300	20200
2017	21000	20200	20200	20200
2018	21000	20100	20100	20100
2019	21500	20000	20000	20000
Opening Year 2030 Trend				
2030	N/A	18800	18900	19500
Mid-Analysis Year 2040 Trend				
2040	N/A	17700	17900	19200
Design Year 2050 Trend				
2050	N/A	16500	17000	19000
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	12.26%
Trend Annual Historic Growth Rate (2005 to 2019):	-0.53%
Trend Growth Rate (2019 to Design Year 2050):	-0.56%

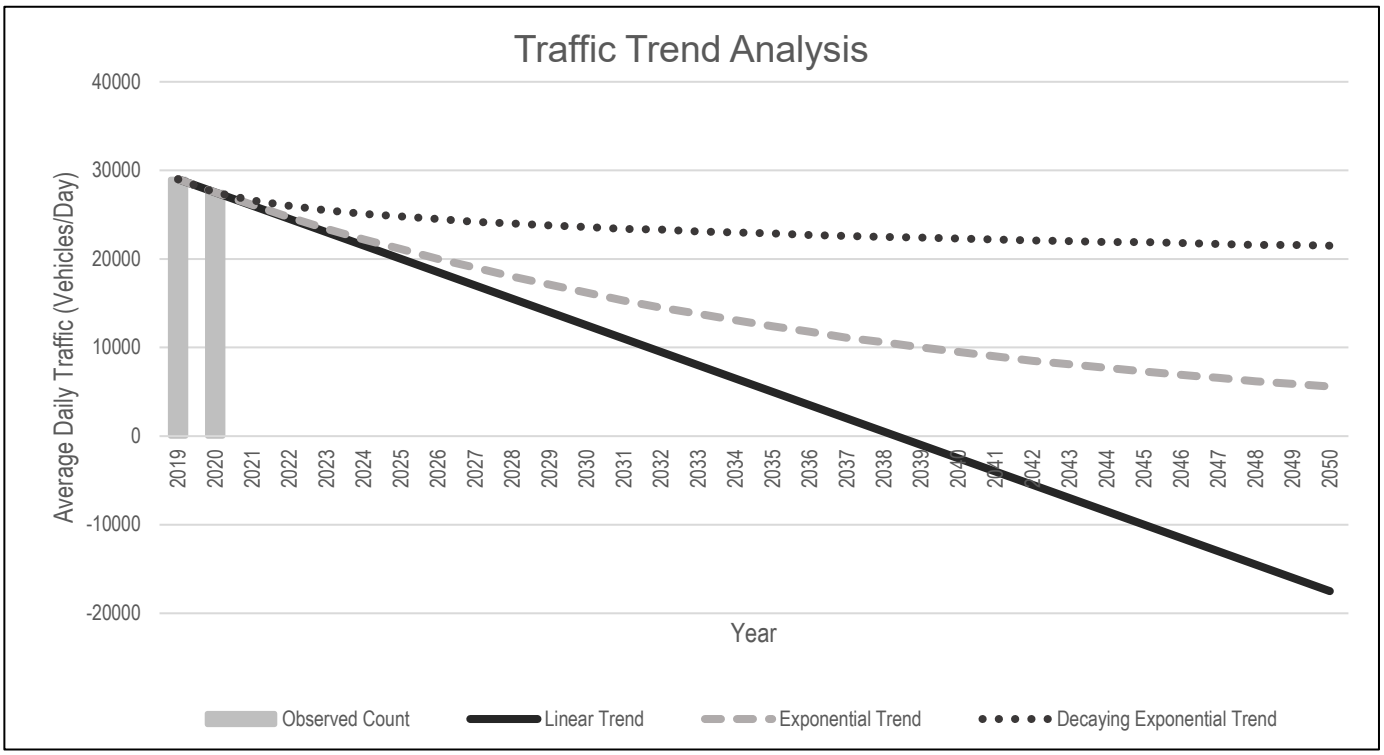
Exponential Growth Option	
Trend R-Squared:	10.72%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.52%
Compounded Growth Rate (2019 to Design Year 2050):	-0.52%

Decaying Exponential Growth Option	
Trend R-Squared:	**24.52%**
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.84%
Compounded Growth Rate (2019 to Design Year 2050):	-0.17%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
Highway: **414964-1-22-01**
Station ID: **87 - MIAMI-DADE**
Location: **SR 9/I-95 Express Lane**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2019	29000	29000	29000	29000
2020	27500	27500	27500	27500
Opening Year 2030 Trend				
2030	N/A	12500	16200	23600
Mid-Analysis Year 2040 Trend				
2040	N/A	-2500	9500	22300
Design Year 2050 Trend				
2050	N/A	-17500	5600	21500
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	100.00%
Trend Annual Historic Growth Rate (2019 to 2020):	-5.17%
Trend Growth Rate (2020 to Design Year 2050):	-5.45%

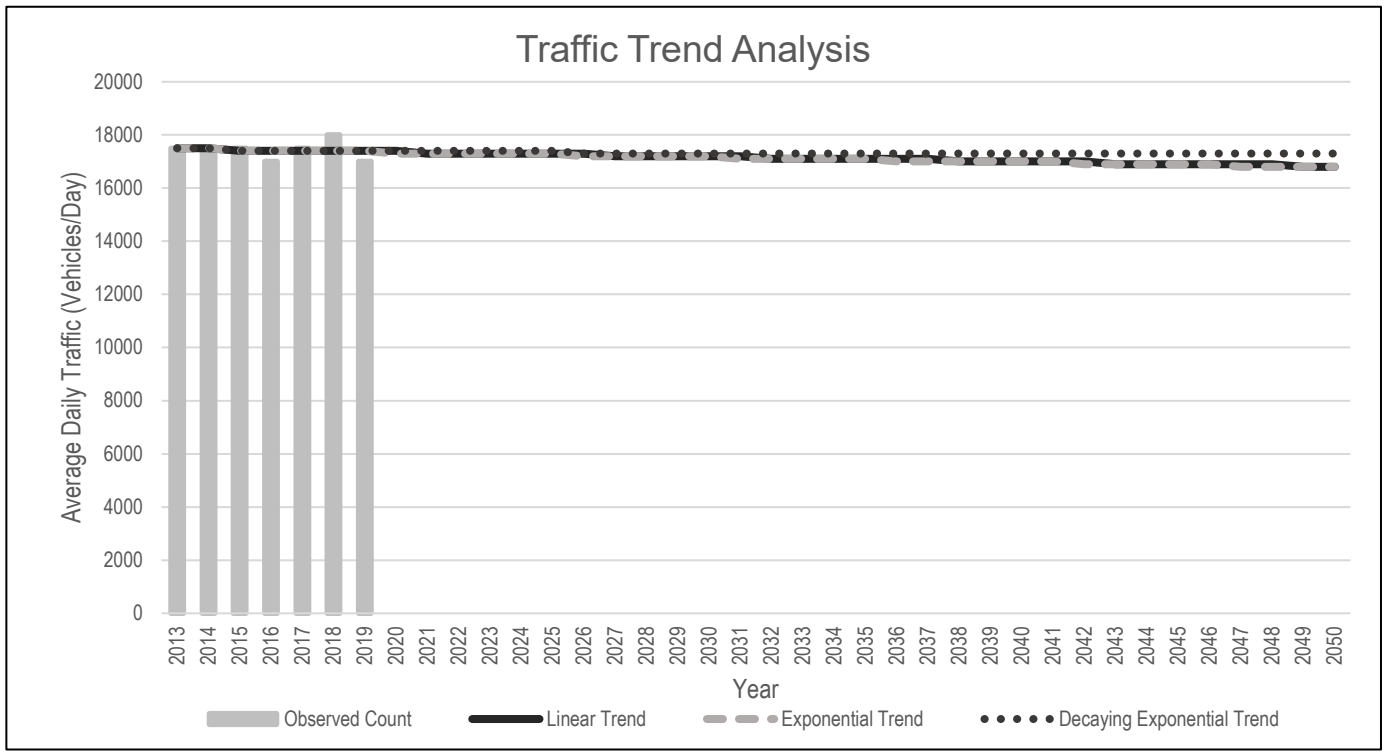
Exponential Growth Option	
Trend R-Squared:	100.00%
Compounded Annual Historic Growth Rate (2019 to 2020):	-5.17%
Compounded Growth Rate (2020 to Design Year 2050):	-5.17%

Decaying Exponential Growth Option	
Trend R-Squared:	**100.00%**
Compounded Annual Historic Growth Rate (2019 to 2020):	-5.17%
Compounded Growth Rate (2020 to Design Year 2050):	-0.82%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Express Lane**
Station ID: **87-6428**
Location: **SOUTHBOUND MANAGED LANE, 100' NORTH OF RAMP 87270225 (PARK & RIDE)**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2013	17500	17500	17500	17500
2014	17500	17500	17500	17500
2015	17500	17400	17400	17400
2016	17000	17400	17400	17400
2017	17500	17400	17400	17400
2018	18000	17400	17400	17400
2019	17000	17400	17400	17400
Opening Year 2030 Trend				
2030	N/A	17200	17200	17300
Mid-Analysis Year 2040 Trend				
2040	N/A	17000	17000	17300
Design Year 2050 Trend				
2050	N/A	16800	16800	17300
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	1.25%
Trend Annual Historic Growth Rate (2013 to 2019):	-0.10%
Trend Growth Rate (2019 to Design Year 2050):	-0.11%

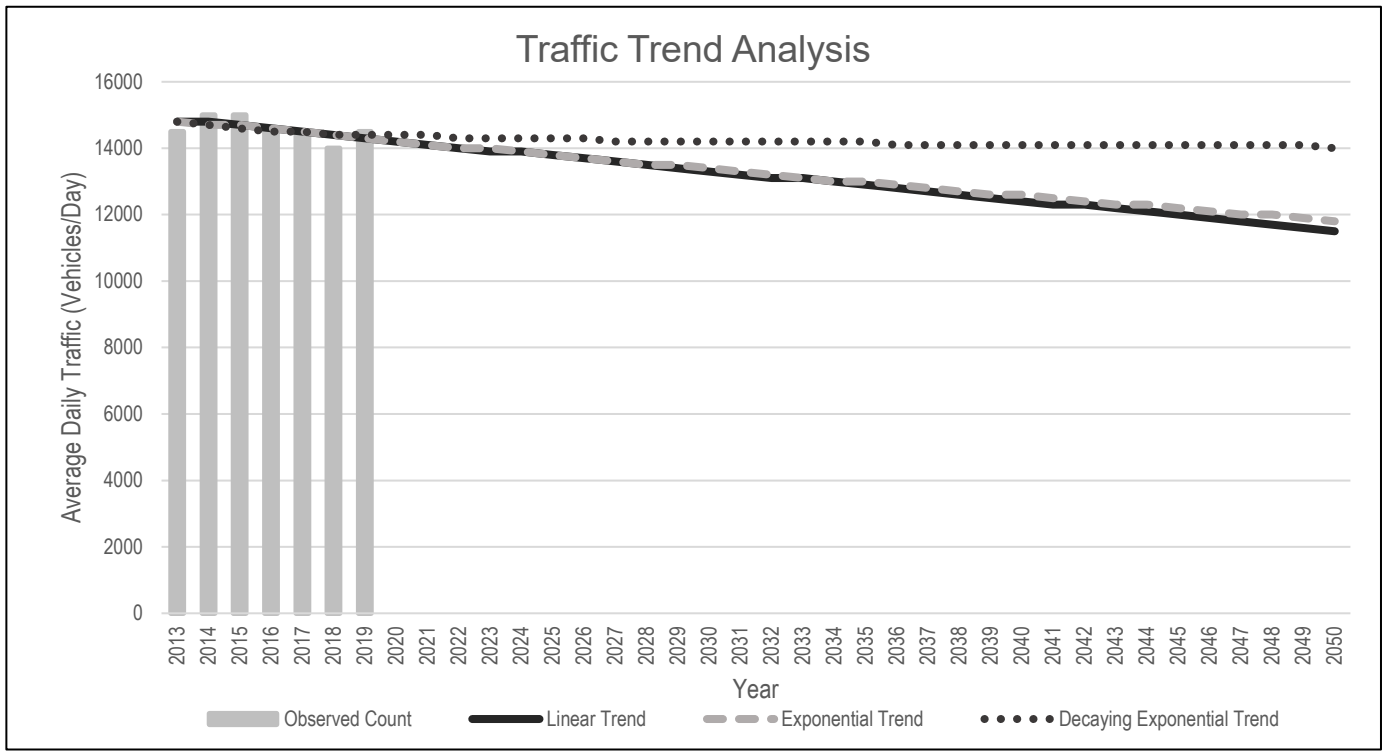
Exponential Growth Option	
Trend R-Squared:	**1.43%**
Compounded Annual Historic Growth Rate (2013 to 2019):	-0.10%
Compounded Growth Rate (2019 to Design Year 2050):	-0.11%

Decaying Exponential Growth Option	
Trend R-Squared:	1.29%
Compounded Annual Historic Growth Rate (2013 to 2019):	-0.10%
Compounded Growth Rate (2019 to Design Year 2050):	-0.02%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 9/I-95 Express Lane**
Station ID: **87-6426**
Location: **NORTHBOUND MANAGED LANE, 200' NORTH OF RAMP 87270211 (PARK & RIDE ENT.)**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2013	14500	14800	14800	14800
2014	15000	14800	14700	14700
2015	15000	14700	14700	14600
2016	14500	14600	14600	14500
2017	14500	14500	14500	14500
2018	14000	14400	14400	14400
2019	14500	14300	14300	14400
Opening Year 2030 Trend				
2030	N/A	13300	13400	14200
Mid-Analysis Year 2040 Trend				
2040	N/A	12400	12600	14100
Design Year 2050 Trend				
2050	N/A	11500	11800	14000
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**31.25%**
Trend Annual Historic Growth Rate (2013 to 2019):	-0.56%
Trend Growth Rate (2019 to Design Year 2050):	-0.63%

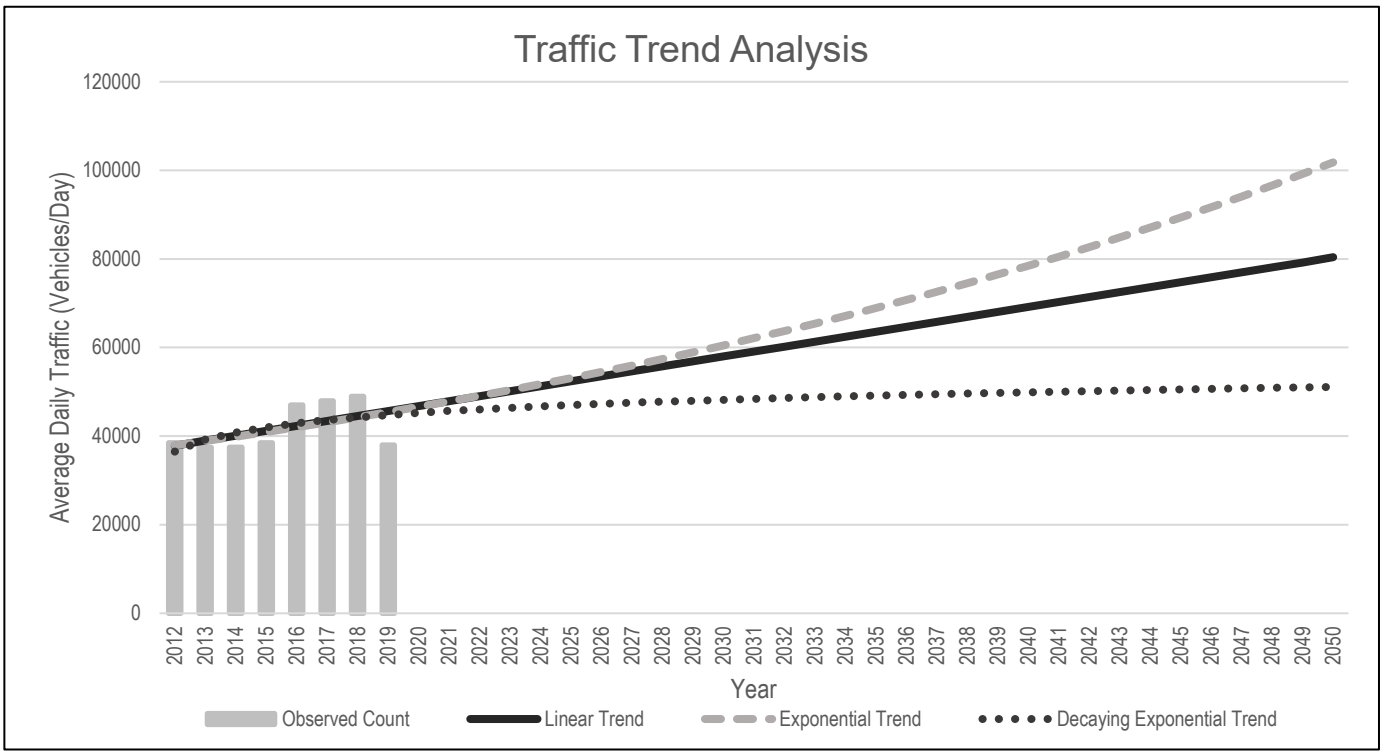
Exponential Growth Option	
Trend R-Squared:	31.24%
Compounded Annual Historic Growth Rate (2013 to 2019):	-0.57%
Compounded Growth Rate (2019 to Design Year 2050):	-0.62%

Decaying Exponential Growth Option	
Trend R-Squared:	18.45%
Compounded Annual Historic Growth Rate (2013 to 2019):	-0.46%
Compounded Growth Rate (2019 to Design Year 2050):	-0.09%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **Ives Dairy Road**
Station ID: **87-8257**
Location: **NW 199TH ST, 200' WEST OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2012	38500	37800	37900	36500
2013	37500	39000	38900	39200
2014	37500	40100	39900	40800
2015	38500	41200	40900	42000
2016	47000	42300	42000	42900
2017	48000	43400	43100	43600
2018	49000	44500	44300	44200
2019	38000	45700	45400	44800
Opening Year 2030 Trend				
2030	N/A	58000	60500	48200
Mid-Analysis Year 2040 Trend				
2040	N/A	69200	78500	49900
Design Year 2050 Trend				
2050	N/A	80400	101800	51100
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	27.61%
Trend Annual Historic Growth Rate (2012 to 2019):	2.99%
Trend Growth Rate (2019 to Design Year 2050):	2.45%

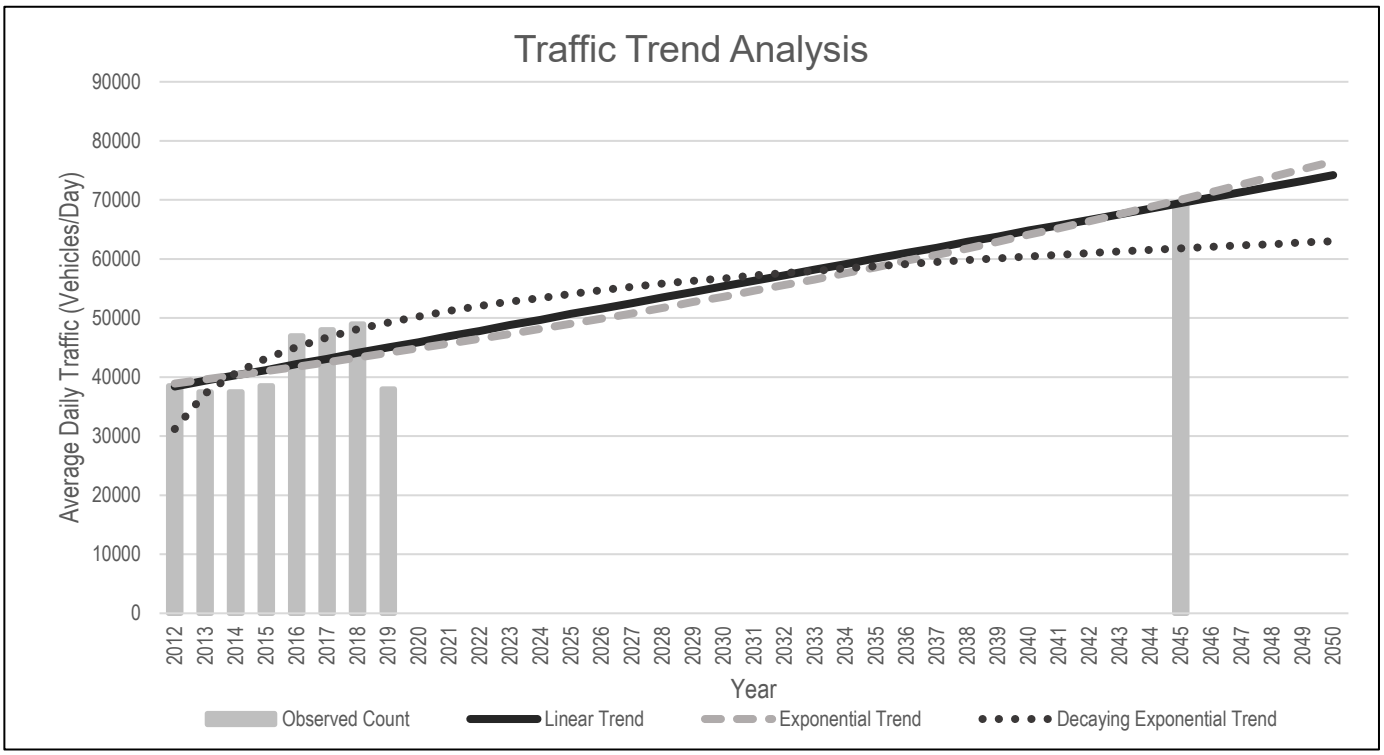
Exponential Growth Option	
Trend R-Squared:	27.40%
Compounded Annual Historic Growth Rate (2012 to 2019):	2.61%
Compounded Growth Rate (2019 to Design Year 2050):	2.64%

Decaying Exponential Growth Option	
Trend R-Squared:	**29.02%**
Compounded Annual Historic Growth Rate (2012 to 2019):	2.97%
Compounded Growth Rate (2019 to Design Year 2050):	0.43%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **Ives Dairy Road**
Station ID: **257 (2)**
Location: **NW 199TH ST, 200' WEST OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2012	38500	38400	38900	31200
2013	37500	39400	39600	37200
2014	37500	40300	40300	40700
2015	38500	41200	41000	43200
2016	47000	42200	41800	45100
2017	48000	43100	42500	46700
2018	49000	44100	43300	48100
2019	38000	45000	44100	49200
Opening Year 2030 Trend				
2030	N/A	55400	53600	56700
Mid-Analysis Year 2040 Trend				
2040	N/A	64800	64100	60400
Design Year 2050 Trend				
2050	N/A	74200	76500	63000
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**83.81%**
Trend Annual Historic Growth Rate (2012 to 2019):	2.46%
Trend Growth Rate (2019 to Design Year 2050):	2.09%

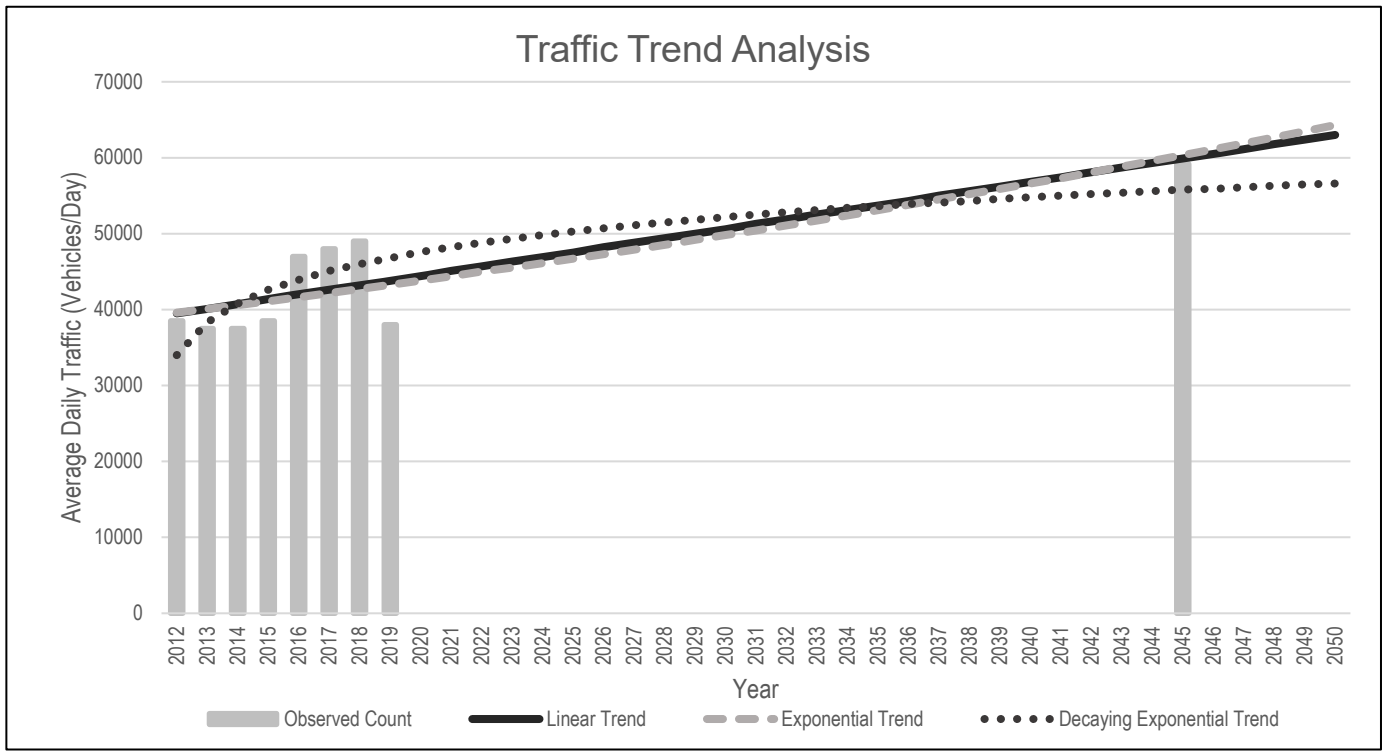
Exponential Growth Option	
Trend R-Squared:	76.73%
Compounded Annual Historic Growth Rate (2012 to 2019):	1.81%
Compounded Growth Rate (2019 to Design Year 2050):	1.79%

Decaying Exponential Growth Option	
Trend R-Squared:	68.25%
Compounded Annual Historic Growth Rate (2012 to 2019):	6.72%
Compounded Growth Rate (2019 to Design Year 2050):	0.80%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **Ives Dairy Road**
Station ID: **257 (3)**
Location: **NW 199TH ST, 200' WEST OF I-95**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2012	38500	39500	39600	34000
2013	37500	40100	40100	38300
2014	37500	40700	40600	40800
2015	38500	41400	41100	42600
2016	47000	42000	41600	43900
2017	48000	42600	42200	45100
2018	49000	43200	42700	46000
2019	38000	43800	43300	46800
Opening Year 2030 Trend				
2030	N/A	50600	49800	52200
Mid-Analysis Year 2040 Trend				
2040	N/A	56800	56600	54800
Design Year 2050 Trend				
2050	N/A	63000	64300	56600
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**67.69%**
Trend Annual Historic Growth Rate (2012 to 2019):	1.56%
Trend Growth Rate (2019 to Design Year 2050):	1.41%

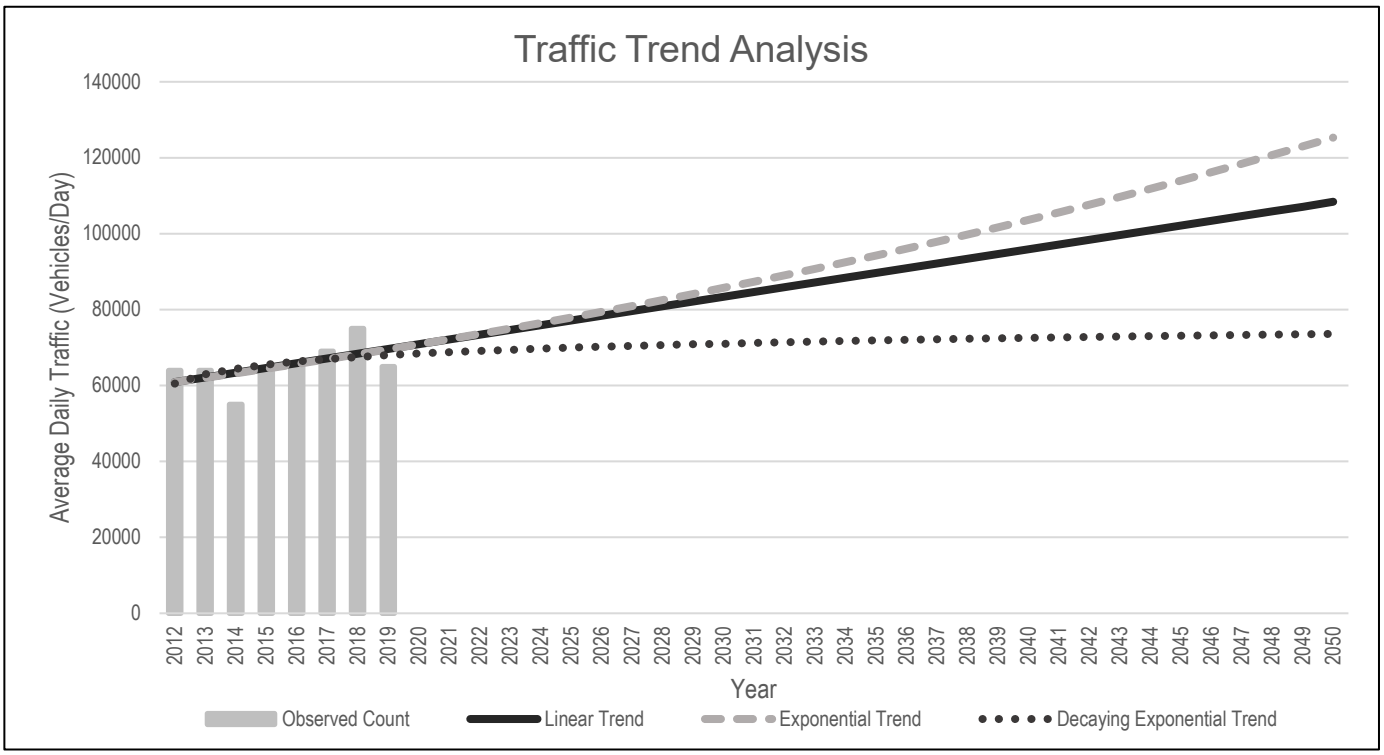
Exponential Growth Option	
Trend R-Squared:	61.57%
Compounded Annual Historic Growth Rate (2012 to 2019):	1.28%
Compounded Growth Rate (2019 to Design Year 2050):	1.28%

Decaying Exponential Growth Option	
Trend R-Squared:	64.24%
Compounded Annual Historic Growth Rate (2012 to 2019):	4.67%
Compounded Growth Rate (2019 to Design Year 2050):	0.62%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **Ives Dairy Road**
Station ID: **87-8640**
Location: **NE 203 ST/IVES DAIRY, 200' W OFNE 24 AV(2011 OFFSYSTEM CYCLE, CL:196)**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2012	64000	60900	60900	60500
2013	64000	62100	62000	63000
2014	55000	63400	63200	64400
2015	64500	64600	64400	65500
2016	65500	65900	65700	66300
2017	69000	67100	66900	66900
2018	75000	68400	68200	67500
2019	65000	69600	69500	68000
Opening Year 2030 Trend				
2030	N/A	83400	85700	71000
Mid-Analysis Year 2040 Trend				
2040	N/A	95900	103600	72600
Design Year 2050 Trend				
2050	N/A	108400	125300	73600
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**30.10%**
Trend Annual Historic Growth Rate (2012 to 2019):	2.04%
Trend Growth Rate (2019 to Design Year 2050):	1.80%

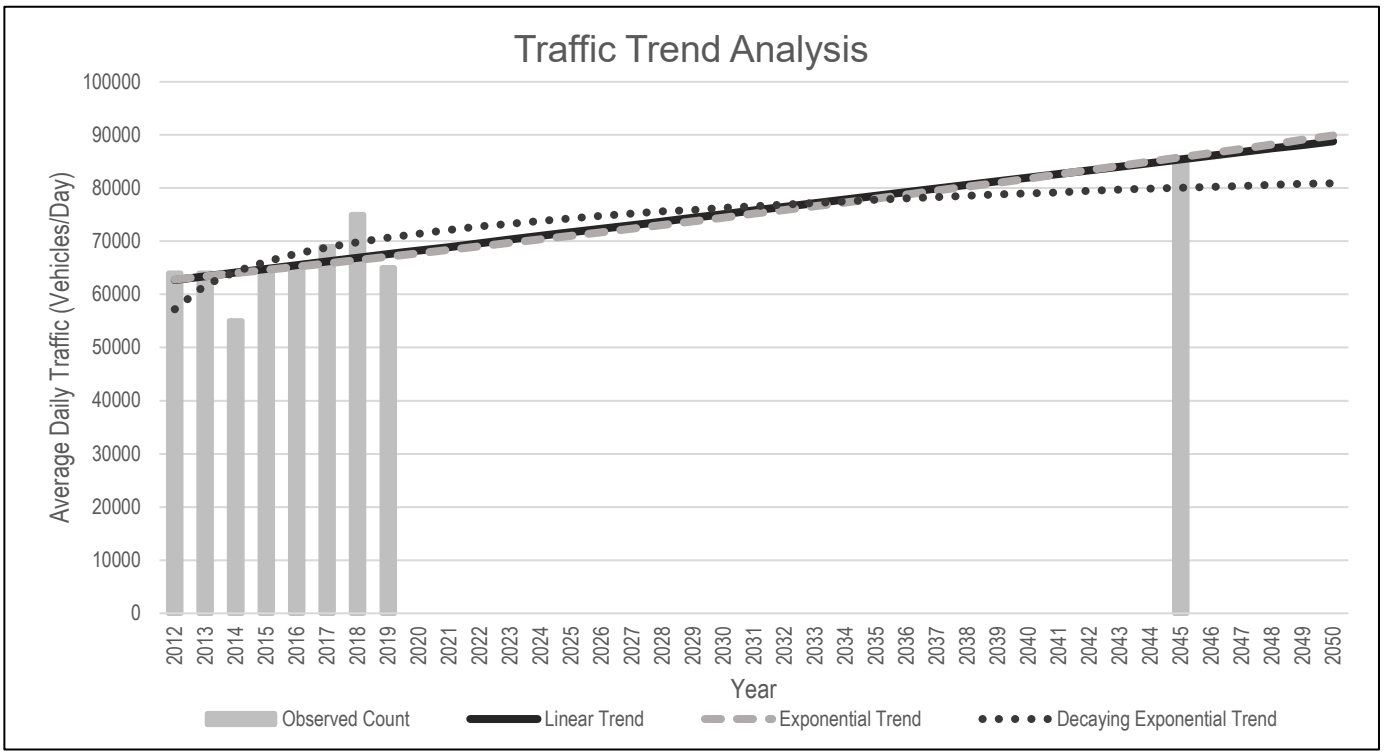
Exponential Growth Option	
Trend R-Squared:	28.90%
Compounded Annual Historic Growth Rate (2012 to 2019):	1.90%
Compounded Growth Rate (2019 to Design Year 2050):	1.92%

Decaying Exponential Growth Option	
Trend R-Squared:	20.39%
Compounded Annual Historic Growth Rate (2012 to 2019):	1.68%
Compounded Growth Rate (2019 to Design Year 2050):	0.26%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **Ives Dairy Road**
Station ID: **640 (2)**
Location: **NE 203 ST/IVES DAIRY, 200' W OFNE 24 AV(2011 OFFSYSTEM CYCLE, CL:196)**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2012	64000	62700	62800	57200
2013	64000	63400	63400	61700
2014	55000	64100	64000	64300
2015	64500	64800	64600	66200
2016	65500	65500	65200	67700
2017	69000	66200	65900	68800
2018	75000	66900	66500	69800
2019	65000	67600	67100	70700
Opening Year 2030 Trend				
2030	N/A	75100	74400	76300
Mid-Analysis Year 2040 Trend				
2040	N/A	82000	81800	79000
Design Year 2050 Trend				
2050	N/A	88800	89900	80900
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**69.78%**
Trend Annual Historic Growth Rate (2012 to 2019):	1.12%
Trend Growth Rate (2019 to Design Year 2050):	1.01%

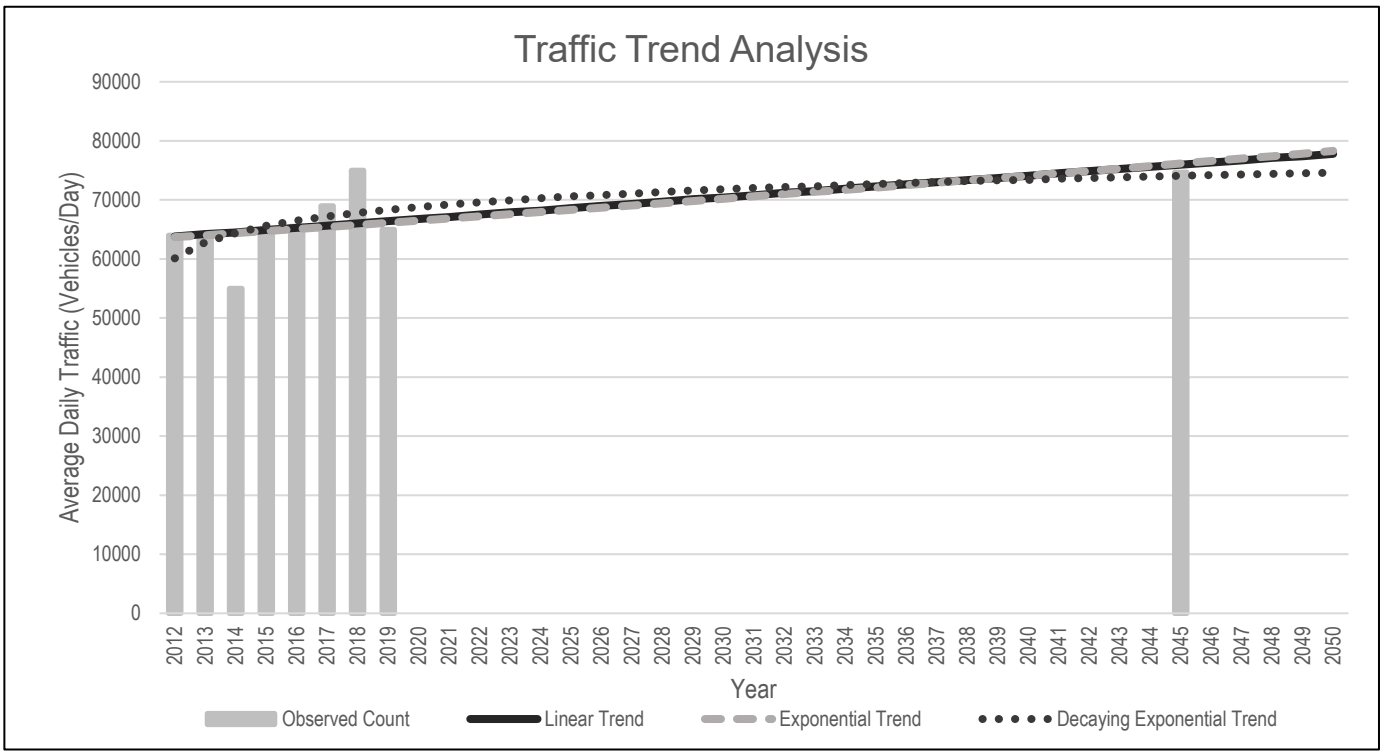
Exponential Growth Option	
Trend R-Squared:	63.67%
Compounded Annual Historic Growth Rate (2012 to 2019):	0.95%
Compounded Growth Rate (2019 to Design Year 2050):	0.95%

Decaying Exponential Growth Option	
Trend R-Squared:	59.03%
Compounded Annual Historic Growth Rate (2012 to 2019):	3.07%
Compounded Growth Rate (2019 to Design Year 2050):	0.44%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **Ives Dairy Road**
Station ID: **640 (3)**
Location: **NE 203 ST/IVES DAIRY, 200' W OFNE 24 AV(2011 OFFSYSTEM CYCLE, CL:196)**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2012	64000	63800	63700	60100
2013	64000	64200	64000	62800
2014	55000	64500	64400	64400
2015	64500	64900	64700	65600
2016	65500	65300	65100	66500
2017	69000	65600	65400	67200
2018	75000	66000	65800	67800
2019	65000	66400	66100	68300
Opening Year 2030 Trend				
2030	N/A	70400	70200	71800
Mid-Analysis Year 2040 Trend				
2040	N/A	74100	74100	73400
Design Year 2050 Trend				
2050	N/A	77800	78300	74600
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	37.18%
Trend Annual Historic Growth Rate (2012 to 2019):	0.58%
Trend Growth Rate (2019 to Design Year 2050):	0.55%

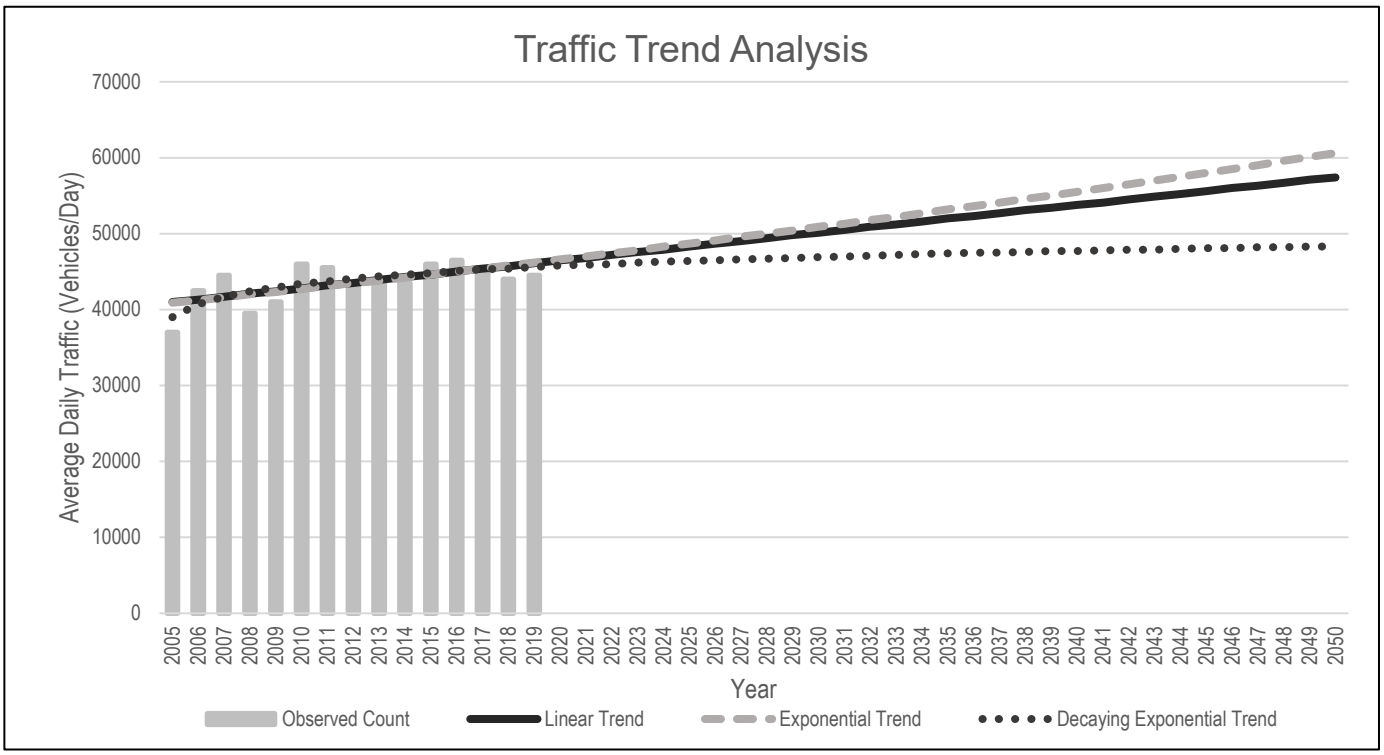
Exponential Growth Option	
Trend R-Squared:	34.58%
Compounded Annual Historic Growth Rate (2012 to 2019):	0.53%
Compounded Growth Rate (2019 to Design Year 2050):	0.55%

Decaying Exponential Growth Option	
Trend R-Squared:	**41.31%**
Compounded Annual Historic Growth Rate (2012 to 2019):	1.84%
Compounded Growth Rate (2019 to Design Year 2050):	0.29%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 860 / Miami Gardens Drive**
Station ID: **87-1230**
Location: **SR 860/NW 183 ST/MIAMI GARDENS DR, 200' W NE 2 AV**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	37000	41000	40900	39000
2006	42500	41300	41200	40700
2007	44500	41700	41600	41700
2008	39500	42100	42000	42400
2009	41000	42400	42300	42900
2010	46000	42800	42700	43400
2011	45500	43200	43100	43700
2012	43500	43500	43500	44100
2013	43500	43900	43800	44400
2014	43500	44300	44200	44600
2015	46000	44600	44600	44800
2016	46500	45000	45000	45100
2017	45500	45400	45400	45300
2018	44000	45700	45800	45400
2019	44500	46100	46200	45600
Opening Year 2030 Trend				
2030	N/A	50100	50900	46900
Mid-Analysis Year 2040 Trend				
2040	N/A	53800	55500	47700
Design Year 2050 Trend				
2050	N/A	57400	60600	48300
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	38.59%
Trend Annual Historic Growth Rate (2005 to 2019):	0.89%
Trend Growth Rate (2019 to Design Year 2050):	0.79%

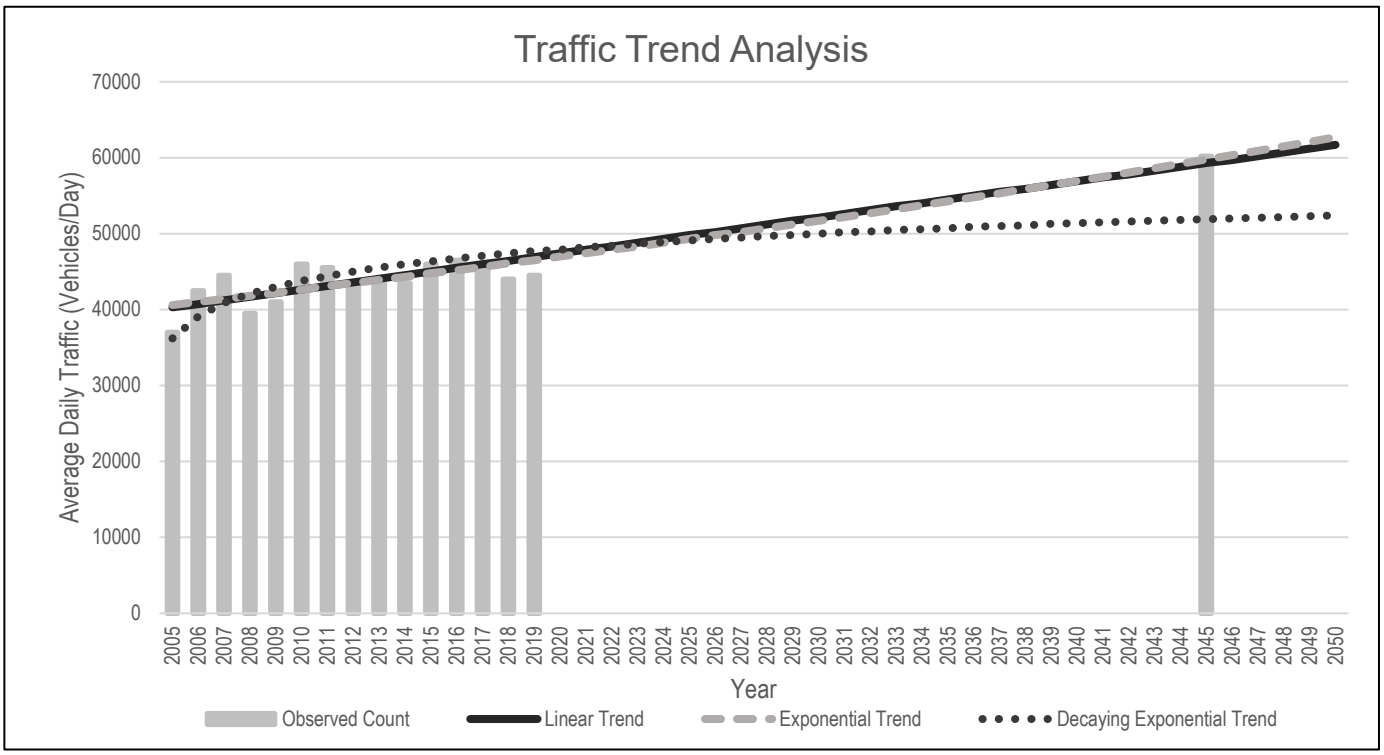
Exponential Growth Option	
Trend R-Squared:	38.75%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.87%
Compounded Growth Rate (2019 to Design Year 2050):	0.88%

Decaying Exponential Growth Option	
Trend R-Squared:	**52.40%**
Compounded Annual Historic Growth Rate (2005 to 2019):	1.12%
Compounded Growth Rate (2019 to Design Year 2050):	0.19%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 860 / Miami Gardens Drive**
Station ID: **230 (2)**
Location: **SR 860/NW 183 ST/MIAMI GARDENS DR, 200' W NE 2 AV**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	37000	40300	40600	36200
2006	42500	40700	41000	39100
2007	44500	41200	41400	40900
2008	39500	41700	41800	42100
2009	41000	42200	42200	43000
2010	46000	42600	42600	43800
2011	45500	43100	43100	44400
2012	43500	43600	43500	45000
2013	43500	44100	43900	45500
2014	43500	44500	44300	46000
2015	46000	45000	44800	46400
2016	46500	45500	45200	46700
2017	45500	46000	45600	47100
2018	44000	46400	46100	47400
2019	44500	46900	46500	47700
Opening Year 2030 Trend				
2030	N/A	52100	51700	50000
Mid-Analysis Year 2040 Trend				
2040	N/A	56900	56900	51400
Design Year 2050 Trend				
2050	N/A	61700	62700	52400
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**82.12%**
Trend Annual Historic Growth Rate (2005 to 2019):	1.17%
Trend Growth Rate (2019 to Design Year 2050):	1.02%

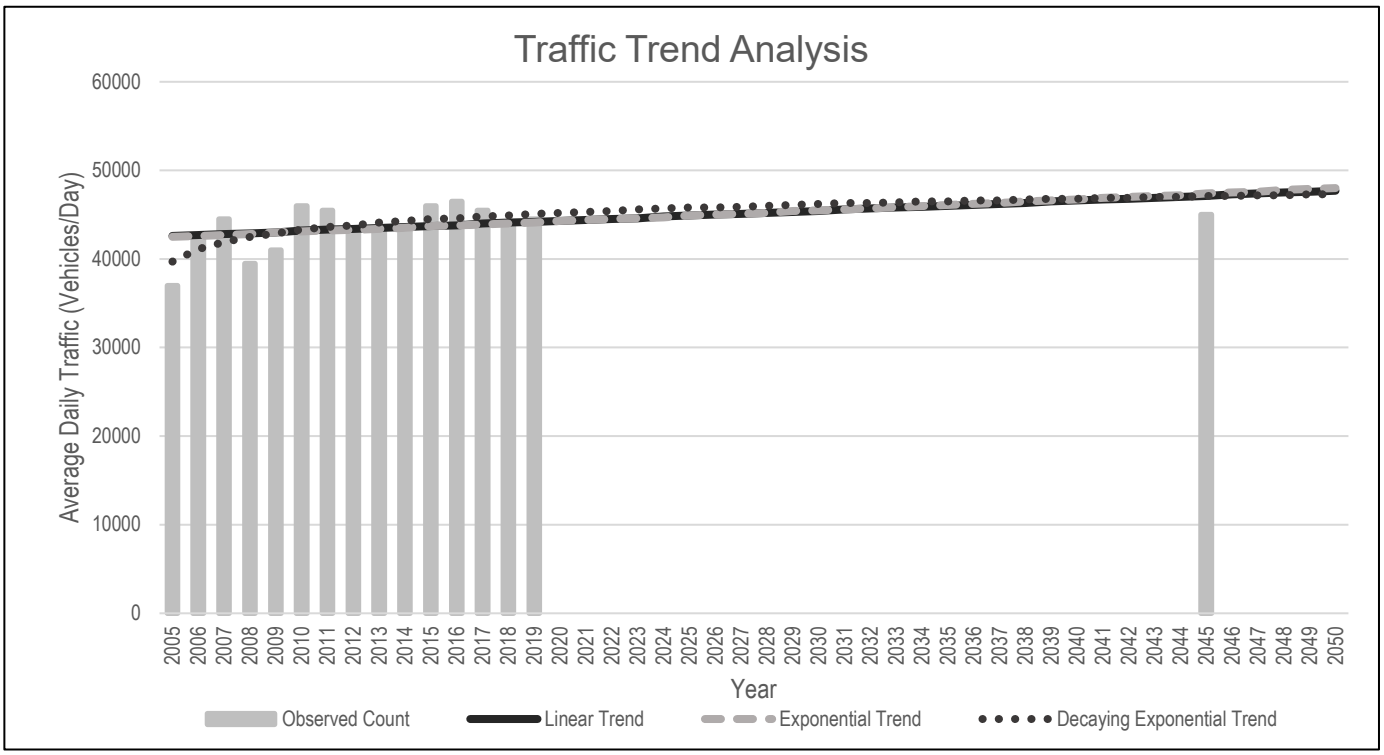
Exponential Growth Option	
Trend R-Squared:	77.93%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.97%
Compounded Growth Rate (2019 to Design Year 2050):	0.97%

Decaying Exponential Growth Option	
Trend R-Squared:	58.97%
Compounded Annual Historic Growth Rate (2005 to 2019):	1.99%
Compounded Growth Rate (2019 to Design Year 2050):	0.30%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 860 / Miami Gardens Drive**
Station ID: **230 (3)**
Location: **SR 860/NW 183 ST/MIAMI GARDENS DR, 200' W NE 2 AV**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



	Traffic (ADT/AADT)			
		Trend		
YEAR	Count	Linear	Exponential	Decaying
2005	37000	42600	42500	39700
2006	42500	42700	42600	41100
2007	44500	42800	42700	41900
2008	39500	42900	42800	42500
2009	41000	43000	43000	42900
2010	46000	43200	43100	43300
2011	45500	43300	43200	43600
2012	43500	43400	43300	43800
2013	43500	43500	43400	44100
2014	43500	43600	43500	44300
2015	46000	43700	43700	44500
2016	46500	43800	43800	44600
2017	45500	44000	43900	44800
2018	44000	44100	44000	44900
2019	44500	44200	44100	45100
Opening Year 2030 Trend				
2030	N/A	45400	45500	46200
Mid-Analysis Year 2040 Trend				
2040	N/A	46600	46700	46800
Design Year 2050 Trend				
2050	N/A	47700	48000	47300
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	16.94%
Trend Annual Historic Growth Rate (2005 to 2019):	0.27%
Trend Growth Rate (2019 to Design Year 2050):	0.26%

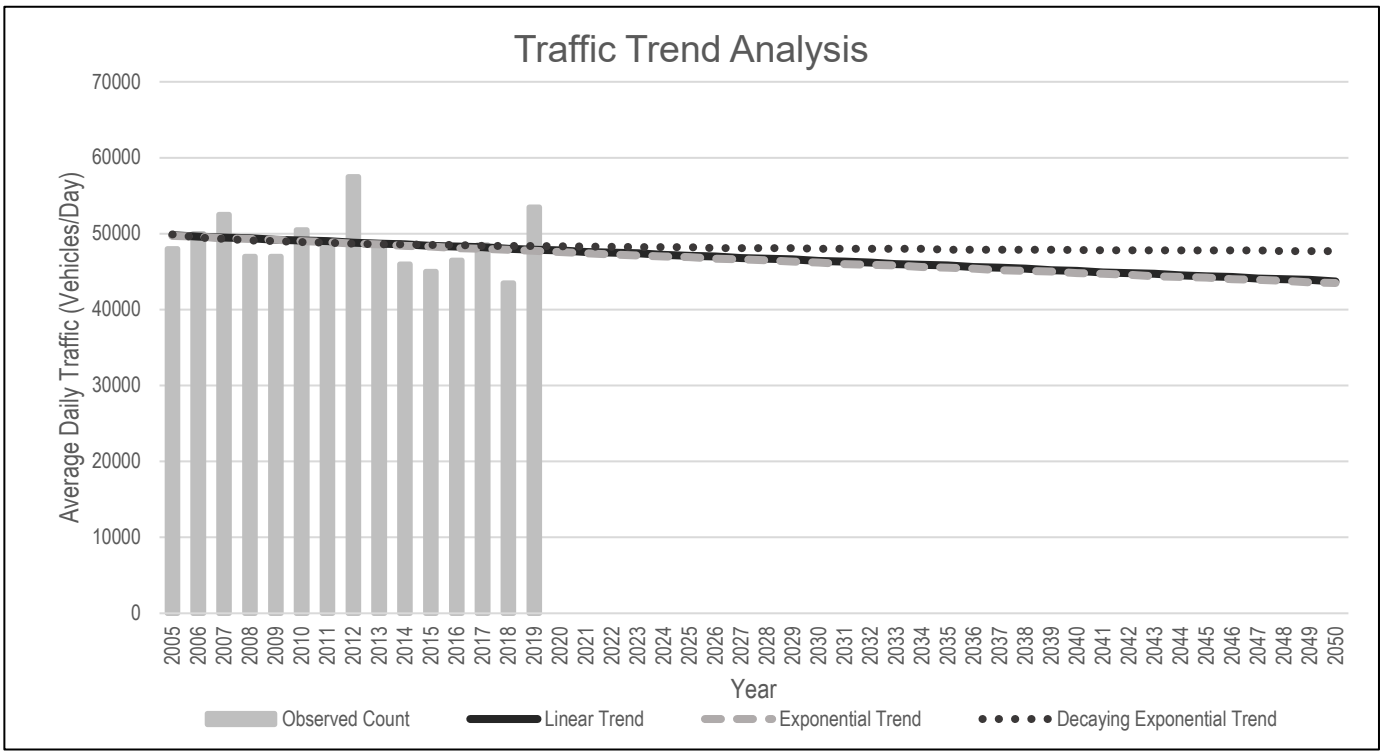
Exponential Growth Option	
Trend R-Squared:	16.96%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.26%
Compounded Growth Rate (2019 to Design Year 2050):	0.27%

Decaying Exponential Growth Option	
Trend R-Squared:	**46.96%**
Compounded Annual Historic Growth Rate (2005 to 2019):	0.92%
Compounded Growth Rate (2019 to Design Year 2050):	0.15%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 860 / Miami Gardens Drive**
Station ID: **87-1229**
Location: **SR 860/MIAMI GARDENS DR, 200' E NE 8 AV**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	48000	49800	49700	49900
2006	50000	49600	49600	49500
2007	52500	49500	49400	49300
2008	47000	49400	49300	49100
2009	47000	49200	49200	49000
2010	50500	49100	49000	48900
2011	48500	49000	48900	48800
2012	57500	48800	48700	48700
2013	48500	48700	48600	48600
2014	46000	48600	48400	48600
2015	45000	48400	48300	48500
2016	46500	48300	48100	48500
2017	48500	48200	48000	48400
2018	43500	48000	47900	48400
2019	53500	47900	47700	48400
Opening Year 2030 Trend				
2030	N/A	46400	46200	48000
Mid-Analysis Year 2040 Trend				
2040	N/A	45100	44800	47900
Design Year 2050 Trend				
2050	N/A	43700	43500	47700
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	2.81%
Trend Annual Historic Growth Rate (2005 to 2019):	-0.27%
Trend Growth Rate (2019 to Design Year 2050):	-0.28%

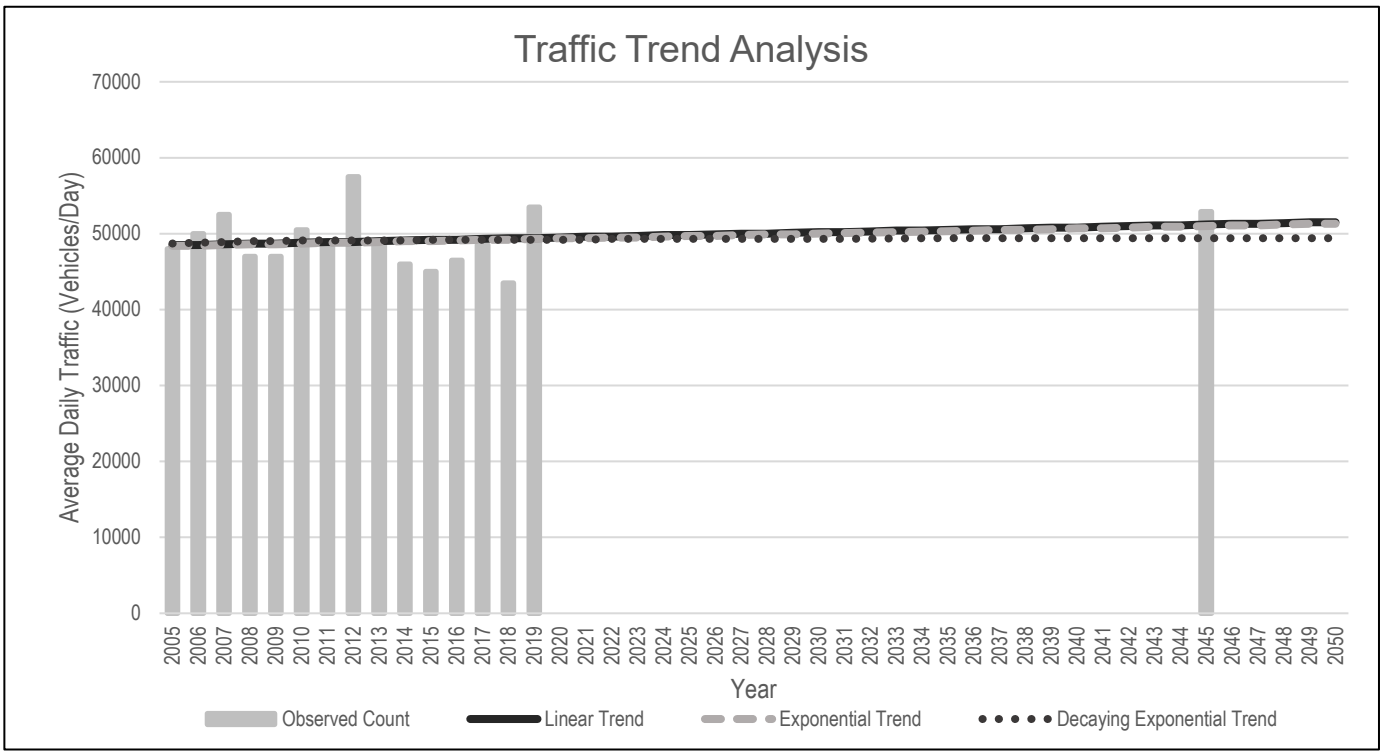
Exponential Growth Option	
Trend R-Squared:	**3.47%**
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.29%
Compounded Growth Rate (2019 to Design Year 2050):	-0.30%

Decaying Exponential Growth Option	
Trend R-Squared:	1.53%
Compounded Annual Historic Growth Rate (2005 to 2019):	-0.22%
Compounded Growth Rate (2019 to Design Year 2050):	-0.05%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 860 / Miami Gardens Drive**
Station ID: **229 (2)**
Location: **SR 860/MIAMI GARDENS DR, 200' E NE 8 AV**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	48000	48500	48400	48700
2006	50000	48500	48400	48800
2007	52500	48600	48500	48900
2008	47000	48700	48600	49000
2009	47000	48700	48600	49000
2010	50500	48800	48700	49100
2011	48500	48900	48800	49100
2012	57500	48900	48800	49100
2013	48500	49000	48900	49100
2014	46000	49100	49000	49100
2015	45000	49200	49000	49200
2016	46500	49200	49100	49200
2017	48500	49300	49200	49200
2018	43500	49400	49200	49200
2019	53500	49400	49300	49200
Opening Year 2030 Trend				
2030	N/A	50200	50000	49300
Mid-Analysis Year 2040 Trend				
2040	N/A	50800	50700	49400
Design Year 2050 Trend				
2050	N/A	51500	51300	49400
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**3.08%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.13%
Trend Growth Rate (2019 to Design Year 2050):	0.14%

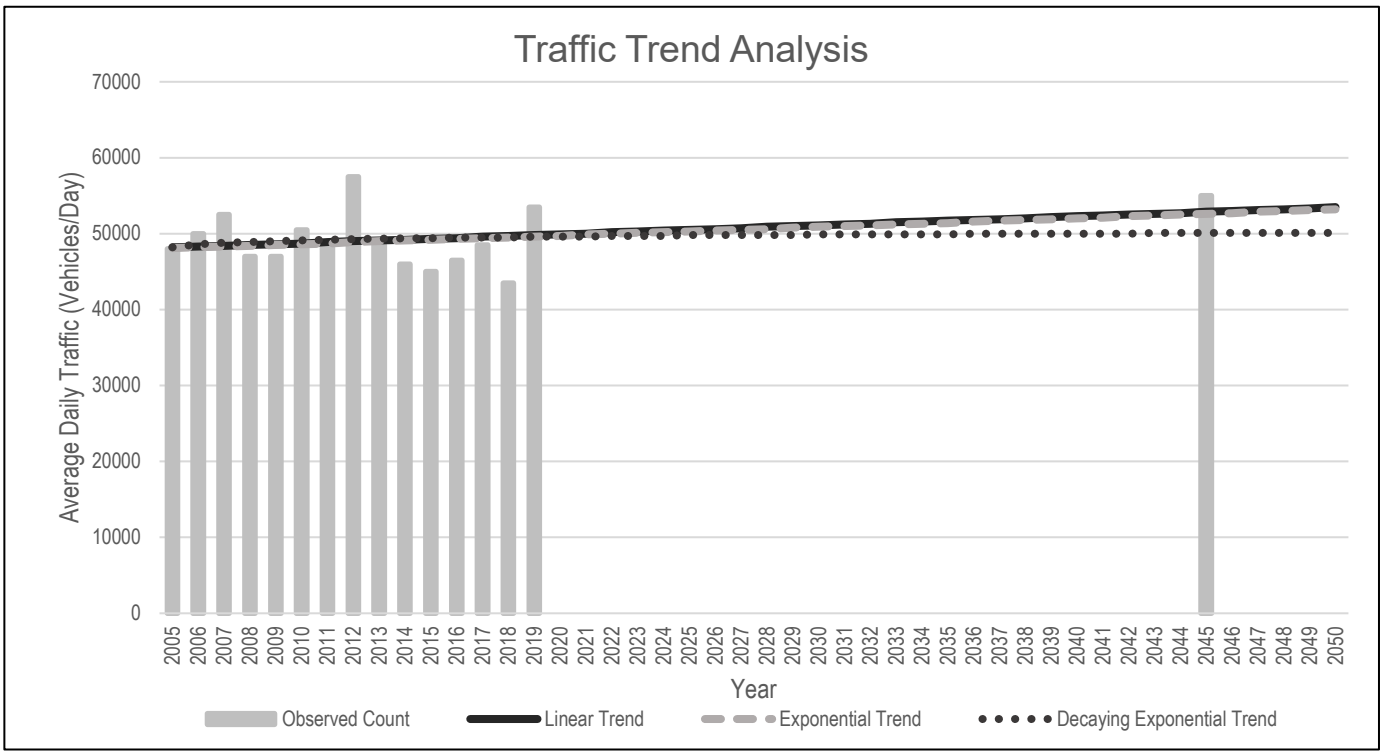
Exponential Growth Option	
Trend R-Squared:	2.92%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.13%
Compounded Growth Rate (2019 to Design Year 2050):	0.13%

Decaying Exponential Growth Option	
Trend R-Squared:	0.22%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.07%
Compounded Growth Rate (2019 to Design Year 2050):	0.01%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 860 / Miami Gardens Drive**
Station ID: **229 (3)**
Location: **SR 860/MIAMI GARDENS DR, 200' E NE 8 AV**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2005	48000	48200	48100	48200
2006	50000	48300	48200	48600
2007	52500	48400	48300	48800
2008	47000	48500	48400	48900
2009	47000	48600	48500	49000
2010	50500	48700	48600	49100
2011	48500	48900	48700	49200
2012	57500	49000	48900	49300
2013	48500	49100	49000	49300
2014	46000	49200	49100	49400
2015	45000	49300	49200	49400
2016	46500	49400	49300	49500
2017	48500	49600	49400	49500
2018	43500	49700	49500	49500
2019	53500	49800	49600	49600
Opening Year 2030 Trend				
2030	N/A	51100	50900	49900
Mid-Analysis Year 2040 Trend				
2040	N/A	52300	52000	50000
Design Year 2050 Trend				
2050	N/A	53500	53200	50100
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**8.42%**
Trend Annual Historic Growth Rate (2005 to 2019):	0.24%
Trend Growth Rate (2019 to Design Year 2050):	0.24%

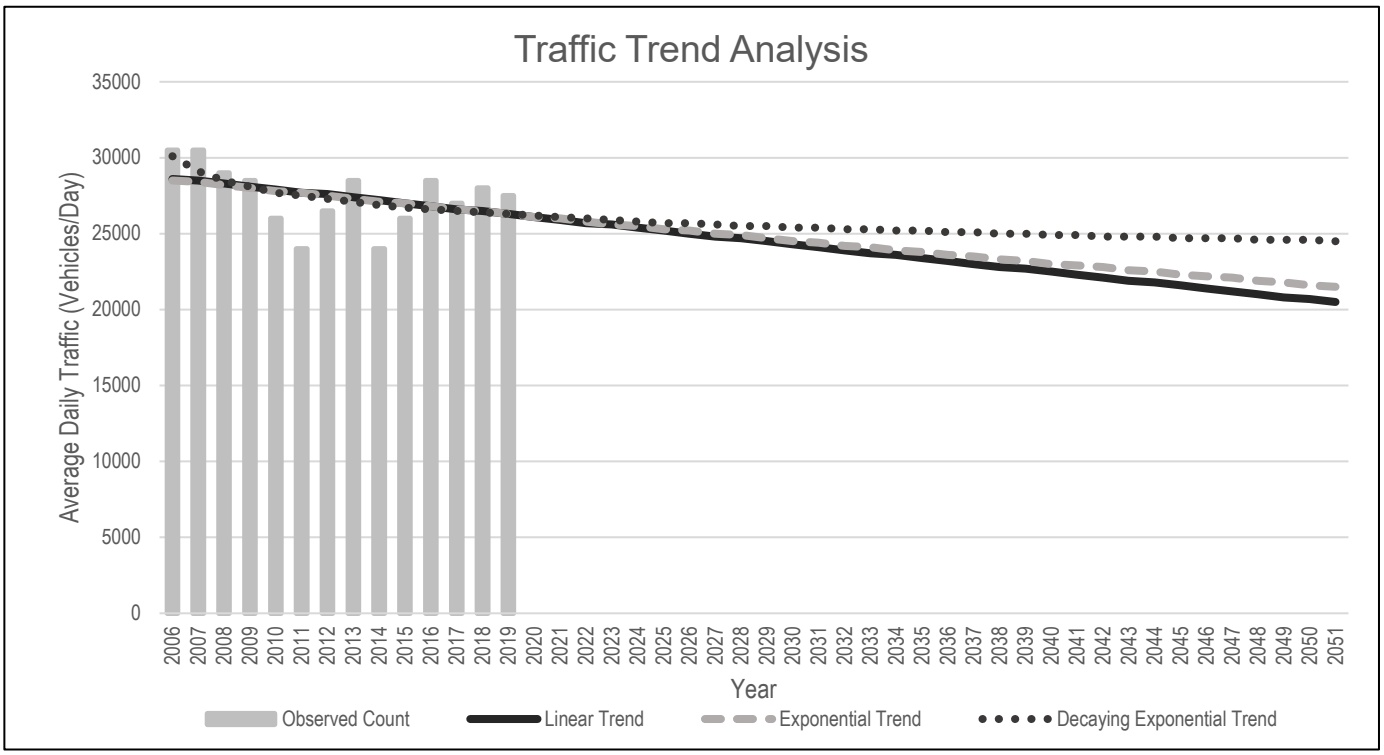
Exponential Growth Option	
Trend R-Squared:	7.71%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.22%
Compounded Growth Rate (2019 to Design Year 2050):	0.23%

Decaying Exponential Growth Option	
Trend R-Squared:	1.37%
Compounded Annual Historic Growth Rate (2005 to 2019):	0.20%
Compounded Growth Rate (2019 to Design Year 2050):	0.03%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 915 / NE 6th Avenue**
Station ID: **87-0168**
Location: **SR 915/NE 6 AV, 200' S NE 170 ST**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2006	30500	28600	28500	30100
2007	30500	28500	28400	29100
2008	29000	28300	28200	28500
2009	28500	28100	28000	28100
2010	26000	27900	27800	27700
2011	24000	27700	27700	27500
2012	26500	27600	27500	27300
2013	28500	27400	27300	27100
2014	24000	27200	27100	26900
2015	26000	27000	27000	26700
2016	28500	26800	26800	26600
2017	27000	26600	26600	26500
2018	28000	26500	26500	26400
2019	27500	26300	26300	26300
Opening Year 2030 Trend				
2030	N/A	24300	24500	25400
Mid-Analysis Year 2040 Trend				
2040	N/A	22500	23000	24900
Design Year 2050 Trend				
2050	N/A	20700	21600	24600
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	13.92%
Trend Annual Historic Growth Rate (2006 to 2019):	-0.62%
Trend Growth Rate (2019 to Design Year 2050):	-0.69%

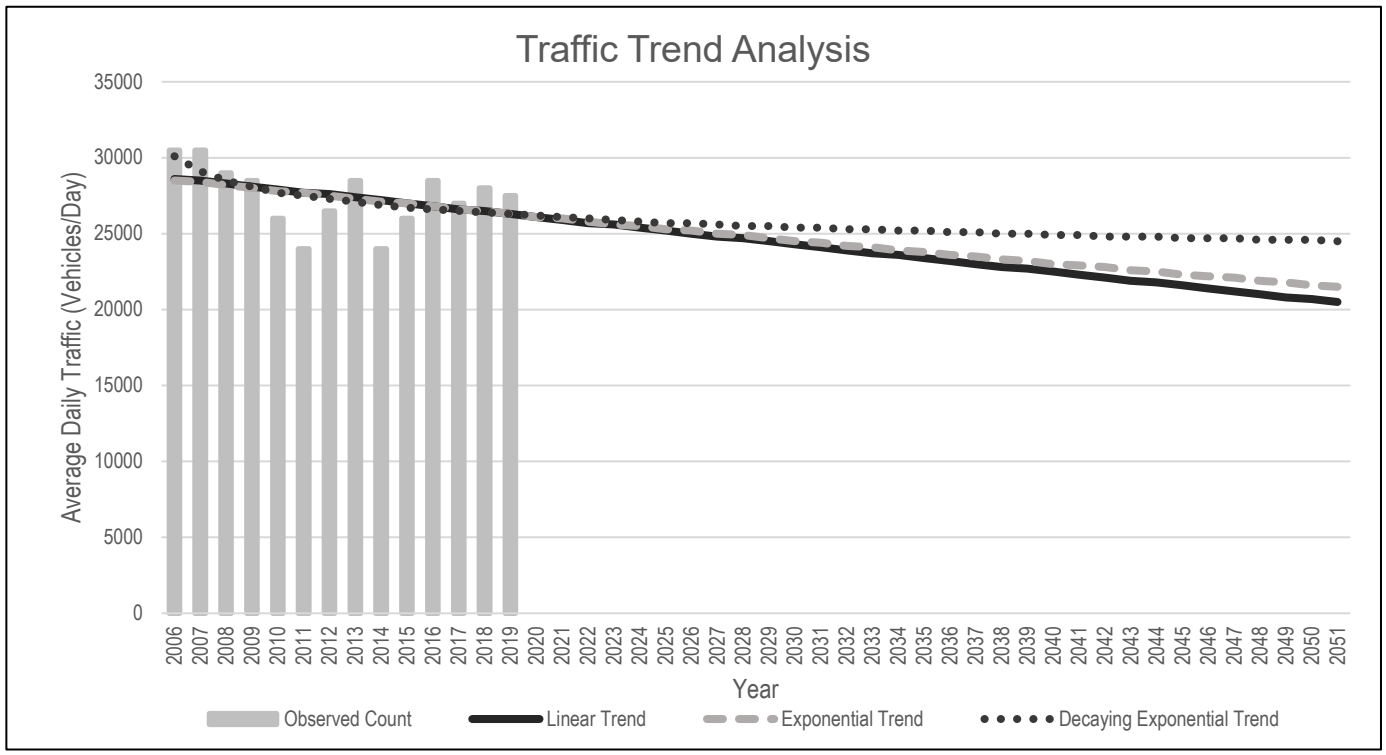
Exponential Growth Option	
Trend R-Squared:	12.24%
Compounded Annual Historic Growth Rate (2006 to 2019):	-0.62%
Compounded Growth Rate (2019 to Design Year 2050):	-0.63%

Decaying Exponential Growth Option	
Trend R-Squared:	**30.21%**
Compounded Annual Historic Growth Rate (2006 to 2019):	-1.03%
Compounded Growth Rate (2019 to Design Year 2050):	-0.22%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 915 / NE 6th Avenue**
Station ID: **168 (2)**
Location: **SR 915/NE 6 AV, 200' S NE 170 ST**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2006	30500	28600	28500	30100
2007	30500	28500	28400	29100
2008	29000	28300	28200	28500
2009	28500	28100	28000	28100
2010	26000	27900	27800	27700
2011	24000	27700	27700	27500
2012	26500	27600	27500	27300
2013	28500	27400	27300	27100
2014	24000	27200	27100	26900
2015	26000	27000	27000	26700
2016	28500	26800	26800	26600
2017	27000	26600	26600	26500
2018	28000	26500	26500	26400
2019	27500	26300	26300	26300
Opening Year 2030 Trend				
2030	N/A	24300	24500	25400
Mid-Analysis Year 2040 Trend				
2040	N/A	22500	23000	24900
Design Year 2050 Trend				
2050	N/A	20700	21600	24600
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	13.92%
Trend Annual Historic Growth Rate (2006 to 2019):	-0.62%
Trend Growth Rate (2019 to Design Year 2050):	-0.69%

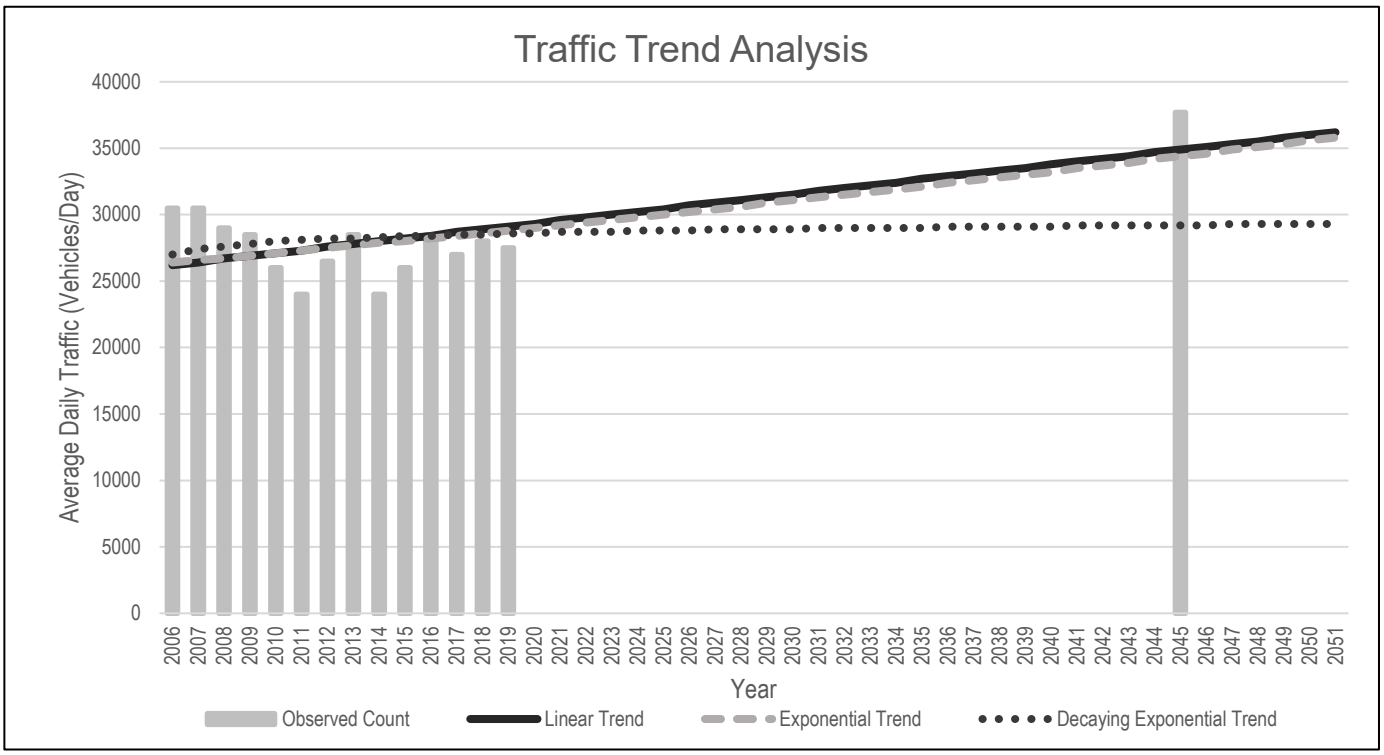
Exponential Growth Option	
Trend R-Squared:	12.24%
Compounded Annual Historic Growth Rate (2006 to 2019):	-0.62%
Compounded Growth Rate (2019 to Design Year 2050):	-0.63%

Decaying Exponential Growth Option	
Trend R-Squared:	**30.21%**
Compounded Annual Historic Growth Rate (2006 to 2019):	-1.03%
Compounded Growth Rate (2019 to Design Year 2050):	-0.22%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 915 / NE 6th Avenue**
Station ID: **168 (3)**
Location: **SR 915/NE 6 AV, 200' S NE 170 ST**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2006	30500	26200	26400	27000
2007	30500	26400	26600	27400
2008	29000	26700	26700	27600
2009	28500	26900	26900	27800
2010	26000	27100	27100	28000
2011	24000	27300	27300	28100
2012	26500	27600	27500	28200
2013	28500	27800	27700	28200
2014	24000	28000	27900	28300
2015	26000	28200	28000	28400
2016	28500	28400	28200	28400
2017	27000	28700	28400	28500
2018	28000	28900	28600	28500
2019	27500	29100	28800	28600
Opening Year 2030 Trend				
2030	N/A	31500	31100	28900
Mid-Analysis Year 2040 Trend				
2040	N/A	33800	33200	29100
Design Year 2050 Trend				
2050	N/A	36000	35600	29300
Model Year 2045 Forecast / Trend				
2045	37700	34900	34400	29200

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**39.43%**
Trend Annual Historic Growth Rate (2006 to 2019):	0.85%
Trend Growth Rate (2019 to Design Year 2050):	0.76%

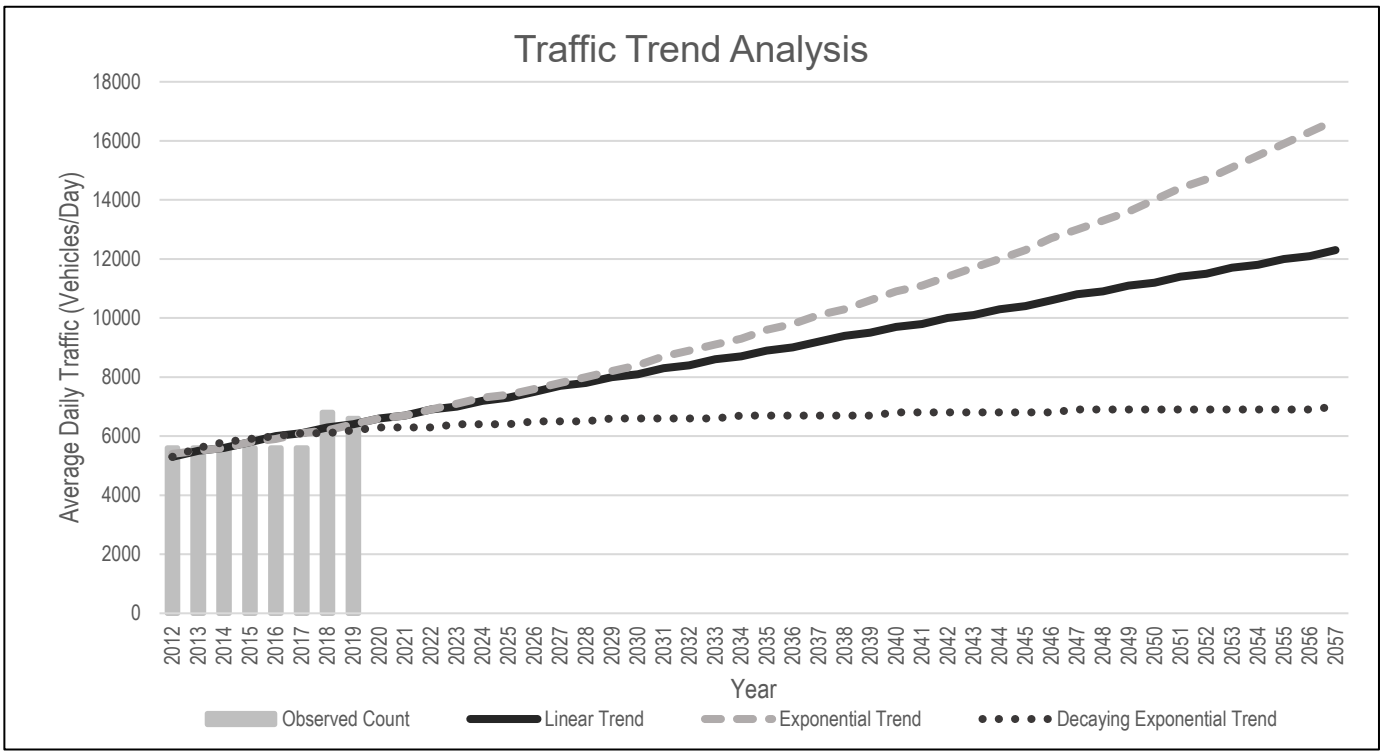
Exponential Growth Option	
Trend R-Squared:	33.37%
Compounded Annual Historic Growth Rate (2006 to 2019):	0.67%
Compounded Growth Rate (2019 to Design Year 2050):	0.69%

Decaying Exponential Growth Option	
Trend R-Squared:	2.75%
Compounded Annual Historic Growth Rate (2006 to 2019):	0.44%
Compounded Growth Rate (2019 to Design Year 2050):	0.08%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 915 / NE 6th Avenue**
Station ID: **87-8453**
Location: **NE 10 AVE, 200 FT S OF NE 174 ST**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2012	5600	5300	5400	5300
2013	5600	5500	5500	5600
2014	5600	5600	5600	5800
2015	5600	5800	5800	5900
2016	5600	6000	5900	6000
2017	5600	6100	6100	6100
2018	6800	6300	6200	6100
2019	6600	6400	6400	6200
Opening Year 2030 Trend				
2030	N/A	8100	8400	6600
Mid-Analysis Year 2040 Trend				
2040	N/A	9700	10900	6800
Design Year 2050 Trend				
2050	N/A	11200	14000	6900
Model Year Forecast / Trend				

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	54.82%
Trend Annual Historic Growth Rate (2012 to 2019):	2.96%
Trend Growth Rate (2019 to Design Year 2050):	2.42%

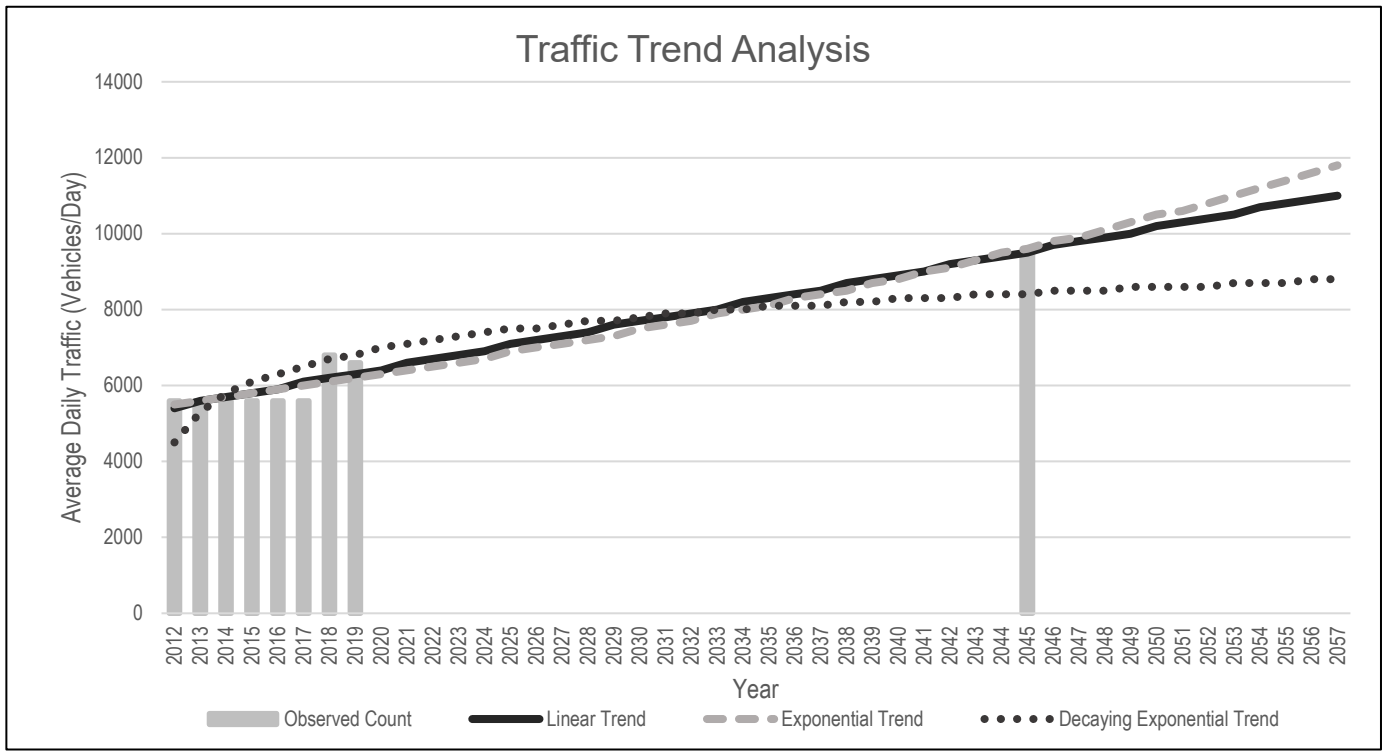
Exponential Growth Option	
Trend R-Squared:	**55.06%**
Compounded Annual Historic Growth Rate (2012 to 2019):	2.46%
Compounded Growth Rate (2019 to Design Year 2050):	2.56%

Decaying Exponential Growth Option	
Trend R-Squared:	35.32%
Compounded Annual Historic Growth Rate (2012 to 2019):	2.27%
Compounded Growth Rate (2019 to Design Year 2050):	0.35%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 915 / NE 6th Avenue**
Station ID: **453 (2)**
Location: **NE 10 AVE, 200 FT S OF NE 174 ST**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2012	5600	5400	5500	4500
2013	5600	5600	5600	5300
2014	5600	5700	5700	5800
2015	5600	5800	5800	6100
2016	5600	5900	5900	6300
2017	5600	6100	6000	6500
2018	6800	6200	6100	6700
2019	6600	6300	6200	6800
Opening Year 2030 Trend				
2030	N/A	7700	7500	7800
Mid-Analysis Year 2040 Trend				
2040	N/A	8900	8800	8300
Design Year 2050 Trend				
2050	N/A	10200	10500	8600
Model Year 2045 Forecast / Trend				
2045	9500	9500	9600	8400

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**93.57%**
Trend Annual Historic Growth Rate (2012 to 2019):	2.38%
Trend Growth Rate (2019 to Design Year 2050):	2.00%

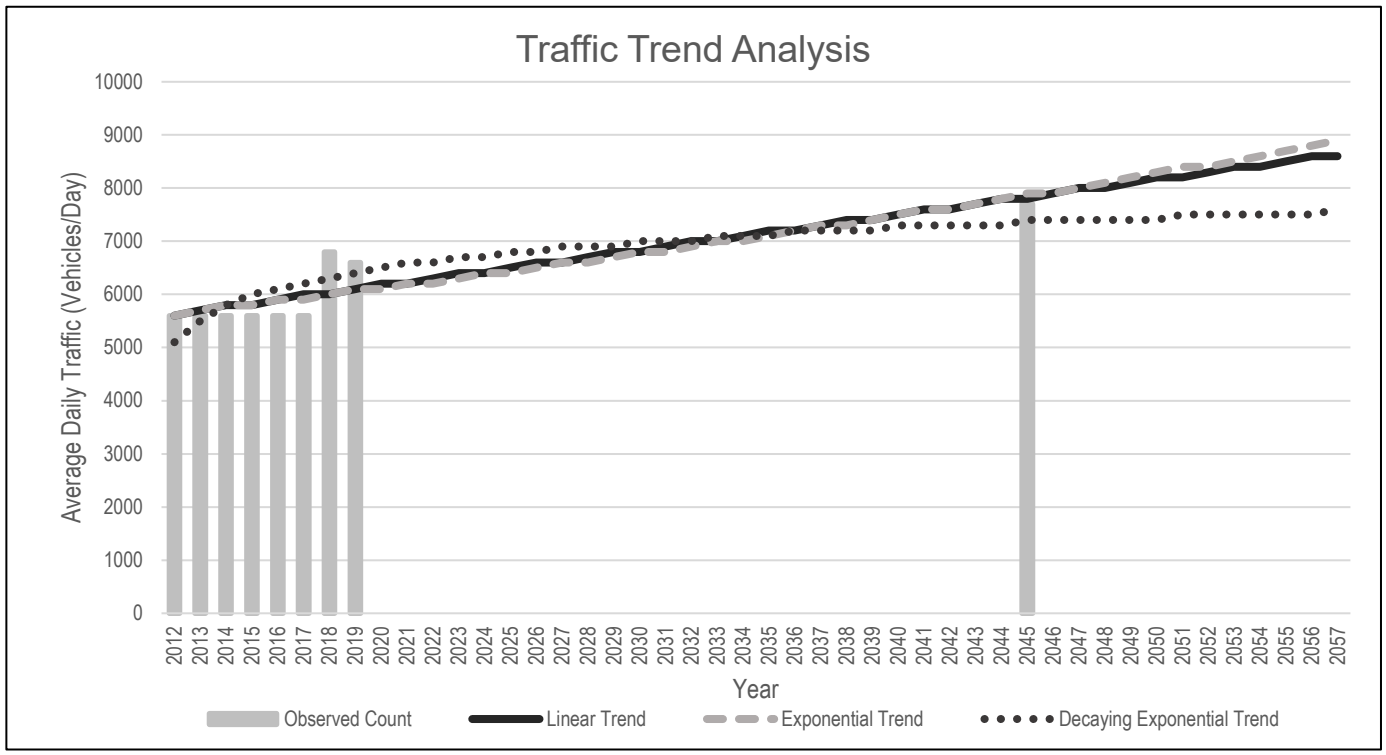
Exponential Growth Option	
Trend R-Squared:	90.27%
Compounded Annual Historic Growth Rate (2012 to 2019):	1.73%
Compounded Growth Rate (2019 to Design Year 2050):	1.71%

Decaying Exponential Growth Option	
Trend R-Squared:	70.27%
Compounded Annual Historic Growth Rate (2012 to 2019):	6.08%
Compounded Growth Rate (2019 to Design Year 2050):	0.76%

Notes:

Traffic Trend Analysis

Project: **I-95/SR-9 from South of SR 860/Miami Gardens Dr to Broward County Line SIMR**
FIN: **414964-1-22-01**
County: **87 - MIAMI-DADE**
Highway: **SR 915 / NE 6th Avenue**
Station ID: **453 (3)**
Location: **NE 10 AVE, 200 FT S OF NE 174 ST**
Analyst: **Colliers Engineering & Design / JA**
Date: **Monday, February 19, 2024**



YEAR	Traffic (ADT/AADT) Count	Trend Linear	Trend Exponential	Trend Decaying
2012	5600	5600	5600	5100
2013	5600	5700	5700	5500
2014	5600	5800	5800	5800
2015	5600	5800	5800	6000
2016	5600	5900	5900	6100
2017	5600	6000	5900	6200
2018	6800	6000	6000	6300
2019	6600	6100	6100	6400
Opening Year 2030 Trend				
2030	N/A	6800	6800	7000
Mid-Analysis Year 2040 Trend				
2040	N/A	7500	7500	7300
Design Year 2050 Trend				
2050	N/A	8200	8300	7400
Model Year 2045 Forecast / Trend				
2045	9500	7800	7900	7400

Linear Growth Option	
Annual Trend Increase:	791
Trend R-Squared:	**75.54%**
Trend Annual Historic Growth Rate (2012 to 2019):	1.28%
Trend Growth Rate (2019 to Design Year 2050):	1.11%

Exponential Growth Option	
Trend R-Squared:	72.20%
Compounded Annual Historic Growth Rate (2012 to 2019):	1.23%
Compounded Growth Rate (2019 to Design Year 2050):	1.00%

Decaying Exponential Growth Option	
Trend R-Squared:	68.95%
Compounded Annual Historic Growth Rate (2012 to 2019):	3.30%
Compounded Growth Rate (2019 to Design Year 2050):	0.47%

Notes:

Attachment C5

TMTool Calculations

ATTACHMENT C5

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	87-270-000 SR 9/I-95	PREPARED BY:	CED (JA)
FM NO.:	414964-1	FILE:	Version 1
PROJECT LIMITS:	from MP 13.724 to MP 17.199	DATE:	5/20/2022
DESIGN YEAR:	2050	T-INTERSECTION?	Yes
INTERSECTION:	Ives Dairy Road (CT 854) and NE 15th Court	MISSING Leg:	North Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2018	-			
	2019	-			
	2020	-			
	2021	-	48,600	6,600	43,400
Model Volume:	2045		49,100	8,500	50,500

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	-	CGR		CGR		CGR		CGR
Historic + Model Trend GR =	-	CGR		CGR		CGR		CGR
Base Year Model to Future Year Model GR =	-	CGR	0.04%	CGR	1.36%	CGR	0.66%	CGR
Recommended Growth Rate:	**-**	**CGR**	**0.50%**	**CGR**	**1.20%**	**CGR**	**0.68%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			-		**2**		**2**		**2**	
		2021		-		48,600		6,600		43,400
NO. YEARS	9	2030	-	-	1.045	50,800	1.108	7,300	1.061	46,100
NO. YEARS	19	2040	-	-	1.095	53,200	1.228	8,100	1.129	49,000
NO. YEARS	29	2050	-	-	1.145	55,600	1.348	8,900	1.197	52,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		-			3,202			332			2,982		
9/23/2021		-	-	-	-	930	110	165	-	40	15	1,995	-	3,261
% TURNS:		-	-	-	-	89%	11%	80%	-	19%	1%	99%	-	
P.M.	2-Way Pk Hr Vol:		-			3,282			512			3,002		
9/23/2021		-	-	-	-	1,640	230	165	-	90	25	1,245	-	3,401
% TURNS:		-	-	-	-	88%	12%	64%	-	35%	2%	98%	-	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	-	-	-	-	89%	11%	80%	-	19%	1%	99%	-
2030	-	-	-	-	89%	11%	77%	-	22%	2%	98%	-
2040	-	-	-	-	89%	11%	77%	-	23%	2%	98%	-
2050	-	-	-	-	89%	11%	75%	-	24%	3%	97%	-
P.M.												
2021	-	-	-	-	88%	12%	64%	-	35%	2%	98%	-
2030	-	-	-	-	88%	12%	63%	-	36%	3%	97%	-
2040	-	-	-	-	87%	13%	63%	-	37%	3%	97%	-
2050	-	-	-	-	87%	13%	62%	-	37%	4%	96%	-

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	-	-	6.6%	6.8%	5.0%	7.8%	6.9%	6.9%
2030	-	-	6.6%	6.8%	5.0%	7.8%	6.9%	6.9%
2040	-	-	6.6%	6.8%	5.0%	7.8%	6.9%	6.9%
2050	-	-	6.6%	6.8%	5.0%	7.8%	6.9%	6.9%
D FACTOR								
2021	-	-	32.5%	57.0%	62.0%	50.0%	67.4%	42.3%
2030	-	-	32.5%	57.0%	62.0%	50.0%	67.4%	42.3%
2040	-	-	32.5%	57.0%	62.0%	50.0%	67.4%	42.3%
2050	-	-	32.5%	57.0%	62.0%	50.0%	67.4%	42.3%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 87-270-000 SR 9/I-95
FM NO.: 414964-1
PROJECT LIMITS: from MP 13.724 to MP 17.199
DESIGN YEAR: 2050
INTERSECTION: Ives Dairy Road (CT 854) and NE 15th Court
PREPARED BY: CED (JA)
FILE: Version 1

DATE: 5/20/2022
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	-	48,600	6,600	43,400
24 HR EST. AADT	2030	-	50,800	7,300	46,100
24 HR EST. AADT	2040	-	53,200	8,100	49,000
24 HR EST. AADT	2050	-	55,600	8,900	52,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021	2-WAY ADT		-			48,600			6,600			43,400	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	43,400	6,600	48,600	-	43,400	6,600	48,600	-
		-	-	-	-	87%	13%	53%	-	47%	12%	88%	-
2030	2-WAY ADT		-			50,800			7,300			46,100	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	46,100	7,300	50,800	-	46,100	7,300	50,800	-
		-	-	-	-	86%	14%	52%	-	48%	13%	87%	-
2040	2-WAY ADT		-			53,200			8,100			49,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	49,000	8,100	53,200	-	49,000	8,100	53,200	-
		-	-	-	-	86%	14%	52%	-	48%	13%	87%	-
2050	2-WAY ADT		-			55,600			8,900			52,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	52,000	8,900	55,600	-	52,000	8,900	55,600	-
		-	-	-	-	85%	15%	52%	-	48%	14%	86%	-

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	-	-	-	-	928	108	164	-	40	15	1,994	-
2030	EST. TURNS	-	-	-	-	981	110	174	-	52	37	2,087	-
2040	EST. TURNS	-	-	-	-	1,036	111	186	-	63	48	2,183	-
2050	EST. TURNS	-	-	-	-	1,085	112	195	-	75	64	2,273	-
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	-	-	-	-	1,639	228	164	-	89	25	1,244	-
2030	EST. TURNS	-	-	-	-	1,731	243	174	-	108	43	1,299	-
2040	EST. TURNS	-	-	-	-	1,826	259	184	-	128	56	1,357	-
2050	EST. TURNS	-	-	-	-	1,926	271	193	-	150	73	1,416	-

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		-	-	-	1,041	2,159	3,200	206	124	330	2,011	969	2,980
2021	TURN SUMMARY	-	-	-	1,039	2,159	3,198	206	124	330	2,011	969	2,980
CONTROL LINK VOLUMES		-	-	-	1,088	2,262	3,350	228	142	370	2,136	1,034	3,170
2030	TURN SUMMARY	-	-	-	1,094	2,262	3,356	227	148	375	2,127	1,034	3,161
CONTROL LINK VOLUMES		-	-	-	1,140	2,370	3,510	253	157	410	2,270	1,100	3,370
2040	TURN SUMMARY	-	-	-	1,149	2,370	3,519	250	160	410	2,235	1,100	3,335
CONTROL LINK VOLUMES		-	-	-	1,191	2,469	3,660	278	172	450	2,409	1,161	3,570
2050	TURN SUMMARY	-	-	-	1,199	2,469	3,668	272	177	449	2,339	1,161	3,500
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		-	-	-	1,871	1,409	3,280	256	254	510	1,271	1,729	3,000
2021	TURN SUMMARY	-	-	-	1,869	1,409	3,278	256	254	510	1,271	1,729	3,000
CONTROL LINK VOLUMES		-	-	-	1,956	1,474	3,430	283	287	570	1,350	1,840	3,190
2030	TURN SUMMARY	-	-	-	1,977	1,474	3,451	283	287	570	1,345	1,840	3,185
CONTROL LINK VOLUMES		-	-	-	2,048	1,542	3,590	314	316	630	1,435	1,955	3,390
2040	TURN SUMMARY	-	-	-	2,088	1,542	3,630	314	316	630	1,415	1,955	3,370
CONTROL LINK VOLUMES		-	-	-	2,140	1,610	3,750	345	345	690	1,523	2,077	3,600
2050	TURN SUMMARY	-	-	-	2,199	1,610	3,809	345	345	690	1,492	2,077	3,569

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	87-270-000 SR 9/I-95	PREPARED BY:	CED (JA)
FM NO.:	414964-1	FILE:	Version 1
PROJECT LIMITS:	from MP 13.724 to MP 17.199	DATE:	5/20/2022
DESIGN YEAR:	2050		
INTERSECTION:	Ives Dairy Road (CT 854) and NE 16th Avenue		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2018		49,000		
	2019		38,000		
	2020		36,000		
	2021	3,900	53,100	3,200	48,600
Model Volume:	2045	9,300	59,200	-	49,100

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =		CGR	2.45%	CGR		CGR		CGR
Historic + Model Trend GR =		CGR	1.41%	CGR		CGR		CGR
Base Year Model to Future Year Model GR =	5.77%	CGR	0.45%	CGR	-	CGR	0.04%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
				2		**2**		**2**		**2**
		2021		3,900		53,100		3,200		48,600
NO. YEARS	9	2030	1.045	4,100	1.045	55,500	1.045	3,300	1.045	50,800
NO. YEARS	19	2040	1.095	4,300	1.095	58,100	1.095	3,500	1.095	53,200
NO. YEARS	29	2050	1.145	4,500	1.145	60,800	1.145	3,700	1.145	55,600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		880			3,775			215			3,200		
9/23/2021		90	15	250	410	935	95	60	5	15	25	2,025	110	4,035
% TURNS:		25%	4%	70%	28%	65%	7%	75%	6%	19%	1%	94%	5%	
P.M.	2-Way Pk Hr Vol:		320			3,465			345			3,280		
9/23/2021		70	5	110	80	1,735	70	155	5	65	45	1,315	50	3,705
% TURNS:		38%	3%	59%	4%	92%	4%	69%	2%	29%	3%	93%	4%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	25%	4%	70%	28%	65%	7%	75%	6%	19%	1%	94%	5%
2030	27%	4%	68%	26%	67%	7%	73%	6%	21%	2%	93%	5%
2040	28%	4%	68%	26%	68%	6%	72%	6%	22%	2%	93%	5%
2050	29%	4%	67%	25%	69%	6%	71%	6%	23%	2%	93%	5%
P.M.												
2021	38%	3%	59%	4%	92%	4%	69%	2%	29%	3%	93%	4%
2030	39%	3%	59%	5%	92%	4%	67%	2%	31%	3%	93%	4%
2040	39%	3%	58%	5%	91%	4%	67%	2%	31%	3%	93%	4%
2050	39%	3%	58%	5%	91%	4%	66%	2%	32%	4%	92%	4%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	22.6%	8.2%	7.1%	6.5%	6.7%	10.8%	6.6%	6.7%
2030	22.6%	8.2%	7.1%	6.5%	6.7%	10.8%	6.6%	6.7%
2040	22.6%	8.2%	7.1%	6.5%	6.7%	10.8%	6.6%	6.7%
2050	22.6%	8.2%	7.1%	6.5%	6.7%	10.8%	6.6%	6.7%
D FACTOR								
2021	40.3%	57.8%	38.1%	54.4%	37.2%	65.2%	67.5%	43.0%
2030	40.3%	57.8%	38.1%	54.4%	37.2%	65.2%	67.5%	43.0%
2040	40.3%	57.8%	38.1%	54.4%	37.2%	65.2%	67.5%	43.0%
2050	40.3%	57.8%	38.1%	54.4%	37.2%	65.2%	67.5%	43.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 87-270-000 SR 9/I-95
FM NO.: 414964-1
PROJECT LIMITS: from MP 13.724 to MP 17.199
DESIGN YEAR: 2050
INTERSECTION: Ives Dairy Road (CT 854) and NE 16th Avenue
PREPARED BY: CED (JA)
FILE: Version 1

DATE: 5/20/2022
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	3,900	53,100	3,200	48,600
24 HR EST. AADT	2030	4,100	55,500	3,300	50,800
24 HR EST. AADT	2040	4,300	58,100	3,500	53,200
24 HR EST. AADT	2050	4,500	60,800	3,700	55,600

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021 2-WAY ADT		3,900			53,100			3,200			48,600		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	48,600	3,200	53,100	3,900	48,600	3,200	53,100	3,900	48,600	3,200	53,100	3,900
	46%	3%	51%	7%	87%	6%	50%	4%	46%	5%	88%	6%
2030 2-WAY ADT		4,100			55,500			3,300			50,800		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	50,800	3,300	55,500	4,100	50,800	3,300	55,500	4,100	50,800	3,300	55,500	4,100
	46%	3%	51%	7%	87%	6%	50%	4%	46%	5%	88%	7%
2040 2-WAY ADT		4,300			58,100			3,500			53,200		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	53,200	3,500	58,100	4,300	53,200	3,500	58,100	4,300	53,200	3,500	58,100	4,300
	46%	3%	51%	7%	87%	6%	50%	4%	46%	5%	88%	7%
2050 2-WAY ADT		4,500			60,800			3,700			55,600		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	55,600	3,700	60,800	4,500	55,600	3,700	60,800	4,500	55,600	3,700	60,800	4,500
	46%	3%	51%	7%	87%	6%	50%	4%	46%	5%	88%	7%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	90	16	250	410	935	99	60	5	15	26	2,029	110
2030	EST. TURNS	95	18	265	431	971	100	62	6	16	31	2,118	121
2040	EST. TURNS	101	20	276	446	1,018	101	65	8	18	36	2,213	128
2050	EST. TURNS	106	22	290	467	1,064	102	68	9	19	40	2,313	137
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	70	5	111	80	1,735	73	156	5	65	47	1,318	50
2030	EST. TURNS	75	7	115	86	1,811	75	157	6	70	48	1,378	54
2040	EST. TURNS	78	9	120	90	1,893	78	166	8	75	50	1,442	56
2050	EST. TURNS	82	10	126	93	1,975	83	175	9	80	52	1,511	58

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		355	525	880	1,440	2,340	3,780	80	140	220	2,160	1,040	3,200
2021	TURN SUMMARY	356	525	881	1,444	2,340	3,784	80	140	220	2,165	1,040	3,205
CONTROL LINK VOLUMES		373	557	930	1,505	2,445	3,950	83	137	220	2,258	1,082	3,340
2030	TURN SUMMARY	378	558	936	1,502	2,445	3,947	84	149	233	2,270	1,082	3,352
CONTROL LINK VOLUMES		391	579	970	1,576	2,554	4,130	88	152	240	2,364	1,136	3,500
2040	TURN SUMMARY	397	582	979	1,565	2,554	4,119	91	158	249	2,377	1,136	3,513
CONTROL LINK VOLUMES		410	610	1,020	1,649	2,671	4,320	93	157	250	2,471	1,189	3,660
2050	TURN SUMMARY	418	613	1,031	1,633	2,671	4,304	96	164	260	2,490	1,189	3,679
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		185	135	320	1,885	1,585	3,470	225	125	350	1,410	1,870	3,280
2021	TURN SUMMARY	186	135	321	1,889	1,585	3,474	226	125	351	1,415	1,870	3,285
CONTROL LINK VOLUMES		194	146	340	1,970	1,650	3,620	232	128	360	1,474	1,956	3,430
2030	TURN SUMMARY	197	147	344	1,972	1,650	3,622	234	130	364	1,480	1,956	3,436
CONTROL LINK VOLUMES		204	146	350	2,062	1,728	3,790	246	134	380	1,543	2,047	3,590
2040	TURN SUMMARY	208	155	363	2,062	1,728	3,790	249	138	387	1,549	2,047	3,596
CONTROL LINK VOLUMES		213	157	370	2,158	1,812	3,970	260	140	400	1,613	2,137	3,750
2050	TURN SUMMARY	218	160	378	2,151	1,812	3,963	264	145	409	1,621	2,137	3,758

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	87-270-000 SR 9/I-95	PREPARED BY:	CED (JA)
FM NO.:	414964-1	FILE:	Version 1
PROJECT LIMITS:	from MP 13.724 to MP 17.199	DATE:	5/20/2022
DESIGN YEAR:	2050		
INTERSECTION:	Ives Dairy Road (CT 854) and I-95 SB Ramps		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2018				49,000
	2019				38,000
	2020				36,000
	2021	33,200	62,300	16,800	53,100
Model Volume:	2045	36,400	68,000	19,200	59,200

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =		CGR		CGR		CGR	2.45%	CGR
Historic + Model Trend GR =		CGR		CGR		CGR	1.41%	CGR
Base Year Model to Future Year Model GR =	5.77%	CGR		CGR	-	CGR	0.45%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.60%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2021		33,200		62,300		16,800		53,100
NO. YEARS	9	2030	1.045	34,700	1.045	65,100	1.054	17,700	1.045	55,500
NO. YEARS	19	2040	1.095	36,400	1.095	68,200	1.114	18,700	1.095	58,100
NO. YEARS	29	2050	1.145	38,000	1.145	71,300	1.174	19,700	1.145	60,800

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		1,602			4,436			962			3,776		
9/23/2021		390	1	1,210	1	1,050	400	1	1	1	560	1,775	1	5,388
% TURNS:		24%	0%	76%	0%	72%	28%	33%	33%	33%	24%	76%	0%	
P.M.	2-Way Pk Hr Vol:		2,042			4,576			1,042			3,466		
9/23/2021		570	1	1,470	1	1,315	625	1	1	1	415	1,165	1	5,563
% TURNS:		28%	0%	72%	0%	68%	32%	33%	33%	33%	26%	74%	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2021	24%	0%	76%	0%	72%	28%	33%	33%	33%	24%	76%	0%
	2030	26%	1%	73%	3%	70%	26%	34%	32%	34%	23%	74%	3%
	2040	26%	2%	72%	4%	70%	26%	34%	32%	34%	23%	73%	4%
	2050	27%	2%	71%	5%	69%	26%	35%	32%	34%	23%	73%	5%
P.M.													
	2021	28%	0%	72%	0%	68%	32%	33%	33%	33%	26%	74%	0%
	2030	29%	1%	70%	3%	66%	31%	34%	32%	34%	25%	72%	3%
	2040	29%	2%	69%	4%	66%	30%	34%	32%	34%	25%	71%	4%
	2050	30%	2%	68%	5%	65%	30%	35%	32%	34%	24%	71%	5%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	4.8%	6.2%	7.1%	7.3%	5.7%	6.2%	7.1%	6.5%
2030	4.8%	6.2%	7.1%	7.3%	5.7%	6.2%	7.1%	6.5%
2040	4.8%	6.2%	7.1%	7.3%	5.7%	6.2%	7.1%	6.5%
2050	4.8%	6.2%	7.1%	7.3%	5.7%	6.2%	7.1%	6.5%
D FACTOR								
2021	99.9%	99.9%	32.7%	42.4%	0.2%	0.1%	61.9%	45.6%
2030	99.9%	99.9%	32.7%	42.4%	0.2%	0.1%	61.9%	45.6%
2040	99.9%	99.9%	32.7%	42.4%	0.2%	0.1%	61.9%	45.6%
2050	99.9%	99.9%	32.7%	42.4%	0.2%	0.1%	61.9%	45.6%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 87-270-000 SR 9/I-95
FM NO.: 414964-1
PROJECT LIMITS: from MP 13.724 to MP 17.199
DESIGN YEAR: 2050
INTERSECTION: Ives Dairy Road (CT 854) and I-95 SB Ramps
PREPARED BY: CED (JA)
FILE: Version 1

DATE: 5/20/2022
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	33,200	62,300	16,800	53,100
24 HR EST. AADT	2030	34,700	65,100	17,700	55,500
24 HR EST. AADT	2040	36,400	68,200	18,700	58,100
24 HR EST. AADT	2050	38,000	71,300	19,700	60,800

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021	2-WAY ADT	33,200			62,300			16,800			53,100		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		53,100	16,800	62,300	33,200	53,100	16,800	62,300	33,200	53,100	16,800	62,300	33,200
		40%	13%	47%	32%	52%	16%	42%	22%	36%	15%	55%	30%
2030	2-WAY ADT	34,700			65,100			17,700			55,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		55,500	17,700	65,100	34,700	55,500	17,700	65,100	34,700	55,500	17,700	65,100	34,700
		40%	13%	47%	32%	51%	16%	42%	22%	36%	15%	55%	30%
2040	2-WAY ADT	36,400			68,200			18,700			58,100		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		58,100	18,700	68,200	36,400	58,100	18,700	68,200	36,400	58,100	18,700	68,200	36,400
		40%	13%	47%	32%	51%	17%	42%	22%	36%	15%	55%	30%
2050	2-WAY ADT	38,000			71,300			19,700			60,800		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		60,800	19,700	71,300	38,000	60,800	19,700	71,300	38,000	60,800	19,700	71,300	38,000
		40%	13%	47%	32%	51%	17%	42%	22%	36%	15%	55%	29%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	390	0	1,210	0	1,052	399	1	-1	1	559	1,778	0
2030	EST. TURNS	415	21	1,239	-1	1,093	421	1	0	1	565	1,883	-2
2040	EST. TURNS	436	28	1,298	2	1,138	448	1	0	1	592	1,973	3
2050	EST. TURNS	458	40	1,343	-1	1,187	473	1	0	1	616	2,076	-1
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	570	0	1,470	0	1,318	624	1	-1	1	414	1,167	0
2030	EST. TURNS	595	28	1,513	-2	1,372	653	1	0	1	418	1,238	-1
2040	EST. TURNS	625	36	1,584	2	1,435	687	1	0	1	435	1,301	1
2050	EST. TURNS	656	50	1,646	2	1,503	718	1	0	1	450	1,372	2

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,601	-1	1,600	1,451	2,989	4,440	2	958	960	2,336	1,444	3,780
2021	TURN SUMMARY	1,601	-1	1,600	1,451	2,989	4,440	2	958	960	2,336	1,444	3,780
CONTROL LINK VOLUMES		1,673	-3	1,670	1,516	3,124	4,640	2	1,008	1,010	2,441	1,509	3,950
2030	TURN SUMMARY	1,676	-3	1,673	1,513	3,124	4,637	2	1,008	1,010	2,447	1,509	3,956
CONTROL LINK VOLUMES		1,755	5	1,760	1,588	3,272	4,860	2	1,068	1,070	2,555	1,575	4,130
2040	TURN SUMMARY	1,762	5	1,767	1,588	3,272	4,860	2	1,068	1,070	2,568	1,575	4,143
CONTROL LINK VOLUMES		1,832	-2	1,830	1,660	3,420	5,080	2	1,128	1,130	2,674	1,646	4,320
2050	TURN SUMMARY	1,841	-2	1,839	1,659	3,420	5,079	2	1,128	1,130	2,690	1,646	4,336
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		2,041	-1	2,040	1,941	2,639	4,580	2	1,038	1,040	1,581	1,889	3,470
2021	TURN SUMMARY	2,041	-1	2,040	1,941	2,639	4,580	2	1,038	1,040	1,581	1,889	3,470
CONTROL LINK VOLUMES		2,133	-3	2,130	2,028	2,752	4,780	2	1,098	1,100	1,652	1,968	3,620
2030	TURN SUMMARY	2,136	-3	2,133	2,023	2,752	4,775	2	1,098	1,100	1,655	1,968	3,623
CONTROL LINK VOLUMES		2,237	3	2,240	2,124	2,886	5,010	2	1,158	1,160	1,729	2,061	3,790
2040	TURN SUMMARY	2,246	3	2,249	2,124	2,886	5,010	2	1,158	1,160	1,737	2,061	3,798
CONTROL LINK VOLUMES		2,336	4	2,340	2,221	3,019	5,240	2	1,218	1,220	1,810	2,160	3,970
2050	TURN SUMMARY	2,351	4	2,355	2,224	3,019	5,243	2	1,218	1,220	1,823	2,160	3,983

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	87-270-000 SR 9/I-95	PREPARED BY:	CED (JA)
FM NO.:	414964-1	FILE:	Version 1
PROJECT LIMITS:	from MP 13.724 to MP 17.199	DATE:	5/20/2022
DESIGN YEAR:	2050		
INTERSECTION:	Ives Dairy Road (CT 854) and I-95 NB Ramps		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2018	29,000		17,500	
	2019	35,000		19,000	
	2020	34,000		18,500	
	2021	29,900	85,300	17,000	62,300
Model Volume:	2045	31,600	93,900	18,600	68,000

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	1.37%	CGR		CGR	-0.23%	CGR		CGR
Historic + Model Trend GR =	0.72%	CGR		CGR	0.13%	CGR		CGR
Base Year Model to Future Year Model GR =	0.24%	CGR	0.42%	CGR	0.39%	CGR	0.38%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			2		**2**		**2**		**2**	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2021		29,900		85,300		17,000		62,300
NO. YEARS	9	2030	1.045	31,200	1.045	89,100	1.045	17,800	1.045	65,100
NO. YEARS	19	2040	1.095	32,700	1.095	93,400	1.095	18,600	1.095	68,200
NO. YEARS	29	2050	1.145	34,200	1.145	97,700	1.145	19,500	1.145	71,300

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		2,183			6,126			1,163			4,436		
9/23/2021		1	1	1	1,685	1,120	1	830	1	330	1	2,490	495	6,954
% TURNS:		33%	33%	33%	60%	40%	0%	71%	0%	28%	0%	83%	17%	
P.M.	2-Way Pk Hr Vol:		1,812			5,936			1,122			4,576		
9/23/2021		1	1	1	1,445	1,520	1	700	1	420	1	2,270	365	6,723
% TURNS:		33%	33%	33%	49%	51%	0%	62%	0%	37%	0%	86%	14%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	33%	33%	33%	60%	40%	0%	71%	0%	28%	0%	83%	17%
2030	34%	31%	35%	57%	42%	2%	69%	2%	29%	1%	82%	17%
2040	34%	30%	36%	56%	42%	2%	69%	2%	29%	2%	81%	17%
2050	34%	30%	36%	55%	43%	3%	68%	3%	30%	2%	80%	18%
P.M.												
2021	33%	33%	33%	49%	51%	0%	62%	0%	37%	0%	86%	14%
2030	34%	31%	35%	47%	52%	2%	61%	2%	37%	1%	84%	15%
2040	34%	30%	36%	46%	52%	2%	61%	2%	37%	2%	83%	15%
2050	34%	30%	36%	45%	52%	3%	60%	3%	37%	2%	83%	15%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.3%	6.1%	7.2%	7.0%	6.8%	6.6%	7.1%	7.3%
2030	7.3%	6.1%	7.2%	7.0%	6.8%	6.6%	7.1%	7.3%
2040	7.3%	6.1%	7.2%	7.0%	6.8%	6.6%	7.1%	7.3%
2050	7.3%	6.1%	7.2%	7.0%	6.8%	6.6%	7.1%	7.3%
D FACTOR								
2021	0.1%	0.1%	45.8%	50.0%	99.9%	99.9%	67.3%	57.6%
2030	0.1%	0.1%	45.8%	50.0%	99.9%	99.9%	67.3%	57.6%
2040	0.1%	0.1%	45.8%	50.0%	99.9%	99.9%	67.3%	57.6%
2050	0.1%	0.1%	45.8%	50.0%	99.9%	99.9%	67.3%	57.6%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 87-270-000 SR 9/I-95
FM NO.: 414964-1
PROJECT LIMITS: from MP 13.724 to MP 17.199
DESIGN YEAR: 2050
INTERSECTION: Ives Dairy Road (CT 854) and I-95 NB Ramps
PREPARED BY: CED (JA)
FILE: Version 1

DATE: 5/20/2022
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	29,900	85,300	17,000	62,300
24 HR EST. AADT	2030	31,200	89,100	17,800	65,100
24 HR EST. AADT	2040	32,700	93,400	18,600	68,200
24 HR EST. AADT	2050	34,200	97,700	19,500	71,300

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2021 2-WAY ADT		29,900			85,300			17,000			62,300	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		62,300	17,000	85,300	29,900	62,300	17,000	85,300	29,900	62,300	17,000	85,300	29,900
		38%	10%	52%	27%	57%	16%	48%	17%	35%	13%	65%	23%
	2030 2-WAY ADT		31,200			89,100			17,800			65,100	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		65,100	17,800	89,100	31,200	65,100	17,800	89,100	31,200	65,100	17,800	89,100	31,200
		38%	10%	52%	27%	57%	16%	48%	17%	35%	13%	65%	23%
	2040 2-WAY ADT		32,700			93,400			18,600			68,200	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		68,200	18,600	93,400	32,700	68,200	18,600	93,400	32,700	68,200	18,600	93,400	32,700
		38%	10%	52%	27%	57%	16%	48%	17%	35%	13%	65%	23%
	2050 2-WAY ADT		34,200			97,700			19,500			71,300	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		71,300	19,500	97,700	34,200	71,300	19,500	97,700	34,200	71,300	19,500	97,700	34,200
		38%	10%	52%	27%	57%	16%	48%	17%	35%	13%	65%	23%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	1	-1	1	1,683	1,123	0	830	1	330	0	2,493	494
2030	EST. TURNS	2	0	2	1,729	1,190	2	868	22	334	2	2,601	527
2040	EST. TURNS	3	2	3	1,807	1,252	3	908	28	339	4	2,729	553
2050	EST. TURNS	5	3	4	1,878	1,316	5	952	38	346	6	2,854	582
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	1	-1	1	1,443	1,523	0	700	0	420	0	2,272	364
2030	EST. TURNS	2	1	2	1,475	1,608	1	735	20	425	1	2,366	394
2040	EST. TURNS	4	3	4	1,537	1,693	2	771	25	431	2	2,480	415
2050	EST. TURNS	5	4	6	1,593	1,781	3	810	35	442	4	2,591	440

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		2	2,178	2,180	2,806	3,324	6,130	1,161	-1	1,160	2,986	1,454	4,440
2021	TURN SUMMARY	2	2,178	2,180	2,806	3,324	6,130	1,161	-1	1,160	2,986	1,454	4,440
CONTROL LINK VOLUMES		2	2,278	2,280	2,930	3,470	6,400	1,216	4	1,220	3,120	1,520	4,640
2030	TURN SUMMARY	4	2,278	2,282	2,921	3,471	6,392	1,223	4	1,227	3,130	1,525	4,655
CONTROL LINK VOLUMES		2	2,388	2,390	3,072	3,638	6,710	1,271	-1	1,270	3,268	1,592	4,860
2040	TURN SUMMARY	8	2,388	2,396	3,063	3,640	6,703	1,275	9	1,284	3,286	1,594	4,880
CONTROL LINK VOLUMES		2	2,498	2,500	3,213	3,807	7,020	1,332	-2	1,330	3,417	1,663	5,080
2050	TURN SUMMARY	12	2,498	2,510	3,199	3,810	7,009	1,336	14	1,350	3,442	1,667	5,109
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		2	1,808	1,810	2,966	2,974	5,940	1,121	-1	1,120	2,636	1,944	4,580
2021	TURN SUMMARY	2	1,808	1,810	2,966	2,974	5,940	1,121	-1	1,120	2,636	1,944	4,580
CONTROL LINK VOLUMES		2	1,888	1,890	3,098	3,102	6,200	1,173	-3	1,170	2,754	2,026	4,780
2030	TURN SUMMARY	5	1,888	1,893	3,084	3,103	6,187	1,180	3	1,183	2,760	2,035	4,795
CONTROL LINK VOLUMES		2	1,978	1,980	3,247	3,253	6,500	1,226	4	1,230	2,885	2,125	5,010
2040	TURN SUMMARY	11	1,978	1,989	3,233	3,256	6,489	1,228	7	1,235	2,897	2,128	5,025
CONTROL LINK VOLUMES		2	2,068	2,070	3,397	3,403	6,800	1,285	5	1,290	3,016	2,224	5,240
2050	TURN SUMMARY	15	2,068	2,083	3,377	3,408	6,785	1,288	11	1,299	3,035	2,228	5,263

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	87-270-000 SR 9/I-95	PREPARED BY:	CED (JA)
FM NO.:	414964-1	FILE:	Version 1
PROJECT LIMITS:	from MP 13.724 to MP 17.199	DATE:	5/20/2022
DESIGN YEAR:	2050		
INTERSECTION:	Ives Dairy Road (CT 854) and Highland Lakes Blvd		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2018		75,000		
	2019		65,000		
	2020		56,500		
	2021	6,500	68,900	26,100	85,300
Model Volume:	2045	7,700	74,700	28,600	93,900

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =		CGR	1.80%	CGR		CGR		CGR
Historic + Model Trend GR =		CGR	0.55%	CGR		CGR		CGR
Base Year Model to Future Year Model GR =	0.77%	CGR	0.35%	CGR	0.40%	CGR	0.42%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			2		2		2		2	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2021		6,500		68,900		26,100		85,300
NO. YEARS	9	2030	1.045	6,800	1.045	72,000	1.045	27,300	1.045	89,100
NO. YEARS	19	2040	1.095	7,100	1.095	75,400	1.095	28,600	1.095	93,400
NO. YEARS	29	2050	1.145	7,400	1.145	78,900	1.145	29,900	1.145	97,700

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		600			4,040			1,875			6,125		
9/23/2021		220	60	10	20	1,855	30	15	60	730	980	2,110	230	6,320
% TURNS:		76%	21%	3%	1%	97%	2%	2%	7%	91%	30%	64%	7%	
P.M.	2-Way Pk Hr Vol:		520			3,965			1,850			5,935		
9/23/2021		200	55	20	15	2,035	25	15	70	730	955	1,855	160	6,135
% TURNS:		73%	20%	7%	1%	98%	1%	2%	9%	90%	32%	62%	5%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2021	76%	21%	3%	1%	97%	2%	2%	7%	91%	30%	64%	7%
	2030	73%	20%	7%	1%	95%	4%	6%	7%	87%	29%	64%	7%
	2040	72%	20%	8%	2%	94%	4%	7%	7%	86%	29%	64%	7%
	2050	71%	20%	9%	2%	93%	5%	9%	7%	84%	29%	64%	7%
P.M.													
	2021	73%	20%	7%	1%	98%	1%	2%	9%	90%	32%	62%	5%
	2030	70%	19%	10%	1%	95%	3%	6%	8%	86%	32%	63%	5%
	2040	70%	19%	11%	1%	95%	4%	7%	8%	85%	31%	63%	6%
	2050	68%	19%	12%	2%	94%	5%	9%	8%	83%	31%	63%	6%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	9.2%	8.0%	5.9%	5.8%	7.2%	7.1%	7.2%	7.0%
2030	9.2%	8.0%	5.9%	5.8%	7.2%	7.1%	7.2%	7.0%
2040	9.2%	8.0%	5.9%	5.8%	7.2%	7.1%	7.2%	7.0%
2050	9.2%	8.0%	5.9%	5.8%	7.2%	7.1%	7.2%	7.0%
D FACTOR								
2021	48.3%	52.9%	47.2%	52.3%	42.9%	44.1%	54.2%	50.0%
2030	48.3%	52.9%	47.2%	52.3%	42.9%	44.1%	54.2%	50.0%
2040	48.3%	52.9%	47.2%	52.3%	42.9%	44.1%	54.2%	50.0%
2050	48.3%	52.9%	47.2%	52.3%	42.9%	44.1%	54.2%	50.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 87-270-000 SR 9/I-95
FM NO.: 414964-1
PROJECT LIMITS: from MP 13.724 to MP 17.199
DESIGN YEAR: 2050
INTERSECTION: Ives Dairy Road (CT 854) and Highland Lakes Blvd
PREPARED BY: CED (JA)
FILE: Version 1

DATE: 5/20/2022
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	6,500	68,900	26,100	85,300
24 HR EST. AADT	2030	6,800	72,000	27,300	89,100
24 HR EST. AADT	2040	7,100	75,400	28,600	93,400
24 HR EST. AADT	2050	7,400	78,900	29,900	97,700

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021 2-WAY ADT		6,500			68,900			26,100			85,300		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	85,300	26,100	68,900	6,500	85,300	26,100	68,900	6,500	85,300	26,100	68,900	6,500
	47%	14%	38%	6%	72%	22%	43%	4%	53%	26%	68%	6%
2030 2-WAY ADT		6,800			72,000			27,300			89,100		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	89,100	27,300	72,000	6,800	89,100	27,300	72,000	6,800	89,100	27,300	72,000	6,800
	47%	14%	38%	6%	72%	22%	43%	4%	53%	26%	68%	6%
2040 2-WAY ADT		7,100			75,400			28,600			93,400		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	93,400	28,600	75,400	7,100	93,400	28,600	75,400	7,100	93,400	28,600	75,400	7,100
	47%	14%	38%	5%	72%	22%	43%	4%	53%	26%	68%	6%
2050 2-WAY ADT		7,400			78,900			29,900			97,700		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	97,700	29,900	78,900	7,400	97,700	29,900	78,900	7,400	97,700	29,900	78,900	7,400
	47%	14%	38%	5%	72%	22%	43%	4%	53%	26%	68%	6%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	220	60	10	20	1,858	30	15	60	731	985	2,110	230
2030	EST. TURNS	234	62	18	27	1,939	62	43	62	759	1,001	2,167	246
2040	EST. TURNS	247	63	21	29	2,034	72	51	63	795	1,042	2,263	259
2050	EST. TURNS	258	64	25	32	2,129	86	63	65	830	1,088	2,361	265
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	200	55	20	15	2,038	25	15	70	731	955	1,860	160
2030	EST. TURNS	214	56	26	22	2,122	62	43	71	761	976	1,903	169
2040	EST. TURNS	225	58	28	26	2,225	72	51	73	797	1,014	1,989	182
2050	EST. TURNS	237	59	31	28	2,327	87	63	75	834	1,049	2,070	189

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		290	310	600	1,905	2,135	4,040	805	1,075	1,880	3,320	2,810	6,130
2021	TURN SUMMARY	290	310	600	1,908	2,135	4,043	806	1,075	1,881	3,325	2,810	6,135
CONTROL LINK VOLUMES		303	327	630	1,991	2,229	4,220	842	1,118	1,960	3,468	2,932	6,400
2030	TURN SUMMARY	315	335	650	2,029	2,229	4,258	864	1,126	1,990	3,415	2,932	6,347
CONTROL LINK VOLUMES		317	343	660	2,085	2,335	4,420	882	1,168	2,050	3,635	3,075	6,710
2040	TURN SUMMARY	331	351	682	2,134	2,335	4,469	908	1,177	2,085	3,565	3,075	6,640
CONTROL LINK VOLUMES		330	350	680	2,181	2,449	4,630	922	1,228	2,150	3,803	3,217	7,020
2050	TURN SUMMARY	346	362	708	2,247	2,449	4,696	958	1,238	2,196	3,715	3,217	6,932
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		275	245	520	2,075	1,895	3,970	815	1,035	1,850	2,970	2,970	5,940
2021	TURN SUMMARY	275	245	520	2,078	1,895	3,973	816	1,035	1,851	2,975	2,970	5,945
CONTROL LINK VOLUMES		288	252	540	2,168	1,972	4,140	852	1,088	1,940	3,102	3,098	6,200
2030	TURN SUMMARY	297	263	560	2,207	1,972	4,179	876	1,094	1,970	3,048	3,098	6,146
CONTROL LINK VOLUMES		300	270	570	2,271	2,069	4,340	893	1,137	2,030	3,252	3,248	6,500
2040	TURN SUMMARY	312	281	593	2,323	2,069	4,392	922	1,145	2,067	3,186	3,248	6,434
CONTROL LINK VOLUMES		313	277	590	2,376	2,164	4,540	934	1,186	2,120	3,402	3,398	6,800
2050	TURN SUMMARY	327	293	620	2,443	2,164	4,607	972	1,195	2,167	3,308	3,398	6,706

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	87-270-000 SR 9/I-95	PREPARED BY:	CED (JA)
FM NO.:	414964-1	FILE:	Version 1
PROJECT LIMITS:	from MP 13.724 to MP 17.199	DATE:	5/20/2022
DESIGN YEAR:	2050	T-INTERSECTION?	Yes
INTERSECTION:	Miami Gardens Drive (SR 860) and NE 2nd Avenue	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2018			-	44,000
	2019			-	44,500
	2020			-	39,000
	2021	9,700	43,200	-	38,400
Model Volume:	2045	12,400	51,000	-	45,000

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =		CGR		CGR	-	CGR	0.79%	CGR
Historic + Model Trend GR =		CGR		CGR	-	CGR	0.26%	CGR
Base Year Model to Future Year Model GR =	1.16%	CGR	0.75%	CGR	-	CGR	0.72%	CGR
Recommended Growth Rate:	**1.16%**	**CGR**	**0.75%**	**CGR**	**-**	**CGR**	**0.72%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		NORTH LEG: **2**		EAST LEG: **2**		SOUTH LEG: **-**		WEST LEG: **2**	
	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2021		9,700		43,200		-		38,400
NO. YEARS 9	2030	1.104	10,700	1.068	46,100	-	-	1.065	40,900
NO. YEARS 19	2040	1.220	11,800	1.143	49,400	-	-	1.137	43,700
NO. YEARS 29	2050	1.336	13,000	1.218	52,600	-	-	1.209	46,400

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		682			3,462			-			3,002		
9/23/2021		30	-	355	215	925	-	-	-	-	-	1,965	80	3,576
% TURNS:		8%	-	92%	19%	81%	-	-	-	-	-	96%	4%	
P.M.	2-Way Pk Hr Vol:		732			3,227			-			2,837		
9/23/2021		85	-	265	295	1,275	-	-	-	-	-	1,390	85	3,401
% TURNS:		24%	-	75%	19%	81%	-	-	-	-	-	94%	6%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	8%	-	92%	19%	81%	-	-	-	-	-	96%	4%
2030	12%	-	88%	19%	81%	-	-	-	-	-	95%	5%
2040	13%	-	87%	19%	81%	-	-	-	-	-	94%	6%
2050	14%	-	85%	19%	81%	-	-	-	-	-	93%	7%
P.M.												
2021	24%	-	75%	19%	81%	-	-	-	-	-	94%	6%
2030	26%	-	73%	19%	81%	-	-	-	-	-	93%	7%
2040	27%	-	73%	19%	81%	-	-	-	-	-	92%	7%
2050	28%	-	72%	19%	81%	-	-	-	-	-	92%	8%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.0%	7.5%	8.0%	7.5%	-	-	7.8%	7.4%
2030	7.0%	7.5%	8.0%	7.5%	-	-	7.8%	7.4%
2040	7.0%	7.5%	8.0%	7.5%	-	-	7.8%	7.4%
2050	7.0%	7.5%	8.0%	7.5%	-	-	7.8%	7.4%
D FACTOR								
2021	56.6%	48.0%	33.0%	48.7%	-	-	68.2%	52.0%
2030	56.6%	48.0%	33.0%	48.7%	-	-	68.2%	52.0%
2040	56.6%	48.0%	33.0%	48.7%	-	-	68.2%	52.0%
2050	56.6%	48.0%	33.0%	48.7%	-	-	68.2%	52.0%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 87-270-000 SR 9/I-95
FM NO.: 414964-1
PROJECT LIMITS: from MP 13.724 to MP 17.199
DESIGN YEAR: 2050
INTERSECTION: Miami Gardens Drive (SR 860) and NE 2nd Avenue
PREPARED BY: CED (JA)
FILE: Version 1

DATE: 5/20/2022
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	9,700	43,200	-	38,400
24 HR EST. AADT	2030	10,700	46,100	-	40,900
24 HR EST. AADT	2040	11,800	49,400	-	43,700
24 HR EST. AADT	2050	13,000	52,600	-	46,400

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021 2-WAY ADT		9,700			43,200			-			38,400		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	38,400	-	43,200	9,700	38,400	-	-	-	-	-	43,200	9,700
	47%	-	53%	20%	80%	-	-	-	-	-	82%	18%
2030 2-WAY ADT		10,700			46,100			-			40,900	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	40,900	-	46,100	10,700	40,900	-	-	-	-	-	46,100	10,700
	47%	-	53%	21%	79%	-	-	-	-	-	81%	19%
2040 2-WAY ADT		11,800			49,400			-			43,700	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	43,700	-	49,400	11,800	43,700	-	-	-	-	-	49,400	11,800
	47%	-	53%	21%	79%	-	-	-	-	-	81%	19%
2050 2-WAY ADT		13,000			52,600			-			46,400	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	46,400	-	52,600	13,000	46,400	-	-	-	-	-	52,600	13,000
	47%	-	53%	22%	78%	-	-	-	-	-	80%	20%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	30	-	354	214	923	-	-	-	-	-	1,964	79
2030	EST. TURNS	45	-	381	221	975	-	-	-	-	-	2,090	102
2040	EST. TURNS	52	-	420	242	1,039	-	-	-	-	-	2,234	117
2050	EST. TURNS	62	-	458	259	1,095	-	-	-	-	-	2,371	133
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	85	-	265	294	1,278	-	-	-	-	-	1,393	84
2030	EST. TURNS	98	-	289	317	1,349	-	-	-	-	-	1,474	105
2040	EST. TURNS	109	-	318	344	1,440	-	-	-	-	-	1,574	118
2050	EST. TURNS	122	-	350	374	1,523	-	-	-	-	-	1,666	135

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		386	294	680	1,141	2,319	3,460	-	-	-	2,046	954	3,000
2021	TURN SUMMARY	386	294	680	1,139	2,319	3,458	-	-	-	2,046	954	3,000
CONTROL LINK VOLUMES		426	324	750	1,218	2,472	3,690	-	-	-	2,179	1,021	3,200
2030	TURN SUMMARY	428	324	752	1,199	2,472	3,671	-	-	-	2,194	1,021	3,215
CONTROL LINK VOLUMES		470	360	830	1,305	2,655	3,960	-	-	-	2,328	1,092	3,420
2040	TURN SUMMARY	474	360	834	1,283	2,655	3,938	-	-	-	2,354	1,092	3,446
CONTROL LINK VOLUMES		517	393	910	1,389	2,831	4,220	-	-	-	2,472	1,158	3,630
2050	TURN SUMMARY	522	393	915	1,357	2,831	4,188	-	-	-	2,507	1,158	3,665
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		351	379	730	1,571	1,659	3,230	-	-	-	1,476	1,364	2,840
2021	TURN SUMMARY	352	379	731	1,574	1,659	3,233	-	-	-	1,480	1,364	2,844
CONTROL LINK VOLUMES		387	423	810	1,676	1,764	3,440	-	-	-	1,572	1,448	3,020
2030	TURN SUMMARY	388	423	811	1,668	1,764	3,432	-	-	-	1,582	1,448	3,030
CONTROL LINK VOLUMES		427	463	890	1,796	1,894	3,690	-	-	-	1,680	1,550	3,230
2040	TURN SUMMARY	429	463	892	1,787	1,894	3,681	-	-	-	1,695	1,550	3,245
CONTROL LINK VOLUMES		470	510	980	1,913	2,017	3,930	-	-	-	1,784	1,646	3,430
2050	TURN SUMMARY	473	510	983	1,900	2,017	3,917	-	-	-	1,804	1,646	3,450

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	87-270-000 SR 9/I-95	PREPARED BY:	CED (JA)
FM NO.:	414964-1	FILE:	Version 1
PROJECT LIMITS:	from MP 13.724 to MP 17.199	DATE:	5/20/2022
DESIGN YEAR:	2050		
INTERSECTION:	Miami Gardens Drive (SR 860) and NE 2nd Court		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2018				
	2019				
	2020				
	2021	4,000	44,500	1,500	43,200
Model Volume:	2045	0	52,400	0	51,000

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =		CGR		CGR		CGR		CGR
Historic + Model Trend GR =		CGR		CGR		CGR		CGR
Base Year Model to Future Year Model GR =	0.00%	CGR	0.74%	CGR	0.00%	CGR	0.75%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.74%**	**CGR**	**0.50%**	**CGR**	**0.75%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			2		2		2		2	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2021		4,000		44,500		1,500		43,200
NO. YEARS	9	2030	1.045	4,200	1.067	47,500	1.045	1,600	1.068	46,100
NO. YEARS	19	2040	1.095	4,400	1.141	50,800	1.095	1,600	1.143	49,400
NO. YEARS	29	2050	1.145	4,600	1.215	54,000	1.145	1,700	1.218	52,600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		265			3,565			100			3,460		
9/23/2021		45	5	60	95	1,085	30	40	5	10	10	2,255	55	3,695
% TURNS:		41%	5%	55%	8%	90%	2%	73%	9%	18%	0%	97%	2%	
P.M.	2-Way Pk Hr Vol:		235			3,310			120			3,225		
9/23/2021		80	5	80	45	1,475	15	70	5	15	10	1,625	20	3,445
% TURNS:		48%	3%	48%	3%	96%	1%	78%	6%	17%	1%	98%	1%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2021	41%	5%	55%	8%	90%	2%	73%	9%	18%	0%	97%	2%
	2030	42%	4%	54%	8%	90%	3%	70%	9%	21%	1%	96%	3%
	2040	42%	4%	54%	8%	90%	3%	70%	8%	22%	1%	96%	3%
	2050	42%	4%	54%	8%	90%	3%	69%	8%	23%	1%	96%	3%
P.M.													
	2021	48%	3%	48%	3%	96%	1%	78%	6%	17%	1%	98%	1%
	2030	48%	3%	49%	3%	95%	1%	75%	5%	20%	1%	97%	2%
	2040	48%	3%	49%	4%	95%	1%	74%	5%	20%	1%	97%	2%
	2050	48%	3%	49%	4%	95%	1%	73%	5%	22%	1%	97%	2%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	6.6%	5.9%	8.0%	7.4%	6.7%	8.0%	8.0%	7.5%
2030	6.6%	5.9%	8.0%	7.4%	6.7%	8.0%	8.0%	7.5%
2040	6.6%	5.9%	8.0%	7.4%	6.7%	8.0%	8.0%	7.5%
2050	6.6%	5.9%	8.0%	7.4%	6.7%	8.0%	8.0%	7.5%
D FACTOR								
2021	41.5%	70.2%	33.9%	46.4%	55.0%	75.0%	67.1%	51.3%
2030	41.5%	70.2%	33.9%	46.4%	55.0%	75.0%	67.1%	51.3%
2040	41.5%	70.2%	33.9%	46.4%	55.0%	75.0%	67.1%	51.3%
2050	41.5%	70.2%	33.9%	46.4%	55.0%	75.0%	67.1%	51.3%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 87-270-000 SR 9/I-95
FM NO.: 414964-1
PROJECT LIMITS: from MP 13.724 to MP 17.199
DESIGN YEAR: 2050
INTERSECTION: Miami Gardens Drive (SR 860) and NE 2nd Court
PREPARED BY: CED (JA)
FILE: Version 1

DATE: 5/20/2022
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	4,000	44,500	1,500	43,200
24 HR EST. AADT	2030	4,200	47,500	1,600	46,100
24 HR EST. AADT	2040	4,400	50,800	1,600	49,400
24 HR EST. AADT	2050	4,600	54,000	1,700	52,600

Percent Turns Calculated From Base Year AADTs:

JKTURNS

	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021 2-WAY ADT		4,000			44,500			1,500			43,200	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	43,200	1,500	44,500	4,000	43,200	1,500	44,500	4,000	43,200	1,500	44,500	4,000
	48%	2%	50%	8%	89%	3%	49%	4%	47%	3%	89%	8%
2030 2-WAY ADT		4,200			47,500			1,600			46,100	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	46,100	1,600	47,500	4,200	46,100	1,600	47,500	4,200	46,100	1,600	47,500	4,200
	48%	2%	50%	8%	89%	3%	49%	4%	47%	3%	89%	8%
2040 2-WAY ADT		4,400			50,800			1,600			49,400	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	49,400	1,600	50,800	4,400	49,400	1,600	50,800	4,400	49,400	1,600	50,800	4,400
	49%	2%	50%	8%	89%	3%	49%	4%	47%	3%	89%	8%
2050 2-WAY ADT		4,600			54,000			1,700			52,600	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	52,600	1,700	54,000	4,600	52,600	1,700	54,000	4,600	52,600	1,700	54,000	4,600
	49%	2%	50%	8%	89%	3%	49%	4%	47%	3%	90%	8%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	45	5	60	98	1,085	30	40	5	10	10	2,260	57
2030	EST. TURNS	47	6	65	99	1,155	31	43	7	12	15	2,411	64
2040	EST. TURNS	50	7	67	100	1,245	32	44	8	13	16	2,580	69
2050	EST. TURNS	51	8	71	102	1,320	33	46	10	14	17	2,747	72
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	81	5	80	48	1,479	15	70	5	15	10	1,626	22
2030	EST. TURNS	83	7	86	49	1,572	17	73	6	19	13	1,733	27
2040	EST. TURNS	88	8	91	51	1,689	18	75	8	20	14	1,864	28
2050	EST. TURNS	92	10	95	52	1,801	19	77	9	22	15	1,986	30

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		110	160	270	1,210	2,360	3,570	55	45	100	2,320	1,140	3,460
2021	TURN SUMMARY	110	160	270	1,213	2,360	3,573	55	45	100	2,326	1,140	3,466
CONTROL LINK VOLUMES		116	164	280	1,292	2,518	3,810	59	51	110	2,476	1,214	3,690
2030	TURN SUMMARY	117	170	287	1,286	2,518	3,804	61	52	113	2,490	1,214	3,704
CONTROL LINK VOLUMES		121	169	290	1,381	2,689	4,070	59	51	110	2,653	1,307	3,960
2040	TURN SUMMARY	124	177	301	1,376	2,691	4,067	65	55	120	2,665	1,307	3,972
CONTROL LINK VOLUMES		127	173	300	1,468	2,862	4,330	62	48	110	2,825	1,385	4,210
2050	TURN SUMMARY	130	184	314	1,455	2,864	4,319	70	58	128	2,836	1,385	4,221
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		165	75	240	1,535	1,775	3,310	90	30	120	1,655	1,575	3,230
2021	TURN SUMMARY	165	75	240	1,542	1,775	3,317	90	30	120	1,657	1,575	3,232
CONTROL LINK VOLUMES		173	77	250	1,638	1,892	3,530	96	34	130	1,766	1,674	3,440
2030	TURN SUMMARY	176	82	258	1,638	1,892	3,530	98	37	135	1,773	1,674	3,447
CONTROL LINK VOLUMES		182	78	260	1,752	2,028	3,780	96	34	130	1,893	1,797	3,690
2040	TURN SUMMARY	187	87	274	1,759	2,030	3,789	102	40	142	1,906	1,797	3,703
CONTROL LINK VOLUMES		190	80	270	1,863	2,157	4,020	102	38	140	2,015	1,915	3,930
2050	TURN SUMMARY	197	91	288	1,872	2,157	4,029	108	44	152	2,031	1,915	3,946

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	87-270-000 SR 9/I-95	PREPARED BY:	CED (JA)
FM NO.:	414964-1	FILE:	Version 1
PROJECT LIMITS:	from MP 13.724 to MP 17.199	DATE:	5/20/2022
DESIGN YEAR:	2050		
INTERSECTION:	Miami Gardens Drive (SR 860) and I-95 SB Ramps		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2018	26,500		28,000	
	2019	26,500		27,500	
	2020	26,500		24,000	
	2021	26,100	48,100	30,900	44,500
Model Volume:	2045	27,800	52,900	37,700	52,400

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	0.00%	CGR		CGR	-0.69%	CGR		CGR
Historic + Model Trend GR =	0.05%	CGR		CGR	0.76%	CGR		CGR
Base Year Model to Future Year Model GR =	0.27%	CGR	0.42%	CGR	0.92%	CGR	0.74%	CGR
Recommended Growth Rate:	**0.50%**	**CGR**	**0.50%**	**CGR**	**0.76%**	**CGR**	**0.74%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		NORTH LEG: 2	EAST LEG: 2	SOUTH LEG: 2	WEST LEG: 2
	YEAR	FACTOR / AADT	FACTOR / AADT	FACTOR / AADT	FACTOR / AADT
	2021	26,100	48,100	30,900	44,500
NO. YEARS	9 2030	1.045 / 27,300	1.045 / 50,300	1.068 / 33,000	1.067 / 47,500
NO. YEARS	19 2040	1.095 / 28,600	1.095 / 52,700	1.144 / 35,400	1.141 / 50,800
NO. YEARS	29 2050	1.145 / 29,900	1.145 / 55,100	1.220 / 37,700	1.215 / 54,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol:		1,440			3,215			2,255			3,640		
9/23/2021		215	330	205	630	595	120	320	30	455	1,000	1,345	30	5,275
% TURNS:		29%	44%	27%	47%	44%	9%	40%	4%	57%	42%	57%	1%	
P.M.	2-Way Pk Hr Vol:		1,650			3,225			2,490			3,315		
9/23/2021		175	340	235	690	630	70	550	140	690	700	1,050	70	5,340
% TURNS:		23%	45%	31%	50%	45%	5%	40%	10%	50%	38%	58%	4%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2021	29%	44%	27%	47%	44%	9%	40%	4%	57%	42%	57%	1%
	2030	29%	42%	28%	45%	44%	11%	40%	6%	55%	41%	56%	4%
	2040	30%	42%	29%	44%	44%	12%	40%	6%	54%	41%	55%	4%
	2050	30%	41%	29%	43%	44%	13%	40%	7%	54%	40%	55%	5%
P.M.													
	2021	23%	45%	31%	50%	45%	5%	40%	10%	50%	38%	58%	4%
	2030	25%	43%	32%	47%	45%	8%	40%	11%	49%	38%	56%	6%
	2040	25%	43%	32%	47%	45%	8%	40%	12%	49%	37%	56%	6%
	2050	26%	42%	32%	45%	45%	9%	40%	12%	48%	37%	56%	7%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	5.5%	6.3%	6.7%	6.7%	7.3%	8.1%	8.2%	7.4%
2030	5.5%	6.3%	6.7%	6.7%	7.3%	8.1%	8.2%	7.4%
2040	5.5%	6.3%	6.7%	6.7%	7.3%	8.1%	8.2%	7.4%
2050	5.5%	6.3%	6.7%	6.7%	7.3%	8.1%	8.2%	7.4%
D FACTOR								
2021	52.1%	45.5%	41.8%	43.1%	35.7%	55.4%	65.2%	54.9%
2030	52.1%	45.5%	41.8%	43.1%	35.7%	55.4%	65.2%	54.9%
2040	52.1%	45.5%	41.8%	43.1%	35.7%	55.4%	65.2%	54.9%
2050	52.1%	45.5%	41.8%	43.1%	35.7%	55.4%	65.2%	54.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 87-270-000 SR 9/I-95
FM NO.: 414964-1
PROJECT LIMITS: from MP 13.724 to MP 17.199
DESIGN YEAR: 2050
INTERSECTION: Miami Gardens Drive (SR 860) and I-95 SB Ramps
PREPARED BY: CED (JA)
FILE: Version 1

DATE: 5/20/2022
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	26,100	48,100	30,900	44,500
24 HR EST. AADT	2030	27,300	50,300	33,000	47,500
24 HR EST. AADT	2040	28,600	52,700	35,400	50,800
24 HR EST. AADT	2050	29,900	55,100	37,700	54,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2021 2-WAY ADT	26,100			48,100			30,900			44,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		44,500	30,900	48,100	26,100	44,500	30,900	48,100	26,100	44,500	30,900	48,100	26,100
		36%	25%	39%	26%	44%	30%	41%	22%	37%	29%	46%	25%
	2030 2-WAY ADT	27,300			50,300			33,000			47,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		47,500	33,000	50,300	27,300	47,500	33,000	50,300	27,300	47,500	33,000	50,300	27,300
		36%	25%	38%	25%	44%	31%	40%	22%	38%	30%	45%	25%
	2040 2-WAY ADT	28,600			52,700			35,400			50,800		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		50,800	35,400	52,700	28,600	50,800	35,400	52,700	28,600	50,800	35,400	52,700	28,600
		37%	25%	38%	25%	44%	31%	40%	22%	38%	30%	45%	25%
	2050 2-WAY ADT	29,900			55,100			37,700			54,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		54,000	37,700	55,100	29,900	54,000	37,700	55,100	29,900	54,000	37,700	55,100	29,900
		37%	26%	38%	25%	44%	31%	40%	22%	39%	31%	45%	24%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	214	331	206	630	596	121	322	30	455	1,003	1,348	30
2030	EST. TURNS	232	333	219	631	646	162	338	44	477	1,055	1,396	85
2040	EST. TURNS	248	345	226	633	686	179	355	50	514	1,134	1,466	104
2050	EST. TURNS	264	356	235	635	728	205	373	58	546	1,207	1,531	132
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	176	340	236	690	632	70	551	140	692	700	1,053	70
2030	EST. TURNS	196	346	247	691	670	111	579	162	731	736	1,090	113
2040	EST. TURNS	210	352	255	693	706	126	609	176	786	791	1,143	130
2050	EST. TURNS	226	362	264	694	745	150	640	192	839	843	1,194	155

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		750	690	1,440	1,345	1,875	3,220	805	1,455	2,260	2,375	1,265	3,640
2021	TURN SUMMARY	751	690	1,441	1,347	1,875	3,222	806	1,455	2,261	2,380	1,265	3,645
CONTROL LINK VOLUMES		784	726	1,510	1,407	1,953	3,360	860	1,550	2,410	2,535	1,355	3,890
2030	TURN SUMMARY	784	760	1,544	1,439	1,953	3,392	859	1,550	2,409	2,536	1,355	3,891
CONTROL LINK VOLUMES		822	758	1,580	1,474	2,046	3,520	922	1,658	2,580	2,711	1,449	4,160
2040	TURN SUMMARY	820	787	1,607	1,498	2,046	3,544	919	1,658	2,577	2,703	1,449	4,152
CONTROL LINK VOLUMES		859	791	1,650	1,541	2,139	3,680	982	1,768	2,750	2,882	1,538	4,420
2050	TURN SUMMARY	855	825	1,680	1,568	2,139	3,707	977	1,768	2,745	2,870	1,538	4,408
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		750	900	1,650	1,390	1,840	3,230	1,380	1,110	2,490	1,820	1,500	3,320
2021	TURN SUMMARY	751	900	1,651	1,393	1,840	3,233	1,383	1,110	2,493	1,823	1,500	3,323
CONTROL LINK VOLUMES		784	946	1,730	1,454	1,916	3,370	1,474	1,186	2,660	1,943	1,597	3,540
2030	TURN SUMMARY	789	966	1,755	1,472	1,916	3,388	1,471	1,193	2,664	1,939	1,597	3,536
CONTROL LINK VOLUMES		822	988	1,810	1,523	2,007	3,530	1,581	1,269	2,850	2,078	1,702	3,780
2040	TURN SUMMARY	817	999	1,816	1,525	2,007	3,532	1,571	1,269	2,840	2,064	1,702	3,766
CONTROL LINK VOLUMES		859	1,031	1,890	1,592	2,098	3,690	1,684	1,356	3,040	2,209	1,811	4,020
2050	TURN SUMMARY	852	1,040	1,892	1,590	2,098	3,688	1,672	1,356	3,028	2,191	1,811	4,002

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	87-270-000 SR 9/I-95	PREPARED BY:	CED (JA)
FM NO.:	414964-1	FILE:	Version 1
PROJECT LIMITS:	from MP 13.724 to MP 17.199	DATE:	5/20/2022
DESIGN YEAR:	2050	T-INTERSECTION?	Yes
INTERSECTION:	Miami Gardens Drive (SR 860) and I-95 NB Ramps	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2018	26,400	43,500	-	
	2019	26,500	53,500	-	
	2020	21,500	46,500	-	
	2021	25,700	47,400	-	48,100
Model Volume:	2045	29,200	55,000	-	52,900

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	-0.35%	CGR	-0.28%	CGR	-	CGR		CGR
Historic + Model Trend GR =	0.21%	CGR	0.24%	CGR	-	CGR		CGR
Base Year Model to Future Year Model GR =	0.57%	CGR	0.67%	CGR	-	CGR	0.42%	CGR
Recommended Growth Rate:	**0.57%**	**CGR**	**0.67%**	**CGR**	**-**	**CGR**	**0.50%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG: 2		EAST LEG: 2		SOUTH LEG: -		WEST LEG: 2	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2021		25,700		47,400		-		48,100
NO. YEARS	9	2030	1.051	27,000	1.060	50,300	-	-	1.045	50,300
NO. YEARS	19	2040	1.108	28,500	1.127	53,400	-	-	1.095	52,700
NO. YEARS	29	2050	1.165	29,900	1.194	56,600	-	-	1.145	55,100

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		1,632			3,407			-			3,217		
9/23/2021		100	-	530	380	1,245	-	-	-	-	-	1,250	620	4,131
% TURNS:		16%	-	84%	23%	77%	-	-	-	-	-	67%	33%	
P.M.	2-Way Pk Hr Vol:		1,772			3,117			-			3,227		
9/23/2021		75	-	475	355	1,315	-	-	-	-	-	970	865	4,061
% TURNS:		14%	-	86%	21%	79%	-	-	-	-	-	53%	47%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	16%	-	84%	23%	77%	-	-	-	-	-	67%	33%
2030	19%	-	81%	25%	75%	-	-	-	-	-	67%	33%
2040	20%	-	80%	25%	75%	-	-	-	-	-	67%	33%
2050	21%	-	78%	25%	75%	-	-	-	-	-	67%	33%
P.M.												
2021	14%	-	86%	21%	79%	-	-	-	-	-	53%	47%
2030	17%	-	83%	23%	77%	-	-	-	-	-	54%	46%
2040	18%	-	82%	23%	77%	-	-	-	-	-	54%	46%
2050	20%	-	80%	24%	76%	-	-	-	-	-	55%	45%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	6.4%	6.9%	7.2%	6.6%	-	-	6.7%	6.7%
2030	6.4%	6.9%	7.2%	6.6%	-	-	6.7%	6.7%
2040	6.4%	6.9%	7.2%	6.6%	-	-	6.7%	6.7%
2050	6.4%	6.9%	7.2%	6.6%	-	-	6.7%	6.7%
D FACTOR								
2021	38.7%	31.1%	47.7%	53.6%	-	-	58.2%	56.9%
2030	38.7%	31.1%	47.7%	53.6%	-	-	58.2%	56.9%
2040	38.7%	31.1%	47.7%	53.6%	-	-	58.2%	56.9%
2050	38.7%	31.1%	47.7%	53.6%	-	-	58.2%	56.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 87-270-000 SR 9/I-95
FM NO.: 414964-1
PROJECT LIMITS: from MP 13.724 to MP 17.199
DESIGN YEAR: 2050
INTERSECTION: Miami Gardens Drive (SR 860) and I-95 NB Ramps
PREPARED BY: CED (JA)
FILE: Version 1

DATE: 5/20/2022
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	25,700	47,400	-	48,100
24 HR EST. AADT	2030	27,000	50,300	-	50,300
24 HR EST. AADT	2040	28,500	53,400	-	52,700
24 HR EST. AADT	2050	29,900	56,600	-	55,100

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021 2-WAY ADT		25,700			47,400			-			48,100		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	48,100	-	47,400	25,700	48,100	-	-	-	-	-	47,400	25,700
	50%	-	50%	35%	65%	-	-	-	-	-	65%	35%
2030 2-WAY ADT		27,000			50,300			-			50,300	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	50,300	-	50,300	27,000	50,300	-	-	-	-	-	50,300	27,000
	50%	-	50%	35%	65%	-	-	-	-	-	65%	35%
2040 2-WAY ADT		28,500			53,400			-			52,700	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	52,700	-	53,400	28,500	52,700	-	-	-	-	-	53,400	28,500
	50%	-	50%	35%	65%	-	-	-	-	-	65%	35%
2050 2-WAY ADT		29,900			56,600			-			55,100	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	55,100	-	56,600	29,900	55,100	-	-	-	-	-	56,600	29,900
	49%	-	51%	35%	65%	-	-	-	-	-	65%	35%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	100	-	530	379	1,248	-	-	-	-	-	1,253	619
2030	EST. TURNS	117	-	547	429	1,285	-	-	-	-	-	1,347	628
2040	EST. TURNS	123	-	580	472	1,346	-	-	-	-	-	1,427	637
2050	EST. TURNS	132	-	609	515	1,414	-	-	-	-	-	1,518	650
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	75	-	475	354	1,318	-	-	-	-	-	973	864
2030	EST. TURNS	95	-	483	411	1,354	-	-	-	-	-	1,052	869
2040	EST. TURNS	103	-	510	453	1,424	-	-	-	-	-	1,116	905
2050	EST. TURNS	112	-	531	498	1,484	-	-	-	-	-	1,193	920

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		631	999	1,630	1,626	1,784	3,410	-	-	-	1,871	1,349	3,220
2021	TURN SUMMARY	632	999	1,631	1,629	1,784	3,413	-	-	-	1,875	1,349	3,224
CONTROL LINK VOLUMES		663	1,047	1,710	1,725	1,895	3,620	-	-	-	1,957	1,403	3,360
2030	TURN SUMMARY	666	1,058	1,724	1,717	1,895	3,612	-	-	-	1,977	1,403	3,380
CONTROL LINK VOLUMES		700	1,110	1,810	1,832	2,008	3,840	-	-	-	2,050	1,470	3,520
2040	TURN SUMMARY	705	1,110	1,815	1,821	2,008	3,829	-	-	-	2,066	1,470	3,536
CONTROL LINK VOLUMES		734	1,166	1,900	1,942	2,128	4,070	-	-	-	2,143	1,547	3,690
2050	TURN SUMMARY	743	1,166	1,909	1,931	2,128	4,059	-	-	-	2,171	1,547	3,718
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		551	1,219	1,770	1,671	1,449	3,120	-	-	-	1,836	1,394	3,230
2021	TURN SUMMARY	552	1,219	1,771	1,674	1,449	3,123	-	-	-	1,840	1,394	3,234
CONTROL LINK VOLUMES		579	1,281	1,860	1,773	1,537	3,310	-	-	-	1,920	1,450	3,370
2030	TURN SUMMARY	579	1,281	1,860	1,768	1,537	3,305	-	-	-	1,924	1,450	3,374
CONTROL LINK VOLUMES		611	1,359	1,970	1,883	1,627	3,510	-	-	-	2,012	1,528	3,540
2040	TURN SUMMARY	614	1,359	1,973	1,880	1,627	3,507	-	-	-	2,024	1,528	3,552
CONTROL LINK VOLUMES		641	1,419	2,060	1,995	1,725	3,720	-	-	-	2,103	1,597	3,700
2050	TURN SUMMARY	645	1,419	2,064	1,985	1,725	3,710	-	-	-	2,115	1,597	3,712

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	87-270-000 SR 9/I-95	PREPARED BY:	CED (JA)
FM NO.:	414964-1	FILE:	Version 1
PROJECT LIMITS:	from MP 13.724 to MP 17.199	DATE:	5/20/2022
DESIGN YEAR:	2050	T-INTERSECTION?	Yes
INTERSECTION:	Miami Gardens Drive (SR 860) and NE 10th Avenue	MISSING Leg:	North Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2018	-		6,800	43,500
	2019	-		6,600	53,500
	2020	-		5,800	46,500
	2021	-	46,000	6,000	47,400
Model Volume:	2045	-	51,000	7,700	55,000

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	-	CGR		CGR	2.42%	CGR	-0.28%	CGR
Historic + Model Trend GR =	-	CGR		CGR	1.11%	CGR	0.24%	CGR
Base Year Model to Future Year Model GR =	-	CGR	0.51%	CGR	1.18%	CGR	0.67%	CGR
Recommended Growth Rate:	**-**	**CGR**	**0.51%**	**CGR**	**1.18%**	**CGR**	**0.67%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2021		-		46,000		6,000		47,400
NO. YEARS	9	2030	-	-	1.046	48,100	1.106	6,600	1.060	50,300
NO. YEARS	19	2040	-	-	1.097	50,500	1.224	7,300	1.127	53,400
NO. YEARS	29	2050	-	-	1.148	52,800	1.342	8,100	1.194	56,600
			-		**2**		**2**		**2**	

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	-				3,497			507			3,492		
9/23/2021		-	-	-	-	1,465	130	125	-	210	40	1,775	-	3,751
% TURNS:		-	-	-	-	92%	8%	37%	-	63%	2%	98%	-	
P.M.	2-Way Pk Hr Vol:	-				3,042			432			3,042		
9/23/2021		-	-	-	-	1,435	110	105	-	195	20	1,390	-	3,261
% TURNS:		-	-	-	-	93%	7%	35%	-	65%	1%	99%	-	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	-	-	-	-	92%	8%	37%	-	63%	2%	98%	-
2030	-	-	-	-	91%	8%	38%	-	61%	3%	97%	-
2040	-	-	-	-	91%	9%	39%	-	61%	4%	96%	-
2050	-	-	-	-	91%	9%	39%	-	61%	4%	96%	-
P.M.												
2021	-	-	-	-	93%	7%	35%	-	65%	1%	99%	-
2030	-	-	-	-	92%	8%	36%	-	63%	2%	97%	-
2040	-	-	-	-	92%	8%	37%	-	63%	3%	97%	-
2050	-	-	-	-	92%	8%	37%	-	63%	3%	97%	-

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	-	-	7.6%	6.6%	8.5%	7.2%	7.4%	6.4%
2030	-	-	7.6%	6.6%	8.5%	7.2%	7.4%	6.4%
2040	-	-	7.6%	6.6%	8.5%	7.2%	7.4%	6.4%
2050	-	-	7.6%	6.6%	8.5%	7.2%	7.4%	6.4%
D FACTOR								
2021	-	-	45.6%	50.8%	66.3%	69.7%	52.0%	46.4%
2030	-	-	45.6%	50.8%	66.3%	69.7%	52.0%	46.4%
2040	-	-	45.6%	50.8%	66.3%	69.7%	52.0%	46.4%
2050	-	-	45.6%	50.8%	66.3%	69.7%	52.0%	46.4%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 87-270-000 SR 9/I-95
FM NO.: 414964-1
PROJECT LIMITS: from MP 13.724 to MP 17.199
DESIGN YEAR: 2050
INTERSECTION: Miami Gardens Drive (SR 860) and NE 10th Avenue
PREPARED BY: CED (JA)
FILE: Version 1

DATE: 5/20/2022
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	-	46,000	6,000	47,400
24 HR EST. AADT	2030	-	48,100	6,600	50,300
24 HR EST. AADT	2040	-	50,500	7,300	53,400
24 HR EST. AADT	2050	-	52,800	8,100	56,600

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021 2-WAY ADT		-			46,000			6,000			47,400		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	-	-	-	-	47,400	6,000	46,000	-	47,400	6,000	46,000	-
	-	-	-	-	89%	11%	49%	-	51%	12%	88%	-
2030 2-WAY ADT		-			48,100			6,600			50,300	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	-	-	-	-	50,300	6,600	48,100	-	50,300	6,600	48,100	-
	-	-	-	-	88%	12%	49%	-	51%	12%	88%	-
2040 2-WAY ADT		-			50,500			7,300			53,400	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	-	-	-	-	53,400	7,300	50,500	-	53,400	7,300	50,500	-
	-	-	-	-	88%	12%	49%	-	51%	13%	87%	-
2050 2-WAY ADT		-			52,800			8,100			56,600	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	-	-	-	-	56,600	8,100	52,800	-	56,600	8,100	52,800	-
	-	-	-	-	87%	13%	48%	-	52%	13%	87%	-

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	-	-	-	-	1,464	132	125	-	209	41	1,778	-
2030	EST. TURNS	-	-	-	-	1,549	135	136	-	233	59	1,854	-
2040	EST. TURNS	-	-	-	-	1,623	138	146	-	260	72	1,941	-
2050	EST. TURNS	-	-	-	-	1,706	139	156	-	295	87	2,021	-
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	-	-	-	-	1,434	108	105	-	194	20	1,388	-
2030	EST. TURNS	-	-	-	-	1,516	112	114	-	216	36	1,448	-
2040	EST. TURNS	-	-	-	-	1,596	118	122	-	243	45	1,520	-
2050	EST. TURNS	-	-	-	-	1,672	120	132	-	272	55	1,582	-

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		-	-	-	1,596	1,904	3,500	336	174	510	1,816	1,674	3,490
2021	TURN SUMMARY	-	-	-	1,599	1,904	3,503	337	174	511	1,821	1,674	3,495
CONTROL LINK VOLUMES		-	-	-	1,669	1,991	3,660	370	190	560	1,927	1,783	3,710
2030	TURN SUMMARY	-	-	-	1,686	1,991	3,677	371	195	566	1,916	1,783	3,699
CONTROL LINK VOLUMES		-	-	-	1,752	2,088	3,840	409	211	620	2,046	1,884	3,930
2040	TURN SUMMARY	-	-	-	1,763	2,088	3,851	408	211	619	2,015	1,884	3,899
CONTROL LINK VOLUMES		-	-	-	1,832	2,178	4,010	454	226	680	2,168	2,002	4,170
2050	TURN SUMMARY	-	-	-	1,847	2,178	4,025	452	226	678	2,111	2,002	4,113
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		-	-	-	1,546	1,494	3,040	301	129	430	1,411	1,629	3,040
2021	TURN SUMMARY	-	-	-	1,545	1,494	3,039	301	129	430	1,410	1,629	3,039
CONTROL LINK VOLUMES		-	-	-	1,617	1,563	3,180	331	149	480	1,497	1,733	3,230
2030	TURN SUMMARY	-	-	-	1,630	1,563	3,193	332	149	481	1,489	1,733	3,222
CONTROL LINK VOLUMES		-	-	-	1,697	1,643	3,340	366	164	530	1,590	1,840	3,430
2040	TURN SUMMARY	-	-	-	1,717	1,643	3,360	367	164	531	1,567	1,840	3,407
CONTROL LINK VOLUMES		-	-	-	1,775	1,715	3,490	406	174	580	1,685	1,945	3,630
2050	TURN SUMMARY	-	-	-	1,795	1,715	3,510	405	176	581	1,640	1,945	3,585

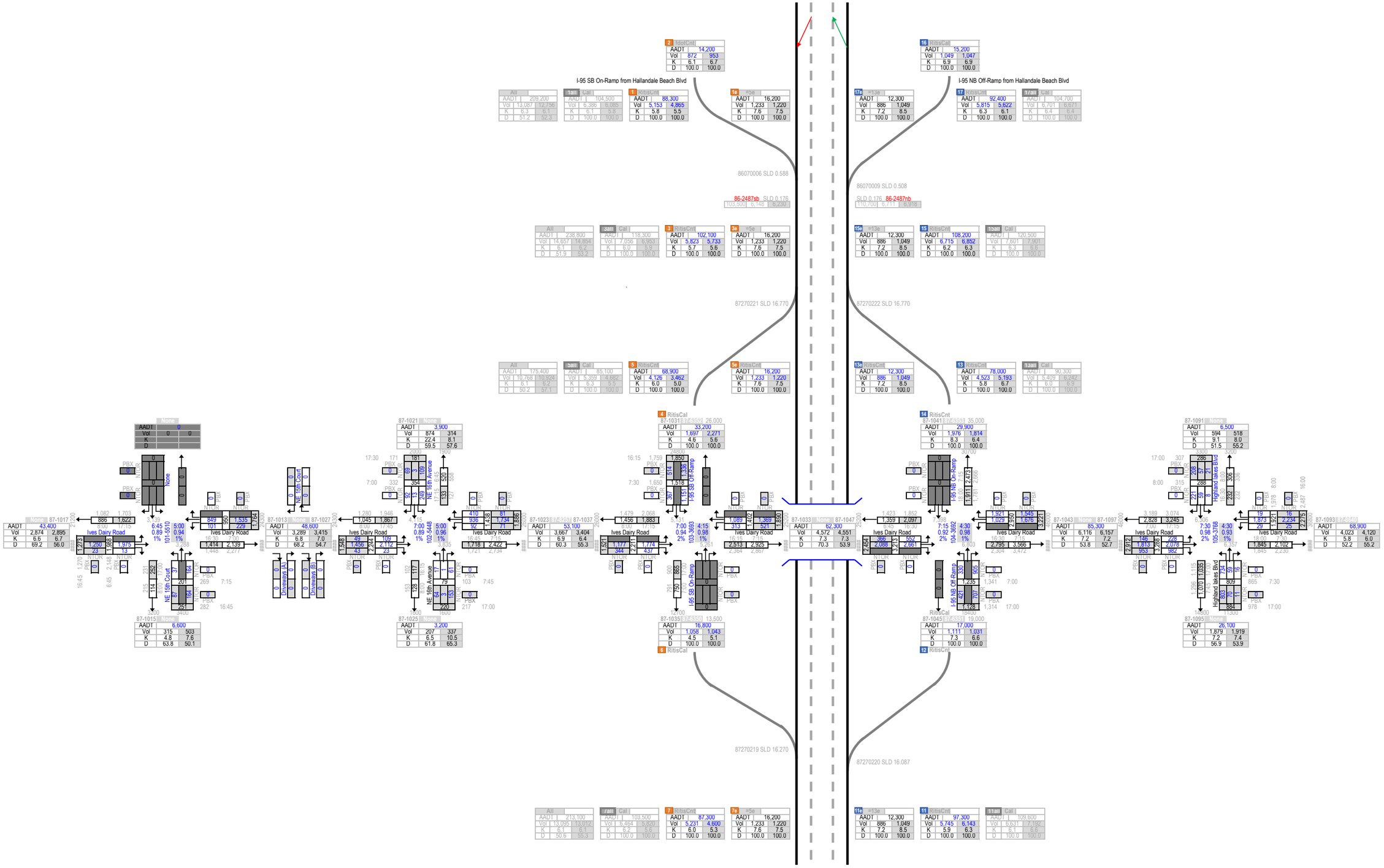
Note: Boxed number indicates manual adjustment.

Attachment C6

Assignment and Balancing Calculations

ATTACHMENT

C6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I-95 NB Off-Ramp from Hallandale Beach Blvd
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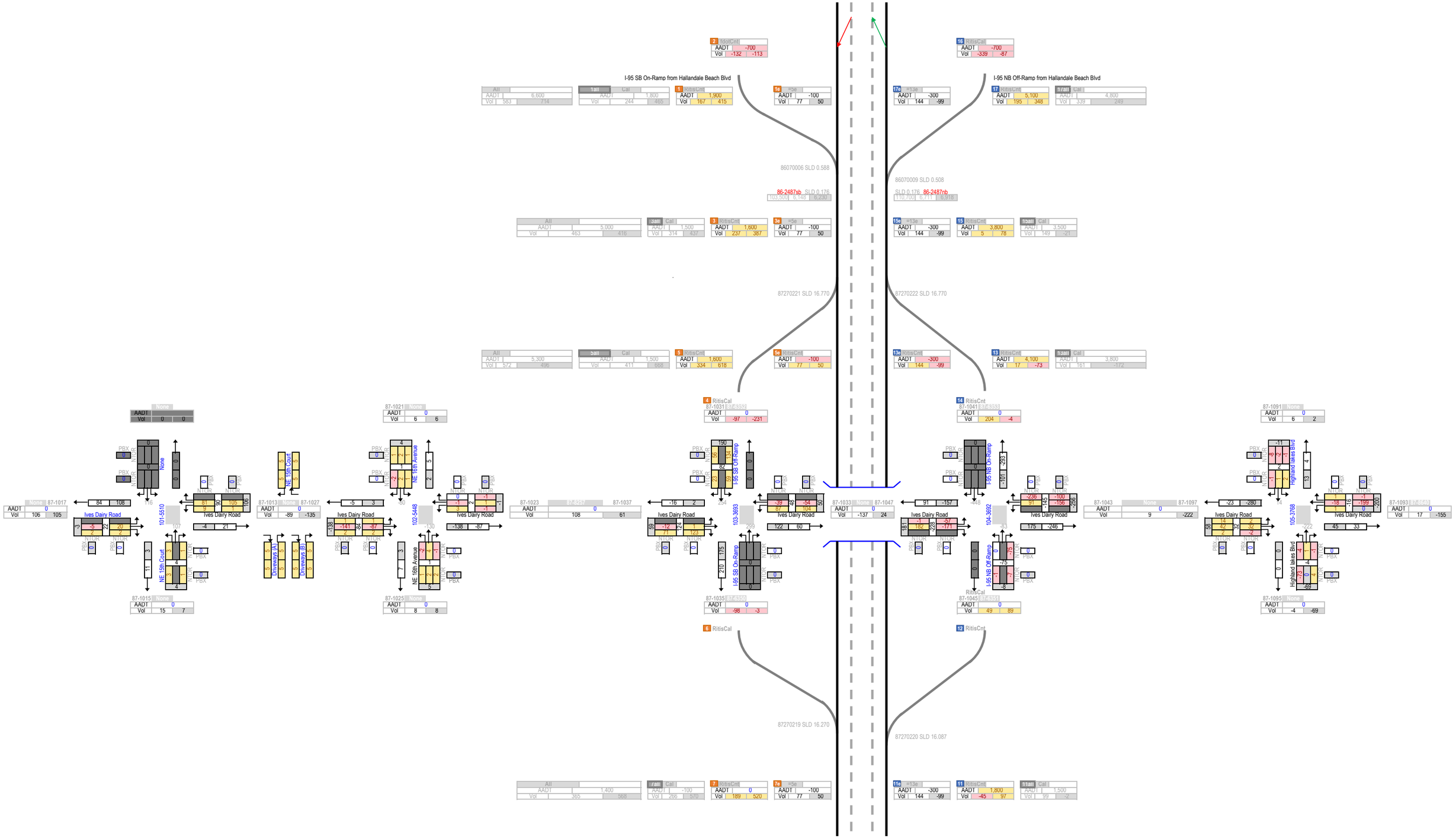
86070009 SLD 0.508
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveways (A)
Driveways (B)
I-95 NB On-Ramp
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
Highland Lakes Blvd
Hallandale Beach Blvd

EXP 87270902 SLD 15.438
EXP 87270901 SLD 15.139
87270216 SLD 14.633
87270218 SLD 14.633
87270215 SLD 14.539
87270217 SLD 14.494
SLD 14.441
SLD 14.221
EXP 87270902 SLD 14.221
87170353 SLD 13.187
87140065 SLD 13.110
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
NE 6th Avenue
NE 8th Avenue
NE 10th Avenue
NE 16th Street
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
Driveways (E)
Driveways (W)
None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I-95 NB Off-Ramp from Hallandale Beach Blvd
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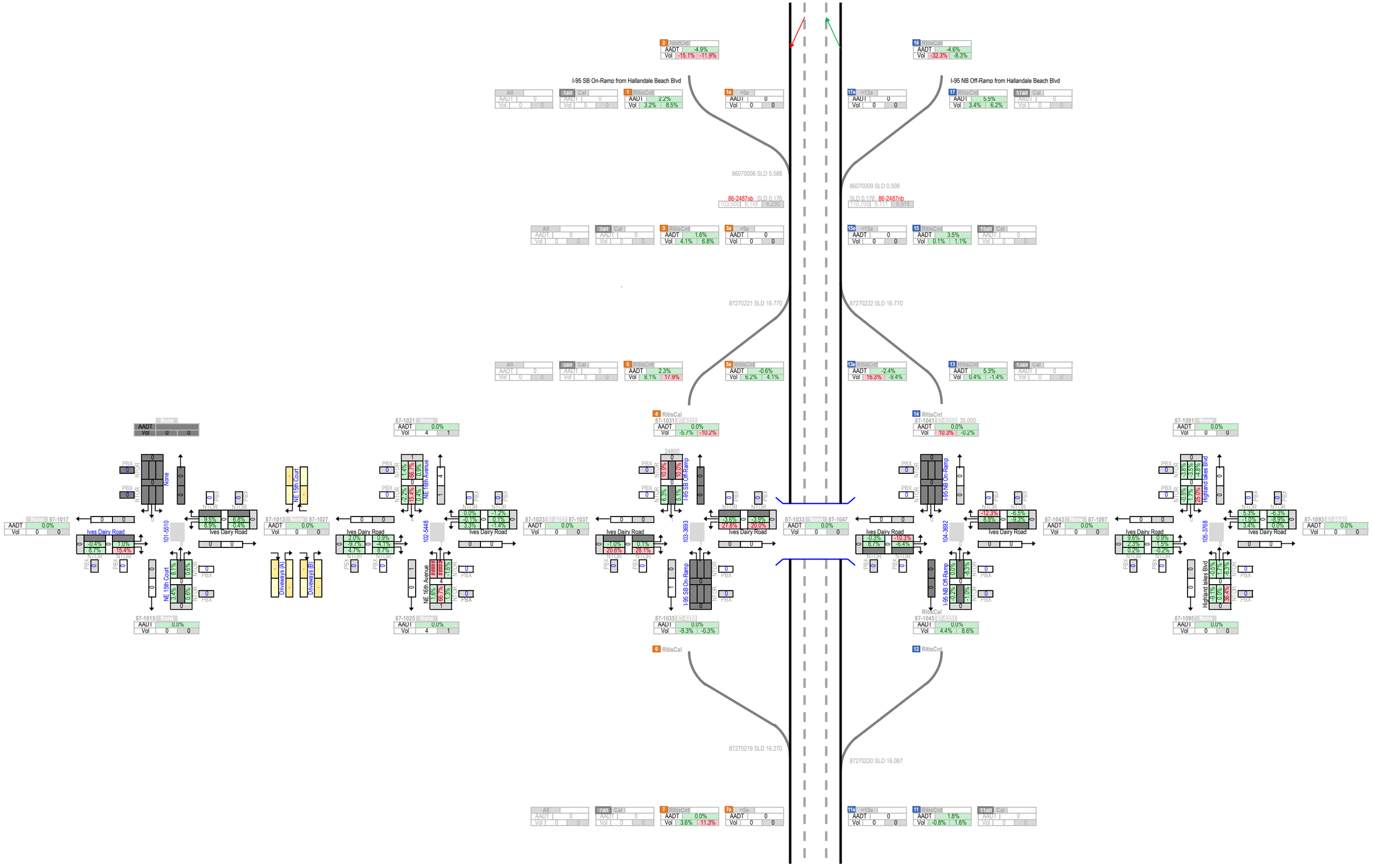
86070009 SLD 0.508
86-2487sb SLD 0.176
86-2487nb
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveways (A)
Driveways (B)
I-95 SB On-Ramp
I-95 SB Off-Ramp
I-95 NB On-Ramp
I-95 NB Off-Ramp
Highland Lakes Blvd
101-5510
102-5448
103-3693
104-3692
105-3768
87-1017
87-1013
87-1027
87-1023
87-1037
87-1033
87-1047
87-1043
87-1097
87-1093
87-1015
87-1025
87-1035
87-1045
87-1095
87-1021
87-1091

EXP 87270902 SLD 15.438
EXP 87270901 SLD 15.139
87270216 SLD 14.633
87270218 SLD 14.633
87270215 SLD 14.539
87270217 SLD 14.494
SLD 14.441
SLD 14.221
EXP 87270902 SLD 14.221
87170353 SLD 13.187
87140065 SLD 13.110
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
NE 6th Avenue
NE 8th Avenue
NE 10th Avenue
NE 16th Court
NE 18th St
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
Driveways (D)
Driveways (C)
None
201-3808
202-4761
203-3238
204-3387
205-3435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I-95 NB Off-Ramp from Hallandale Beach Blvd
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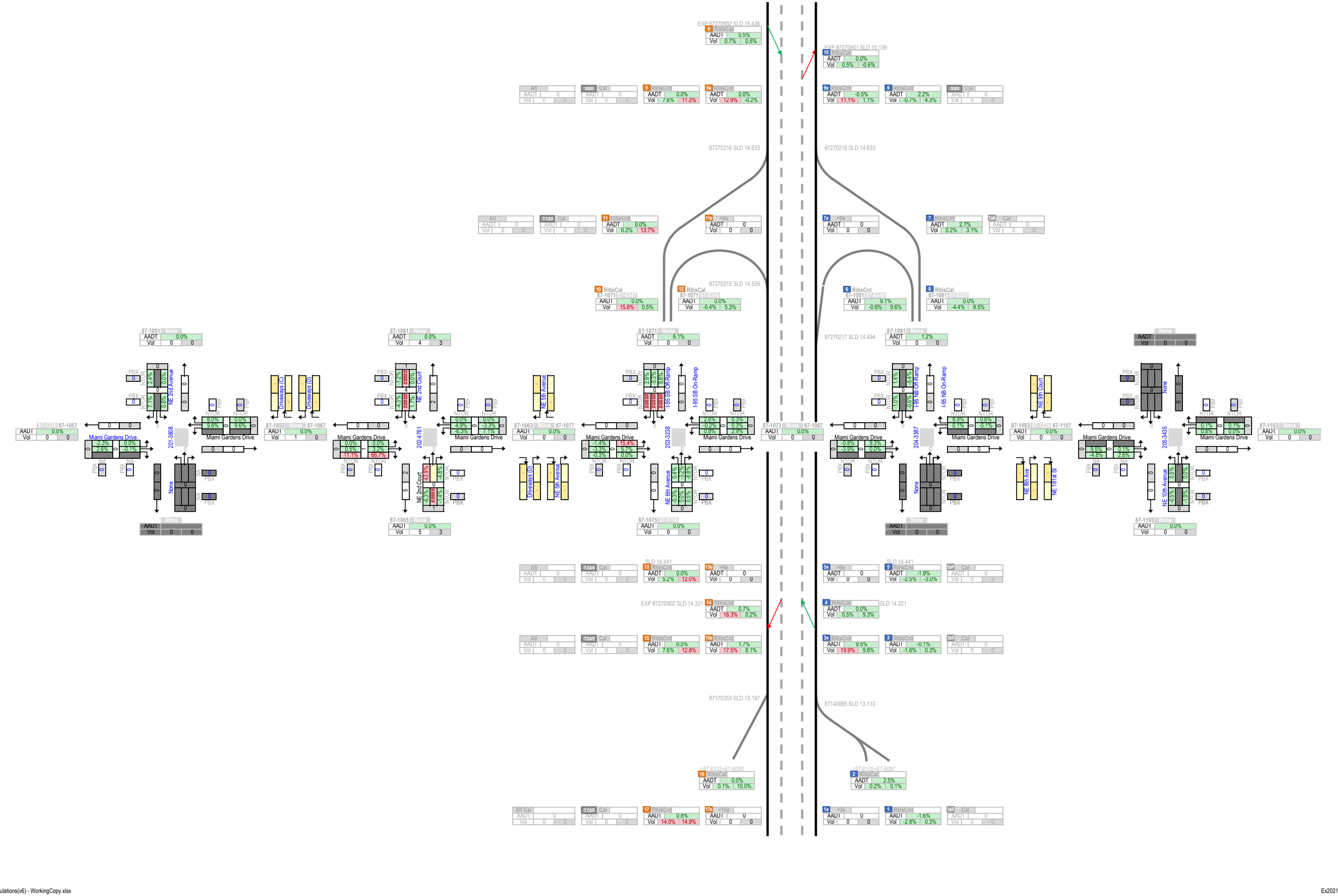
86070009 SLD 0.508
86-2487sb SLD 0.176
SLD 0.176 86-2487nb
87270221 SLD 16.770
87270222 SLD 16.770
87270219 SLD 16.270
87270220 SLD 16.087
Ives Dairy Road
NE 15th Court
NE 16th Avenue
Driveway (A)
Driveway (B)
I-95 SB On-Ramp
I-95 SB Off-Ramp
I-95 NB On-Ramp
I-95 NB Off-Ramp
Highland lakes Blvd
101-5510
102-5448
103-3893
104-3892
105-3768
24800
35,000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EXP 87270901 SLD 15.139
87270216 SLD 14.633
87270218 SLD 14.633
87270215 SLD 14.539
87270217 SLD 14.494
SLD 14.441
SLD 14.221
87170353 SLD 13.187
87140065 SLD 13.110
87-1051 None
87-1053 None 87-1067
87-1057 87-1220
87-1061 None
87-1063 None 87-1077
87-1065 None
87-1071 87-6183
87-1073 None 87-1087
87-1081 None
87-1083 87-1220 87-1107
87-1103 None
87-1105 None
Miami Gardens Drive
NE 2nd Avenue
Driveways (3)
NE 2nd Court
NE 5th Avenue
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
NE 6th Avenue
NE 9th Court
NE 10th Avenue
NE 18 St
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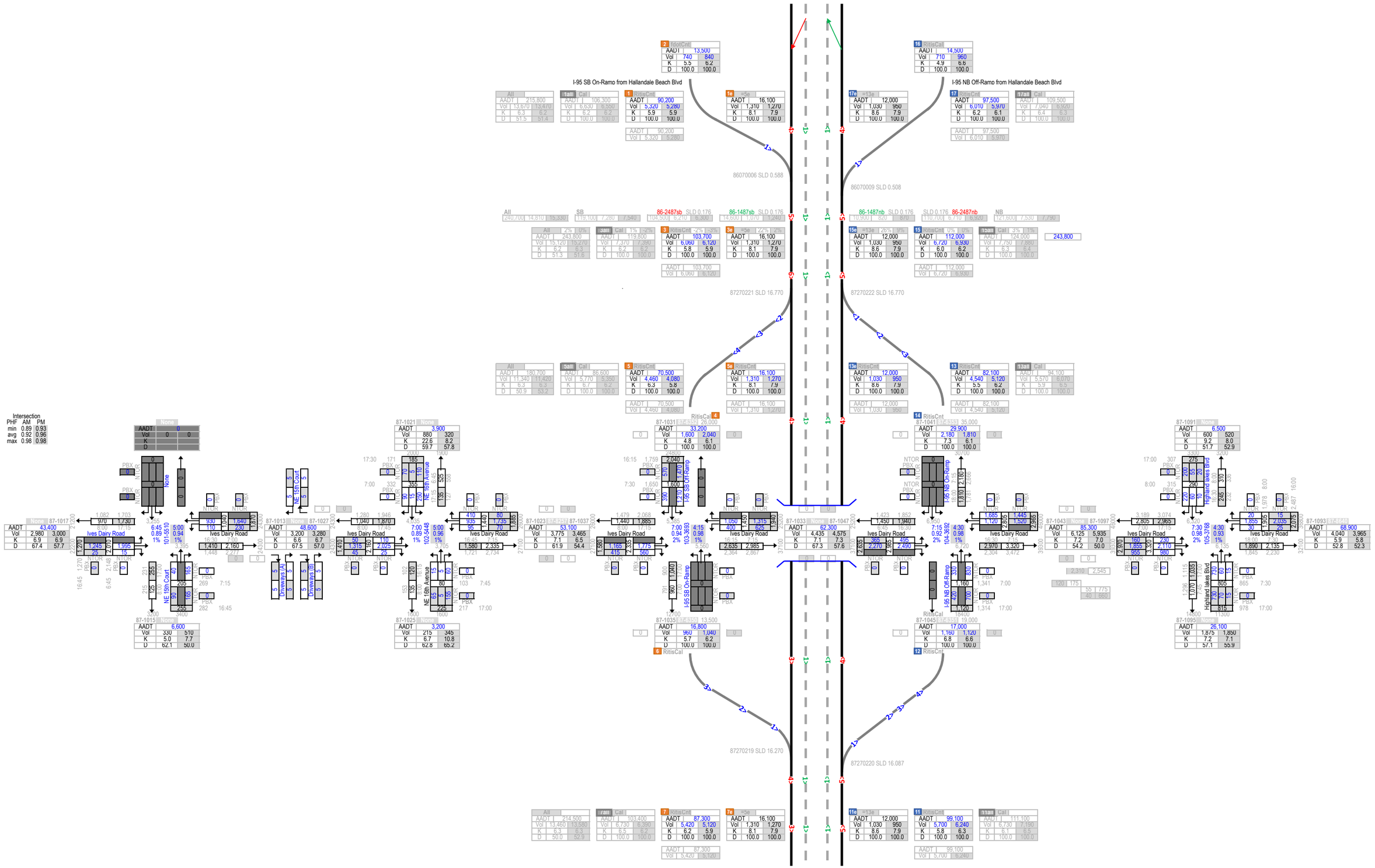
202-4761
203-3228
204-3387
205-3435
=87-6103+87-6099
=87-6105+87-6097


Intersection
PHF AM PM
min 0.89 0.93
avg 0.92 0.96
max 0.98 0.98
2 fdotCntl AADT 13,500 Vol 740 840 K 5.5 6.2 D 100.0 100.0
16 RitisCal AADT 14,500 Vol 710 960 K 4.9 6.6 D 100.0 100.0
I-95 SB On-Ramp from Hallandale Beach Blvd
I-95 NB Off-Ramp from Hallandale Beach Blvd
All AADT 215,800 Vol 13,670 13,470 K 6.3 6.2 D 51.5 51.4
7all Cal AADT 106,300 Vol 6,630 6,550 K 6.2 6.2 D 100.0 100.0
1 RitisCnt AADT 90,200 Vol 5,320 5,280 K 5.9 5.9 D 100.0 100.0
1e =5e AADT 16,100 Vol 1,310 1,270 K 8.1 7.9 D 100.0 100.0
17e =13e AADT 12,000 Vol 1,030 950 K 8.6 7.9 D 100.0 100.0
17 RitisCnt AADT 97,500 Vol 6,010 5,970 K 6.2 6.1 D 100.0 100.0
17all Cal AADT 109,500 Vol 7,040 6,920 K 6.4 6.3 D 100.0 100.0
86070006 SLD 0.588
86070009 SLD 0.508
All AADT 240,700 14,810 15,330
SB 119,100 7,280 7,540
86-2487sb SLD 0.176 104,500 6,210 6,300
86-1487sb SLD 0.176 14,600 1,070 1,240
86-1487nb SLD 0.176 10,900 820 870
SLD 0.176 86-2487nb 110,700 6,710 6,920
NB 121,600 7,530 7,790
All AADT 243,800 Vol 15,120 15,270 K 6.2 6.3 D 51.3 51.6
3all Cal AADT 119,800 Vol 7,370 7,390 K 6.2 6.2 D 100.0 100.0
3 RitisCnt AADT 103,700 Vol 6,080 6,120 K 5.8 5.9 D 100.0 100.0
3e =5e AADT 16,100 Vol 1,310 1,270 K 8.1 7.9 D 100.0 100.0
15e =13e AADT 12,000 Vol 1,030 950 K 8.6 7.9 D 100.0 100.0
15 RitisCnt AADT 112,000 Vol 6,720 6,930 K 6.0 6.2 D 100.0 100.0
15all Cal AADT 124,000 Vol 7,750 7,880 K 6.3 6.4 D 100.0 100.0
243,800
87270221 SLD 16.770
87270222 SLD 16.770
All AADT 180,700 Vol 11,340 11,420 K 6.3 6.3 D 50.9 53.2
5all Cal AADT 86,600 Vol 5,770 5,350 K 6.7 6.2 D 100.0 100.0
5 RitisCnt AADT 70,500 Vol 4,460 4,080 K 6.3 5.8 D 100.0 100.0
5e RitisCnt AADT 16,100 Vol 1,310 1,270 K 8.1 7.9 D 100.0 100.0
15e RitisCnt AADT 12,000 Vol 1,030 950 K 8.6 7.9 D 100.0 100.0
13 RitisCnt AADT 82,100 Vol 4,540 5,120 K 5.5 6.2 D 100.0 100.0
13all Cal AADT 94,100 Vol 5,570 6,070 K 5.9 6.5 D 100.0 100.0
87-1021 None AADT 3,900 Vol 880 320 K 22.6 8.2 D 59.7 57.8
87-1031 RitisCal 4 AADT 33,200 Vol 1,600 2,040 K 4.8 6.1 D 100.0 100.0
14 RitisCnt AADT 29,900 Vol 2,180 1,810 K 7.3 6.1 D 100.0 100.0
87-1091 None AADT 6,500 Vol 600 520 K 9.2 8.0 D 51.7 52.9
87-1015 None AADT 6,600 Vol 330 510 K 5.0 7.7 D 62.1 50.0
87-1025 None AADT 3,200 Vol 215 345 K 6.7 10.8 D 62.8 65.2
87-1035 None AADT 26,100 Vol 1,875 1,850 K 7.2 7.1 D 57.1 55.9
87-1017 None AADT 43,400 Vol 2,980 3,000 K 6.9 6.9 D 67.4 57.7
87-1027 None AADT 48,600 Vol 3,200 3,280 K 6.6 6.7 D 67.5 57.0
87-1023 87-1037 AADT 53,100 Vol 3,775 3,465 K 7.1 6.5 D 61.9 54.4
87-1033 None 87-1047 AADT 62,300 Vol 4,435 4,575 K 7.1 7.3 D 67.3 57.6
87-1043 None 87-1097 AADT 85,300 Vol 6,125 5,935 K 7.2 7.0 D 54.2 50.0
87-1093 87-1053 AADT 68,900 Vol 4,040 3,965 K 5.9 5.8 D 52.8 52.3
Ives Dairy Road
NE 15th Court
NE 16th Avenue
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
Highland lakes Blvd
Driveways (A)
Driveways (B)
7all Cal AADT 103,400 Vol 6,730 6,390 K 6.5 6.2 D 100.0 100.0
7 RitisCnt AADT 87,300 Vol 5,420 5,120 K 6.2 5.9 D 100.0 100.0
7e =5e AADT 16,100 Vol 1,310 1,270 K 8.1 7.9 D 100.0 100.0
11e =13e AADT 12,000 Vol 1,030 950 K 8.6 7.9 D 100.0 100.0
11 RitisCnt AADT 99,100 Vol 5,700 6,240 K 5.8 6.3 D 100.0 100.0
11all Cal AADT 111,100 Vol 6,730 7,190 K 6.1 6.5 D 100.0 100.0
87270219 SLD 16.270
87270220 SLD 16.087

PHF AM PM
min 0.94 0.94
max 0.98 0.98
EXP 87270902 SLD 15.438
8 RitisCal AADT 9,500 Vol 720 580 K 7.6 6.1 D 100.0 100.0
EXP 87270901 SLD 15.139
10 RitisCal AADT 8,100 Vol 560 770 K 6.9 9.5 D 100.0 100.0
All AADT 214,500 Vol 13,450 13,580 K 6.3 6.3 D 50.0 52.9
9all Cal AADT 103,400 Vol 6,730 6,390 K 6.5 6.2 D 100.0 100.0
9 RitisCnt AADT 77,800 Vol 4,700 4,540 K 6.0 5.8 D 100.0 100.0
9e RitisCnt AADT 25,600 Vol 2,030 1,850 K 7.9 7.2 D 100.0 100.0
9e RitisCnt AADT 20,100 Vol 1,590 1,720 K 7.9 8.6 D 100.0 100.0
9 RitisCnt AADT 91,000 Vol 5,140 5,470 K 5.6 6.0 D 100.0 100.0
9all Cal AADT 111,100 Vol 6,730 7,190 K 6.1 6.5 D 100.0 100.0
87270216 SLD 14.633
87270218 SLD 14.633
All AADT 185,200 Vol 11,710 11,610 K 6.3 6.3 D 51.1 51.4
11all Cal AADT 90,200 Vol 5,980 5,640 K 6.6 6.3 D 100.0 100.0
11 RitisCnt AADT 64,600 Vol 3,950 3,790 K 6.1 5.9 D 100.0 100.0
11e =9e AADT 25,600 Vol 2,030 1,850 K 7.9 7.2 D 100.0 100.0
7e =9e AADT 20,100 Vol 1,590 1,720 K 7.9 8.6 D 100.0 100.0
7 RitisCnt AADT 74,900 Vol 4,140 4,250 K 5.5 5.7 D 100.0 100.0
7all Cal AADT 95,000 Vol 5,730 5,970 K 6.0 6.3 D 100.0 100.0
87270215 SLD 14.539
87270217 SLD 14.494
10 RitisCal 87-1071 AADT 14,000 Vol 750 750 K 5.7 5.7 D 100.0 100.0
12 RitisCal 87-1071 AADT 12,500 Vol 690 900 K 5.3 7.0 D 100.0 100.0
6 RitisCnt 87-1081 AADT 9,600 Vol 630 550 K 6.6 5.7 D 100.0 100.0
8 RitisCal 87-1081 AADT 17,000 Vol 1,000 1,220 K 6.2 7.6 D 100.0 100.0
87-1051 None AADT 9,700 Vol 680 730 K 7.0 7.5 D 56.6 52.1
87-1061 None AADT 4,000 Vol 265 250 K 6.6 6.3 D 58.5 72.0
87-1071 87-6187 AADT 26,100 Vol 1,440 1,650 K 5.5 6.3 D 52.1 54.5
87-1081 None AADT 25,700 Vol 1,630 1,770 K 6.3 6.9 D 61.3 68.9
87-1121 87-1057 AADT 38,400 Vol 3,000 2,835 K 7.8 7.4 D 68.2 52.0
Miami Gardens Drive
NE 2nd Avenue
NE 2nd Court
I-95 SB Off-Ramp
I-95 SB On-Ramp
I-95 NB Off-Ramp
I-95 NB On-Ramp
87-1053 None 87-1067 AADT 43,200 Vol 3,460 3,225 K 8.0 7.5 D 67.1 51.3
87-1063 None 87-1077 AADT 44,500 Vol 3,640 3,315 K 8.2 7.4 D 65.2 54.9
87-1073 None 87-1087 AADT 48,100 Vol 3,215 3,225 K 6.7 6.7 D 58.2 56.9
87-1083 87-1122 87-1107 AADT 47,400 Vol 3,490 3,040 K 7.4 6.4 D 52.0 53.6
87-1103 None AADT 46,000 Vol 3,495 3,040 K 7.6 6.6 D 54.4 50.8
87-1065 None AADT 1,500 Vol 100 120 K 6.7 8.0 D 55.0 75.0
87-1075 87-6188 AADT 30,900 Vol 2,255 2,490 K 7.3 8.1 D 64.3 55.4
87-1105 None AADT 6,000 Vol 505 430 K 8.4 7.2 D 66.3 69.8
SLD 14.441
SLD 14.441
All AADT 207,700 Vol 13,030 13,060 K 6.3 6.3 D 51.2 50.1
13all Cal AADT 103,100 Vol 6,670 6,540 K 6.5 6.3 D 100.0 100.0
13 RitisCnt AADT 77,500 Vol 4,640 4,690 K 6.0 6.1 D 100.0 100.0
13e =9e AADT 25,600 Vol 2,030 1,850 K 7.9 7.2 D 100.0 100.0
5e =9e AADT 20,100 Vol 1,590 1,720 K 7.9 8.6 D 100.0 100.0
5 RitisCnt AADT 84,500 Vol 4,770 4,800 K 5.6 5.7 D 100.0 100.0
5all Cal AADT 104,600 Vol 6,360 6,520 K 6.1 6.2 D 100.0 100.0
14 RitisCal AADT 7,200 Vol 470 600 K 6.5 8.3 D 100.0 100.0
4 RitisCal AADT 4,000 Vol 420 270 K 10.5 6.8 D 100.0 100.0
EXP 87270902 SLD 14.221
SLD 14.221
All AADT 207,700 Vol 13,030 13,060 K 6.3 6.3 D 51.2 50.1
15all Cal AADT 103,100 Vol 6,670 6,540 K 6.5 6.2 D 100.0 100.0
15 RitisCnt AADT 84,700 Vol 5,110 5,290 K 6.0 6.2 D 100.0 100.0
15e RitisCnt AADT 18,400 Vol 1,560 1,250 K 8.5 6.8 D 100.0 100.0
3e RitisCnt AADT 16,100 Vol 1,170 1,450 K 7.3 9.0 D 100.0 100.0
3 RitisCnt AADT 88,500 Vol 5,190 5,070 K 5.9 5.7 D 100.0 100.0
3all Cal AADT 104,600 Vol 6,360 6,520 K 6.1 6.2 D 100.0 100.0
87170353 SLD 13.187
87140065 SLD 13.110
=87-6103+87-6099
16 RitisCal AADT 35,400 Vol 2,190 2,180 K 6.2 6.2 D 100.0 100.0
=87-6105+87-6097
2 RitisCal AADT 32,900 Vol 2,140 2,050 K 6.5 6.2 D 100.0 100.0
2e RitisCal 87-6097 AADT 20,200 Vol 1,420 1,230 K 7.0 6.1 D 100.0 100.0
2b RitisCal 87-6105 AADT 12,700 Vol 720 820 K 5.7 6.5 D 100.0 100.0
All Cal AADT 139,400 Vol 8,700 8,830 K 6.2 6.3 D 51.5 50.6
17all Cal AADT 67,700 Vol 4,480 4,360 K 6.6 6.4 D 100.0 100.0
17 RitisCnt AADT 49,300 Vol 2,920 3,110 K 5.9 6.3 D 100.0 100.0
17e RitisCnt AADT 18,400 Vol 1,560 1,250 K 8.5 6.8 D 100.0 100.0
1e =3e AADT 16,100 Vol 1,170 1,450 K 7.3 9.0 D 100.0 100.0
1 RitisCnt AADT 55,600 Vol 3,050 3,020 K 5.5 5.4 D 100.0 100.0
1all Cal AADT 71,700 Vol 4,220 4,470 K 5.9 6.2 D 100.0 100.0

APPENDIX L

Vissim
Opening Year 2030
and Design Year 2050,
No-Build and Build Alternatives,
Traffic Operational Analysis,
SR 9/I-95

APPENDIX

L

APPENDIX L1

Vissim
Opening Year 2030
and Design Year 2050,
No-Build and Build Alternatives,
Traffic Operational Analysis,
SR 9/I-95

Freeway Analysis

APPENDIX

L1

1st Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**5,450**	5,068	-382	93%	5.3/No	Yes<400	54	31	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,010**	4,594	-416	92%	6/No	No	49	31	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,320**	3,922	-398	91%	6.2/No	Yes<400	55	24	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,360**	4,830	-530	90%	7.4/No	No	56	22	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**5,970**	5,429	-541	91%	7.2/No	No	56	19	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**4,750**	4,315	-435	91%	6.5/No	No	56	19	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,030**	6,282	-748	89%	9.2/No	No	60	21	C
				37,890	**34,440**	**-3,450**	**91%**	**18.1/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**6,380**	5,901	-479	92%	6.1/No	No	57	21	C
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**4,700**	4,358	-342	93%	5.1/No	Yes<400	54	27	D
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**5,750**	5,333	-417	93%	5.6/No	No	53	34	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,950**	4,513	-437	91%	6.4/No	No	54	28	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**4,160**	3,780	-380	91%	6/No	Yes<400	55	23	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**4,910**	4,506	-404	92%	5.9/No	No	55	27	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,410**	4,904	-506	91%	7/No	No	48	25	C
				36,260	**33,294**	**-2,966**	**92%**	**15.9/No**	**No**			
				74,150	***67,734***	***-6,416***	***91%***	***24.1/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,250**	1,156	-94	93%	2.7/Yes	Yes<15%	60	19	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,690**	1,602	-88	95%	2.2/Yes	Yes<15%	58	14	B
3	EL NB Egress Point to North of IDR	1	1	**1,080**	990	-90	92%	2.8/Yes	Yes<15%	60	16	B
				4,020	**3,748**	**-272**	**93%**	**4.4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,370**	1,261	-109	92%	3/Yes	Yes<15%	57	22	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,170**	1,943	-227	90%	5/No	Yes<15%	15	64	F
3	EL SB Ingress Point to North of GGI	1	1	**1,670**	1,445	-225	87%	5.7/No	Yes<15%	32	44	E
				5,210	**4,649**	**-561**	**89%**	**8/No**	**No**			
				9,230	***8,397***	***-833***	***91%***	***8.9/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

1st Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**5,310**	4,996	-314	94%	4.4/Yes	Yes<400	55	30	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,030**	4,693	-337	93%	4.8/Yes	Yes<400	50	31	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,430**	4,092	-338	92%	5.2/No	Yes<400	55	25	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,700**	5,171	-529	91%	7.2/No	No	56	23	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**6,550**	6,004	-546	92%	6.9/No	No	56	22	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,370**	4,905	-465	91%	6.5/No	No	55	22	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,270**	6,611	-659	91%	7.9/No	No	59	22	C
				39,660	**36,473**	**-3,187**	**92%**	**16.3/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**6,430**	6,008	-422	93%	5.4/No	No	60	20	C
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**4,290**	4,080	-210	95%	3.3/Yes	Yes<400	55	25	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**5,410**	5,135	-275	95%	3.8/Yes	Yes<400	53	32	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,770**	4,456	-314	93%	4.6/Yes	Yes<400	54	27	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**3,980**	3,699	-281	93%	4.5/Yes	Yes<400	55	23	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**4,940**	4,605	-335	93%	4.9/Yes	Yes<400	54	28	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,580**	5,220	-360	94%	4.9/Yes	Yes<400	54	24	C
				35,400	**33,202**	**-2,198**	**94%**	**11.9/No**	**No**			
				75,060	***69,675***	***-5,385***	***93%***	***20/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,570**	1,474	-96	94%	2.5/Yes	Yes<15%	59	25	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,850**	1,757	-93	95%	2.2/Yes	Yes<15%	57	15	B
3	EL NB Egress Point to North of IDR	1	1	**1,000**	928	-72	93%	2.3/Yes	Yes<15%	60	15	B
				4,420	**4,159**	**-261**	**94%**	**4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,330**	1,253	-77	94%	2.2/Yes	Yes<15%	60	21	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**1,970**	1,917	-53	97%	1.2/Yes	Yes<15%	55	17	B
3	EL SB Ingress Point to North of GGI	1	1	**1,330**	1,286	-44	97%	1.2/Yes	Yes<15%	59	22	C
				4,630	**4,456**	**-174**	**96%**	**2.6/Yes**	**Yes<400**			
				9,050	***8,615***	***-435***	***95%***	***4.6/Yes***	***No***			

Legend

Volume % Served	Simulated Speed						Estimated LOS
> 90%	Congestion Level	Freeways					LOS A
= 90%		Posted Speed (mph)					LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

1st Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**5,450**	5,057	-393	93%	5.4/No	Yes<400	56	23	C
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**4,760**	4,373	-387	92%	5.7/No	Yes<400	56	20	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,320**	3,927	-393	91%	6.1/No	Yes<400	56	18	B
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**5,360**	4,829	-531	90%	7.4/No	No	56	17	B
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**5,970**	5,431	-539	91%	7.1/No	No	56	19	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**4,750**	4,318	-432	91%	6.4/No	No	56	19	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,030**	6,290	-740	89%	9.1/No	No	59	21	C
				37,640	**34,226**	**-3,414**	**91%**	**18/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**6,380**	5,906	-474	93%	6/No	No	65	15	B
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**4,700**	4,358	-342	93%	5.1/No	Yes<400	66	17	B
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**5,750**	5,350	-400	93%	5.4/No	Yes<400	63	21	C
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**4,950**	4,525	-425	91%	6.2/No	No	63	18	C
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**4,160**	3,820	-340	92%	5.4/No	Yes<400	64	15	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**4,910**	4,520	-390	92%	5.7/No	Yes<400	61	18	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**5,410**	5,010	-400	93%	5.5/No	Yes<400	61	17	B
				36,260	**33,490**	**-2,770**	**92%**	**14.8/No**	**No**			
				73,900	***67,715***	***-6,185***	***92%***	***23.2/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,250**	1,158	-92	93%	2.7/Yes	Yes<15%	62	9	A
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**1,690**	1,603	-87	95%	2.1/Yes	Yes<15%	61	13	B
3	EL NB Egress Point to North of IDR	2	2	**1,080**	990	-90	92%	2.8/Yes	Yes<15%	63	8	A
				4,020	**3,750**	**-270**	**93%**	**4.3/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,370**	1,266	-104	92%	2.9/Yes	Yes<15%	63	10	A
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**2,170**	2,068	-102	95%	2.2/Yes	Yes<15%	60	17	B
3	EL SB Ingress Point to North of GGI	2	2	**1,670**	1,575	-95	94%	2.4/Yes	Yes<15%	61	13	B
				5,210	**4,909**	**-301**	**94%**	**4.2/Yes**	**Yes<400**			
				9,230	***8,659***	***-571***	***94%***	***6/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

1st Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**5,310**	4,995	-315	94%	4.4/Yes	Yes<400	56	22	C
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**4,710**	4,381	-329	93%	4.9/Yes	Yes<400	56	20	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,430**	4,092	-338	92%	5.2/No	Yes<400	56	18	C
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**5,700**	5,089	-611	89%	8.3/No	No	56	18	C
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**6,550**	5,904	-646	90%	8.2/No	No	56	21	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,370**	4,835	-535	90%	7.5/No	No	55	22	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,270**	6,545	-725	90%	8.7/No	No	59	22	C
				39,340	**35,840**	**-3,500**	**91%**	**18/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**6,430**	6,014	-416	94%	5.3/No	No	65	15	B
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**4,290**	4,006	-284	93%	4.4/Yes	Yes<400	66	15	B
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**5,410**	5,063	-347	94%	4.8/Yes	Yes<400	63	20	C
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**4,770**	4,396	-374	92%	5.5/No	Yes<400	62	18	B
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**3,980**	3,666	-314	92%	5.1/No	Yes<400	64	14	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**4,940**	4,500	-440	91%	6.4/No	No	61	18	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**5,580**	5,133	-447	92%	6.1/No	No	60	17	B
				35,400	**32,778**	**-2,622**	**93%**	**14.2/No**	**No**			
				74,740	***68,618***	***-6,122***	***92%***	***22.9/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,570**	1,475	-95	94%	2.4/Yes	Yes<15%	61	12	B
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**1,850**	1,758	-92	95%	2.2/Yes	Yes<15%	60	15	B
3	EL NB Egress Point to North of IDR	2	2	**1,000**	929	-71	93%	2.3/Yes	Yes<15%	63	7	A
				4,420	**4,162**	**-258**	**94%**	**3.9/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,330**	1,253	-77	94%	2.1/Yes	Yes<15%	63	10	A
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**1,970**	1,906	-64	97%	1.5/Yes	Yes<15%	60	16	B
3	EL SB Ingress Point to North of GGI	2	2	**1,330**	1,276	-54	96%	1.5/Yes	Yes<15%	61	10	A
				4,630	**4,434**	**-196**	**96%**	**2.9/Yes**	**Yes<400**			
				9,050	***8,596***	***-454***	***95%***	***4.8/Yes***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

1st Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 2 - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,450**	5,065	-385	93%	5.3/No	Yes<400	53	24	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**4,760**	4,341	-419	91%	6.2/No	No	55	20	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,320**	3,923	-397	91%	6.2/No	Yes<400	56	17	B
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**5,360**	4,859	-501	91%	7/No	No	55	22	C
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**4,270**	3,855	-415	90%	6.5/No	No	55	23	C
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**4,750**	4,330	-420	91%	6.2/No	No	56	19	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**6,650**	6,010	-640	90%	8/No	No	56	18	B
				35,560	**32,384**	**-3,176**	**91%**	**17.2/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**4,680**	4,646	-34	99%	0.5/Yes	Yes<400	51	18	C
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**6,190**	5,909	-281	95%	3.6/Yes	Yes<400	51	19	C
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**4,520**	4,345	-175	96%	2.6/Yes	Yes<400	53	17	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**3,860**	3,670	-190	95%	3.1/Yes	Yes<400	53	17	B
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**4,950**	4,545	-405	92%	5.9/No	No	43	21	C
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,170**	3,775	-395	91%	6.3/No	Yes<400	53	18	B
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**4,670**	4,268	-402	91%	6/No	No	53	20	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**5,420**	4,976	-444	92%	6.2/No	No	52	24	C
				38,460	**36,135**	**-2,325**	**94%**	**12/No**	**No**			
				74,020	***68,519***	***-5,501***	***93%***	***20.6/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,250**	1,158	-92	93%	2.7/Yes	Yes<15%	61	9	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**640**	548	-92	86%	3.8/Yes	Yes<100	62	4	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,080**	971	-109	90%	3.4/Yes	Yes<15%	62	8	A
				2,970	**2,678**	**-292**	**90%**	**5.5/No**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,370**	1,269	-101	93%	2.8/Yes	Yes<15%	61	10	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,170**	2,054	-116	95%	2.5/Yes	Yes<15%	61	11	B
3	EL SB Ingress Point to North of GGI	2	2	**1,670**	1,565	-105	94%	2.6/Yes	Yes<15%	61	13	B
				5,210	**4,888**	**-322**	**94%**	**4.5/Yes**	**Yes<400**			
				8,180	***7,566***	***-614***	***92%***	***6.9/No***	***No***			

Legend

Volume % Served	Simulated Speed						Estimated LOS
> 90%	Congestion Level	Freeways					LOS A
= 90%		Posted Speed (mph)					LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

1st Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 2 - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	4,996	-854	85%	11.6/No	No	56	22	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	4,376	-774	85%	11.2/No	No	56	20	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,092	-718	85%	10.8/No	No	56	18	C
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**6,200**	5,240	-960	85%	12.7/No	No	55	24	C
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**5,080**	4,349	-731	86%	10.6/No	No	55	26	D
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**5,920**	5,015	-905	85%	12.2/No	No	56	22	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,750**	6,521	-1,229	84%	14.5/No	No	56	19	C
				40,760	**34,590**	**-6,170**	**85%**	**31.8/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**5,510**	4,681	-829	85%	11.6/No	No	50	19	C
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**7,080**	6,016	-1,064	85%	13.2/No	No	50	20	C
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**4,730**	3,991	-739	84%	11.2/No	No	53	15	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	3,446	-634	84%	10.3/No	No	53	16	B
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	4,396	-844	84%	12.2/No	No	49	18	B
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	3,655	-725	83%	11.4/No	No	53	17	B
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	4,283	-837	84%	12.2/No	No	53	20	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	5,188	-1,032	83%	13.7/No	No	51	26	C
				42,360	**35,656**	**-6,704**	**84%**	**33.9/No**	**No**			
				83,120	***70,246***	***-12,874***	***85%***	***46.5/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,475	-355	81%	8.7/No	No	61	12	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	643	-167	79%	6.2/No	No	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	932	-218	81%	6.8/No	No	62	8	A
				3,790	**3,049**	**-741**	**80%**	**12.7/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,247	-213	85%	5.8/No	Yes<15%	61	10	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	1,892	-348	84%	7.7/No	No	61	10	A
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,260	-240	84%	6.5/No	No	61	10	A
				5,200	**4,399**	**-801**	**85%**	**11.6/No**	**No**			
				8,990	***7,449***	***-1,541***	***83%***	***17/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

1st Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,450**	5,059	-391	93%	5.4/No	Yes<400	56	23	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**4,760**	4,354	-406	91%	6/No	No	56	19	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,320**	3,923	-397	91%	6.2/No	Yes<400	56	17	B
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**5,360**	4,845	-515	90%	7.2/No	No	56	17	B
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**5,185**	4,688	-497	90%	7.1/No	No	56	21	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,095**	3,705	-390	90%	6.2/No	Yes<400	56	17	B
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**4,575**	4,178	-397	91%	6/No	Yes<400	56	19	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**6,655**	5,874	-781	88%	9.9/No	No	56	18	B
				40,400	**36,626**	**-3,774**	**91%**	**19.2/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**4,850**	4,639	-211	96%	3.1/Yes	Yes<400	51	18	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**3,555**	3,539	-16	100%	0.3/Yes	Yes<400	51	17	B
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**4,520**	4,344	-176	96%	2.6/Yes	Yes<400	52	17	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**3,860**	3,668	-192	95%	3.1/Yes	Yes<400	53	17	B
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**4,950**	4,548	-402	92%	5.8/No	No	53	17	B
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,170**	3,820	-350	92%	5.5/No	Yes<400	53	18	B
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**4,670**	4,311	-359	92%	5.4/No	Yes<400	53	20	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**5,420**	5,002	-418	92%	5.8/No	No	52	24	C
				35,995	**33,871**	**-2,124**	**94%**	**11.4/No**	**No**			
				76,395	***70,497***	***-5,898***	***92%***	***21.8/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,250**	1,158	-92	93%	2.7/Yes	Yes<15%	62	9	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**640**	548	-92	86%	3.8/Yes	Yes<100	62	4	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,080**	983	-97	91%	3/Yes	Yes<15%	62	8	A
				2,970	**2,690**	**-280**	**91%**	**5.3/No**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,370**	1,269	-101	93%	2.8/Yes	Yes<15%	61	10	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,170**	2,054	-116	95%	2.5/Yes	Yes<15%	60	11	B
3	EL SB Ingress Point to North of GGI	2	2	**1,670**	1,564	-106	94%	2.6/Yes	Yes<15%	61	13	B
				5,210	**4,887**	**-323**	**94%**	**4.5/Yes**	**Yes<400**			
				8,180	***7,577***	***-603***	***93%***	***6.8/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

1st Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	4,994	-856	85%	11.6/No	No	56	22	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	4,375	-775	85%	11.2/No	No	56	20	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,089	-721	85%	10.8/No	No	56	18	C
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**6,200**	5,230	-970	84%	12.8/No	No	56	19	C
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**6,040**	5,096	-944	84%	12.6/No	No	55	23	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,920**	4,155	-765	84%	11.4/No	No	56	19	C
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**5,760**	4,818	-942	84%	13/No	No	55	22	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,590**	6,331	-1,259	83%	15.1/No	No	56	19	C
				46,320	**39,088**	**-7,232**	**84%**	**35/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**5,510**	4,674	-836	85%	11.7/No	No	50	19	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**3,890**	3,284	-606	84%	10.1/No	No	51	16	B
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**4,730**	3,987	-743	84%	11.2/No	No	52	15	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	3,444	-636	84%	10.4/No	No	52	16	B
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	4,396	-844	84%	12.2/No	No	53	17	B
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	3,669	-711	84%	11.2/No	No	53	17	B
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	4,299	-821	84%	12/No	No	53	20	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	5,204	-1,016	84%	13.4/No	No	51	26	C
				39,170	**32,956**	**-6,214**	**84%**	**32.7/No**	**No**			
				85,490	***72,045***	***-13,445***	***84%***	***47.9/No***	***No***			

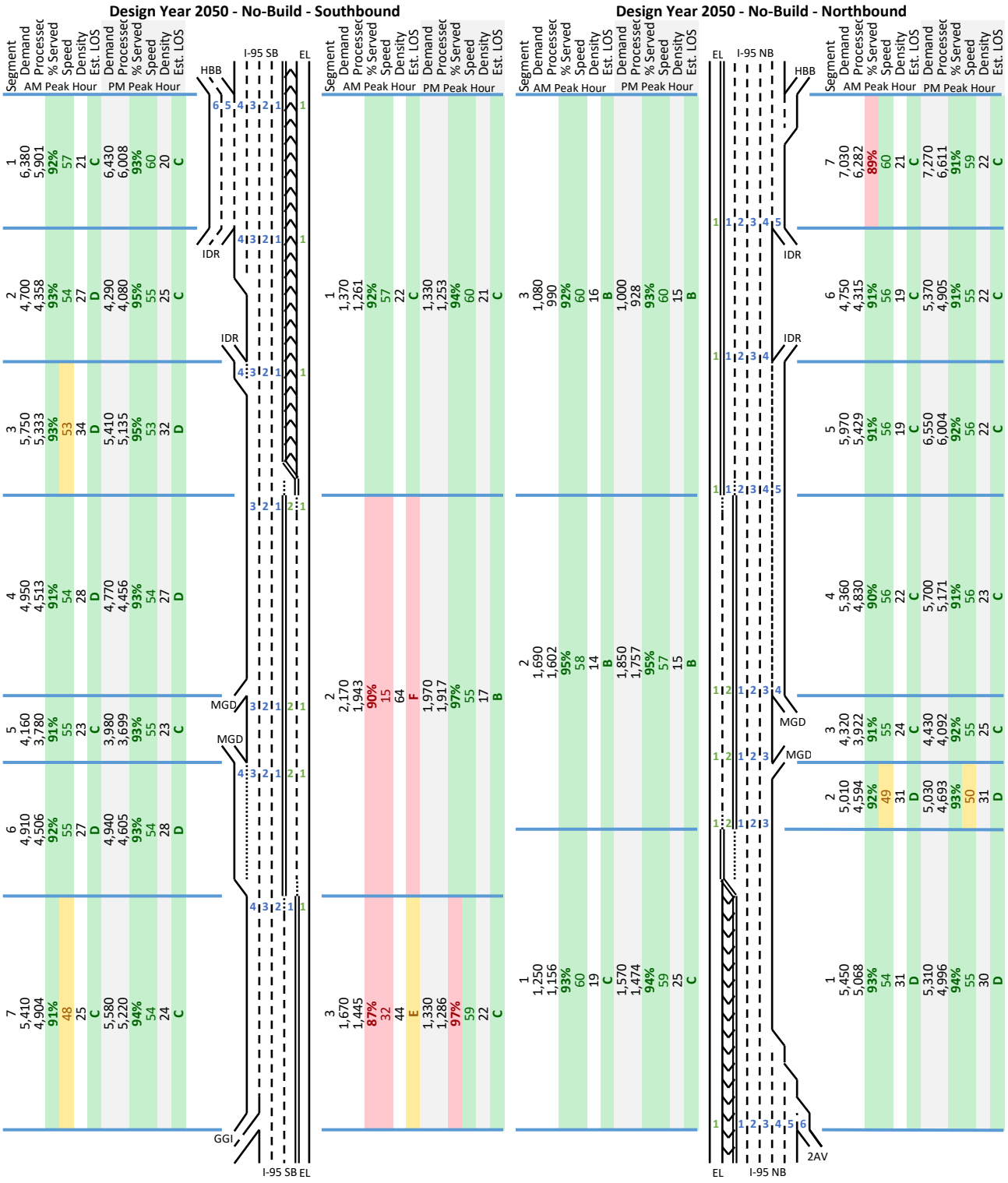
I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,474	-356	81%	8.7/No	No	61	12	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	643	-167	79%	6.2/No	No	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	932	-218	81%	6.7/No	No	62	8	A
				3,790	**3,050**	**-740**	**80%**	**12.7/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,247	-213	85%	5.8/No	Yes<15%	61	10	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	1,892	-348	84%	7.7/No	No	60	10	A
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,260	-240	84%	6.5/No	No	61	10	A
				5,200	**4,399**	**-801**	**85%**	**11.6/No**	**No**			
				8,990	***7,449***	***-1,541***	***83%***	***17/No***	***No***			

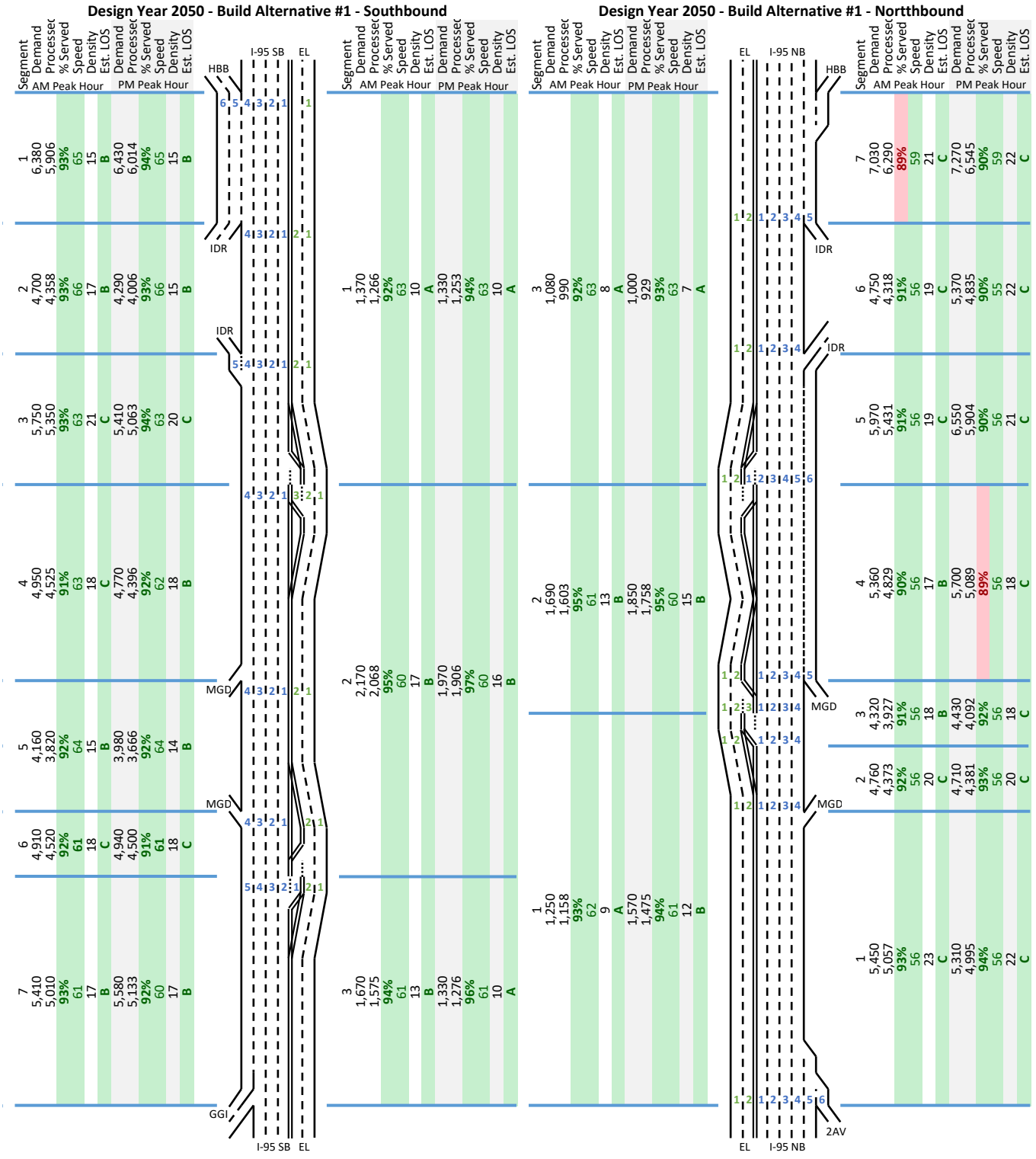
Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

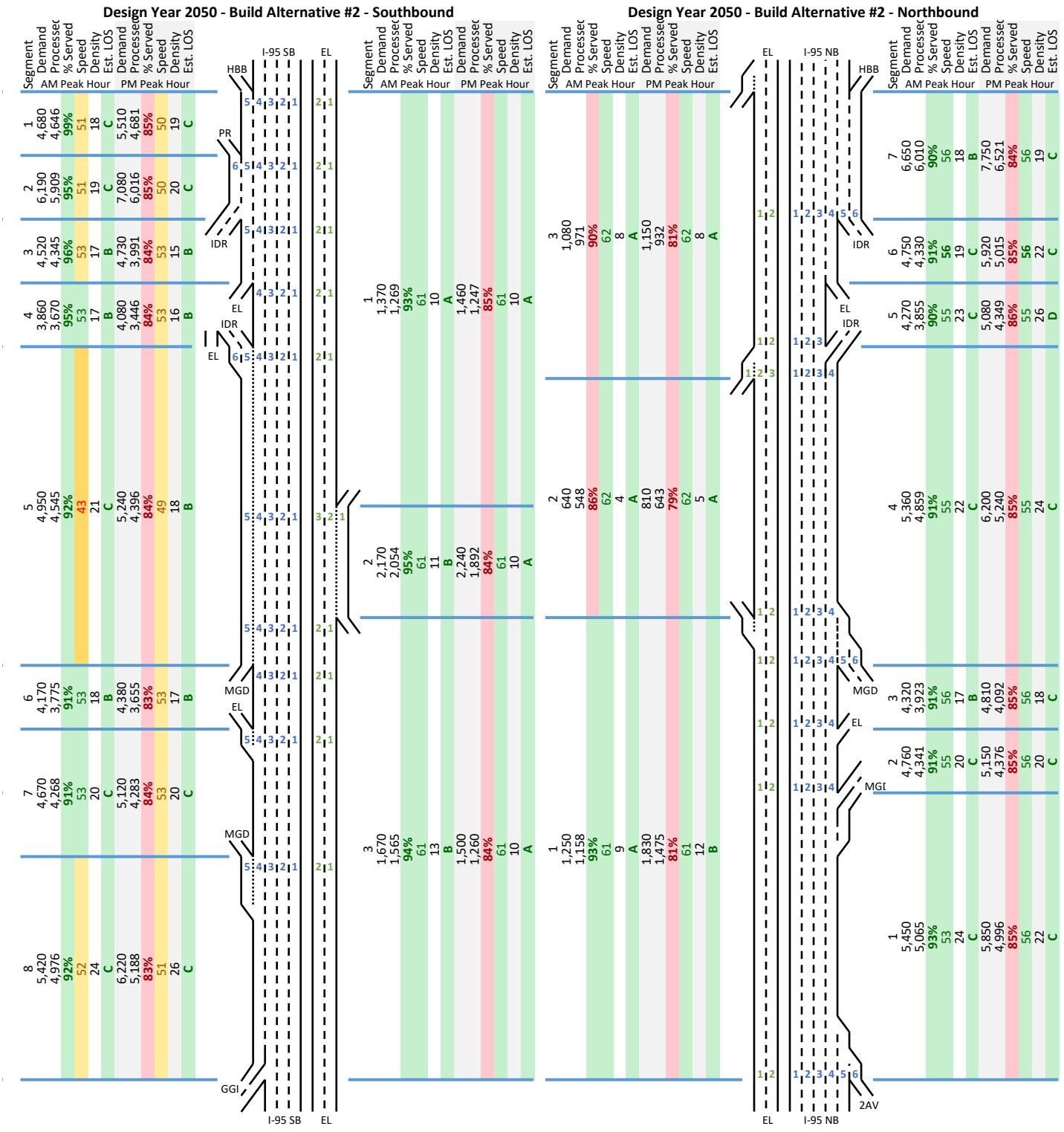
No-Build Alternative - Opening Year 2030



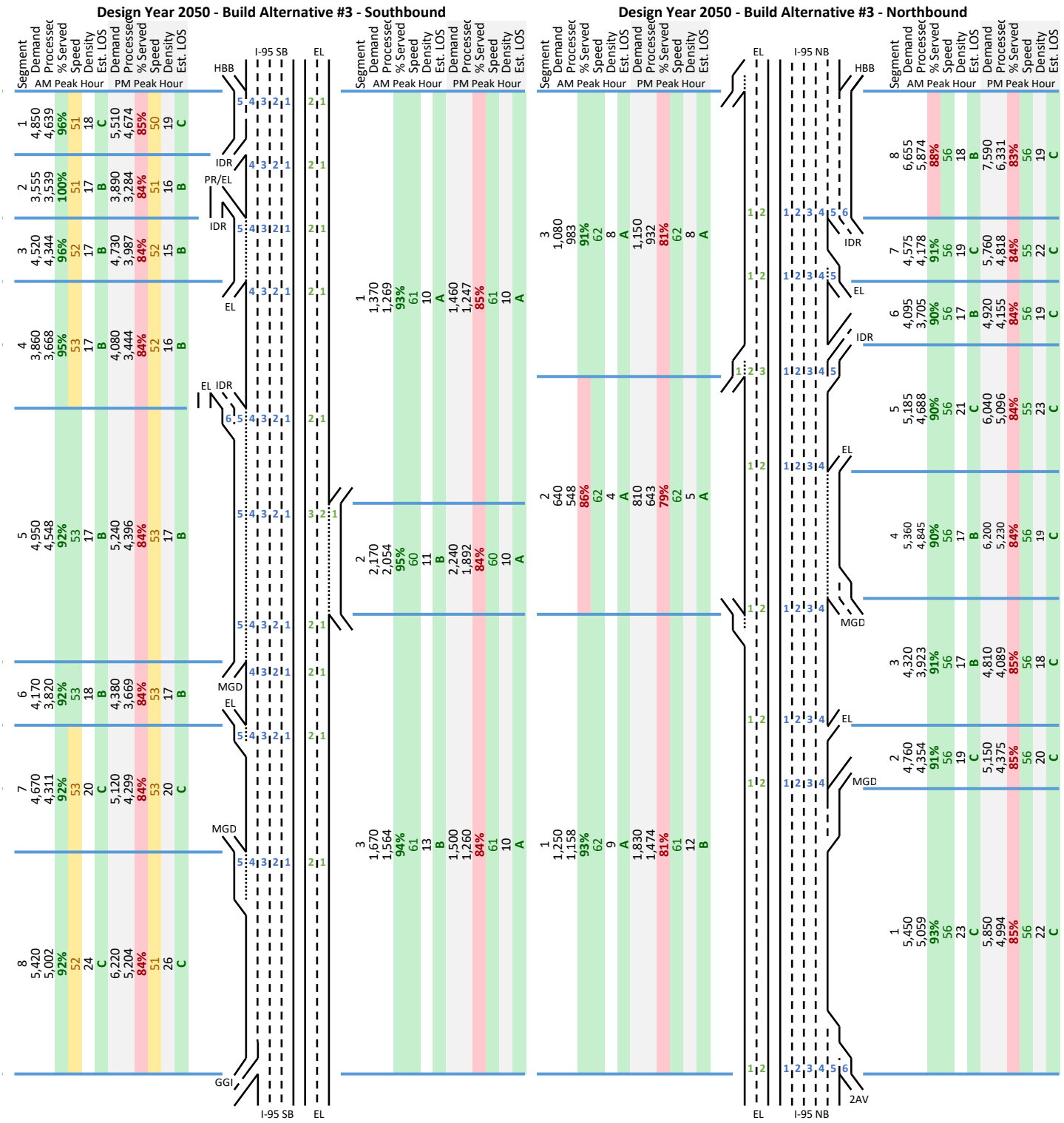
Build Alternative #1 - Opening Year 2030



Build Alternative #2 - Opening Year 2030



Build Alternative #3 - Opening Year 2030



2nd Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**5,450**	5,469	19	100%	0.3/Yes	Yes<400	53	34	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,010**	4,983	-27	99%	0.4/Yes	Yes<400	47	36	E
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,320**	4,245	-75	98%	1.1/Yes	Yes<400	55	26	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,360**	5,192	-168	97%	2.3/Yes	Yes<400	56	23	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**5,970**	5,863	-107	98%	1.4/Yes	Yes<400	56	21	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**4,750**	4,671	-79	98%	1.1/Yes	Yes<400	56	21	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,030**	6,667	-363	95%	4.4/Yes	Yes<400	59	22	C
				37,890	**37,089**	**-801**	**98%**	**4.1/Yes**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**6,380**	6,360	-20	100%	0.3/Yes	Yes<400	56	23	C
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**4,700**	4,713	13	100%	0.2/Yes	Yes<400	51	31	D
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**5,750**	5,766	16	100%	0.2/Yes	Yes<400	47	41	E
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,950**	4,924	-26	99%	0.4/Yes	Yes<400	53	31	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**4,160**	4,140	-20	100%	0.3/Yes	Yes<400	50	28	D
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**4,910**	4,929	19	100%	0.3/Yes	Yes<400	44	37	E
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,410**	5,374	-36	99%	0.5/Yes	Yes<400	36	37	E
				36,260	**36,206**	**-54**	**100%**	**0.3/Yes**	**Yes<400**			
				74,150	***73,296***	***-854***	***99%***	***3.1/Yes***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,250**	1,243	-7	99%	0.2/Yes	Yes<15%	59	21	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,690**	1,729	39	102%	1/Yes	Yes<15%	58	15	B
3	EL NB Egress Point to North of IDR	1	1	**1,080**	1,066	-14	99%	0.4/Yes	Yes<15%	60	18	B
				4,020	**4,039**	**19**	**100%**	**0.3/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,370**	1,168	-202	85%	5.7/No	Yes<15%	16	75	F
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,170**	1,895	-275	87%	6.1/No	Yes<15%	9	110	F
3	EL SB Ingress Point to North of GGI	1	1	**1,670**	1,494	-176	89%	4.4/Yes	Yes<15%	43	34	D
				5,210	**4,557**	**-653**	**87%**	**9.3/No**	**No**			
				9,230	***8,597***	***-633***	***93%***	***6.7/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

2nd Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**5,310**	5,309	-1	100%	0/Yes	Yes<400	54	33	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,030**	4,996	-34	99%	0.5/Yes	Yes<400	49	34	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,430**	4,352	-78	98%	1.2/Yes	Yes<400	54	27	D
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,700**	5,513	-187	97%	2.5/Yes	Yes<400	56	25	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**6,550**	6,378	-172	97%	2.1/Yes	Yes<400	55	23	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,370**	5,222	-148	97%	2/Yes	Yes<400	55	24	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,270**	7,034	-236	97%	2.8/Yes	Yes<400	59	24	C
				39,660	**38,803**	**-857**	**98%**	**4.3/Yes**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**6,430**	6,342	-88	99%	1.1/Yes	Yes<400	40	32	D
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**4,290**	4,307	17	100%	0.3/Yes	Yes<400	55	26	D
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**5,410**	5,455	45	101%	0.6/Yes	Yes<400	52	35	E
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,770**	4,751	-19	100%	0.3/Yes	Yes<400	54	29	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**3,980**	3,948	-32	99%	0.5/Yes	Yes<400	55	24	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**4,940**	4,874	-66	99%	0.9/Yes	Yes<400	54	30	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,580**	5,561	-19	100%	0.3/Yes	Yes<400	54	26	C
				35,400	**35,238**	**-162**	**100%**	**0.9/Yes**	**Yes<400**			
				75,060	***74,041***	***-1,019***	***99%***	***3.7/Yes***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,570**	1,566	-4	100%	0.1/Yes	Yes<15%	59	27	D
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,850**	1,878	28	101%	0.6/Yes	Yes<15%	55	17	B
3	EL NB Egress Point to North of IDR	1	1	**1,000**	1,000	0	100%	0/Yes	Yes<15%	60	17	B
				4,420	**4,443**	**23**	**101%**	**0.3/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,330**	1,317	-13	99%	0.3/Yes	Yes<15%	60	22	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**1,970**	2,020	50	103%	1.1/Yes	Yes<15%	54	19	C
3	EL SB Ingress Point to North of GGI	1	1	**1,330**	1,343	13	101%	0.4/Yes	Yes<15%	56	24	C
				4,630	**4,681**	**51**	**101%**	**0.7/Yes**	**Yes<400**			
				9,050	***9,124***	***74***	***101%***	***0.8/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed						Estimated LOS
> 90%	Congestion Level	Freeways					LOS A
= 90%		Posted Speed (mph)					LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

2nd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**5,450**	5,455	5	100%	0.1/Yes	Yes<400	54	25	C
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**4,760**	4,723	-37	99%	0.5/Yes	Yes<400	56	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,320**	4,239	-81	98%	1.2/Yes	Yes<400	56	19	C
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**5,360**	5,190	-170	97%	2.3/Yes	Yes<400	56	19	C
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**5,970**	5,859	-111	98%	1.4/Yes	Yes<400	56	21	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**4,750**	4,671	-79	98%	1.1/Yes	Yes<400	56	21	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,030**	6,679	-351	95%	4.2/Yes	Yes<400	59	23	C
				37,640	**36,815**	**-825**	**98%**	**4.3/Yes**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**6,380**	6,381	1	100%	0/Yes	Yes<400	65	16	B
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**4,700**	4,722	22	100%	0.3/Yes	Yes<400	66	18	B
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**5,750**	5,787	37	101%	0.5/Yes	Yes<400	62	23	C
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**4,950**	4,933	-17	100%	0.2/Yes	Yes<400	58	21	C
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**4,160**	4,183	23	101%	0.4/Yes	Yes<400	64	16	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**4,910**	4,938	28	101%	0.4/Yes	Yes<400	61	20	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**5,410**	5,466	56	101%	0.8/Yes	Yes<400	60	18	C
				36,260	**36,410**	**150**	**100%**	**0.8/Yes**	**Yes<400**			
				73,900	***73,224***	***-676***	***99%***	***2.5/Yes***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,250**	1,245	-5	100%	0.1/Yes	Yes<15%	62	10	A
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**1,690**	1,732	42	102%	1/Yes	Yes<15%	61	14	B
3	EL NB Egress Point to North of IDR	2	2	**1,080**	1,065	-15	99%	0.5/Yes	Yes<15%	63	8	A
				4,020	**4,041**	**21**	**101%**	**0.3/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,370**	1,365	-5	100%	0.1/Yes	Yes<15%	63	11	A
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**2,170**	2,224	54	102%	1.1/Yes	Yes<15%	60	19	C
3	EL SB Ingress Point to North of GGI	2	2	**1,670**	1,699	29	102%	0.7/Yes	Yes<15%	61	14	B
				5,210	**5,287**	**77**	**101%**	**1.1/Yes**	**Yes<400**			
				9,230	***9,329***	***99***	***101%***	***1/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
							LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

2nd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**5,310**	5,305	-5	100%	0.1/Yes	Yes<400	54	25	C
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**4,710**	4,660	-50	99%	0.7/Yes	Yes<400	56	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,430**	4,348	-82	98%	1.2/Yes	Yes<400	56	19	C
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**5,700**	5,355	-345	94%	4.6/Yes	Yes<400	56	19	C
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**6,550**	6,237	-313	95%	3.9/Yes	Yes<400	56	22	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,370**	5,108	-262	95%	3.6/Yes	Yes<400	55	23	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,270**	6,952	-318	96%	3.8/Yes	Yes<400	59	24	C
				39,340	**37,965**	**-1,375**	**97%**	**7/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**6,430**	6,415	-15	100%	0.2/Yes	Yes<400	65	16	B
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**4,290**	4,286	-4	100%	0.1/Yes	Yes<400	66	16	B
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**5,410**	5,445	35	101%	0.5/Yes	Yes<400	61	22	C
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**4,770**	4,684	-86	98%	1.3/Yes	Yes<400	30	39	E
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**3,980**	3,922	-58	99%	0.9/Yes	Yes<400	63	16	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**4,940**	4,756	-184	96%	2.6/Yes	Yes<400	60	20	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**5,580**	5,439	-141	97%	1.9/Yes	Yes<400	60	18	C
				35,400	**34,946**	**-454**	**99%**	**2.4/Yes**	**No**			
				74,740	***72,911***	***-1,829***	***98%***	***6.7/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,570**	1,569	-1	100%	0/Yes	Yes<15%	61	13	B
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**1,850**	1,879	29	102%	0.7/Yes	Yes<15%	60	16	B
3	EL NB Egress Point to North of IDR	2	2	**1,000**	999	-1	100%	0/Yes	Yes<15%	63	8	A
				4,420	**4,447**	**27**	**101%**	**0.4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,330**	1,317	-13	99%	0.4/Yes	Yes<15%	63	11	A
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**1,970**	2,015	45	102%	1/Yes	Yes<15%	60	17	B
3	EL SB Ingress Point to North of GGI	2	2	**1,330**	1,337	7	101%	0.2/Yes	Yes<15%	61	11	A
				4,630	**4,669**	**39**	**101%**	**0.6/Yes**	**Yes<400**			
				9,050	***9,116***	***66***	***101%***	***0.7/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways				LOS A
= 90%		Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

2nd Peak Hour

2.29 PCE
0.03 P_T
0.96 $f_{(hv)}$

Build Alternative 2 - Design Year 2030 - AM

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,450**	5,448	-2	100%	0/Yes	Yes<400	43	32	D
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**4,760**	4,599	-161	97%	2.4/Yes	Yes<400	54	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,320**	4,157	-163	96%	2.5/Yes	Yes<400	56	19	C
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**5,360**	5,178	-182	97%	2.5/Yes	Yes<400	55	23	C
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**4,270**	4,125	-145	97%	2.2/Yes	Yes<400	55	25	C
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**4,750**	4,665	-85	98%	1.2/Yes	Yes<400	56	21	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**6,650**	6,520	-130	98%	1.6/Yes	Yes<400	56	19	C
				35,560	**34,693**	**-867**	**98%**	**4.6/Yes**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**4,820**	5,014	194	104%	2.8/Yes	Yes<400	51	20	C
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**6,330**	6,380	50	101%	0.6/Yes	Yes<400	51	21	C
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**4,660**	4,721	61	101%	0.9/Yes	Yes<400	51	18	C
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,000**	3,975	-25	99%	0.4/Yes	Yes<400	45	22	C
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**4,950**	4,625	-325	93%	4.7/Yes	Yes<400	11	87	F
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,170**	3,485	-685	84%	11.1/No	No	52	17	B
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**4,670**	4,023	-647	86%	9.8/No	No	53	19	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**5,420**	4,824	-596	89%	8.3/No	No	52	23	C
				39,020	**37,048**	**-1,972**	**95%**	**10.1/No**	**No**			
				74,580	***71,741***	***-2,839***	***96%***	***10.5/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,250**	1,245	-5	100%	0.1/Yes	Yes<15%	61	10	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**640**	580	-60	91%	2.4/Yes	Yes<100	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,080**	1,029	-51	95%	1.6/Yes	Yes<15%	61	8	A
				2,970	**2,854**	**-116**	**96%**	**2.2/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,370**	1,368	-2	100%	0/Yes	Yes<15%	61	11	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,170**	2,214	44	102%	0.9/Yes	Yes<15%	61	12	B
3	EL SB Ingress Point to North of GGI	2	2	**1,670**	1,693	23	101%	0.6/Yes	Yes<15%	61	14	B
				5,210	**5,275**	**65**	**101%**	**0.9/Yes**	**Yes<400**			
				8,180	***8,129***	***-51***	***99%***	***0.6/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed						Estimated LOS
> 90%	Congestion Level	Freeways					LOS A
= 90%		Posted Speed (mph)					LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

2nd Peak Hour

2.29 PCE
0.03 P_T
0.96 $f_{(hv)}$

Build Alternative 2 - Design Year 2030 - PM

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,310**	5,308	-2	100%	0/Yes	Yes<400	54	25	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**4,710**	4,660	-50	99%	0.7/Yes	Yes<400	55	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,430**	4,351	-79	98%	1.2/Yes	Yes<400	56	19	C
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**5,700**	5,584	-116	98%	1.5/Yes	Yes<400	55	25	C
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**4,700**	4,631	-69	99%	1/Yes	Yes<400	55	28	D
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**5,370**	5,355	-15	100%	0.2/Yes	Yes<400	56	24	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,050**	6,974	-76	99%	0.9/Yes	Yes<400	56	21	C
				37,270	**36,863**	**-407**	**99%**	**2.1/Yes**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**5,340**	4,988	-352	93%	4.9/Yes	Yes<400	49	20	C
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**6,380**	6,407	27	100%	0.3/Yes	Yes<400	50	21	C
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**4,240**	4,279	39	101%	0.6/Yes	Yes<400	52	16	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**3,710**	3,717	7	100%	0.1/Yes	Yes<400	52	18	B
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**4,760**	4,736	-24	100%	0.3/Yes	Yes<400	20	47	F
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**3,980**	3,738	-242	94%	3.9/Yes	Yes<400	52	18	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**4,620**	4,413	-207	96%	3.1/Yes	Yes<400	53	21	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**5,580**	5,392	-188	97%	2.5/Yes	Yes<400	50	27	D
				38,610	**37,671**	**-939**	**98%**	**4.8/Yes**	**No**			
				75,880	***74,534***	***-1,346***	***98%***	***4.9/Yes***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,570**	1,568	-2	100%	0.1/Yes	Yes<15%	61	13	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**720**	687	-33	95%	1.2/Yes	Yes<15%	62	6	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,000**	1,006	6	101%	0.2/Yes	Yes<15%	62	8	A
				3,290	**3,261**	**-29**	**99%**	**0.5/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,330**	1,323	-7	99%	0.2/Yes	Yes<15%	61	11	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**1,970**	2,004	34	102%	0.8/Yes	Yes<15%	61	11	A
3	EL SB Ingress Point to North of GGI	2	2	**1,330**	1,337	7	100%	0.2/Yes	Yes<15%	61	11	A
				4,630	**4,664**	**34**	**101%**	**0.5/Yes**	**Yes<400**			
				7,920	***7,924***	***4***	***100%***	***0.1/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

2nd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,450**	5,459	9	100%	0.1/Yes	Yes<400	55	25	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**4,760**	4,718	-42	99%	0.6/Yes	Yes<400	56	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,320**	4,235	-85	98%	1.3/Yes	Yes<400	56	19	C
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**5,360**	5,238	-122	98%	1.7/Yes	Yes<400	55	19	C
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**5,185**	5,088	-97	98%	1.3/Yes	Yes<400	55	23	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,095**	4,019	-76	98%	1.2/Yes	Yes<400	56	18	B
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**4,575**	4,558	-17	100%	0.3/Yes	Yes<400	56	21	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**6,475**	6,399	-76	99%	0.9/Yes	Yes<400	56	19	C
				40,220	**39,714**	**-506**	**99%**	**2.5/Yes**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**4,835**	5,006	171	104%	2.4/Yes	Yes<400	51	20	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**3,650**	3,844	194	105%	3.2/Yes	Yes<400	51	19	C
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**4,520**	4,725	205	105%	3/Yes	Yes<400	52	18	C
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**3,860**	4,004	144	104%	2.3/Yes	Yes<400	52	19	C
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**4,950**	4,986	36	101%	0.5/Yes	Yes<400	53	19	C
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,170**	4,228	58	101%	0.9/Yes	Yes<400	53	20	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**4,670**	4,744	74	102%	1.1/Yes	Yes<400	52	23	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**5,420**	5,535	115	102%	1.5/Yes	Yes<400	51	27	D
				36,075	**37,071**	**996**	**103%**	**5.2/No**	**No**			
				76,295	***76,786***	***491***	***101%***	***1.8/Yes***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,250**	1,245	-5	100%	0.1/Yes	Yes<15%	61	10	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**640**	580	-60	91%	2.4/Yes	Yes<100	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,080**	1,070	-10	99%	0.3/Yes	Yes<15%	62	9	A
				2,970	**2,895**	**-75**	**97%**	**1.4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,370**	1,368	-2	100%	0/Yes	Yes<15%	61	11	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,170**	2,222	52	102%	1.1/Yes	Yes<15%	60	12	B
3	EL SB Ingress Point to North of GGI	2	2	**1,670**	1,702	32	102%	0.8/Yes	Yes<15%	61	14	B
				5,210	**5,292**	**82**	**102%**	**1.1/Yes**	**Yes<400**			
				8,180	***8,187***	***7***	***100%***	***0.1/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

2nd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,310**	5,308	-2	100%	0/Yes	Yes<400	55	24	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**4,710**	4,660	-50	99%	0.7/Yes	Yes<400	56	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,430**	4,349	-81	98%	1.2/Yes	Yes<400	56	19	C
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**5,700**	5,573	-127	98%	1.7/Yes	Yes<400	55	20	C
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**5,550**	5,436	-114	98%	1.5/Yes	Yes<400	55	25	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,550**	4,429	-121	97%	1.8/Yes	Yes<400	56	20	C
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**5,220**	5,153	-67	99%	0.9/Yes	Yes<400	55	23	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**6,890**	6,769	-121	98%	1.5/Yes	Yes<400	56	20	C
				42,360	**41,676**	**-684**	**98%**	**3.3/Yes**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**4,845**	4,979	134	103%	1.9/Yes	Yes<400	50	20	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**3,365**	3,527	162	105%	2.8/Yes	Yes<400	51	17	B
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**4,130**	4,278	148	104%	2.3/Yes	Yes<400	52	16	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**3,600**	3,717	117	103%	1.9/Yes	Yes<400	52	18	B
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**4,760**	4,759	-1	100%	0/Yes	Yes<400	53	18	C
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**3,980**	3,982	2	100%	0/Yes	Yes<400	52	19	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**4,620**	4,645	25	101%	0.4/Yes	Yes<400	52	22	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**5,580**	5,612	32	101%	0.4/Yes	Yes<400	50	28	D
				34,880	**35,499**	**619**	**102%**	**3.3/Yes**	**No**			
				77,240	***77,175***	***-65***	***100%***	***0.2/Yes***	***Yes<400***			

I-95 Express Lanes

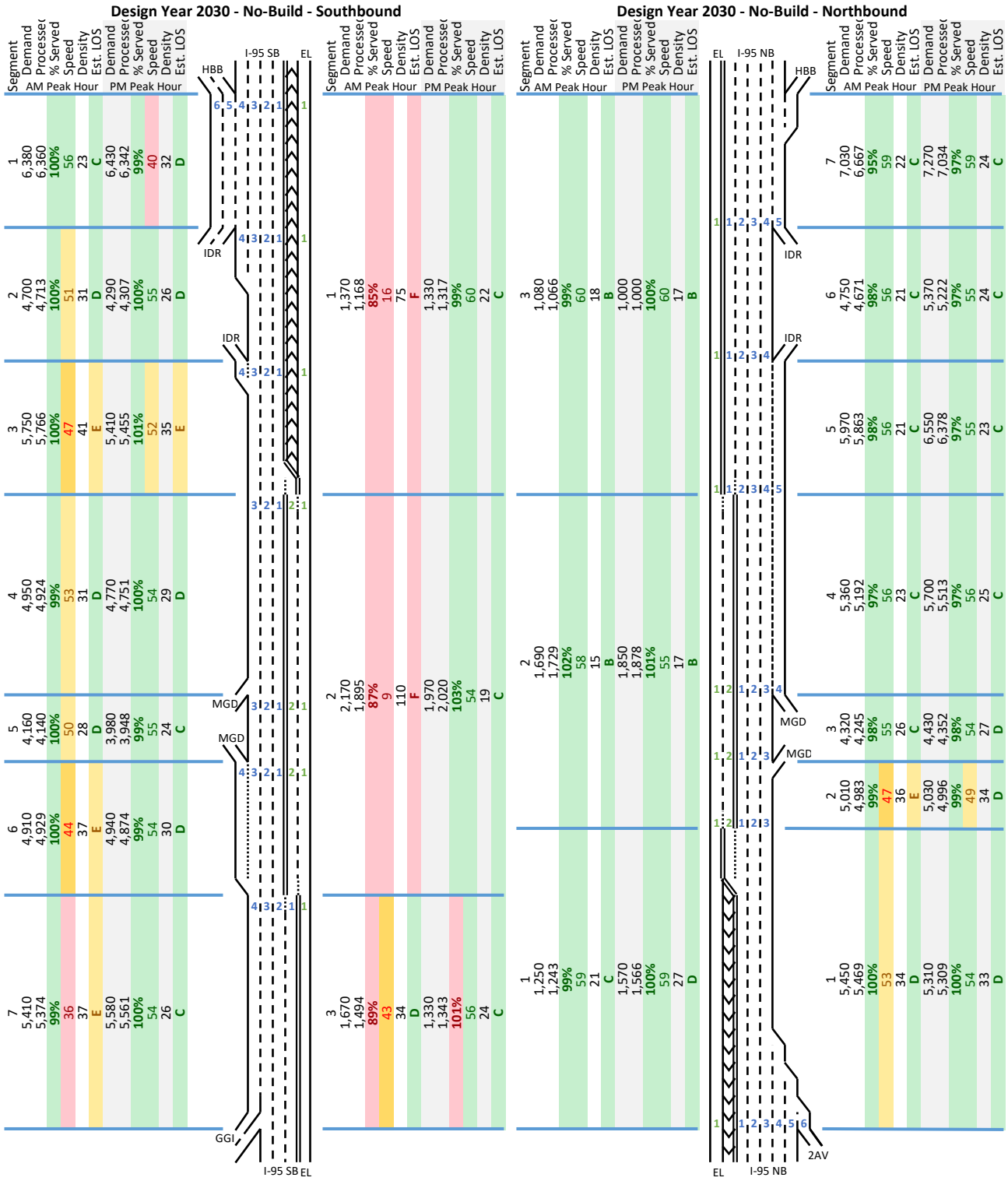
Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,570**	1,567	-3	100%	0.1/Yes	Yes<15%	61	13	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**720**	687	-33	95%	1.2/Yes	Yes<15%	62	6	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,000**	1,007	7	101%	0.2/Yes	Yes<15%	62	8	A
				3,290	**3,261**	**-29**	**99%**	**0.5/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,330**	1,323	-7	99%	0.2/Yes	Yes<15%	61	11	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**1,970**	2,005	35	102%	0.8/Yes	Yes<15%	60	11	B
3	EL SB Ingress Point to North of GGI	2	2	**1,330**	1,336	6	100%	0.2/Yes	Yes<15%	61	11	A
				4,630	**4,664**	**34**	**101%**	**0.5/Yes**	**Yes<400**			
				7,920	***7,925***	***5***	***100%***	***0.1/Yes***	***Yes<400***			

Legend

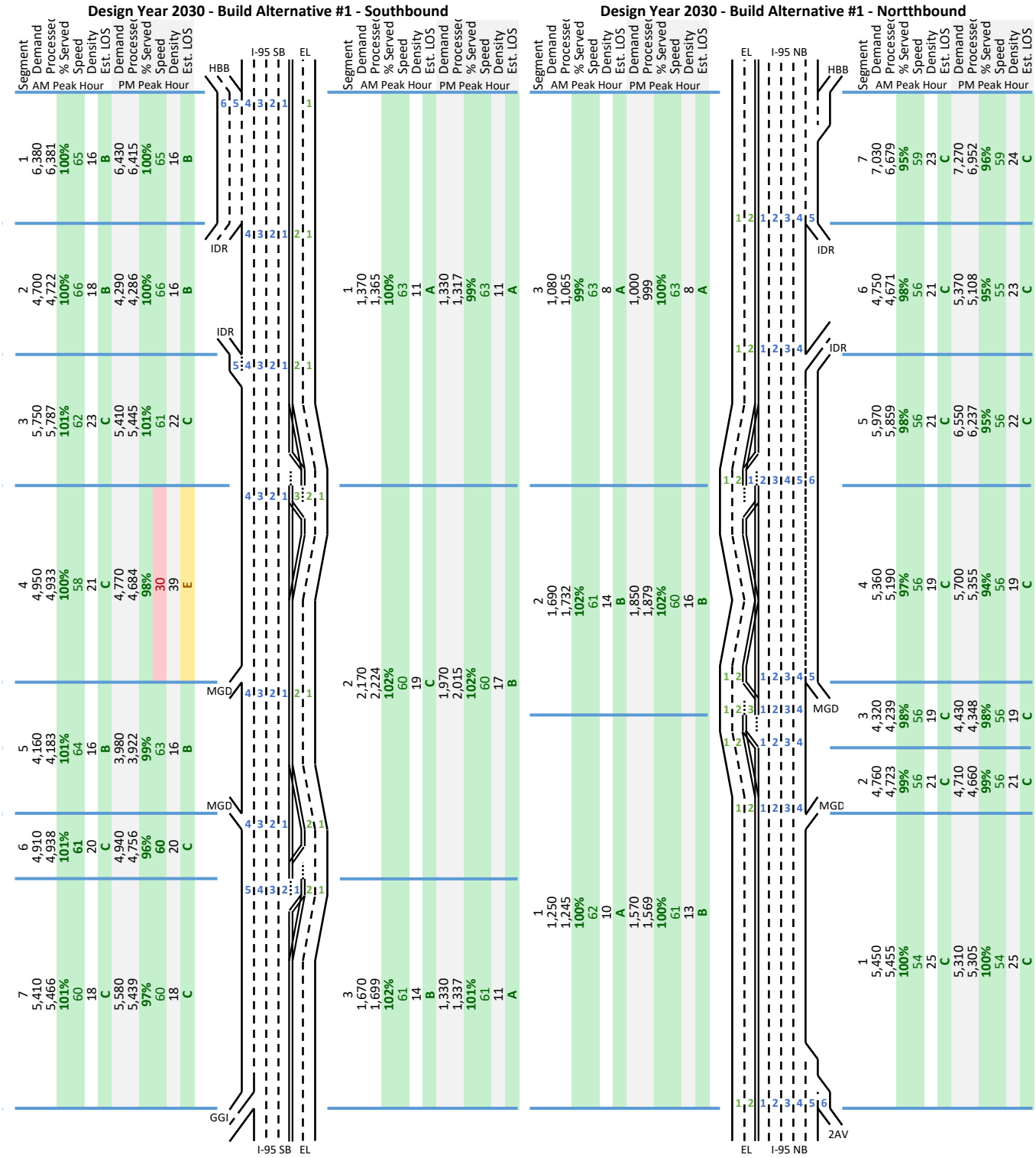
Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

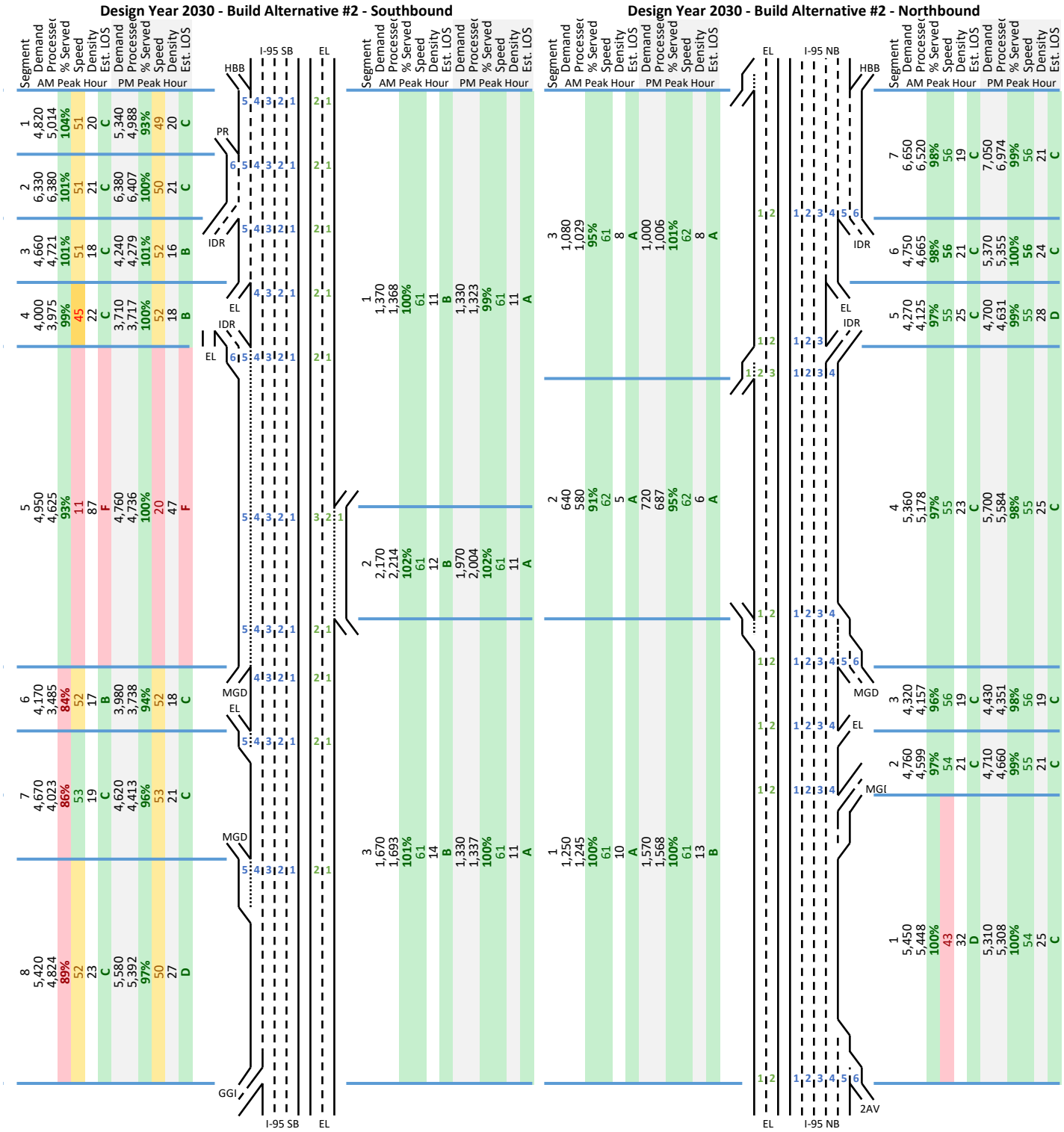
No-Build Alternative - Opening Year 2030



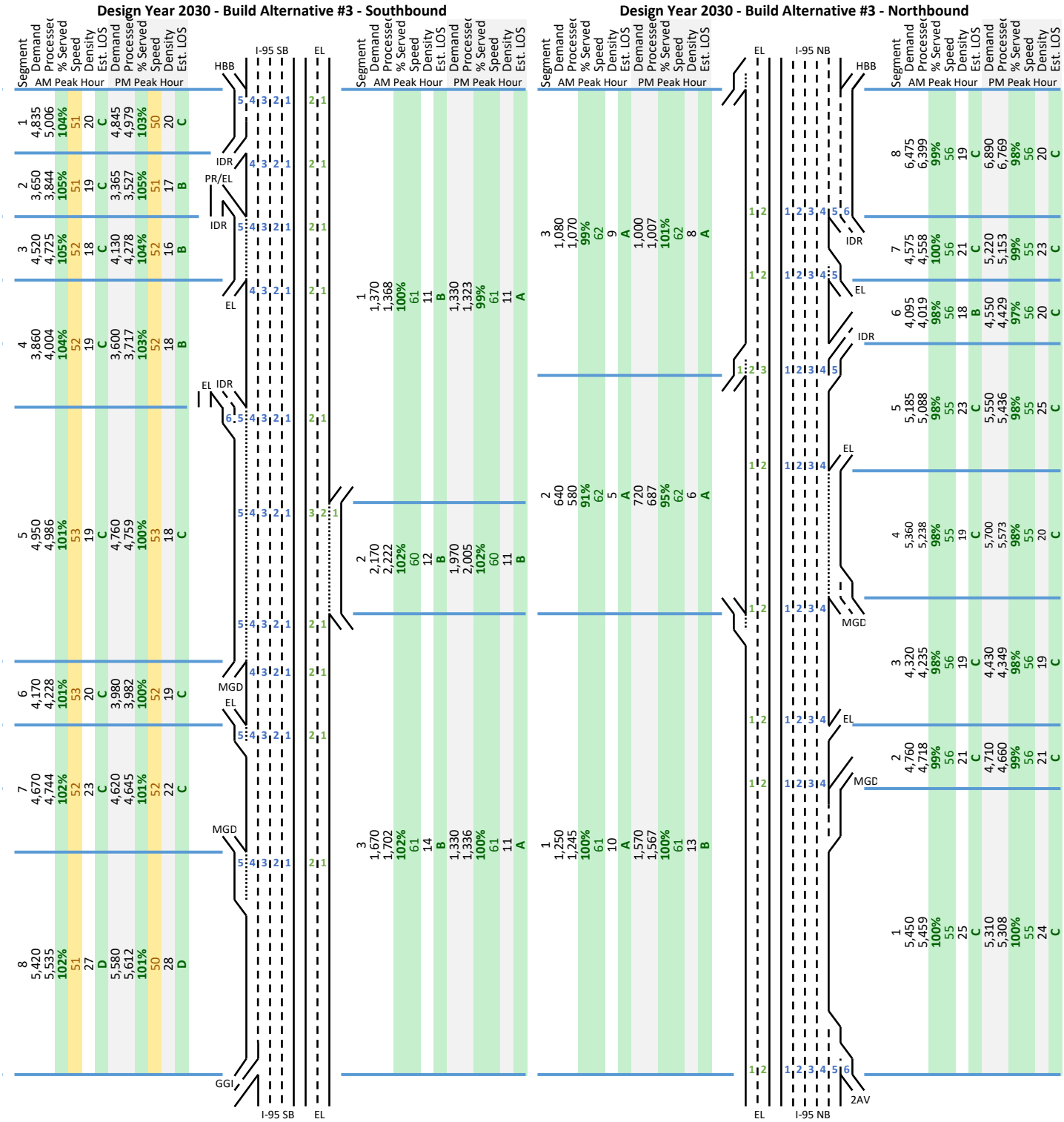
Build Alternative #1 - Opening Year 2030



Build Alternative #2 - Opening Year 2030



Build Alternative #3 - Opening Year 2030



3rd Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**5,450**	5,070	-380	93%	5.2/No	Yes<400	54	31	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,010**	4,608	-402	92%	5.8/No	No	50	31	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,320**	3,931	-389	91%	6/No	Yes<400	55	24	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,360**	4,873	-487	91%	6.8/No	No	56	22	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**5,970**	5,491	-479	92%	6.3/No	No	56	20	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**4,750**	4,379	-371	92%	5.5/No	Yes<400	56	20	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,030**	6,357	-673	90%	8.2/No	No	59	21	C
				37,890	**34,709**	**-3,181**	**92%**	**16.7/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**6,380**	5,894	-486	92%	6.2/No	No	57	21	C
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**4,700**	4,391	-309	93%	4.6/Yes	Yes<400	54	27	D
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**5,750**	5,391	-359	94%	4.8/Yes	Yes<400	52	34	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,950**	4,585	-365	93%	5.3/No	Yes<400	54	29	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**4,160**	3,866	-294	93%	4.6/Yes	Yes<400	55	24	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**4,910**	4,607	-303	94%	4.4/Yes	Yes<400	55	28	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,410**	5,064	-346	94%	4.8/Yes	Yes<400	54	23	C
				36,260	**33,799**	**-2,461**	**93%**	**13.1/No**	**No**			
				74,150	***68,509***	***-5,641***	***92%***	***21.1/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,250**	1,155	-95	92%	2.7/Yes	Yes<15%	60	19	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,690**	1,612	-78	95%	1.9/Yes	Yes<15%	59	14	B
3	EL NB Egress Point to North of IDR	1	1	**1,080**	1,000	-80	93%	2.5/Yes	Yes<15%	60	17	B
				4,020	**3,767**	**-253**	**94%**	**4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,370**	1,177	-193	86%	5.4/No	Yes<15%	9	125	F
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,170**	1,987	-183	92%	4/Yes	Yes<15%	10	104	F
3	EL SB Ingress Point to North of GGI	1	1	**1,670**	1,533	-137	92%	3.4/Yes	Yes<15%	58	26	D
				5,210	**4,697**	**-513**	**90%**	**7.3/No**	**No**			
				9,230	***8,465***	***-765***	***92%***	***8.1/No***	***No***			

Legend

Volume % Served	Simulated Speed						Estimated LOS
> 90%	Congestion Level	Freeways					LOS A
= 90%		Posted Speed (mph)					LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

3rd Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**5,310**	5,124	-186	96%	2.6/Yes	Yes<400	55	31	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,030**	4,819	-211	96%	3/Yes	Yes<400	50	32	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,430**	4,208	-222	95%	3.4/Yes	Yes<400	55	26	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,700**	5,346	-354	94%	4.8/Yes	Yes<400	56	24	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**6,550**	6,209	-341	95%	4.3/Yes	Yes<400	55	22	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,370**	5,107	-263	95%	3.6/Yes	Yes<400	55	23	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,270**	6,883	-387	95%	4.6/Yes	Yes<400	59	23	C
				39,660	**37,696**	**-1,964**	**95%**	**10/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**6,430**	5,886	-544	92%	6.9/No	No	20	58	F
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**4,290**	3,982	-308	93%	4.8/Yes	Yes<400	56	24	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**5,410**	5,087	-323	94%	4.5/Yes	Yes<400	53	32	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,770**	4,445	-325	93%	4.8/Yes	Yes<400	54	27	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**3,980**	3,700	-280	93%	4.5/Yes	Yes<400	55	23	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**4,940**	4,649	-291	94%	4.2/Yes	Yes<400	54	29	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,580**	5,303	-277	95%	3.8/Yes	Yes<400	54	24	C
				35,400	**33,051**	**-2,349**	**93%**	**12.7/No**	**No**			
				75,060	***70,747***	***-4,313***	***94%***	***16/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,570**	1,513	-57	96%	1.5/Yes	Yes<15%	59	26	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,850**	1,822	-28	99%	0.6/Yes	Yes<15%	56	16	B
3	EL NB Egress Point to North of IDR	1	1	**1,000**	986	-14	99%	0.4/Yes	Yes<15%	60	16	B
				4,420	**4,321**	**-99**	**98%**	**1.5/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,330**	1,284	-46	97%	1.3/Yes	Yes<15%	60	21	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**1,970**	1,936	-34	98%	0.8/Yes	Yes<15%	55	18	B
3	EL SB Ingress Point to North of GGI	1	1	**1,330**	1,285	-45	97%	1.2/Yes	Yes<15%	59	22	C
				4,630	**4,505**	**-125**	**97%**	**1.8/Yes**	**Yes<400**			
				9,050	***8,826***	***-224***	***98%***	***2.4/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed						Estimated LOS
> 90%	Congestion Level	Freeways					LOS A
= 90%		Posted Speed (mph)					LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

3rd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**5,450**	5,070	-380	93%	5.2/No	Yes<400	54	23	C
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**4,760**	4,390	-370	92%	5.5/No	Yes<400	56	20	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,320**	3,932	-388	91%	6/No	Yes<400	56	18	B
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**5,360**	4,864	-496	91%	6.9/No	No	56	17	B
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**5,970**	5,486	-484	92%	6.4/No	No	56	20	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**4,750**	4,372	-378	92%	5.6/No	Yes<400	56	20	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,030**	6,376	-654	91%	8/No	No	59	21	C
				37,640	**34,490**	**-3,150**	**92%**	**16.6/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**6,380**	5,936	-444	93%	5.7/No	No	65	15	B
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**4,700**	4,397	-303	94%	4.5/Yes	Yes<400	66	17	B
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**5,750**	5,384	-366	94%	4.9/Yes	Yes<400	63	21	C
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**4,950**	4,587	-363	93%	5.2/No	Yes<400	58	20	C
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**4,160**	3,883	-277	93%	4.4/Yes	Yes<400	64	15	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**4,910**	4,588	-322	93%	4.7/Yes	Yes<400	61	19	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**5,410**	5,085	-325	94%	4.5/Yes	Yes<400	61	17	B
				36,260	**33,861**	**-2,399**	**93%**	**12.8/No**	**No**			
				73,900	***68,351***	***-5,549***	***92%***	***20.8/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,250**	1,158	-92	93%	2.7/Yes	Yes<15%	62	9	A
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**1,690**	1,612	-78	95%	1.9/Yes	Yes<15%	61	13	B
3	EL NB Egress Point to North of IDR	2	2	**1,080**	999	-81	93%	2.5/Yes	Yes<15%	63	8	A
				4,020	**3,769**	**-251**	**94%**	**4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,370**	1,279	-91	93%	2.5/Yes	Yes<15%	63	10	A
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**2,170**	2,074	-96	96%	2.1/Yes	Yes<15%	60	17	B
3	EL SB Ingress Point to North of GGI	2	2	**1,670**	1,584	-86	95%	2.1/Yes	Yes<15%	61	13	B
				5,210	**4,936**	**-274**	**95%**	**3.8/Yes**	**Yes<400**			
				9,230	***8,705***	***-525***	***94%***	***5.5/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

3rd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**5,310**	5,120	-190	96%	2.6/Yes	Yes<400	50	26	C
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**4,710**	4,499	-211	96%	3.1/Yes	Yes<400	56	20	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,430**	4,196	-234	95%	3.6/Yes	Yes<400	56	19	C
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**5,700**	5,211	-489	91%	6.6/No	No	56	19	C
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**6,550**	6,053	-497	92%	6.3/No	No	54	22	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,370**	4,969	-401	93%	5.6/No	No	55	22	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,270**	6,790	-480	93%	5.7/No	No	59	23	C
				39,340	**36,837**	**-2,503**	**94%**	**12.8/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**6,430**	6,193	-237	96%	3/Yes	Yes<400	65	16	B
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**4,290**	4,139	-151	96%	2.3/Yes	Yes<400	58	18	B
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**5,410**	5,004	-406	93%	5.6/No	No	31	40	E
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**4,770**	4,099	-671	86%	10.1/No	No	10	105	F
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**3,980**	3,453	-527	87%	8.6/No	No	63	14	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**4,940**	4,295	-645	87%	9.5/No	No	61	18	B
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**5,580**	4,954	-626	89%	8.6/No	No	60	17	B
				35,400	**32,138**	**-3,262**	**91%**	**17.8/No**	**No**			
				74,740	***68,975***	***-5,765***	***92%***	***21.5/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,570**	1,515	-55	96%	1.4/Yes	Yes<15%	61	12	B
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**1,850**	1,823	-27	99%	0.6/Yes	Yes<15%	60	15	B
3	EL NB Egress Point to North of IDR	2	2	**1,000**	984	-16	98%	0.5/Yes	Yes<15%	63	8	A
				4,420	**4,323**	**-97**	**98%**	**1.5/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,330**	1,284	-46	97%	1.3/Yes	Yes<15%	63	10	A
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**1,970**	1,929	-41	98%	0.9/Yes	Yes<15%	60	16	B
3	EL SB Ingress Point to North of GGI	2	2	**1,330**	1,278	-52	96%	1.5/Yes	Yes<15%	61	10	A
				4,630	**4,491**	**-139**	**97%**	**2.1/Yes**	**Yes<400**			
				9,050	***8,813***	***-237***	***97%***	***2.5/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

3rd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 2 - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,450**	4,969	-481	91%	6.7/No	No	28	45	E
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**4,760**	4,151	-609	87%	9.1/No	No	54	19	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,320**	3,729	-591	86%	9.3/No	No	56	17	B
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**5,360**	4,686	-674	87%	9.5/No	No	56	21	C
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**4,270**	3,748	-522	88%	8.3/No	No	55	23	C
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**4,750**	4,243	-507	89%	7.6/No	No	56	19	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**6,650**	5,587	-1,063	84%	13.6/No	No	56	17	B
				35,560	**31,113**	**-4,447**	**87%**	**24.4/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**4,680**	3,890	-790	83%	12.1/No	No	24	32	D
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**6,190**	4,470	-1,720	72%	23.6/No	No	19	40	E
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**4,520**	3,236	-1,284	72%	20.6/No	No	9	72	F
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**3,860**	2,669	-1,191	69%	20.8/No	No	5	138	F
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**4,950**	2,685	-2,265	54%	36.7/No	No	3	183	F
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,170**	2,190	-1,980	53%	35.1/No	No	53	10	A
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**4,670**	2,683	-1,987	57%	32.8/No	No	55	12	B
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**5,420**	3,411	-2,009	63%	30.2/No	No	55	16	B
				38,460	**25,234**	**-13,226**	**66%**	**74.1/No**	**No**			
				74,020	***56,347***	***-17,673***	***76%***	***69.2/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,250**	1,157	-93	93%	2.7/Yes	Yes<15%	61	9	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**640**	542	-98	85%	4/Yes	Yes<100	62	4	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,080**	979	-101	91%	3.1/Yes	Yes<15%	62	8	A
				2,970	**2,678**	**-292**	**90%**	**5.5/No**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,370**	1,275	-95	93%	2.6/Yes	Yes<15%	61	10	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,170**	1,691	-479	78%	10.9/No	No	61	9	A
3	EL SB Ingress Point to North of GGI	2	2	**1,670**	1,211	-459	72%	12.1/No	No	61	10	A
				5,210	**4,177**	**-1,033**	**80%**	**15.1/No**	**No**			
				8,180	***6,855***	***-1,325***	***84%***	***15.3/No***	***No***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

3rd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 2 - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	5,125	-725	88%	9.8/No	No	52	24	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	4,496	-654	87%	9.4/No	No	55	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,208	-602	87%	9/No	No	56	19	C
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**6,200**	5,411	-789	87%	10.4/No	No	55	25	C
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**5,080**	4,503	-577	89%	8.3/No	No	55	27	D
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**5,920**	5,211	-709	88%	9.5/No	No	56	23	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,750**	6,689	-1,061	86%	12.5/No	No	56	20	C
				40,760	**35,642**	**-5,118**	**87%**	**26.2/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**5,510**	4,813	-697	87%	9.7/No	No	48	20	C
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**7,080**	6,152	-928	87%	11.4/No	No	47	22	C
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**4,730**	4,057	-673	86%	10.2/No	No	45	18	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	3,421	-659	84%	10.8/No	No	31	28	D
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	3,738	-1,502	71%	22.4/No	No	6	127	F
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	2,802	-1,578	64%	26.3/No	No	52	13	B
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	3,464	-1,656	68%	25.3/No	No	54	16	B
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	4,422	-1,798	71%	24.7/No	No	53	21	C
				42,360	**32,869**	**-9,491**	**78%**	**48.9/No**	**No**			
				83,120	***68,511***	***-14,609***	***82%***	***53.1/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,518	-312	83%	7.6/No	No	61	12	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	681	-129	84%	4.7/Yes	No	62	6	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	980	-170	85%	5.2/No	Yes<15%	62	8	A
				3,790	**3,179**	**-611**	**84%**	**10.4/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,284	-176	88%	4.8/Yes	Yes<15%	61	10	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	1,897	-343	85%	7.5/No	No	61	10	A
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,252	-248	83%	6.7/No	No	61	10	A
				5,200	**4,432**	**-768**	**85%**	**11.1/No**	**No**			
				8,990	***7,611***	***-1,379***	***85%***	***15.1/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

3rd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,450**	5,071	-379	93%	5.2/No	Yes<400	56	23	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**4,760**	4,368	-392	92%	5.8/No	Yes<400	56	20	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,320**	3,931	-389	91%	6.1/No	Yes<400	56	18	B
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**5,360**	4,863	-497	91%	6.9/No	No	56	17	B
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**5,185**	4,718	-467	91%	6.6/No	No	56	21	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,095**	3,739	-356	91%	5.7/No	Yes<400	56	17	B
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**4,575**	4,228	-347	92%	5.2/No	Yes<400	56	19	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**6,655**	5,986	-669	90%	8.4/No	No	56	18	B
				40,400	**36,905**	**-3,495**	**91%**	**17.8/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**4,850**	4,664	-186	96%	2.7/Yes	Yes<400	51	18	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**3,555**	3,579	24	101%	0.4/Yes	Yes<400	51	18	B
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**4,520**	4,389	-131	97%	2/Yes	Yes<400	52	17	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**3,860**	3,708	-152	96%	2.5/Yes	Yes<400	53	18	B
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**4,950**	4,610	-340	93%	4.9/Yes	Yes<400	53	17	B
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,170**	3,885	-285	93%	4.5/Yes	Yes<400	53	18	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**4,670**	4,381	-289	94%	4.3/Yes	Yes<400	53	21	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**5,420**	5,119	-301	94%	4.1/Yes	Yes<400	52	25	C
				35,995	**34,336**	**-1,659**	**95%**	**8.8/No**	**No**			
				76,395	***71,241***	***-5,154***	***93%***	***19/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,250**	1,157	-93	93%	2.7/Yes	Yes<15%	62	9	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**640**	541	-99	85%	4.1/Yes	Yes<100	62	4	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,080**	989	-91	92%	2.8/Yes	Yes<15%	62	8	A
				2,970	**2,687**	**-283**	**90%**	**5.3/No**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,370**	1,275	-95	93%	2.6/Yes	Yes<15%	61	10	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,170**	2,086	-84	96%	1.8/Yes	Yes<15%	60	12	B
3	EL SB Ingress Point to North of GGI	2	2	**1,670**	1,596	-74	96%	1.8/Yes	Yes<15%	61	13	B
				5,210	**4,957**	**-253**	**95%**	**3.5/Yes**	**Yes<400**			
				8,180	***7,644***	***-536***	***93%***	***6/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

3rd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	5,122	-728	88%	9.8/No	No	56	23	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	4,495	-655	87%	9.4/No	No	56	20	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,205	-605	87%	9/No	No	56	19	C
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**6,200**	5,395	-805	87%	10.6/No	No	56	19	C
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**6,040**	5,273	-767	87%	10.2/No	No	55	24	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,920**	4,302	-618	87%	9.1/No	No	56	19	C
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**5,760**	5,010	-750	87%	10.2/No	No	55	23	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,590**	6,605	-985	87%	11.7/No	No	56	20	C
				46,320	**40,408**	**-5,912**	**87%**	**28.4/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**5,510**	4,809	-701	87%	9.8/No	No	50	19	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**3,890**	3,399	-491	87%	8.1/No	No	51	17	B
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**4,730**	4,134	-596	87%	9/No	No	52	16	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	3,583	-497	88%	8/No	No	52	17	B
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	4,598	-642	88%	9.2/No	No	53	17	B
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	3,853	-527	88%	8.2/No	No	53	18	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	4,509	-611	88%	8.8/No	No	52	22	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	5,467	-753	88%	9.9/No	No	50	27	D
				39,170	**34,352**	**-4,818**	**88%**	**25.1/No**	**No**			
				85,490	***74,760***	***-10,730***	***87%***	***37.9/No***	***No***			

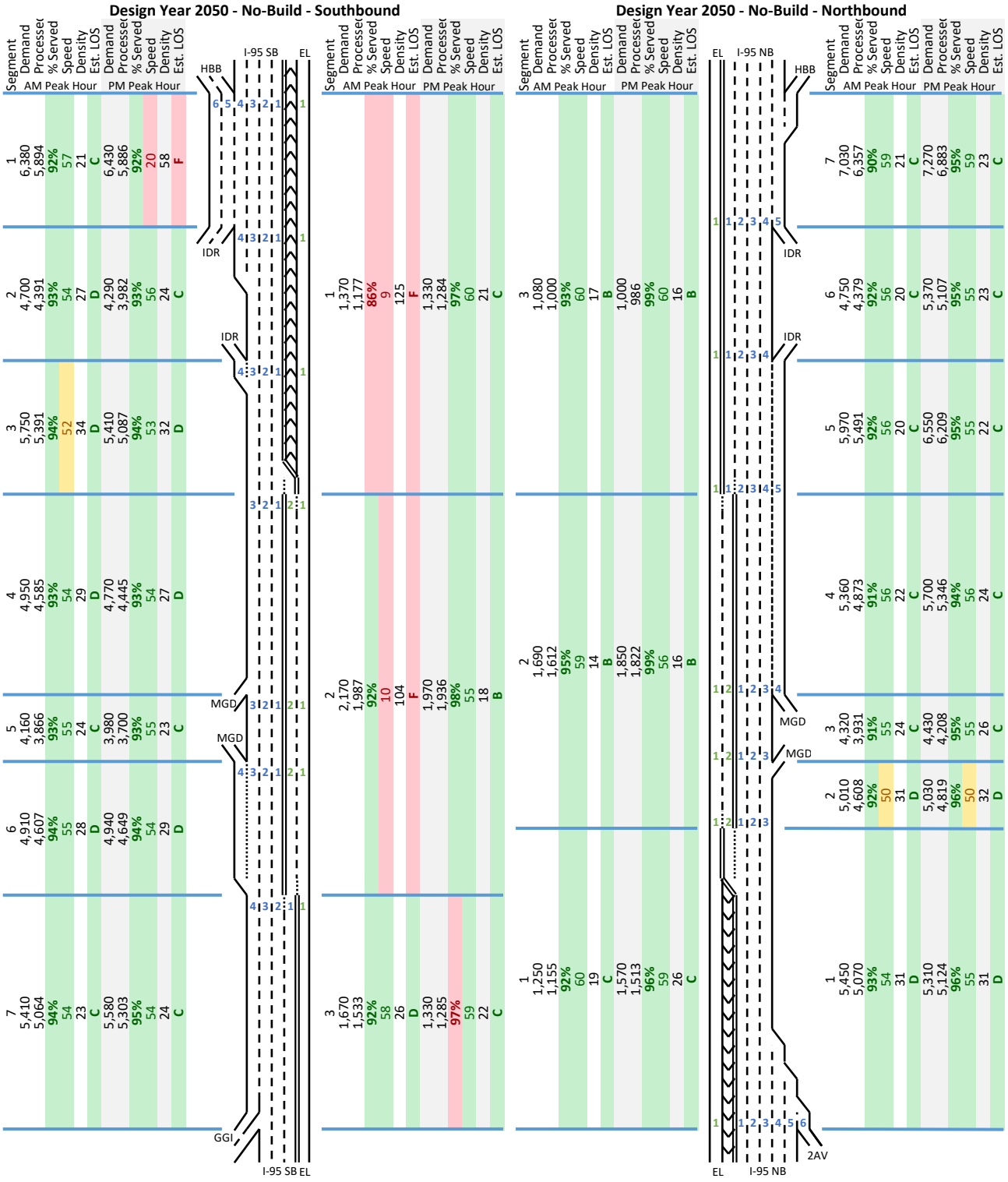
I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,517	-313	83%	7.6/No	No	61	12	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	681	-129	84%	4.7/Yes	No	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	979	-171	85%	5.2/No	Yes<15%	62	8	A
				3,790	**3,177**	**-613**	**84%**	**10.4/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,284	-176	88%	4.8/Yes	Yes<15%	61	10	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	1,951	-289	87%	6.3/No	Yes<15%	60	11	A
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,308	-192	87%	5.1/No	Yes<15%	61	11	A
				5,200	**4,542**	**-658**	**87%**	**9.4/No**	**No**			
				8,990	***7,719***	***-1,271***	***86%***	***13.9/No***	***No***			

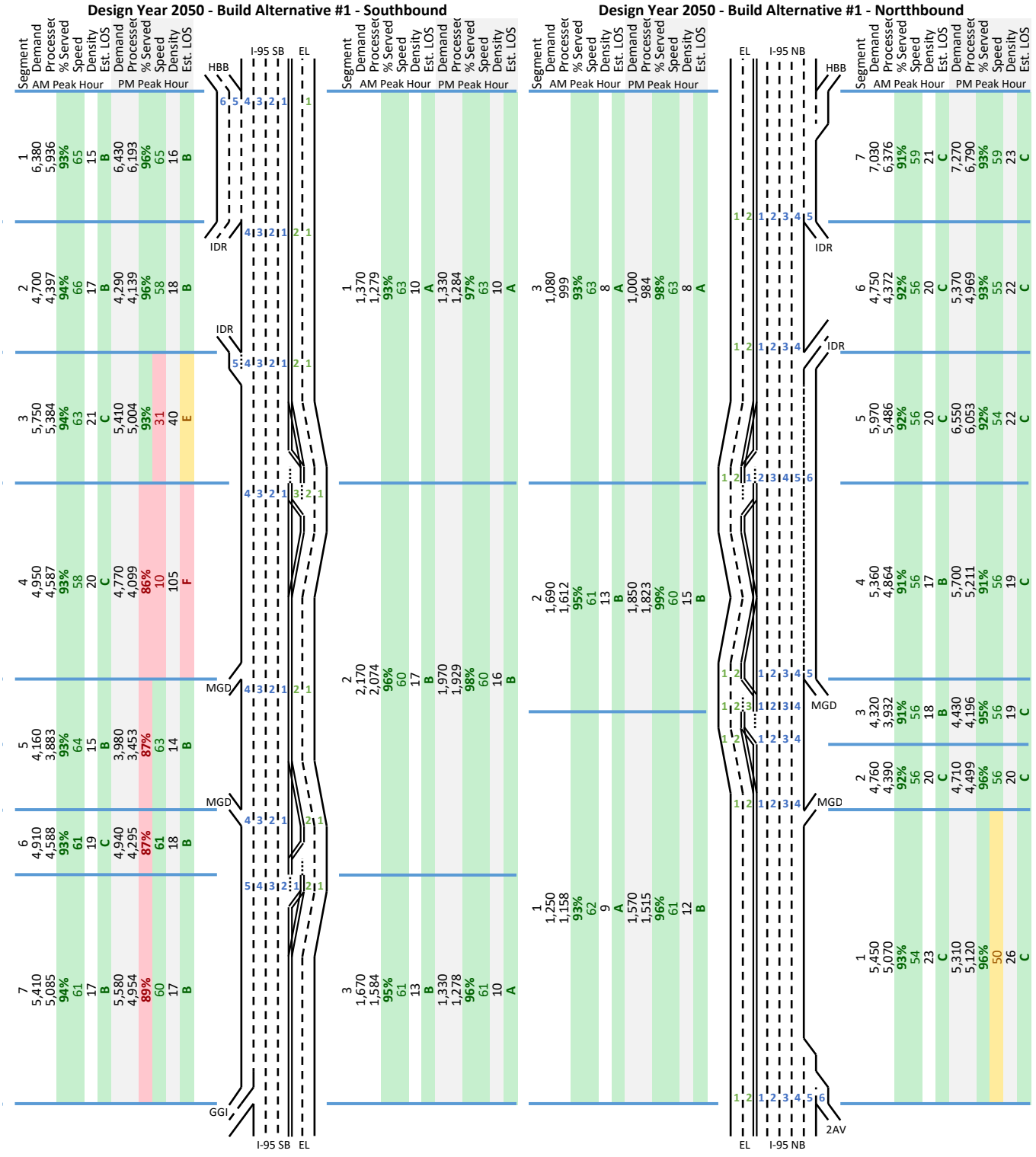
Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

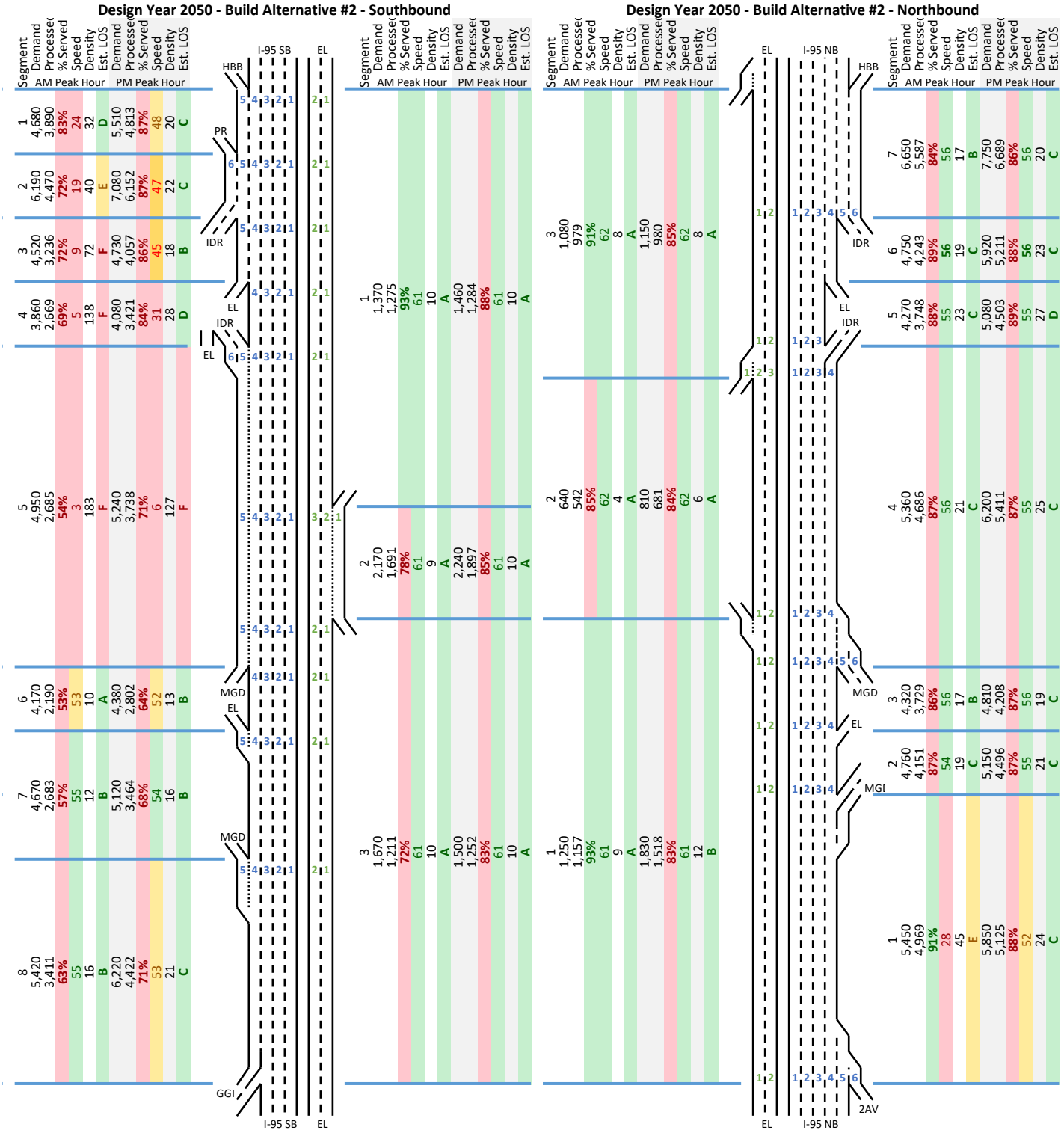
No-Build Alternative - Opening Year 2030



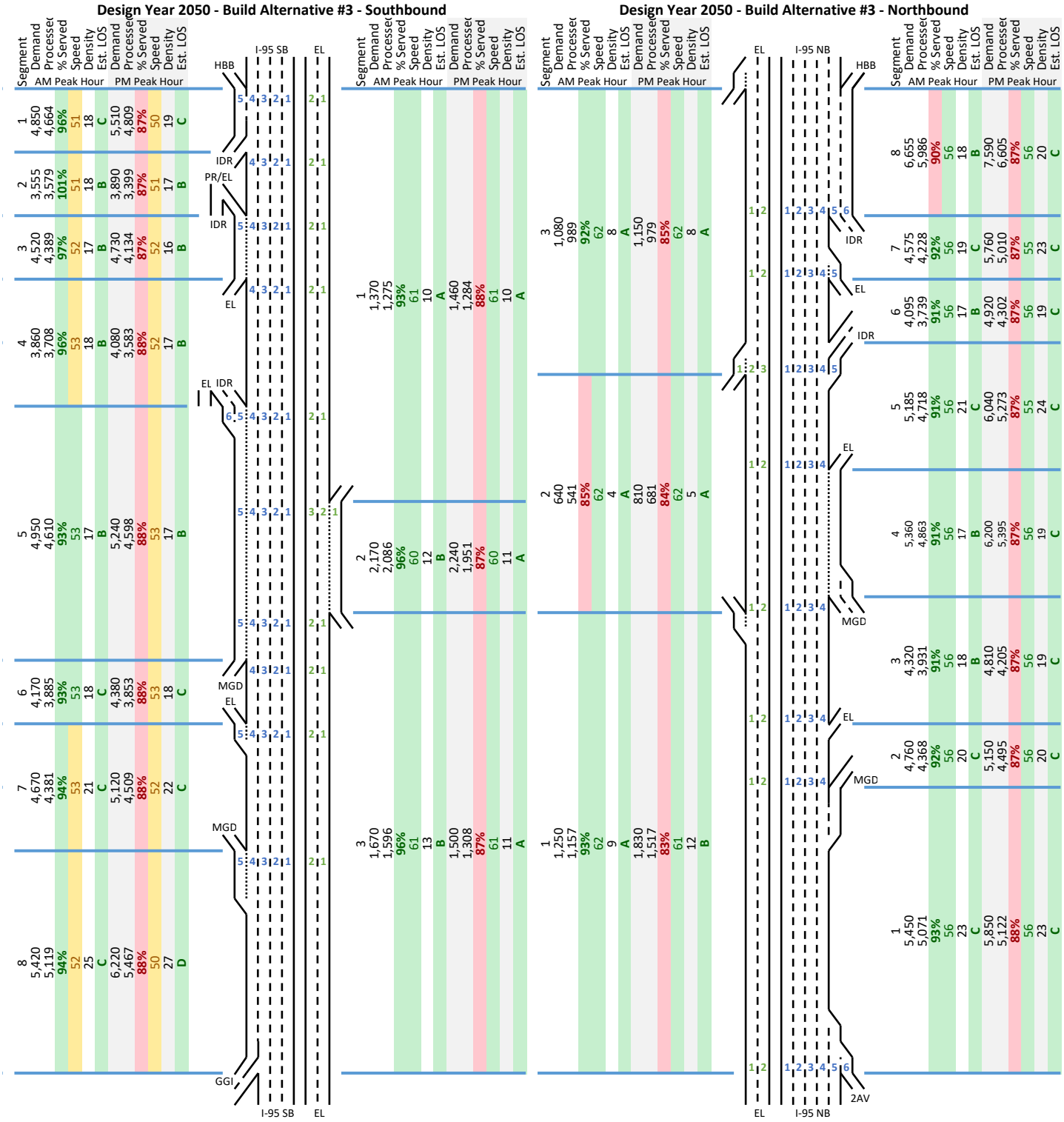
Build Alternative #1 - Opening Year 2030



Build Alternative #2 - Opening Year 2030



Build Alternative #3 - Opening Year 2030



4th Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**5,450**	4,698	-752	86%	10.6/No	No	55	28	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,010**	4,279	-731	85%	10.7/No	No	50	28	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,320**	3,647	-673	84%	10.7/No	No	55	22	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,360**	4,556	-804	85%	11.4/No	No	56	20	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**5,970**	5,111	-859	86%	11.5/No	No	56	18	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**4,750**	4,082	-668	86%	10/No	No	56	18	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,030**	6,061	-969	86%	12/No	No	60	20	C
				37,890	**32,435**	**-5,455**	**86%**	**29.1/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**6,380**	5,506	-874	86%	11.3/No	No	58	19	C
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**4,700**	4,052	-648	86%	9.8/No	No	55	25	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**5,750**	5,031	-719	87%	9.8/No	No	54	31	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,950**	4,285	-665	87%	9.8/No	No	54	26	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**4,160**	3,589	-571	86%	9.2/No	No	55	22	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**4,910**	4,294	-616	87%	9.1/No	No	55	26	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,410**	4,783	-627	88%	8.8/No	No	55	22	C
				36,260	**31,540**	**-4,720**	**87%**	**25.6/No**	**No**			
				74,150	***63,975***	***-10,175***	***86%***	***38.7/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,250**	1,073	-177	86%	5.2/No	Yes<15%	60	18	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,690**	1,492	-198	88%	5/Yes	Yes<15%	59	13	B
3	EL NB Egress Point to North of IDR	1	1	**1,080**	943	-137	87%	4.3/Yes	Yes<15%	60	16	B
				4,020	**3,507**	**-513**	**87%**	**8.4/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,370**	1,260	-110	92%	3/Yes	Yes<15%	11	118	F
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,170**	2,009	-161	93%	3.5/Yes	Yes<15%	10	102	F
3	EL SB Ingress Point to North of GGI	1	1	**1,670**	1,525	-145	91%	3.6/Yes	Yes<15%	58	26	D
				5,210	**4,795**	**-415**	**92%**	**5.9/No**	**No**			
				9,230	***8,302***	***-928***	***90%***	***9.9/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

4th Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**5,310**	5,250	-60	99%	0.8/Yes	Yes<400	54	32	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,030**	4,926	-104	98%	1.5/Yes	Yes<400	49	33	D
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,430**	4,298	-132	97%	2/Yes	Yes<400	55	26	D
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,700**	5,439	-261	95%	3.5/Yes	Yes<400	56	24	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**6,550**	6,286	-264	96%	3.3/Yes	Yes<400	55	23	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,370**	5,136	-234	96%	3.2/Yes	Yes<400	55	23	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,270**	6,942	-328	95%	3.9/Yes	Yes<400	59	23	C
				39,660	**38,277**	**-1,383**	**97%**	**7/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**6,430**	5,824	-606	91%	7.7/No	No	15	77	F
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**4,290**	3,930	-360	92%	5.6/No	Yes<400	56	24	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**5,410**	5,024	-386	93%	5.3/No	Yes<400	54	31	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**4,770**	4,372	-398	92%	5.9/No	Yes<400	54	27	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**3,980**	3,611	-369	91%	6/No	Yes<400	55	22	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**4,940**	4,526	-414	92%	6/No	No	54	28	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**5,580**	5,187	-393	93%	5.4/No	Yes<400	54	24	C
				35,400	**32,474**	**-2,926**	**92%**	**15.9/No**	**No**			
				75,060	***70,751***	***-4,309***	***94%***	***16/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,570**	1,545	-25	98%	0.6/Yes	Yes<15%	59	26	D
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,850**	1,857	7	100%	0.2/Yes	Yes<15%	55	17	B
3	EL NB Egress Point to North of IDR	1	1	**1,000**	991	-9	99%	0.3/Yes	Yes<15%	60	16	B
				4,420	**4,394**	**-26**	**99%**	**0.4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,330**	1,312	-18	99%	0.5/Yes	Yes<15%	60	22	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**1,970**	1,957	-13	99%	0.3/Yes	Yes<15%	56	18	B
3	EL SB Ingress Point to North of GGI	1	1	**1,330**	1,298	-32	98%	0.9/Yes	Yes<15%	59	22	C
				4,630	**4,567**	**-63**	**99%**	**0.9/Yes**	**Yes<400**			
				9,050	***8,961***	***-89***	***99%***	***0.9/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

4th Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**5,450**	4,694	-756	86%	10.6/No	No	56	21	C
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**4,760**	4,062	-698	85%	10.5/No	No	56	18	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,320**	3,646	-674	84%	10.7/No	No	56	16	B
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**5,360**	4,558	-802	85%	11.4/No	No	56	16	B
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**5,970**	5,114	-856	86%	11.5/No	No	56	18	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**4,750**	4,083	-667	86%	10/No	No	56	18	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,030**	6,082	-948	87%	11.7/No	No	60	20	C
				37,640	**32,239**	**-5,401**	**86%**	**28.9/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**6,380**	5,490	-890	86%	11.6/No	No	66	14	B
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**4,700**	4,044	-656	86%	9.9/No	No	66	15	B
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**5,750**	5,028	-722	87%	9.8/No	No	63	20	C
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**4,950**	4,281	-669	86%	9.8/No	No	62	17	B
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**4,160**	3,612	-548	87%	8.8/No	No	64	14	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**4,910**	4,289	-621	87%	9.2/No	No	62	17	B
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**5,410**	4,739	-671	88%	9.4/No	No	61	16	B
				36,260	**31,484**	**-4,776**	**87%**	**25.9/No**	**No**			
				73,900	***63,724***	***-10,176***	***86%***	***38.8/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,250**	1,075	-175	86%	5.1/No	Yes<15%	62	9	A
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**1,690**	1,495	-195	88%	4.9/Yes	Yes<15%	61	12	B
3	EL NB Egress Point to North of IDR	2	2	**1,080**	942	-138	87%	4.3/Yes	Yes<15%	63	7	A
				4,020	**3,512**	**-508**	**87%**	**8.3/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,370**	1,177	-193	86%	5.4/No	Yes<15%	63	9	A
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**2,170**	1,928	-242	89%	5.3/No	Yes<15%	60	16	B
3	EL SB Ingress Point to North of GGI	2	2	**1,670**	1,477	-193	88%	4.9/Yes	Yes<15%	61	12	B
				5,210	**4,582**	**-628**	**88%**	**9/No**	**No**			
				9,230	***8,094***	***-1,136***	***88%***	***12.2/No***	***No***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

4th Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**5,310**	4,899	-411	92%	5.7/No	No	40	31	D
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**4,710**	3,996	-714	85%	10.8/No	No	42	24	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,430**	3,643	-787	82%	12.4/No	No	41	22	C
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**5,700**	4,385	-1,315	77%	18.5/No	No	39	23	C
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**6,550**	4,939	-1,611	75%	21.3/No	No	35	28	D
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,370**	3,961	-1,409	74%	20.6/No	No	56	18	B
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,270**	5,586	-1,684	77%	21/No	No	60	19	C
				39,340	**31,410**	**-7,930**	**80%**	**42.2/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**6,430**	6,321	-109	98%	1.4/Yes	Yes<400	63	17	B
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**4,290**	4,245	-45	99%	0.7/Yes	Yes<400	48	22	C
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**5,410**	5,114	-296	95%	4.1/Yes	Yes<400	11	116	F
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**4,770**	4,432	-338	93%	5/Yes	Yes<400	10	113	F
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**3,980**	3,745	-235	94%	3.8/Yes	Yes<400	63	15	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**4,940**	4,464	-476	90%	6.9/No	No	60	18	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**5,580**	5,118	-462	92%	6.3/No	No	60	17	B
				35,400	**33,438**	**-1,962**	**94%**	**10.6/No**	**No**			
				74,740	***64,848***	***-9,892***	***87%***	***37.4/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,570**	1,545	-25	98%	0.6/Yes	Yes<15%	60	13	B
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**1,850**	1,780	-70	96%	1.6/Yes	Yes<15%	54	17	B
3	EL NB Egress Point to North of IDR	2	2	**1,000**	940	-60	94%	1.9/Yes	Yes<15%	63	7	A
				4,420	**4,265**	**-155**	**96%**	**2.4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,330**	1,312	-18	99%	0.5/Yes	Yes<15%	63	10	A
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**1,970**	1,969	-1	100%	0/Yes	Yes<15%	60	16	B
3	EL SB Ingress Point to North of GGI	2	2	**1,330**	1,310	-20	99%	0.5/Yes	Yes<15%	61	11	A
				4,630	**4,591**	**-39**	**99%**	**0.6/Yes**	**Yes<400**			
				9,050	***8,856***	***-194***	***98%***	***2.1/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

4th Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 2 - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,450**	4,869	-581	89%	8.1/No	No	29	42	E
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**4,760**	4,196	-564	88%	8.4/No	No	54	19	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,320**	3,771	-549	87%	8.6/No	No	56	17	B
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**5,360**	4,645	-715	87%	10.1/No	No	56	21	C
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**4,270**	3,695	-575	87%	9.1/No	No	55	22	C
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**4,750**	4,143	-607	87%	9.1/No	No	56	18	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**6,650**	4,821	-1,829	72%	24.1/No	No	56	14	B
				35,560	**30,139**	**-5,421**	**85%**	**29.9/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**4,680**	2,408	-2,272	51%	38.2/No	No	3	180	F
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**6,190**	2,903	-3,287	47%	48.8/No	No	3	174	F
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**4,520**	2,275	-2,245	50%	38.5/No	No	3	173	F
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**3,860**	1,955	-1,905	51%	35.3/No	No	3	181	F
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**4,950**	2,171	-2,779	44%	46.6/No	No	2	187	F
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,170**	1,782	-2,388	43%	43.8/No	No	52	9	A
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**4,670**	2,240	-2,430	48%	41.3/No	No	55	10	A
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**5,420**	2,914	-2,506	54%	38.8/No	No	55	13	B
				38,460	**18,648**	**-19,812**	**48%**	**117.2/No**	**No**			
				74,020	***48,787***	***-25,233***	***66%***	***101.8/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,250**	1,076	-174	86%	5.1/No	Yes<15%	61	9	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**640**	521	-119	81%	4.9/Yes	No	62	4	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,080**	955	-125	88%	3.9/Yes	Yes<15%	62	8	A
				2,970	**2,552**	**-418**	**86%**	**8/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,370**	1,179	-191	86%	5.3/No	Yes<15%	62	10	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,170**	1,544	-626	71%	14.5/No	No	61	8	A
3	EL SB Ingress Point to North of GGI	2	2	**1,670**	1,092	-578	65%	15.6/No	No	61	9	A
				5,210	**3,816**	**-1,394**	**73%**	**20.8/No**	**No**			
				8,180	***6,368***	***-1,812***	***78%***	***21.3/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

4th Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 2 - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	5,248	-602	90%	8.1/No	No	52	25	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	4,599	-551	89%	7.9/No	No	55	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,298	-512	89%	7.6/No	No	56	19	C
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**6,200**	5,505	-695	89%	9.1/No	No	55	25	C
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**5,080**	4,564	-516	90%	7.4/No	No	55	28	D
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**5,920**	5,273	-647	89%	8.6/No	No	56	24	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,750**	6,085	-1,665	79%	20/No	No	56	18	C
				40,760	**35,572**	**-5,188**	**87%**	**26.6/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**5,510**	3,835	-1,675	70%	24.5/No	No	19	40	E
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**7,080**	4,499	-2,581	64%	33.9/No	No	13	57	F
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**4,730**	3,025	-1,705	64%	27.4/No	No	8	71	F
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	2,589	-1,491	63%	25.8/No	No	5	137	F
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	2,780	-2,460	53%	38.8/No	No	3	178	F
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	2,302	-2,078	53%	36/No	No	51	11	B
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	2,967	-2,153	58%	33.8/No	No	54	14	B
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	3,920	-2,300	63%	32.3/No	No	53	18	C
				42,360	**25,917**	**-16,443**	**61%**	**89/No**	**No**			
				83,120	***61,490***	***-21,630***	***74%***	***80.4/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,547	-283	85%	6.9/No	No	61	13	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	680	-130	84%	4.8/Yes	No	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	985	-165	86%	5/No	Yes<15%	62	8	A
				3,790	**3,212**	**-578**	**85%**	**9.8/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,309	-151	90%	4.1/Yes	Yes<15%	61	11	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	1,672	-568	75%	12.8/No	No	61	9	A
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,016	-484	68%	13.6/No	No	61	8	A
				5,200	**3,997**	**-1,203**	**77%**	**17.7/No**	**No**			
				8,990	***7,209***	***-1,781***	***80%***	***19.8/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

4th Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2030 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,450**	4,696	-754	86%	10.6/No	No	56	21	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**4,760**	4,053	-707	85%	10.7/No	No	56	18	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,320**	3,642	-678	84%	10.7/No	No	56	16	B
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**5,360**	4,504	-856	84%	12.2/No	No	56	16	B
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**5,185**	4,372	-813	84%	11.8/No	No	56	20	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,095**	3,452	-643	84%	10.5/No	No	56	15	B
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**4,575**	3,901	-674	85%	10.4/No	No	56	17	B
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**6,655**	5,517	-1,138	83%	14.6/No	No	56	16	B
				40,400	**34,138**	**-6,262**	**84%**	**32.4/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**4,850**	4,313	-537	89%	7.9/No	No	51	17	B
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**3,555**	3,304	-251	93%	4.3/Yes	Yes<400	51	16	B
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**4,520**	4,056	-464	90%	7.1/No	No	52	16	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**3,860**	3,419	-441	89%	7.3/No	No	53	16	B
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**4,950**	4,272	-678	86%	10/No	No	53	16	B
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,170**	3,594	-576	86%	9.2/No	No	53	17	B
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**4,670**	4,050	-620	87%	9.4/No	No	53	19	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**5,420**	4,723	-697	87%	9.8/No	No	52	23	C
				35,995	**31,731**	**-4,264**	**88%**	**23.2/No**	**No**			
				76,395	***65,869***	***-10,526***	***86%***	***39.5/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,250**	1,076	-174	86%	5.1/No	Yes<15%	62	9	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**640**	521	-119	81%	4.9/Yes	No	62	4	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,080**	938	-142	87%	4.5/Yes	Yes<15%	62	8	A
				2,970	**2,535**	**-435**	**85%**	**8.3/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,370**	1,179	-191	86%	5.3/No	Yes<15%	62	10	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,170**	1,927	-243	89%	5.4/No	Yes<15%	60	11	A
3	EL SB Ingress Point to North of GGI	2	2	**1,670**	1,477	-193	88%	4.9/Yes	Yes<15%	61	12	B
				5,210	**4,583**	**-627**	**88%**	**9/No**	**No**			
				8,180	***7,118***	***-1,062***	***87%***	***12.1/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways				LOS A
= 90%		Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

4th Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2030 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	5,245	-605	90%	8.1/No	No	55	24	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	4,599	-551	89%	7.9/No	No	56	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,294	-516	89%	7.6/No	No	56	19	C
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**6,200**	5,495	-705	89%	9.2/No	No	55	20	C
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**6,040**	5,364	-676	89%	8.9/No	No	55	24	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,920**	4,361	-559	89%	8.2/No	No	56	20	C
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**5,760**	5,068	-692	88%	9.4/No	No	55	23	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,590**	6,680	-910	88%	10.8/No	No	56	20	C
				46,320	**41,107**	**-5,213**	**89%**	**24.9/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**5,510**	4,918	-592	89%	8.2/No	No	50	20	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**3,890**	3,467	-423	89%	7/No	No	51	17	B
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**4,730**	4,199	-531	89%	7.9/No	No	52	16	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	3,628	-452	89%	7.3/No	No	52	17	B
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	4,633	-607	88%	8.6/No	No	53	18	B
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	3,859	-521	88%	8.1/No	No	53	18	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	4,520	-600	88%	8.6/No	No	52	22	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	5,458	-762	88%	10/No	No	50	27	D
				39,170	**34,682**	**-4,488**	**89%**	**23.4/No**	**No**			
				85,490	***75,788***	***-9,702***	***89%***	***34.2/No***	***No***			

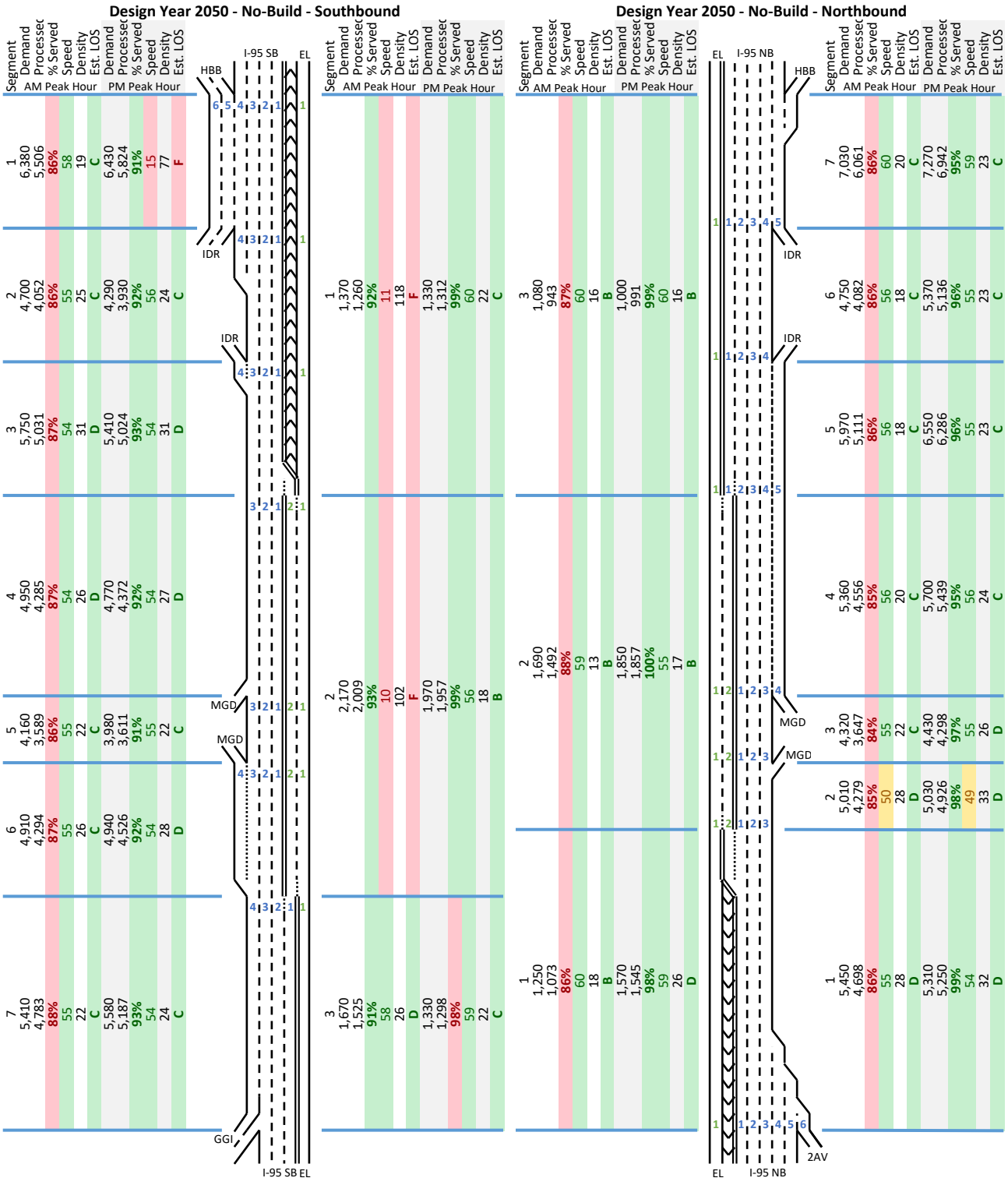
I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,547	-283	85%	6.9/No	No	61	13	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	679	-131	84%	4.8/Yes	No	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	990	-160	86%	4.9/Yes	Yes<15%	62	8	A
				3,790	**3,216**	**-574**	**85%**	**9.7/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,309	-151	90%	4.1/Yes	Yes<15%	61	11	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	1,989	-251	89%	5.4/No	Yes<15%	60	11	B
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,323	-177	88%	4.7/Yes	Yes<15%	61	11	A
				5,200	**4,622**	**-578**	**89%**	**8.3/No**	**No**			
				8,990	***7,838***	***-1,152***	***87%***	***12.6/No***	***No***			

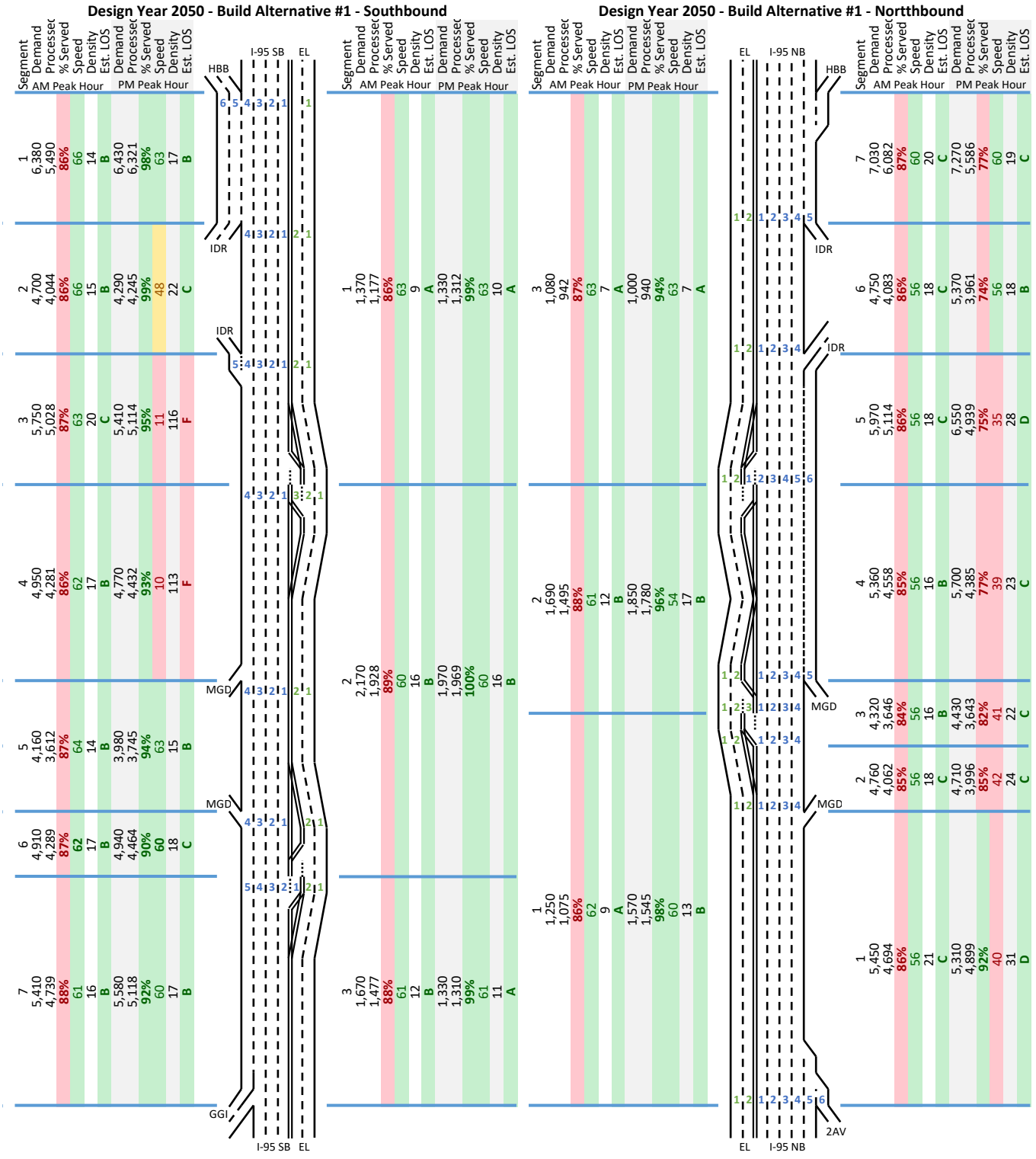
Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

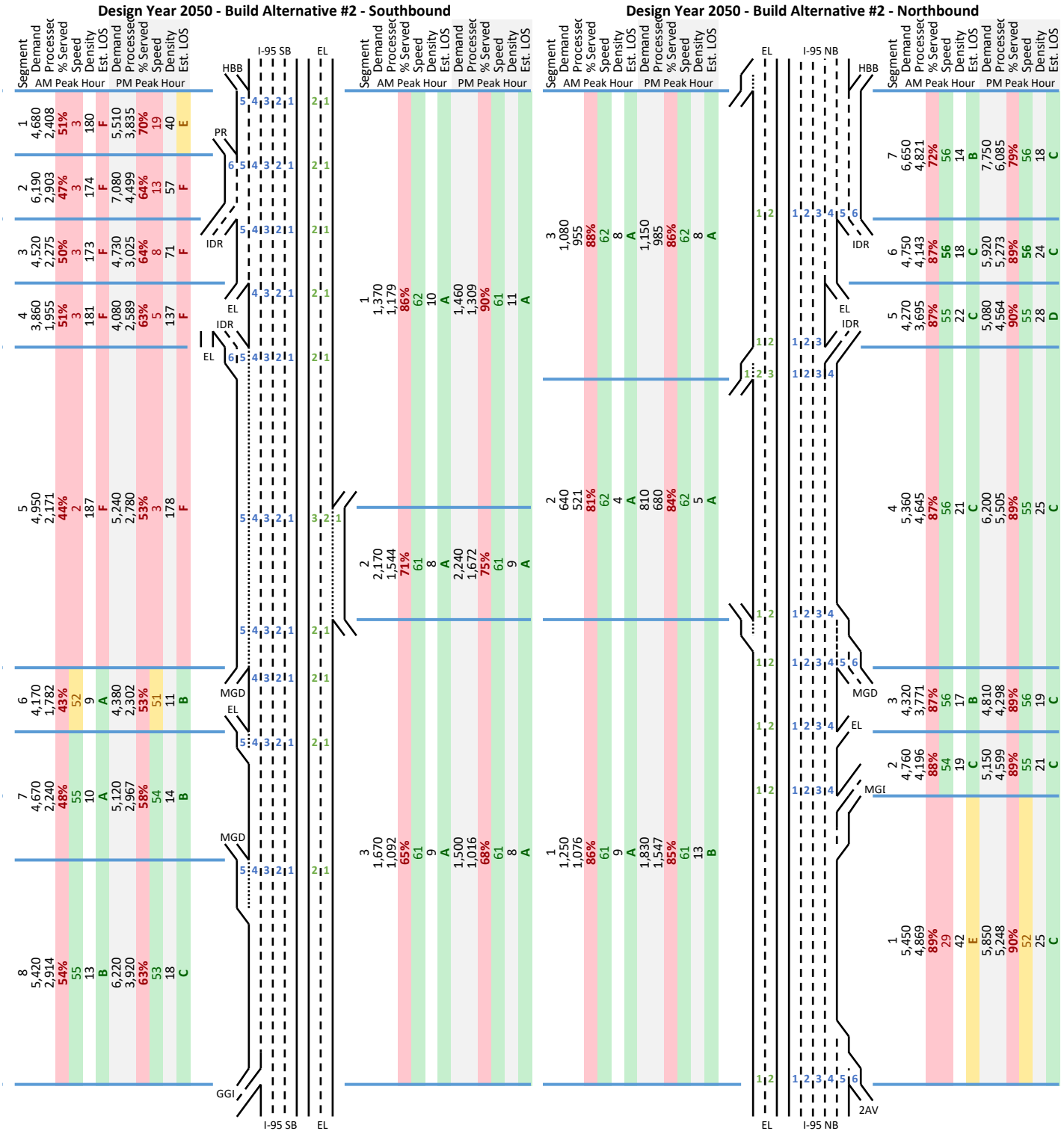
No-Build Alternative - Opening Year 2030



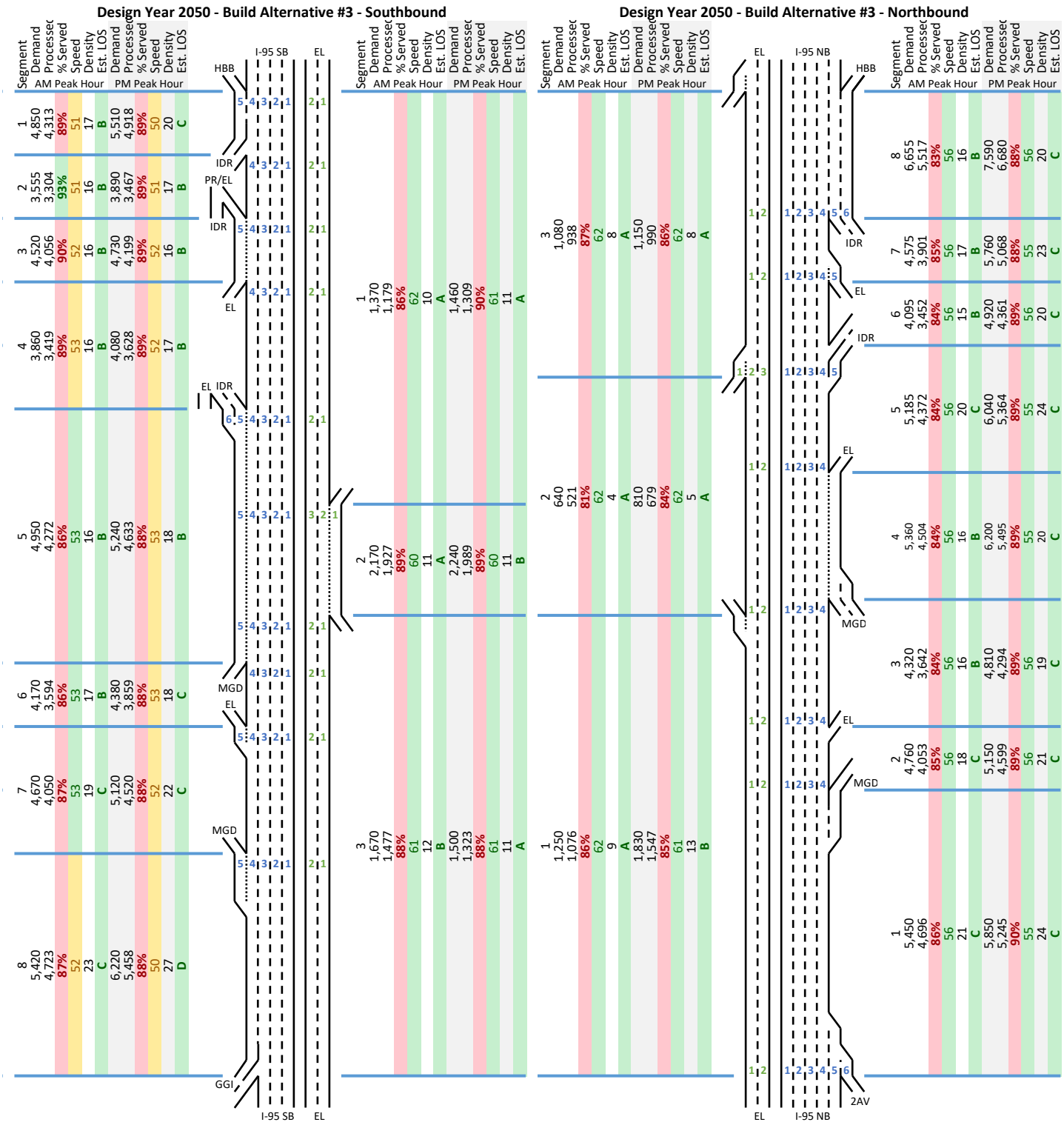
Build Alternative #1 - Opening Year 2030



Build Alternative #2 - Opening Year 2030



Build Alternative #3 - Opening Year 2030



1st Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**6,030**	5,605	-425	93%	5.6/No	No	51	37	E
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,500**	5,026	-474	91%	6.5/No	No	47	35	E
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,690**	4,293	-397	92%	5.9/No	Yes<400	55	26	D
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,830**	5,247	-583	90%	7.8/No	No	56	23	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**6,570**	5,938	-632	90%	8/No	No	56	21	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,240**	4,731	-509	90%	7.2/No	No	55	21	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,740**	6,703	-1,037	87%	12.2/No	No	59	23	C
				41,600	**37,542**	**-4,058**	**90%**	**20.4/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**7,080**	6,548	-532	92%	6.4/No	No	54	24	C
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**5,240**	4,810	-430	92%	6.1/No	No	51	32	D
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**6,480**	5,801	-679	90%	8.7/No	No	48	41	E
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**5,510**	4,897	-613	89%	8.5/No	No	51	32	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**4,650**	4,106	-544	88%	8.2/No	No	54	25	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**5,530**	4,909	-621	89%	8.6/No	No	55	30	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**6,110**	5,380	-730	88%	9.6/No	No	54	25	C
				40,600	**36,451**	**-4,149**	**90%**	**21.1/No**	**No**			
				82,200	***73,993***	***-8,207***	***90%***	***29.4/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,410**	1,310	-100	93%	2.7/Yes	Yes<15%	59	22	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,940**	1,799	-141	93%	3.3/Yes	Yes<15%	57	16	B
3	EL NB Egress Point to North of IDR	1	1	**1,200**	1,105	-95	92%	2.8/Yes	Yes<15%	60	18	C
				4,550	**4,214**	**-336**	**93%**	**5.1/No**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,510**	1,359	-151	90%	4/Yes	Yes<15%	46	29	D
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,480**	2,056	-424	83%	8.9/No	No	12	83	F
3	EL SB Ingress Point to North of GGI	1	1	**1,900**	1,551	-349	82%	8.4/No	No	58	27	D
				5,890	**4,965**	**-925**	**84%**	**12.6/No**	**No**			
				10,440	***9,179***	***-1,261***	***88%***	***12.7/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

1st Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**5,850**	5,504	-346	94%	4.6/Yes	Yes<400	53	35	D
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,510**	5,163	-347	94%	4.7/Yes	Yes<400	48	36	E
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,810**	4,498	-312	94%	4.6/Yes	Yes<400	54	28	D
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**6,200**	5,647	-553	91%	7.2/No	No	56	25	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**7,220**	6,623	-597	92%	7.2/No	No	55	24	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,920**	5,419	-501	92%	6.6/No	No	55	25	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**8,000**	7,272	-728	91%	8.3/No	No	59	25	C
				43,510	**40,127**	**-3,383**	**92%**	**16.5/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**7,080**	6,515	-565	92%	6.9/No	No	40	33	D
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**4,730**	4,387	-343	93%	5.1/No	Yes<400	55	27	D
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**6,020**	5,548	-472	92%	6.2/No	No	52	36	E
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**5,240**	4,840	-400	92%	5.6/No	No	54	30	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**4,380**	4,012	-368	92%	5.7/No	Yes<400	54	25	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**5,480**	4,991	-489	91%	6.8/No	No	54	31	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**6,220**	5,677	-543	91%	7/No	No	54	26	D
				39,150	**35,970**	**-3,180**	**92%**	**16.4/No**	**No**			
				82,660	***76,097***	***-6,563***	***92%***	***23.3/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,830**	1,721	-109	94%	2.6/Yes	Yes<15%	58	30	D
2	EL NB Ingress Point to EL NB Egress Point	2	2	**2,170**	2,036	-134	94%	2.9/Yes	Yes<15%	54	19	C
3	EL NB Egress Point to North of IDR	1	1	**1,150**	1,065	-85	93%	2.5/Yes	Yes<15%	60	18	B
				5,150	**4,823**	**-327**	**94%**	**4.6/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,460**	1,374	-86	94%	2.3/Yes	Yes<15%	60	23	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,240**	2,087	-153	93%	3.3/Yes	Yes<15%	53	20	C
3	EL SB Ingress Point to North of GGI	1	1	**1,500**	1,392	-108	93%	2.8/Yes	Yes<15%	59	24	C
				5,200	**4,853**	**-347**	**93%**	**4.9/Yes**	**Yes<400**			
				10,350	***9,676***	***-674***	***93%***	***6.7/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways				LOS A
= 90%		Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

1st Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**6,030**	5,597	-433	93%	5.7/No	No	54	26	C
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**5,220**	4,821	-399	92%	5.6/No	Yes<400	56	22	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,690**	4,330	-360	92%	5.4/No	Yes<400	56	19	C
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**5,830**	5,286	-544	91%	7.3/No	No	56	19	C
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**6,570**	5,974	-596	91%	7.5/No	No	55	22	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,240**	4,754	-486	91%	6.9/No	No	56	21	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,740**	6,753	-987	87%	11.6/No	No	59	23	C
				41,320	**37,516**	**-3,804**	**91%**	**19.2/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**7,080**	6,554	-526	93%	6.4/No	No	65	17	B
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**5,240**	4,840	-400	92%	5.6/No	Yes<400	66	18	C
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**6,480**	5,900	-580	91%	7.4/No	No	62	24	C
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**5,510**	4,996	-514	91%	7.1/No	No	62	20	C
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**4,650**	4,224	-426	91%	6.4/No	No	64	17	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**5,530**	4,995	-535	90%	7.4/No	No	60	21	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**6,110**	5,531	-579	91%	7.6/No	No	60	18	C
				40,600	**37,039**	**-3,561**	**91%**	**18.1/No**	**No**			
				81,920	***74,556***	***-7,364***	***91%***	***26.3/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,410**	1,312	-98	93%	2.7/Yes	Yes<15%	62	11	A
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**1,940**	1,800	-140	93%	3.2/Yes	Yes<15%	60	15	B
3	EL NB Egress Point to North of IDR	2	2	**1,200**	1,105	-95	92%	2.8/Yes	Yes<15%	63	9	A
				4,550	**4,217**	**-333**	**93%**	**5/No**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,510**	1,397	-113	93%	3/Yes	Yes<15%	63	11	B
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**2,480**	2,278	-202	92%	4.1/Yes	Yes<15%	60	19	C
3	EL SB Ingress Point to North of GGI	2	2	**1,900**	1,736	-164	91%	3.9/Yes	Yes<15%	61	14	B
				5,890	**5,411**	**-479**	**92%**	**6.4/No**	**No**			
				10,440	***9,628***	***-812***	***92%***	***8.1/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways				LOS A
= 90%		Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

1st Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**5,850**	5,503	-347	94%	4.6/Yes	Yes<400	53	26	C
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**5,150**	4,810	-340	93%	4.8/Yes	Yes<400	56	22	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,492	-318	93%	4.7/Yes	Yes<400	56	20	C
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**6,200**	5,495	-705	89%	9.2/No	No	56	20	C
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**7,220**	6,461	-759	89%	9.2/No	No	55	23	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,920**	5,294	-626	89%	8.4/No	No	55	24	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**8,000**	7,182	-818	90%	9.4/No	No	59	24	C
				43,150	**39,237**	**-3,913**	**91%**	**19.3/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**7,080**	6,641	-439	94%	5.3/No	No	64	17	B
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**4,730**	4,421	-309	93%	4.6/Yes	Yes<400	66	17	B
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**6,020**	5,594	-426	93%	5.6/No	No	61	23	C
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**5,240**	4,811	-429	92%	6/No	No	37	32	D
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**4,380**	4,006	-374	91%	5.8/No	Yes<400	63	16	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**5,480**	4,856	-624	89%	8.7/No	No	60	20	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**6,220**	5,552	-668	89%	8.7/No	No	60	19	C
				39,150	**35,880**	**-3,270**	**92%**	**16.9/No**	**No**			
				82,300	***75,117***	***-7,183***	***91%***	***25.6/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,830**	1,724	-106	94%	2.5/Yes	Yes<15%	61	14	B
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**2,170**	2,037	-133	94%	2.9/Yes	Yes<15%	60	17	B
3	EL NB Egress Point to North of IDR	2	2	**1,150**	1,065	-85	93%	2.6/Yes	Yes<15%	63	8	A
				5,150	**4,826**	**-324**	**94%**	**4.6/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,373	-87	94%	2.3/Yes	Yes<15%	62	11	A
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**2,240**	2,092	-148	93%	3.2/Yes	Yes<15%	60	17	B
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,393	-107	93%	2.8/Yes	Yes<15%	61	11	B
				5,200	**4,859**	**-341**	**93%**	**4.8/Yes**	**Yes<400**			
				10,350	***9,684***	***-666***	***94%***	***6.6/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways				LOS A
= 90%		Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

1st Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 2 - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**6,030**	5,601	-429	93%	5.6/No	No	47	30	D
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,220**	4,721	-499	90%	7.1/No	No	54	22	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,690**	4,282	-408	91%	6.1/No	No	56	19	C
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**5,830**	5,339	-491	92%	6.6/No	No	55	24	C
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**4,650**	4,251	-399	91%	6/No	Yes<400	55	26	C
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**5,240**	4,798	-442	92%	6.2/No	No	56	21	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,320**	6,670	-650	91%	7.8/No	No	56	20	C
				38,980	**35,662**	**-3,318**	**91%**	**17.2/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**5,570**	5,160	-410	93%	5.6/No	No	51	20	C
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**7,080**	6,557	-523	93%	6.3/No	No	50	22	C
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**5,240**	4,823	-417	92%	5.9/No	No	52	18	C
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,420**	4,078	-342	92%	5.3/No	Yes<400	53	19	C
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,510**	5,041	-469	91%	6.5/No	No	32	32	D
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,650**	4,016	-634	86%	9.6/No	No	52	19	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,230**	4,559	-671	87%	9.6/No	No	53	22	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,110**	5,374	-736	88%	9.7/No	No	51	26	D
				43,810	**39,607**	**-4,203**	**90%**	**20.6/No**	**No**			
				82,790	***75,269***	***-7,521***	***91%***	***26.8/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,410**	1,311	-99	93%	2.7/Yes	Yes<15%	61	11	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**670**	615	-55	92%	2.2/Yes	Yes<100	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,200**	1,062	-138	89%	4.1/Yes	Yes<15%	61	9	A
				3,280	**2,988**	**-292**	**91%**	**5.2/No**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,510**	1,398	-112	93%	3/Yes	Yes<15%	61	11	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,480**	2,267	-213	91%	4.4/Yes	Yes<15%	61	12	B
3	EL SB Ingress Point to North of GGI	2	2	**1,900**	1,726	-174	91%	4.1/Yes	Yes<15%	61	14	B
				5,890	**5,391**	**-499**	**92%**	**6.6/No**	**No**			
				9,170	***8,379***	***-791***	***91%***	***8.4/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

1st Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 2 - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	5,504	-346	94%	4.6/Yes	Yes<400	53	26	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	4,809	-341	93%	4.8/Yes	Yes<400	55	22	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,501	-309	94%	4.5/Yes	Yes<400	56	20	C
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**6,200**	5,791	-409	93%	5.3/No	No	55	27	D
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**5,080**	4,805	-275	95%	3.9/Yes	Yes<400	54	29	D
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**5,920**	5,592	-328	94%	4.3/Yes	Yes<400	56	25	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,750**	7,256	-494	94%	5.7/No	No	56	22	C
				40,760	**38,259**	**-2,501**	**94%**	**12.6/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**5,510**	5,172	-338	94%	4.6/Yes	Yes<400	49	21	C
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**7,080**	6,640	-440	94%	5.3/No	No	50	22	C
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**4,730**	4,411	-319	93%	4.7/Yes	Yes<400	52	17	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	3,820	-260	94%	4.1/Yes	Yes<400	52	18	C
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	4,864	-376	93%	5.3/No	Yes<400	36	27	D
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	3,923	-457	90%	7.1/No	No	52	19	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	4,616	-504	90%	7.2/No	No	52	22	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	5,654	-566	91%	7.4/No	No	49	29	D
				42,360	**39,099**	**-3,261**	**92%**	**16.2/No**	**No**			
				83,120	***77,358***	***-5,762***	***93%***	***20.3/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,722	-108	94%	2.6/Yes	Yes<15%	61	14	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	748	-62	92%	2.2/Yes	Yes<15%	62	6	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	1,062	-88	92%	2.7/Yes	Yes<15%	62	9	A
				3,790	**3,531**	**-259**	**93%**	**4.3/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,369	-91	94%	2.4/Yes	Yes<15%	61	11	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	2,072	-168	92%	3.6/Yes	Yes<15%	61	11	B
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,379	-121	92%	3.2/Yes	Yes<15%	61	11	B
				5,200	**4,819**	**-381**	**93%**	**5.4/No**	**Yes<400**			
				8,990	***8,350***	***-640***	***93%***	***6.9/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

1st Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**6,030**	5,422	-608	90%	8/No	No	55	25	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,220**	4,669	-551	89%	7.8/No	No	56	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,690**	4,208	-482	90%	7.2/No	No	56	19	C
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**5,830**	5,250	-580	90%	7.8/No	No	55	19	C
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**5,640**	5,077	-563	90%	7.7/No	No	55	23	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,460**	4,010	-450	90%	6.9/No	No	56	18	B
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**5,050**	4,550	-500	90%	7.2/No	No	55	21	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,130**	6,415	-715	90%	8.7/No	No	56	19	C
				44,050	**39,601**	**-4,449**	**90%**	**21.8/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**5,570**	5,151	-419	92%	5.7/No	No	51	20	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**4,275**	3,930	-345	92%	5.4/No	Yes<400	51	19	C
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**5,240**	4,825	-415	92%	5.9/No	No	52	19	C
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,420**	4,074	-346	92%	5.3/No	Yes<400	52	19	C
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,510**	5,056	-454	92%	6.3/No	No	53	19	C
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,650**	4,255	-395	92%	5.9/No	Yes<400	53	20	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,230**	4,789	-441	92%	6.2/No	No	52	23	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,110**	5,582	-528	91%	6.9/No	No	50	28	D
				41,005	**37,662**	**-3,343**	**92%**	**16.9/No**	**No**			
				85,055	***77,263***	***-7,792***	***91%***	***27.4/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,410**	1,311	-99	93%	2.7/Yes	Yes<15%	61	11	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**670**	615	-55	92%	2.2/Yes	Yes<100	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,200**	1,080	-120	90%	3.6/Yes	Yes<15%	62	9	A
				3,280	**3,006**	**-274**	**92%**	**4.9/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,510**	1,398	-112	93%	2.9/Yes	Yes<15%	61	11	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,480**	2,268	-212	91%	4.4/Yes	Yes<15%	60	13	B
3	EL SB Ingress Point to North of GGI	2	2	**1,900**	1,728	-172	91%	4/Yes	Yes<15%	61	14	B
				5,890	**5,394**	**-496**	**92%**	**6.6/No**	**No**			
				9,170	***8,400***	***-770***	***92%***	***8.2/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

1st Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	5,239	-611	90%	8.2/No	No	55	24	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	4,589	-561	89%	8/No	No	56	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,289	-521	89%	7.7/No	No	56	19	C
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**6,200**	5,581	-619	90%	8.1/No	No	55	20	C
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**6,040**	5,431	-609	90%	8/No	No	55	25	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,920**	4,427	-493	90%	7.2/No	No	56	20	C
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**5,760**	5,214	-546	91%	7.4/No	No	55	24	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,590**	6,873	-717	91%	8.4/No	No	56	21	C
				46,320	**41,642**	**-4,678**	**90%**	**22.3/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**5,510**	5,162	-348	94%	4.8/Yes	Yes<400	50	21	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**3,890**	3,624	-266	93%	4.3/Yes	Yes<400	51	18	B
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**4,730**	4,406	-324	93%	4.8/Yes	Yes<400	52	17	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	3,814	-266	93%	4.2/Yes	Yes<400	52	18	C
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	4,855	-385	93%	5.4/No	Yes<400	52	18	C
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	4,053	-327	93%	5/No	Yes<400	52	19	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	4,744	-376	93%	5.4/No	Yes<400	52	23	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	5,771	-449	93%	5.8/No	No	49	29	D
				39,170	**36,429**	**-2,741**	**93%**	**14.1/No**	**No**			
				85,490	***78,071***	***-7,419***	***91%***	***25.9/No***	***No***			

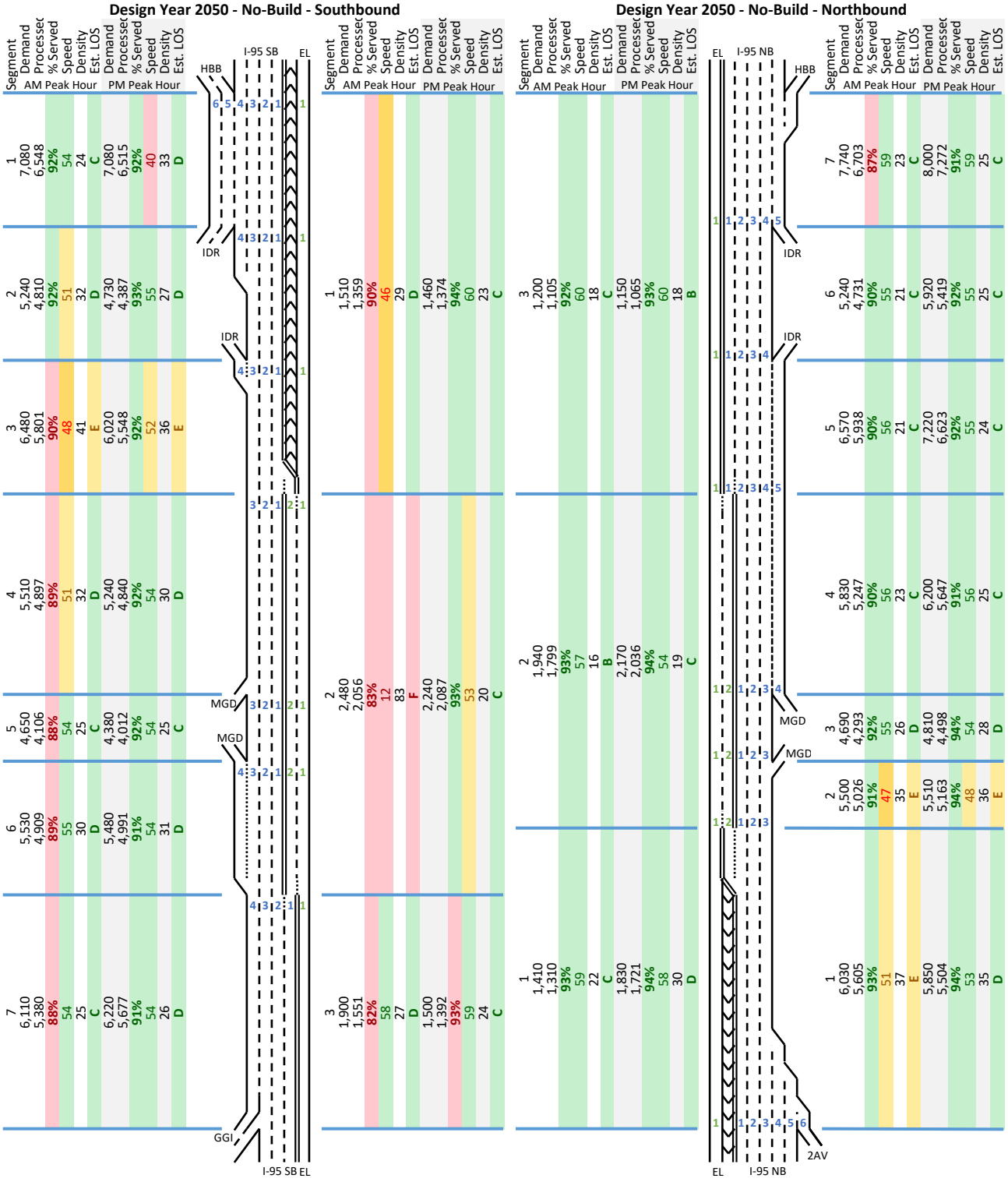
I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,721	-109	94%	2.6/Yes	Yes<15%	61	14	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	748	-62	92%	2.2/Yes	Yes<15%	62	6	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	1,053	-97	92%	2.9/Yes	Yes<15%	62	9	A
				3,790	**3,523**	**-267**	**93%**	**4.4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,369	-91	94%	2.4/Yes	Yes<15%	61	11	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	2,069	-171	92%	3.7/Yes	Yes<15%	60	12	B
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,377	-123	92%	3.2/Yes	Yes<15%	61	11	B
				5,200	**4,815**	**-385**	**93%**	**5.4/No**	**Yes<400**			
				8,990	***8,338***	***-652***	***93%***	***7/No***	***No***			

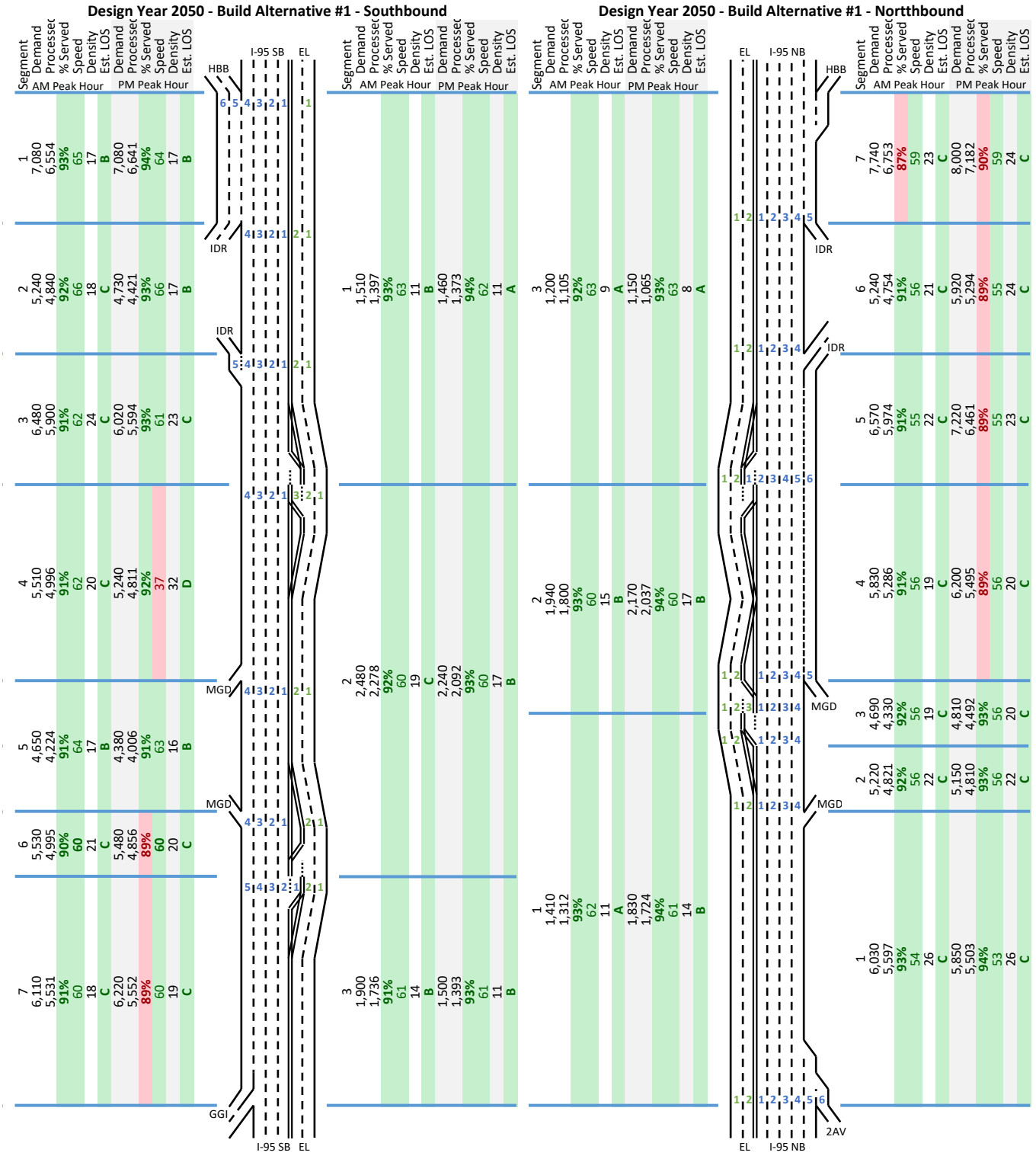
Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways				LOS A
= 90%		Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

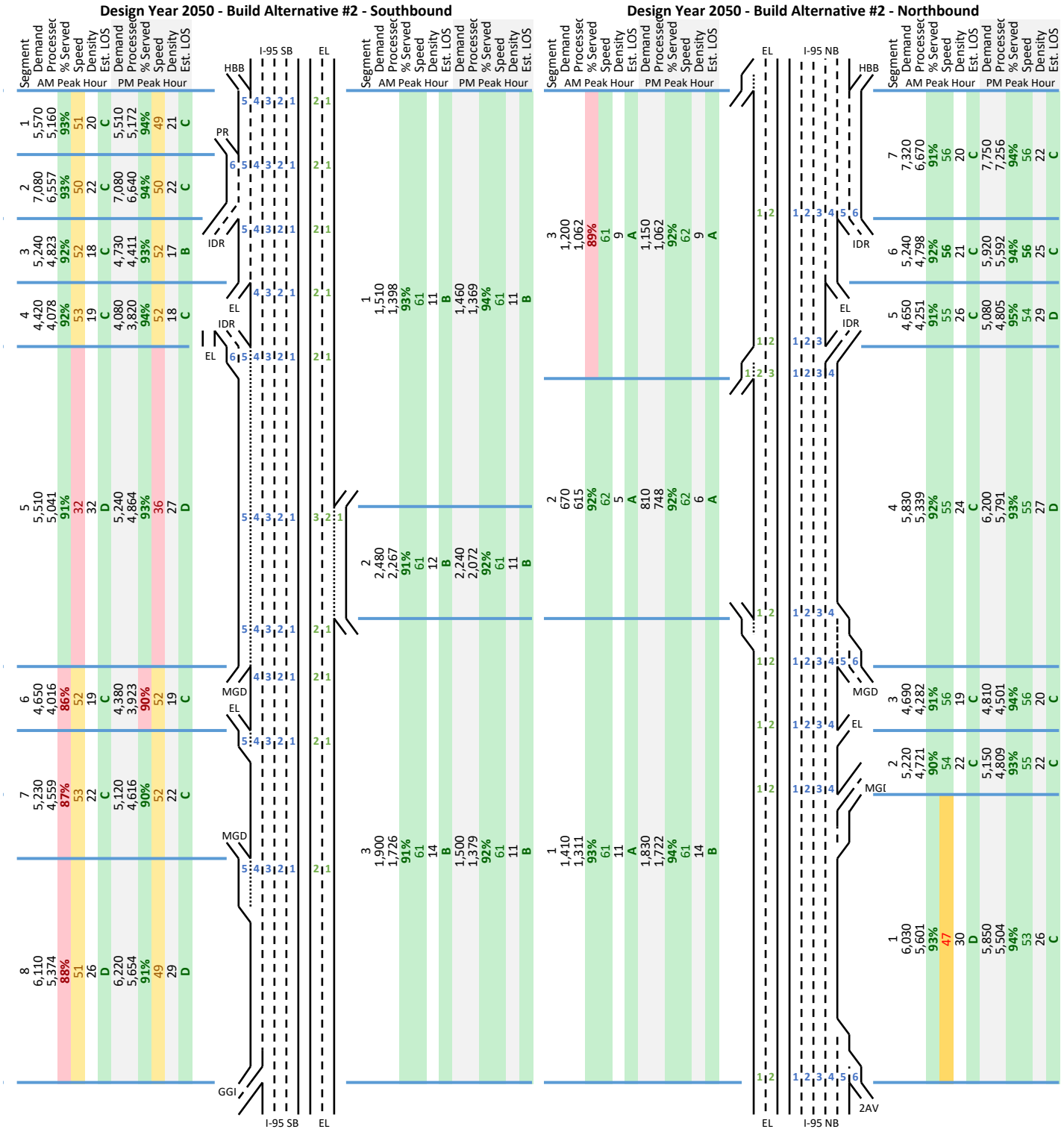
No-Build Alternative - Design Year 2050



Build Alternative #1 - Design Year 2050



Build Alternative #2 - Design Year 2050



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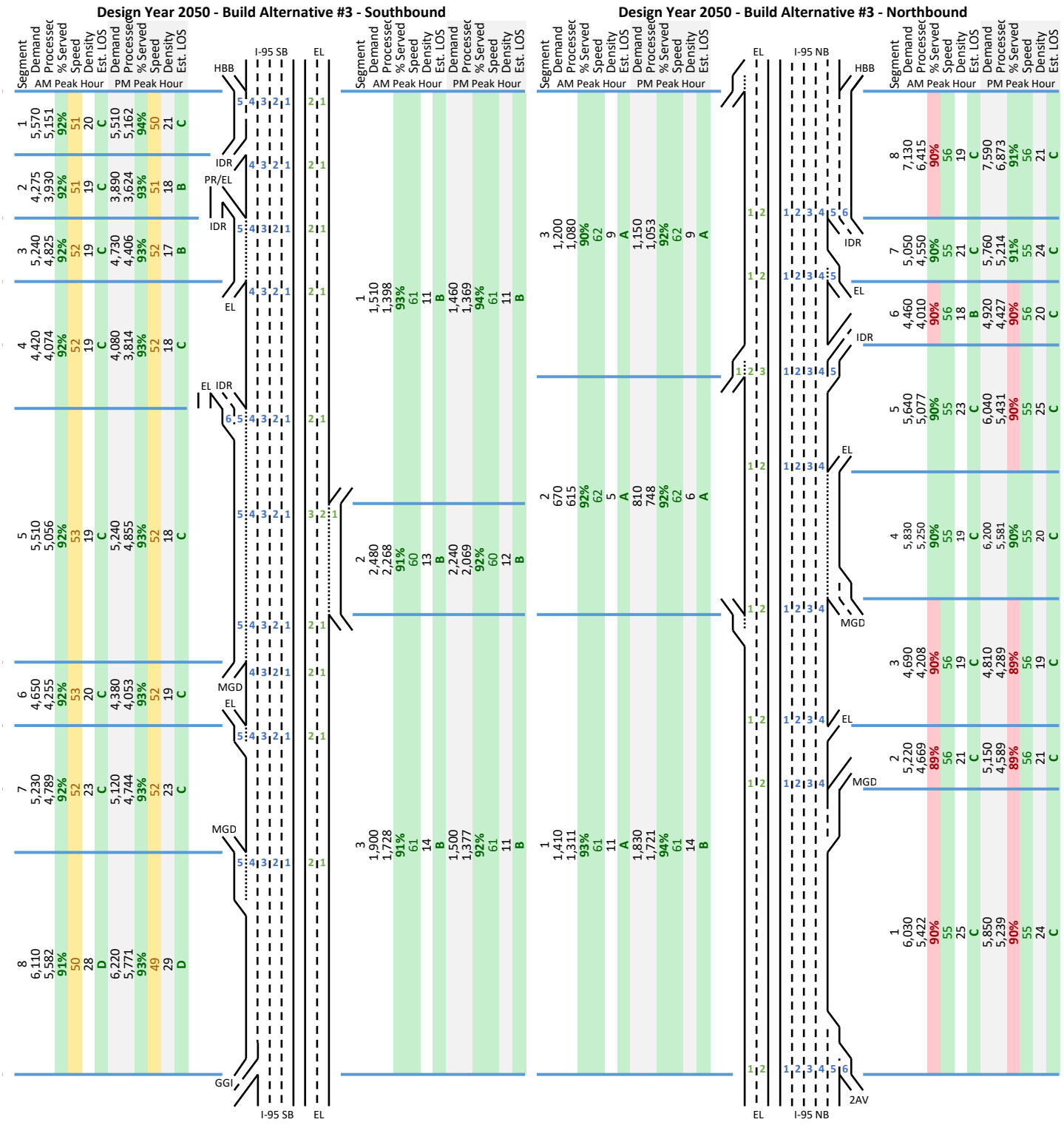


2nd Peak Hour

2.29 PCE
0.03 P_T
0.96 $f_{(hv)}$

No-Build Alternative - Design Year 2050 - AM

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**6,030**	6,024	-6	100%	0.1/Yes	Yes<400	29	70	F
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,500**	5,322	-178	97%	2.4/Yes	Yes<400	36	49	F
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,690**	4,541	-149	97%	2.2/Yes	Yes<400	54	28	D
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,830**	5,526	-304	95%	4/Yes	Yes<400	56	25	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**6,570**	6,268	-302	95%	3.8/Yes	Yes<400	44	28	D
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,240**	4,982	-258	95%	3.6/Yes	Yes<400	55	22	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,740**	6,965	-775	90%	9/No	No	59	24	C
				41,600	**39,628**	**-1,972**	**95%**	**9.8/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**7,080**	6,286	-794	89%	9.7/No	No	20	63	F
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**5,240**	4,460	-780	85%	11.2/No	No	25	60	F
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**6,480**	5,546	-934	86%	12/No	No	43	43	E
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**5,510**	4,738	-772	86%	10.8/No	No	53	30	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**4,650**	3,989	-661	86%	10.1/No	No	54	24	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**5,530**	4,858	-672	88%	9.3/No	No	55	29	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**6,110**	5,312	-798	87%	10.6/No	No	54	25	C
				40,600	**35,188**	**-5,412**	**87%**	**27.8/No**	**No**			
				82,200	***74,815***	***-7,385***	***91%***	***26.4/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,410**	1,411	1	100%	0/Yes	Yes<15%	59	24	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,940**	1,946	6	100%	0.1/Yes	Yes<15%	55	18	B
3	EL NB Egress Point to North of IDR	1	1	**1,200**	1,192	-8	99%	0.2/Yes	Yes<15%	60	20	C
				4,550	**4,549**	**-1**	**100%**	**0/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,510**	1,232	-278	82%	7.5/No	No	12	106	F
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,480**	2,003	-477	81%	10.1/No	No	10	103	F
3	EL SB Ingress Point to North of GGI	1	1	**1,900**	1,544	-356	81%	8.6/No	No	58	27	D
				5,890	**4,779**	**-1,111**	**81%**	**15.2/No**	**No**			
				10,440	***9,327***	***-1,113***	***89%***	***11.2/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways				LOS A
= 90%		Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

2nd Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**5,850**	5,895	45	101%	0.6/Yes	Yes<400	46	43	E
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,510**	5,499	-11	100%	0.1/Yes	Yes<400	47	39	E
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,810**	4,794	-16	100%	0.2/Yes	Yes<400	54	30	D
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**6,200**	5,973	-227	96%	2.9/Yes	Yes<400	56	27	D
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**7,220**	6,978	-242	97%	2.9/Yes	Yes<400	51	28	D
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,920**	5,702	-218	96%	2.9/Yes	Yes<400	55	26	D
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**8,000**	7,661	-339	96%	3.8/Yes	Yes<400	59	26	D
				43,510	**42,502**	**-1,008**	**98%**	**4.9/Yes**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**7,080**	5,682	-1,398	80%	17.5/No	No	11	101	F
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**4,730**	3,800	-930	80%	14.2/No	No	55	23	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**6,020**	5,051	-969	84%	13/No	No	52	32	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**5,240**	4,414	-826	84%	11.9/No	No	54	27	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**4,380**	3,660	-720	84%	11.4/No	No	55	22	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**5,480**	4,596	-884	84%	12.5/No	No	54	28	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**6,220**	5,357	-863	86%	11.3/No	No	54	25	C
				39,150	**32,559**	**-6,591**	**83%**	**34.8/No**	**No**			
				82,660	***75,061***	***-7,599***	***91%***	***27.1/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,830**	1,828	-2	100%	0/Yes	Yes<15%	58	32	D
2	EL NB Ingress Point to EL NB Egress Point	2	2	**2,170**	2,174	4	100%	0.1/Yes	Yes<15%	51	22	C
3	EL NB Egress Point to North of IDR	1	1	**1,150**	1,146	-4	100%	0.1/Yes	Yes<15%	60	19	C
				5,150	**5,148**	**-2**	**100%**	**0/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,460**	1,451	-9	99%	0.2/Yes	Yes<15%	59	24	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,240**	2,099	-141	94%	3/Yes	Yes<15%	53	20	C
3	EL SB Ingress Point to North of GGI	1	1	**1,500**	1,353	-147	90%	3.9/Yes	Yes<15%	59	23	C
				5,200	**4,903**	**-297**	**94%**	**4.2/Yes**	**Yes<400**			
				10,350	***10,050***	***-300***	***97%***	***3/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

2nd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**6,030**	5,774	-256	96%	3.3/Yes	Yes<400	27	54	F
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**5,220**	4,763	-457	91%	6.5/No	No	56	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,690**	4,260	-430	91%	6.4/No	No	56	19	C
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**5,830**	5,254	-576	90%	7.7/No	No	56	19	C
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**6,570**	6,007	-563	91%	7.1/No	No	56	22	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,240**	4,788	-452	91%	6.4/No	No	56	22	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,740**	6,793	-947	88%	11.1/No	No	59	23	C
				41,320	**37,640**	**-3,680**	**91%**	**18.5/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**7,080**	7,088	8	100%	0.1/Yes	Yes<400	61	19	C
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**5,240**	5,246	6	100%	0.1/Yes	Yes<400	64	20	C
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**6,480**	6,302	-178	97%	2.2/Yes	Yes<400	56	28	D
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**5,510**	5,279	-231	96%	3.2/Yes	Yes<400	39	33	D
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**4,650**	4,469	-181	96%	2.7/Yes	Yes<400	63	18	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**5,530**	5,271	-259	95%	3.5/Yes	Yes<400	59	22	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**6,110**	5,859	-251	96%	3.2/Yes	Yes<400	60	20	C
				40,600	**39,514**	**-1,086**	**97%**	**5.4/No**	**No**			
				81,920	***77,154***	***-4,766***	***94%***	***16.9/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,410**	1,411	1	100%	0/Yes	Yes<15%	61	11	B
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**1,940**	1,917	-23	99%	0.5/Yes	Yes<15%	60	16	B
3	EL NB Egress Point to North of IDR	2	2	**1,200**	1,164	-36	97%	1.1/Yes	Yes<15%	63	9	A
				4,550	**4,492**	**-58**	**99%**	**0.9/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,510**	1,505	-5	100%	0.1/Yes	Yes<15%	62	12	B
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**2,480**	2,445	-35	99%	0.7/Yes	Yes<15%	60	20	C
3	EL SB Ingress Point to North of GGI	2	2	**1,900**	1,861	-39	98%	0.9/Yes	Yes<15%	61	15	B
				5,890	**5,811**	**-79**	**99%**	**1/Yes**	**Yes<400**			
				10,440	***10,303***	***-137***	***99%***	***1.3/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

2nd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**5,850**	5,695	-155	97%	2/Yes	Yes<400	24	60	F
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**5,150**	4,697	-453	91%	6.5/No	No	56	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,372	-438	91%	6.5/No	No	56	19	C
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**6,200**	5,381	-819	87%	10.8/No	No	56	19	C
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**7,220**	6,411	-809	89%	9.8/No	No	54	24	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,920**	5,243	-677	89%	9.1/No	No	55	24	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**8,000**	7,230	-770	90%	8.8/No	No	59	25	C
				43,150	**39,030**	**-4,120**	**90%**	**20.3/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**7,080**	6,190	-890	87%	10.9/No	No	25	41	E
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**4,730**	4,144	-586	88%	8.8/No	No	56	18	C
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**6,020**	5,187	-833	86%	11.1/No	No	20	66	F
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**5,240**	4,202	-1,038	80%	15.1/No	No	9	122	F
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**4,380**	3,528	-852	81%	13.6/No	No	63	14	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**5,480**	4,364	-1,116	80%	15.9/No	No	60	18	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**6,220**	5,120	-1,100	82%	14.6/No	No	60	17	B
				39,150	**32,735**	**-6,415**	**84%**	**33.8/No**	**No**			
				82,300	***71,764***	***-10,536***	***87%***	***38/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,830**	1,831	1	100%	0/Yes	Yes<15%	61	15	B
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**2,170**	2,157	-13	99%	0.3/Yes	Yes<15%	60	18	C
3	EL NB Egress Point to North of IDR	2	2	**1,150**	1,131	-19	98%	0.6/Yes	Yes<15%	63	9	A
				5,150	**5,119**	**-31**	**99%**	**0.4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,450	-10	99%	0.2/Yes	Yes<15%	62	12	B
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**2,240**	2,113	-127	94%	2.7/Yes	Yes<15%	60	18	B
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,370	-130	91%	3.4/Yes	Yes<15%	61	11	B
				5,200	**4,933**	**-267**	**95%**	**3.7/Yes**	**Yes<400**			
				10,350	***10,053***	***-297***	***97%***	***2.9/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

2nd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 2 - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**6,030**	5,191	-839	86%	11.2/No	No	11	118	F
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,220**	4,169	-1,051	80%	15.3/No	No	54	19	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,690**	3,745	-945	80%	14.6/No	No	56	17	B
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**5,830**	4,916	-914	84%	12.5/No	No	55	22	C
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**4,650**	3,897	-753	84%	11.5/No	No	55	24	C
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**5,240**	4,498	-742	86%	10.6/No	No	56	20	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,320**	6,289	-1,031	86%	12.5/No	No	56	19	C
				38,980	**32,705**	**-6,275**	**84%**	**33.1/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**5,570**	5,067	-503	91%	6.9/No	No	34	30	D
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**7,080**	6,022	-1,058	85%	13.1/No	No	29	35	D
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**5,240**	4,298	-942	82%	13.6/No	No	26	34	D
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,420**	3,537	-883	80%	14/No	No	17	52	F
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,510**	3,631	-1,879	66%	27.8/No	No	4	163	F
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,650**	2,736	-1,914	59%	31.5/No	No	53	13	B
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,230**	3,334	-1,896	64%	29/No	No	55	15	B
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,110**	4,242	-1,868	69%	26/No	No	53	20	C
				43,810	**32,867**	**-10,943**	**75%**	**55.9/No**	**No**			
				82,790	***65,572***	***-17,218***	***79%***	***63.2/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,410**	1,411	1	100%	0/Yes	Yes<15%	61	12	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**670**	660	-10	99%	0.4/Yes	Yes<100	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,200**	1,092	-108	91%	3.2/Yes	Yes<15%	61	9	A
				3,280	**3,163**	**-117**	**96%**	**2.1/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,510**	1,510	0	100%	0/Yes	Yes<15%	61	12	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,480**	2,159	-321	87%	6.7/No	Yes<15%	61	12	B
3	EL SB Ingress Point to North of GGI	2	2	**1,900**	1,597	-303	84%	7.2/No	No	61	13	B
				5,890	**5,267**	**-623**	**89%**	**8.3/No**	**No**			
				9,170	***8,429***	***-741***	***92%***	***7.9/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

2nd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 2 - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	5,863	13	100%	0.2/Yes	Yes<400	47	31	D
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	5,128	-22	100%	0.3/Yes	Yes<400	54	24	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,795	-15	100%	0.2/Yes	Yes<400	56	22	C
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**6,200**	6,151	-49	99%	0.6/Yes	Yes<400	54	28	D
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**5,080**	5,101	21	100%	0.3/Yes	Yes<400	54	32	D
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**5,920**	5,946	26	100%	0.3/Yes	Yes<400	55	27	D
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,750**	7,630	-120	98%	1.4/Yes	Yes<400	55	23	C
				40,760	**40,615**	**-145**	**100%**	**0.7/Yes**	**Yes<400**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**5,510**	5,487	-23	100%	0.3/Yes	Yes<400	46	24	C
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**7,080**	6,970	-110	98%	1.3/Yes	Yes<400	42	28	D
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**4,730**	4,571	-159	97%	2.3/Yes	Yes<400	42	22	C
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	3,805	-275	93%	4.4/Yes	Yes<400	30	32	D
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	4,144	-1,096	79%	16/No	No	7	122	F
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	3,034	-1,346	69%	22.1/No	No	52	15	B
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	3,785	-1,335	74%	20/No	No	54	18	B
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	4,885	-1,335	79%	17.9/No	No	52	24	C
				42,360	**36,682**	**-5,678**	**87%**	**28.6/No**	**No**			
				83,120	***77,297***	***-5,823***	***93%***	***20.6/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,833	3	100%	0.1/Yes	Yes<15%	60	15	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	808	-2	100%	0.1/Yes	Yes<15%	62	7	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	1,148	-2	100%	0.1/Yes	Yes<15%	61	9	A
				3,790	**3,789**	**-1**	**100%**	**0/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,457	-3	100%	0.1/Yes	Yes<15%	61	12	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	2,151	-89	96%	1.9/Yes	Yes<15%	61	12	B
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,417	-83	94%	2.2/Yes	Yes<15%	61	12	B
				5,200	**5,024**	**-176**	**97%**	**2.5/Yes**	**Yes<400**			
				8,990	***8,814***	***-176***	***98%***	***1.9/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

2nd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**6,030**	5,845	-185	97%	2.4/Yes	Yes<400	55	27	D
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,220**	5,052	-168	97%	2.3/Yes	Yes<400	56	23	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,690**	4,532	-158	97%	2.3/Yes	Yes<400	56	20	C
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**5,830**	5,673	-157	97%	2.1/Yes	Yes<400	55	21	C
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**5,640**	5,496	-144	97%	1.9/Yes	Yes<400	55	25	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,460**	4,341	-119	97%	1.8/Yes	Yes<400	56	19	C
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**5,050**	4,947	-103	98%	1.5/Yes	Yes<400	55	22	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,130**	6,912	-218	97%	2.6/Yes	Yes<400	55	21	C
				44,050	**42,798**	**-1,252**	**97%**	**6/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**5,570**	5,569	-1	100%	0/Yes	Yes<400	50	22	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**4,275**	4,280	5	100%	0.1/Yes	Yes<400	50	21	C
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**5,240**	5,255	15	100%	0.2/Yes	Yes<400	51	21	C
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,420**	4,452	32	101%	0.5/Yes	Yes<400	52	21	C
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,510**	5,509	-1	100%	0/Yes	Yes<400	52	21	C
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,650**	4,658	8	100%	0.1/Yes	Yes<400	52	22	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,230**	5,232	2	100%	0/Yes	Yes<400	52	25	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,110**	6,137	27	100%	0.3/Yes	Yes<400	48	32	D
				41,005	**41,090**	**85**	**100%**	**0.4/Yes**	**Yes<400**			
				85,055	***83,888***	***-1,167***	***99%***	***4/Yes***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,410**	1,411	1	100%	0/Yes	Yes<15%	61	12	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**670**	660	-10	99%	0.4/Yes	Yes<100	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,200**	1,185	-15	99%	0.4/Yes	Yes<15%	61	10	A
				3,280	**3,256**	**-24**	**99%**	**0.4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,510**	1,510	0	100%	0/Yes	Yes<15%	61	12	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,480**	2,457	-23	99%	0.5/Yes	Yes<15%	59	14	B
3	EL SB Ingress Point to North of GGI	2	2	**1,900**	1,882	-18	99%	0.4/Yes	Yes<15%	61	16	B
				5,890	**5,849**	**-41**	**99%**	**0.5/Yes**	**Yes<400**			
				9,170	***9,105***	***-65***	***99%***	***0.7/Yes***	***Yes<400***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

2nd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	5,575	-275	95%	3.6/Yes	Yes<400	55	25	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	4,897	-253	95%	3.6/Yes	Yes<400	56	22	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,569	-241	95%	3.5/Yes	Yes<400	56	21	C
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**6,200**	5,951	-249	96%	3.2/Yes	Yes<400	55	22	C
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**6,040**	5,804	-236	96%	3.1/Yes	Yes<400	55	27	D
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,920**	4,731	-189	96%	2.7/Yes	Yes<400	55	21	C
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**5,760**	5,578	-182	97%	2.4/Yes	Yes<400	55	26	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,590**	7,286	-304	96%	3.5/Yes	Yes<400	56	22	C
				46,320	**44,392**	**-1,928**	**96%**	**9.1/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**5,510**	5,500	-10	100%	0.1/Yes	Yes<400	50	22	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**3,890**	3,902	12	100%	0.2/Yes	Yes<400	50	19	C
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**4,730**	4,731	1	100%	0/Yes	Yes<400	52	18	C
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	4,097	17	100%	0.3/Yes	Yes<400	52	20	C
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	5,204	-36	99%	0.5/Yes	Yes<400	52	20	C
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	4,351	-29	99%	0.4/Yes	Yes<400	52	21	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	5,087	-33	99%	0.5/Yes	Yes<400	51	25	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	6,185	-35	99%	0.4/Yes	Yes<400	48	32	D
				39,170	**39,056**	**-114**	**100%**	**0.6/Yes**	**Yes<400**			
				85,490	***83,448***	***-2,042***	***98%***	***7/No***	***No***			

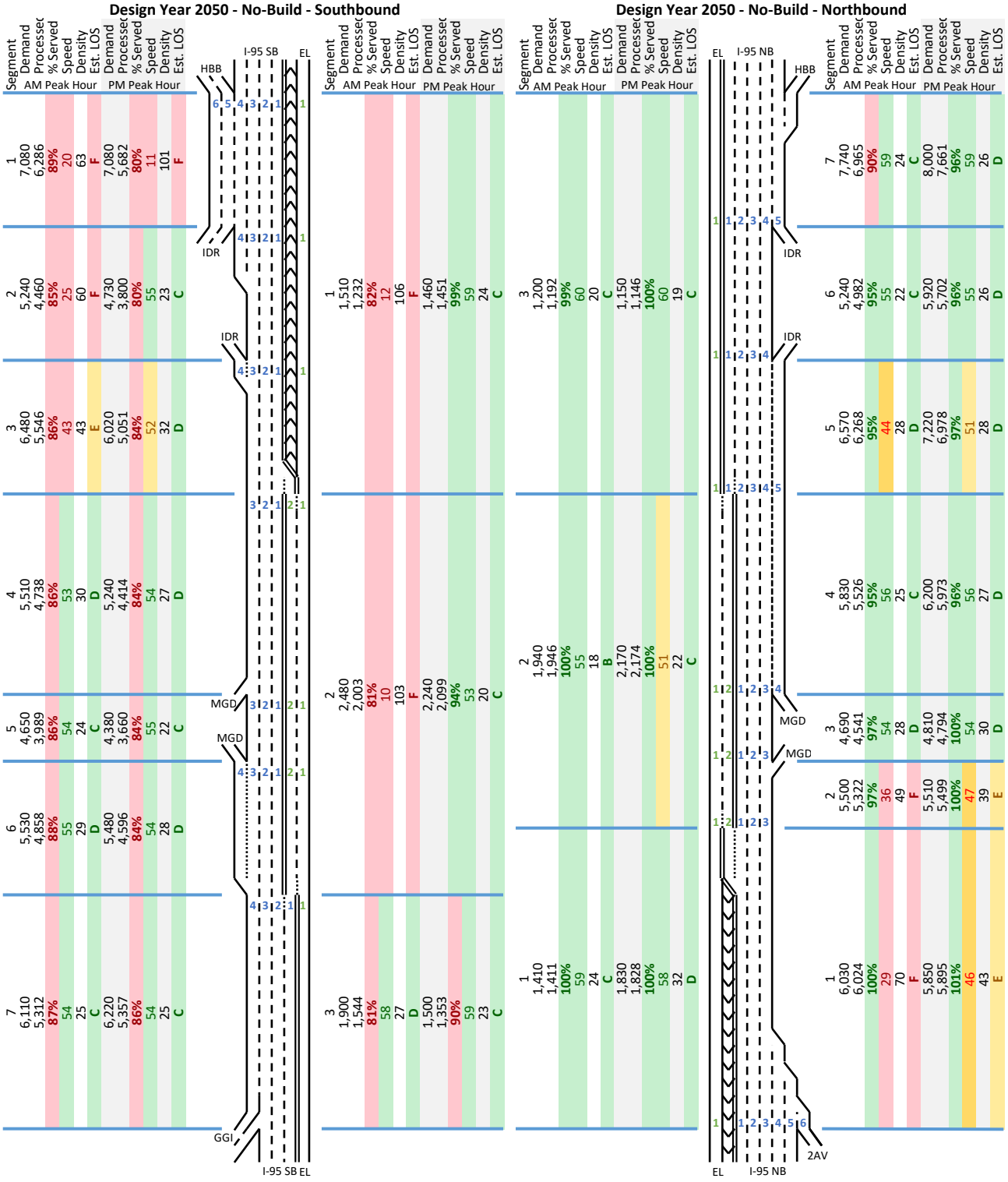
I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,832	2	100%	0.1/Yes	Yes<15%	61	15	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	808	-2	100%	0.1/Yes	Yes<15%	62	7	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	1,141	-9	99%	0.3/Yes	Yes<15%	62	9	A
				3,790	**3,782**	**-8**	**100%**	**0.1/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,457	-3	100%	0.1/Yes	Yes<15%	61	12	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	2,217	-23	99%	0.5/Yes	Yes<15%	59	12	B
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,480	-20	99%	0.5/Yes	Yes<15%	61	12	B
				5,200	**5,155**	**-45**	**99%**	**0.6/Yes**	**Yes<400**			
				8,990	***8,937***	***-53***	***99%***	***0.6/Yes***	***Yes<400***			

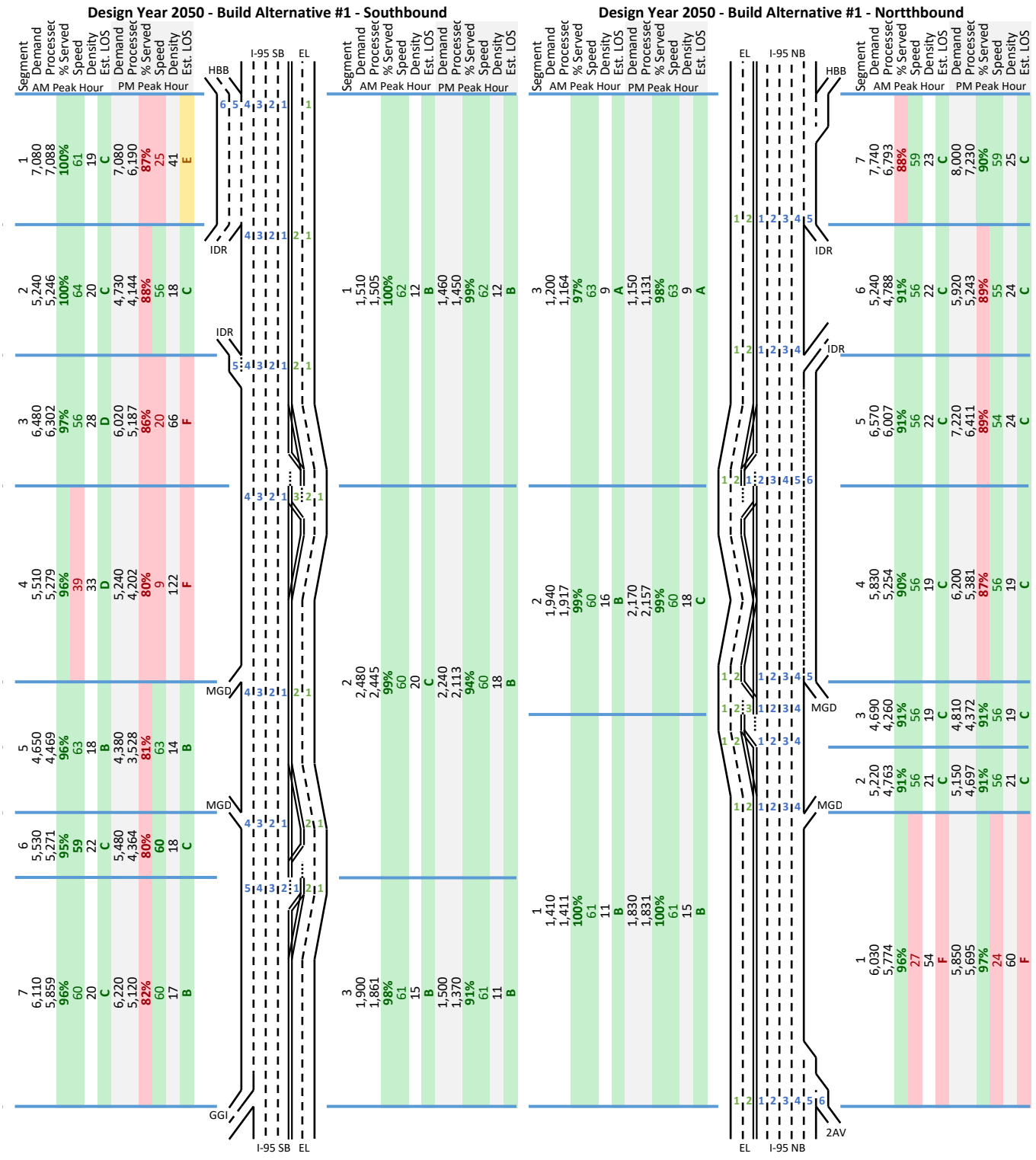
Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

No-Build Alternative - Design Year 2050



Build Alternative #1 - Design Year 2050



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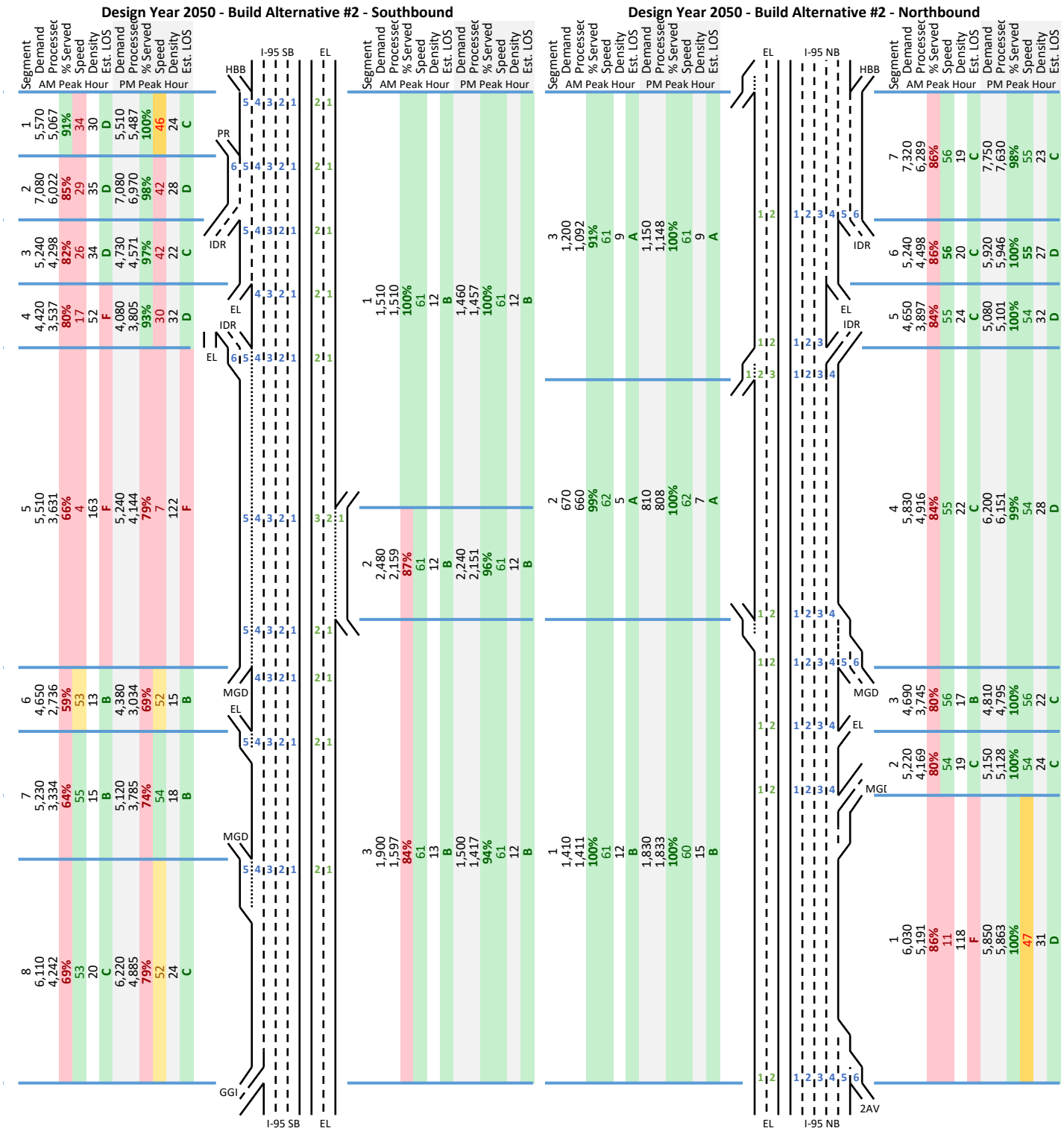

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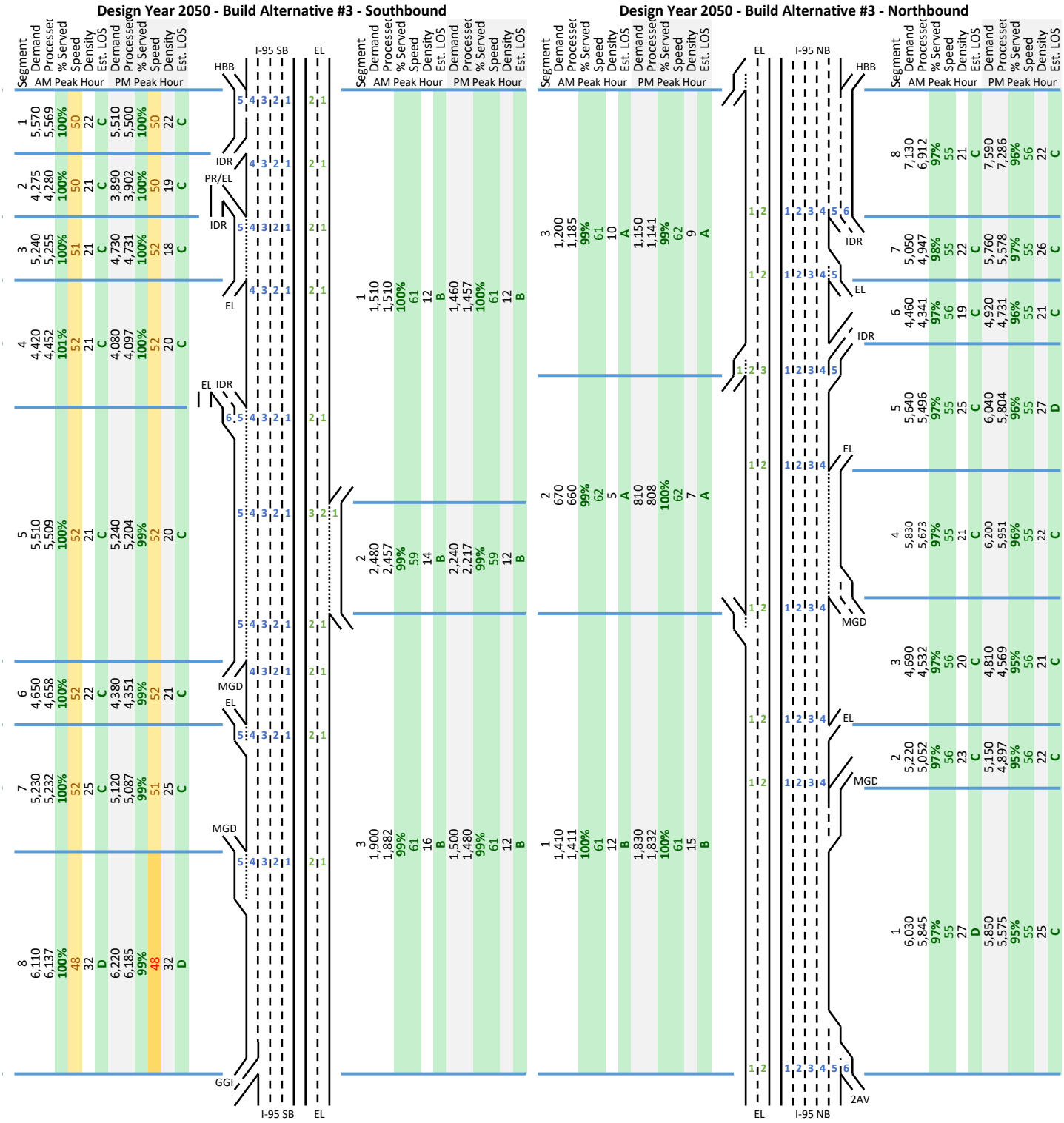


3rd Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**6,030**	5,747	-283	95%	3.7/Yes	Yes<400	27	72	F
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,500**	5,235	-265	95%	3.6/Yes	Yes<400	28	62	F
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,690**	4,466	-224	95%	3.3/Yes	Yes<400	54	28	D
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,830**	5,451	-379	94%	5/No	Yes<400	55	25	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**6,570**	6,143	-427	94%	5.4/No	No	40	31	D
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,240**	4,881	-359	93%	5/No	Yes<400	56	22	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,740**	6,867	-873	89%	10.2/No	No	59	23	C
				41,600	**38,790**	**-2,810**	**93%**	**14/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**7,080**	5,109	-1,971	72%	25.3/No	No	9	115	F
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**5,240**	3,771	-1,469	72%	21.9/No	No	37	34	D
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**6,480**	4,850	-1,630	75%	21.7/No	No	48	34	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**5,510**	4,154	-1,356	75%	19.5/No	No	51	27	D
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**4,650**	3,485	-1,165	75%	18.3/No	No	55	21	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**5,530**	4,317	-1,213	78%	17.3/No	No	55	26	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**6,110**	4,815	-1,295	79%	17.5/No	No	54	22	C
				40,600	**30,500**	**-10,100**	**75%**	**53.6/No**	**No**			
				82,200	***69,290***	***-12,910***	***84%***	***46.9/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,410**	1,311	-99	93%	2.7/Yes	Yes<15%	59	22	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,940**	1,815	-125	94%	2.9/Yes	Yes<15%	57	16	B
3	EL NB Egress Point to North of IDR	1	1	**1,200**	1,129	-71	94%	2.1/Yes	Yes<15%	60	19	C
				4,550	**4,256**	**-294**	**94%**	**4.4/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,510**	1,281	-229	85%	6.1/No	No	12	111	F
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,480**	2,001	-479	81%	10.1/No	No	10	102	F
3	EL SB Ingress Point to North of GGI	1	1	**1,900**	1,507	-393	79%	9.5/No	No	58	26	C
				5,890	**4,789**	**-1,101**	**81%**	**15.1/No**	**No**			
				10,440	***9,044***	***-1,396***	***87%***	***14.1/No***	***No***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways, Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

3rd Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**5,850**	5,658	-192	97%	2.5/Yes	Yes<400	50	37	E
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,510**	5,322	-188	97%	2.6/Yes	Yes<400	48	37	E
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,810**	4,647	-163	97%	2.4/Yes	Yes<400	54	29	D
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**6,200**	5,802	-398	94%	5.1/No	Yes<400	54	27	D
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**7,220**	6,752	-468	94%	5.6/No	No	42	32	D
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,920**	5,544	-376	94%	5/Yes	Yes<400	55	25	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**8,000**	7,485	-515	94%	5.9/No	No	59	25	C
				43,510	**41,209**	**-2,301**	**95%**	**11.2/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**7,080**	5,475	-1,605	77%	20.3/No	No	10	113	F
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**4,730**	3,613	-1,117	76%	17.3/No	No	49	24	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**6,020**	4,787	-1,233	80%	16.8/No	No	50	32	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**5,240**	4,180	-1,060	80%	15.4/No	No	54	26	C
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**4,380**	3,443	-937	79%	15/No	No	55	21	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**5,480**	4,412	-1,068	81%	15.2/No	No	54	27	D
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**6,220**	5,122	-1,098	82%	14.6/No	No	54	24	C
				39,150	**31,032**	**-8,118**	**79%**	**43.3/No**	**No**			
				82,660	***72,241***	***-10,419***	***87%***	***37.4/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,830**	1,761	-69	96%	1.6/Yes	Yes<15%	58	30	D
2	EL NB Ingress Point to EL NB Egress Point	2	2	**2,170**	2,094	-76	97%	1.6/Yes	Yes<15%	52	20	C
3	EL NB Egress Point to North of IDR	1	1	**1,150**	1,129	-21	98%	0.6/Yes	Yes<15%	60	19	C
				5,150	**4,985**	**-165**	**97%**	**2.3/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,460**	1,410	-50	97%	1.3/Yes	Yes<15%	59	24	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,240**	2,021	-219	90%	4.8/Yes	Yes<15%	55	18	C
3	EL SB Ingress Point to North of GGI	1	1	**1,500**	1,311	-189	87%	5/No	Yes<15%	59	22	C
				5,200	**4,742**	**-458**	**91%**	**6.5/No**	**No**			
				10,350	***9,727***	***-623***	***94%***	***6.2/No***	***No***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

3rd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**6,030**	5,213	-817	86%	10.9/No	No	11	119	F
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**5,220**	4,459	-761	85%	10.9/No	No	56	20	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,690**	3,997	-693	85%	10.5/No	No	56	18	B
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**5,830**	4,999	-831	86%	11.3/No	No	56	18	B
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**6,570**	5,697	-873	87%	11.1/No	No	56	20	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,240**	4,550	-690	87%	9.9/No	No	56	20	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,740**	6,549	-1,191	85%	14.1/No	No	59	22	C
				41,320	**35,463**	**-5,857**	**86%**	**29.9/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**7,080**	6,587	-493	93%	6/No	No	57	19	C
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**5,240**	4,881	-359	93%	5/No	Yes<400	59	21	C
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**6,480**	5,846	-634	90%	8.1/No	No	44	33	D
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**5,510**	4,931	-579	89%	8/No	No	21	58	F
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**4,650**	4,186	-464	90%	7/No	No	63	17	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**5,530**	4,991	-539	90%	7.4/No	No	60	21	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**6,110**	5,539	-571	91%	7.5/No	No	60	18	C
				40,600	**36,962**	**-3,638**	**91%**	**18.5/No**	**No**			
				81,920	***72,425***	***-9,495***	***88%***	***34.2/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,410**	1,312	-98	93%	2.7/Yes	Yes<15%	62	11	A
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**1,940**	1,775	-165	92%	3.8/Yes	Yes<15%	61	15	B
3	EL NB Egress Point to North of IDR	2	2	**1,200**	1,087	-113	91%	3.3/Yes	Yes<15%	63	9	A
				4,550	**4,174**	**-376**	**92%**	**5.7/No**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,510**	1,410	-100	93%	2.6/Yes	Yes<15%	63	11	B
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**2,480**	2,280	-200	92%	4.1/Yes	Yes<15%	60	19	C
3	EL SB Ingress Point to North of GGI	2	2	**1,900**	1,737	-163	91%	3.8/Yes	Yes<15%	61	14	B
				5,890	**5,426**	**-464**	**92%**	**6.2/No**	**No**			
				10,440	***9,601***	***-839***	***92%***	***8.4/No***	***No***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

3rd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**5,850**	5,005	-845	86%	11.5/No	No	10	129	F
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**5,150**	4,297	-853	83%	12.4/No	No	49	22	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	3,969	-841	83%	12.7/No	No	48	21	C
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**6,200**	4,858	-1,342	78%	18/No	No	43	23	C
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**7,220**	5,621	-1,599	78%	20/No	No	33	34	D
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,920**	4,526	-1,394	76%	19.3/No	No	55	20	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**8,000**	6,294	-1,706	79%	20.2/No	No	59	21	C
				43,150	**34,570**	**-8,580**	**80%**	**43.5/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**7,080**	5,490	-1,590	78%	20.1/No	No	9	104	F
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**4,730**	3,544	-1,186	75%	18.4/No	No	36	25	C
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**6,020**	4,155	-1,865	69%	26.1/No	No	9	116	F
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**5,240**	3,538	-1,702	68%	25.7/No	No	6	137	F
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**4,380**	2,915	-1,465	67%	24.3/No	No	63	12	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**5,480**	3,712	-1,768	68%	26.1/No	No	61	15	B
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**6,220**	4,427	-1,793	71%	24.6/No	No	60	15	B
				39,150	**27,781**	**-11,369**	**71%**	**62.1/No**	**No**			
				82,300	***62,351***	***-19,949***	***76%***	***74.2/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,830**	1,763	-67	96%	1.6/Yes	Yes<15%	61	14	B
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**2,170**	2,046	-124	94%	2.7/Yes	Yes<15%	56	18	C
3	EL NB Egress Point to North of IDR	2	2	**1,150**	1,083	-67	94%	2/Yes	Yes<15%	63	9	A
				5,150	**4,892**	**-258**	**95%**	**3.6/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,410	-50	97%	1.3/Yes	Yes<15%	62	11	B
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**2,240**	1,949	-291	87%	6.4/No	Yes<15%	60	16	B
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,238	-262	83%	7.1/No	No	61	10	A
				5,200	**4,597**	**-603**	**88%**	**8.6/No**	**No**			
				10,350	***9,489***	***-861***	***92%***	***8.6/No***	***No***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

3rd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 2 - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**6,030**	4,976	-1,054	83%	14.2/No	No	9	134	F
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,220**	4,233	-987	81%	14.4/No	No	54	20	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,690**	3,808	-882	81%	13.5/No	No	56	17	B
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**5,830**	4,898	-932	84%	12.7/No	No	55	22	C
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**4,650**	3,924	-726	84%	11.1/No	No	55	24	C
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**5,240**	4,490	-750	86%	10.7/No	No	56	20	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,320**	5,205	-2,115	71%	26.7/No	No	56	15	B
				38,980	**31,533**	**-7,447**	**81%**	**39.7/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**5,570**	2,724	-2,846	49%	44.2/No	No	3	176	F
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**7,080**	3,329	-3,751	47%	52/No	No	3	165	F
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**5,240**	2,678	-2,562	51%	40.7/No	No	5	113	F
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,420**	2,330	-2,090	53%	36/No	No	3	167	F
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,510**	2,508	-3,002	46%	47.4/No	No	3	184	F
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,650**	2,097	-2,553	45%	44/No	No	53	10	A
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,230**	2,647	-2,583	51%	41.2/No	No	55	12	B
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,110**	3,471	-2,639	57%	38.1/No	No	55	16	B
				43,810	**21,783**	**-22,027**	**50%**	**121.6/No**	**No**			
				82,790	***53,316***	***-29,474***	***64%***	***113/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,410**	1,313	-97	93%	2.6/Yes	Yes<15%	61	11	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**670**	620	-50	93%	1.9/Yes	Yes<100	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,200**	1,056	-144	88%	4.3/Yes	Yes<15%	61	9	A
				3,280	**2,989**	**-291**	**91%**	**5.2/No**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,510**	1,403	-107	93%	2.8/Yes	Yes<15%	61	11	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,480**	1,810	-670	73%	14.5/No	No	61	10	A
3	EL SB Ingress Point to North of GGI	2	2	**1,900**	1,260	-640	66%	16.1/No	No	61	10	A
				5,890	**4,474**	**-1,416**	**76%**	**19.7/No**	**No**			
				9,170	***7,463***	***-1,707***	***81%***	***18.7/No***	***No***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

3rd Peak Hour

2.29 PCE
0.03 P_T
0.96 $f_{(hv)}$

Build Alternative 2 - Design Year 2050 - PM

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	5,604	-246	96%	3.2/Yes	Yes<400	40	35	E
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	4,796	-354	93%	5/No	Yes<400	54	22	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,496	-314	93%	4.6/Yes	Yes<400	56	20	C
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**6,200**	5,842	-358	94%	4.6/Yes	Yes<400	55	27	D
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**5,080**	4,869	-211	96%	3/Yes	Yes<400	54	30	D
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**5,920**	5,675	-245	96%	3.2/Yes	Yes<400	56	26	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,750**	6,372	-1,378	82%	16.4/No	No	56	19	C
				40,760	**37,654**	**-3,106**	**92%**	**15.7/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**5,510**	3,069	-2,441	56%	37.3/No	No	5	118	F
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**7,080**	3,516	-3,564	50%	49/No	No	4	150	F
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**4,730**	2,561	-2,169	54%	35.9/No	No	3	161	F
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	2,290	-1,790	56%	31.7/No	No	3	171	F
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	2,462	-2,778	47%	44.8/No	No	3	184	F
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	2,053	-2,327	47%	41/No	No	52	10	A
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	2,774	-2,346	54%	37.3/No	No	55	13	B
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	3,825	-2,395	61%	33.8/No	No	54	18	B
				42,360	**22,551**	**-19,809**	**53%**	**110/No**	**No**			
				83,120	***60,205***	***-22,915***	***72%***	***85.6/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,763	-67	96%	1.6/Yes	Yes<15%	61	15	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	788	-22	97%	0.8/Yes	Yes<15%	62	6	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	1,102	-48	96%	1.4/Yes	Yes<15%	61	9	A
				3,790	**3,653**	**-137**	**96%**	**2.2/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,405	-55	96%	1.5/Yes	Yes<15%	61	11	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	1,679	-561	75%	12.7/No	No	61	9	A
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	965	-535	64%	15.2/No	No	61	8	A
				5,200	**4,048**	**-1,152**	**78%**	**16.9/No**	**No**			
				8,990	***7,701***	***-1,289***	***86%***	***14.1/No***	***No***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways, Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

3rd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**6,030**	5,432	-598	90%	7.9/No	No	55	25	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,220**	4,685	-535	90%	7.6/No	No	56	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,690**	4,218	-472	90%	7.1/No	No	56	19	C
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**5,830**	5,278	-552	91%	7.4/No	No	55	19	C
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**5,640**	5,118	-522	91%	7.1/No	No	55	23	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,460**	4,055	-405	91%	6.2/No	No	56	18	C
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**5,050**	4,615	-435	91%	6.3/No	No	55	21	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,130**	6,563	-567	92%	6.9/No	No	56	20	C
				44,050	**39,964**	**-4,086**	**91%**	**19.9/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**5,570**	5,172	-398	93%	5.4/No	Yes<400	51	20	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**4,275**	3,959	-316	93%	4.9/Yes	Yes<400	50	20	C
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**5,240**	4,861	-379	93%	5.3/No	Yes<400	52	19	C
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,420**	4,101	-319	93%	4.9/Yes	Yes<400	52	20	C
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,510**	5,125	-385	93%	5.3/No	Yes<400	53	19	C
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,650**	4,322	-328	93%	4.9/Yes	Yes<400	53	21	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,230**	4,873	-357	93%	5/No	Yes<400	52	23	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,110**	5,719	-391	94%	5.1/No	Yes<400	50	29	D
				41,005	**38,132**	**-2,873**	**93%**	**14.4/No**	**No**			
				85,055	***78,097***	***-6,958***	***92%***	***24.4/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,410**	1,313	-97	93%	2.6/Yes	Yes<15%	61	11	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**670**	620	-50	93%	2/Yes	Yes<100	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,200**	1,096	-104	91%	3.1/Yes	Yes<15%	62	9	A
				3,280	**3,029**	**-251**	**92%**	**4.5/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,510**	1,403	-107	93%	2.8/Yes	Yes<15%	61	11	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,480**	2,307	-173	93%	3.5/Yes	Yes<15%	60	13	B
3	EL SB Ingress Point to North of GGI	2	2	**1,900**	1,764	-136	93%	3.2/Yes	Yes<15%	61	15	B
				5,890	**5,475**	**-415**	**93%**	**5.5/No**	**No**			
				9,170	***8,503***	***-667***	***93%***	***7.1/No***	***No***			

Legend

Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways, Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

3rd Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	5,371	-479	92%	6.4/No	No	55	24	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	4,706	-444	91%	6.3/No	No	56	21	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,404	-406	92%	6/No	No	56	20	C
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**6,200**	5,754	-446	93%	5.8/No	No	55	21	C
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**6,040**	5,616	-424	93%	5.6/No	No	55	26	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,920**	4,583	-337	93%	4.9/Yes	Yes<400	56	21	C
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**5,760**	5,387	-373	94%	5/Yes	Yes<400	55	25	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,590**	7,118	-472	94%	5.5/No	No	56	21	C
				46,320	**42,938**	**-3,382**	**93%**	**16/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**5,510**	5,301	-209	96%	2.8/Yes	Yes<400	50	21	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**3,890**	3,738	-152	96%	2.5/Yes	Yes<400	50	19	C
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**4,730**	4,542	-188	96%	2.8/Yes	Yes<400	52	17	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	3,941	-139	97%	2.2/Yes	Yes<400	52	19	C
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	5,046	-194	96%	2.7/Yes	Yes<400	52	19	C
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	4,221	-159	96%	2.4/Yes	Yes<400	52	20	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	4,938	-182	96%	2.6/Yes	Yes<400	52	24	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	6,016	-204	97%	2.6/Yes	Yes<400	49	31	D
				39,170	**37,741**	**-1,429**	**96%**	**7.3/No**	**No**			
				85,490	***80,679***	***-4,811***	***94%***	***16.7/No***	***No***			

I-95 Express Lanes

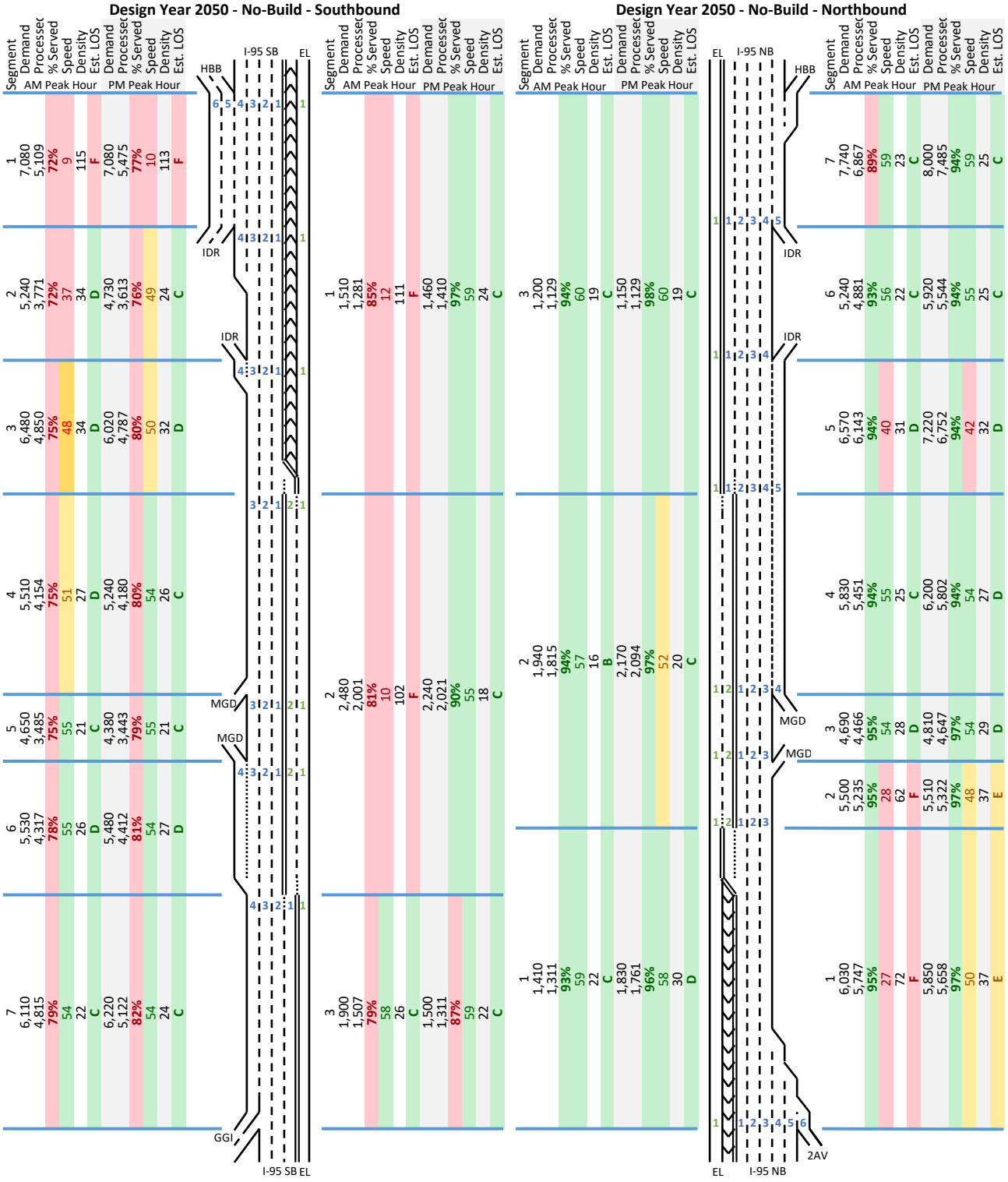
Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,763	-67	96%	1.6/Yes	Yes<15%	61	14	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	787	-23	97%	0.8/Yes	Yes<15%	62	6	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	1,100	-50	96%	1.5/Yes	Yes<15%	62	9	A
				3,790	**3,650**	**-140**	**96%**	**2.3/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,405	-55	96%	1.5/Yes	Yes<15%	61	11	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	2,138	-102	95%	2.2/Yes	Yes<15%	60	12	B
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,426	-74	95%	1.9/Yes	Yes<15%	61	12	B
				5,200	**4,968**	**-232**	**96%**	**3.3/Yes**	**Yes<400**			
				8,990	***8,618***	***-372***	***96%***	***4/Yes***	***Yes<400***			

Legend

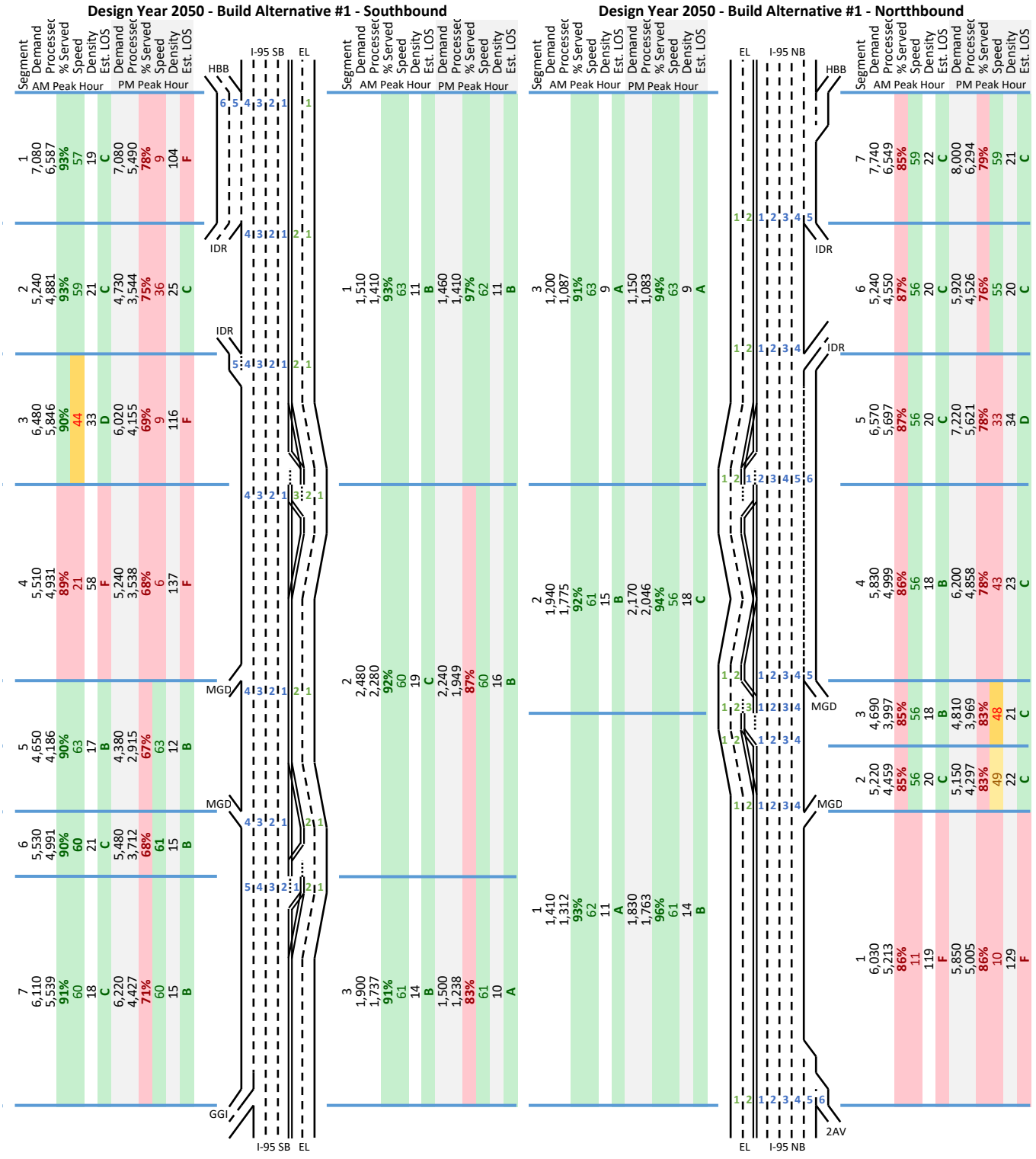
Volume % Served	Simulated Speed	Estimated LOS
> 90%		LOS A
= 90%		LOS B
< 90%		LOS C
		LOS D
		LOS E
		LOS F

Congestion Level	Freeways Posted Speed (mph) 50	55	60	65	70
Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63
Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57
Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45
Heavily Congested	< 42	< 43	< 44	< 45	< 45

No-Build Alternative - Design Year 2050



Build Alternative #1 - Design Year 2050



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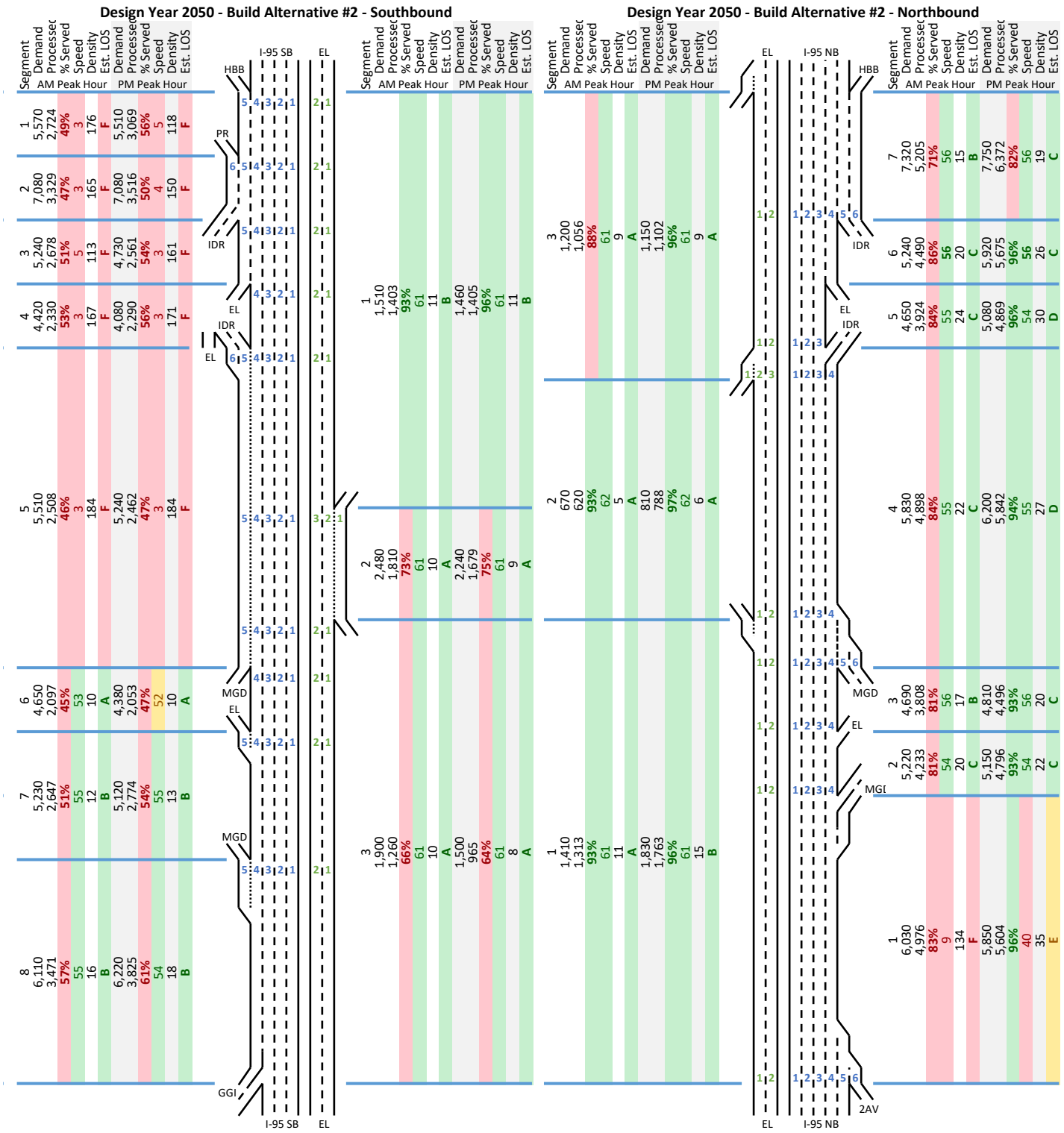
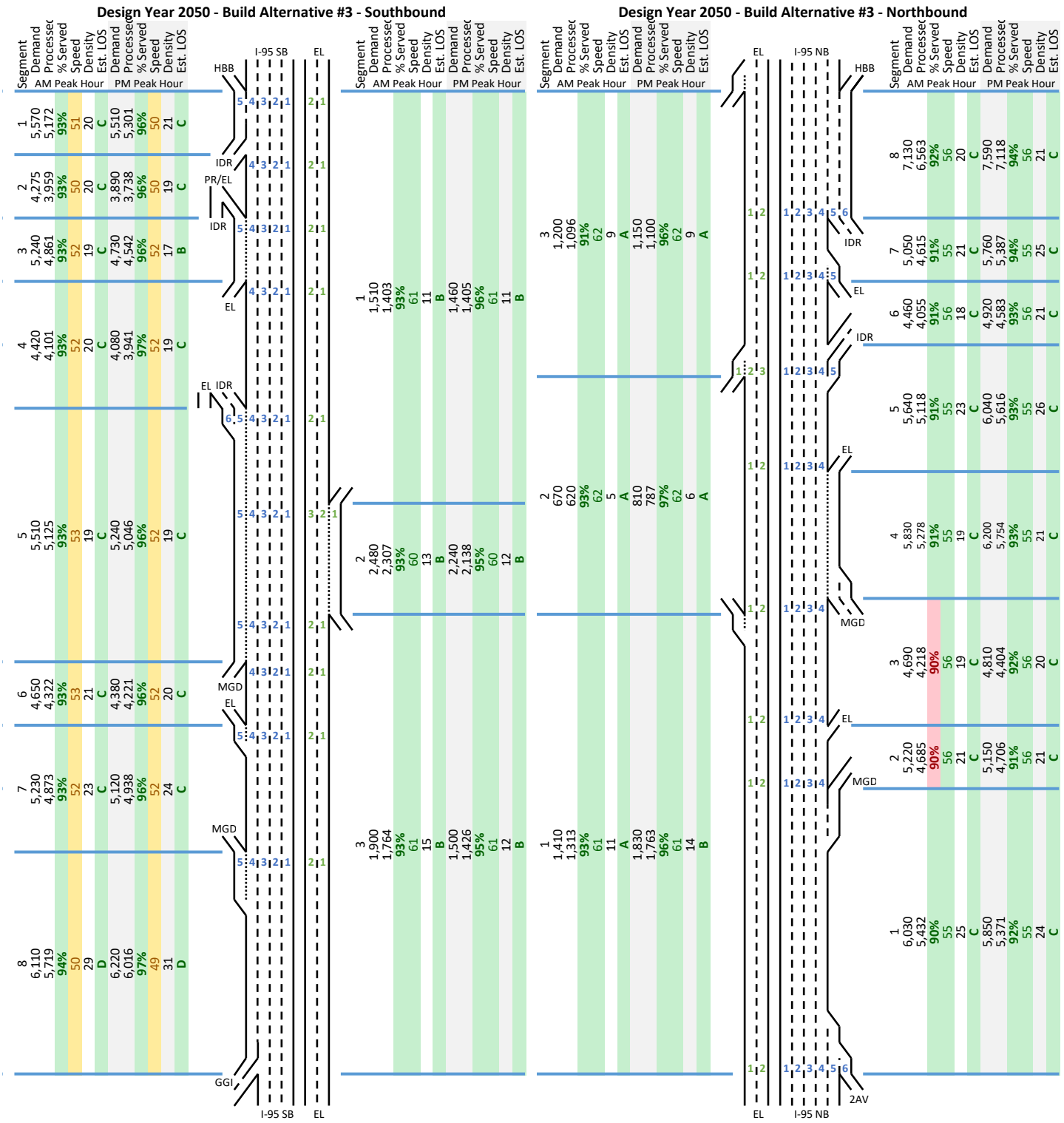


Build Alternative #3 - Design Year 2050



4th Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**6,030**	5,294	-736	88%	9.8/No	No	48	37	E
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,500**	4,838	-662	88%	9.2/No	No	32	50	F
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,690**	4,128	-562	88%	8.5/No	No	55	25	C
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**5,830**	5,093	-737	87%	10/No	No	54	24	C
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**6,570**	5,783	-787	88%	10/No	No	50	23	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,240**	4,580	-660	87%	9.4/No	No	56	21	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,740**	6,561	-1,179	85%	13.9/No	No	59	22	C
				41,600	**36,276**	**-5,324**	**87%**	**27/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**7,080**	5,047	-2,033	71%	26.1/No	No	11	96	F
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**5,240**	3,714	-1,526	71%	22.8/No	No	45	27	D
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**6,480**	4,759	-1,721	73%	23/No	No	50	32	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**5,510**	4,057	-1,453	74%	21/No	No	54	25	C
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**4,650**	3,389	-1,261	73%	19.9/No	No	55	21	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**5,530**	4,159	-1,371	75%	19.7/No	No	55	25	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**6,110**	4,654	-1,456	76%	19.8/No	No	55	21	C
				40,600	**29,778**	**-10,822**	**73%**	**57.7/No**	**No**			
				82,200	***66,055***	***-16,145***	***80%***	***59.3/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,410**	1,214	-196	86%	5.4/No	Yes<15%	60	20	C
2	EL NB Ingress Point to EL NB Egress Point	2	2	**1,940**	1,677	-263	86%	6.2/No	Yes<15%	58	14	B
3	EL NB Egress Point to North of IDR	1	1	**1,200**	1,052	-148	88%	4.4/Yes	Yes<15%	60	18	B
				4,550	**3,943**	**-607**	**87%**	**9.3/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,510**	1,304	-206	86%	5.5/No	Yes<15%	14	93	F
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,480**	1,994	-486	80%	10.3/No	No	10	103	F
3	EL SB Ingress Point to North of GGI	1	1	**1,900**	1,488	-412	78%	10/No	No	58	26	C
				5,890	**4,786**	**-1,104**	**81%**	**15.1/No**	**No**			
				10,440	***8,729***	***-1,711***	***84%***	***17.5/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

4th Peak Hour

2.29 PCE
0.03 P_T

No-Build Alternative - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to EL NB Ingress Point	6/5/4/ 3 /4	3	**5,850**	5,738	-112	98%	1.5/Yes	Yes<400	45	43	E
2	EL NB Ingress Point to MGD NB Off-Ramp	3	3	**5,510**	5,296	-214	96%	2.9/Yes	Yes<400	43	41	E
3	MGD NB Off-Ramp to MGD NB On-Ramp	3	3	**4,810**	4,614	-196	96%	2.8/Yes	Yes<400	48	32	D
4	MGD NB On-Ramp to EL NB Egress Point	4	4	**6,200**	5,723	-477	92%	6.2/No	No	48	30	D
5	EL NB Egress Point to IDR NB Off-Ramp	5	5	**7,220**	6,697	-523	93%	6.3/No	No	39	35	D
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,920**	5,448	-472	92%	6.3/No	No	55	25	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**8,000**	7,397	-603	92%	6.9/No	No	59	25	C
				43,510	**40,913**	**-2,597**	**94%**	**12.6/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	**6**	5	**7,080**	5,030	-2,050	71%	26.3/No	No	8	119	F
2	IDR SB Off-Ramp to IDR SB On-Ramp	4/ 3	3	**4,730**	3,341	-1,389	71%	21.9/No	No	49	23	C
3	IDR SB On-Ramp to EL SB Ingress Point	4/ 3 /4	3	**6,020**	4,554	-1,466	76%	20.2/No	No	51	30	D
4	EL SB Ingress Point to MGD Off-Ramp	3	3	**5,240**	3,977	-1,263	76%	18.6/No	No	54	24	C
5	MGD SB Off-Ramp to MGD SB On-ramp	3	3	**4,380**	3,285	-1,095	75%	17.7/No	No	55	20	C
6	MGD SB On-Ramp to EL SB Egress Point	4 /3	3	**5,480**	4,184	-1,296	76%	18.6/No	No	54	26	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	4	4	**6,220**	4,899	-1,321	79%	17.7/No	No	55	22	C
				39,150	**29,271**	**-9,879**	**75%**	**53.4/No**	**No**			
				82,660	***70,184***	***-12,476***	***85%***	***45.1/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	1	1	**1,830**	1,805	-25	99%	0.6/Yes	Yes<15%	58	31	D
2	EL NB Ingress Point to EL NB Egress Point	2	2	**2,170**	2,145	-25	99%	0.5/Yes	Yes<15%	49	22	C
3	EL NB Egress Point to North of IDR	1	1	**1,150**	1,141	-9	99%	0.3/Yes	Yes<15%	60	19	C
				5,150	**5,091**	**-59**	**99%**	**0.8/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	1	1	**1,460**	1,437	-23	98%	0.6/Yes	Yes<15%	59	24	C
2	EL SB Ingress Point to EL SB Egress Point	2	2	**2,240**	2,005	-235	90%	5.1/No	Yes<15%	54	18	C
3	EL SB Ingress Point to North of GGI	1	1	**1,500**	1,289	-211	86%	5.7/No	Yes<15%	59	22	C
				5,200	**4,731**	**-469**	**91%**	**6.7/No**	**No**			
				10,350	***9,822***	***-528***	***95%***	***5.3/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

4th Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**6,030**	5,159	-871	86%	11.6/No	No	10	125	F
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**5,220**	4,467	-753	86%	10.8/No	No	56	20	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,690**	4,006	-684	85%	10.4/No	No	56	18	B
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**5,830**	4,947	-883	85%	12/No	No	56	18	B
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**6,570**	5,578	-992	85%	12.7/No	No	56	20	C
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,240**	4,439	-801	85%	11.5/No	No	56	20	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**7,740**	6,436	-1,304	83%	15.5/No	No	59	22	C
				41,320	**35,033**	**-6,287**	**85%**	**32.2/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**7,080**	6,104	-976	86%	12/No	No	65	16	B
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**5,240**	4,502	-738	86%	10.6/No	No	64	18	B
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**6,480**	5,560	-920	86%	11.9/No	No	42	33	D
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**5,510**	4,740	-770	86%	10.8/No	No	21	55	F
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**4,650**	4,014	-636	86%	9.7/No	No	63	16	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**5,530**	4,762	-768	86%	10.7/No	No	60	20	C
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**6,110**	5,258	-852	86%	11.3/No	No	60	17	B
				40,600	**34,940**	**-5,660**	**86%**	**29.1/No**	**No**			
				81,920	***69,973***	***-11,947***	***85%***	***43.4/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,410**	1,217	-193	86%	5.3/No	Yes<15%	62	10	A
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**1,940**	1,677	-263	86%	6.2/No	Yes<15%	61	14	B
3	EL NB Egress Point to North of IDR	2	2	**1,200**	1,047	-153	87%	4.5/Yes	Yes<15%	63	8	A
				4,550	**3,941**	**-609**	**87%**	**9.3/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,510**	1,292	-218	86%	5.8/No	Yes<15%	63	10	A
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**2,480**	2,127	-353	86%	7.4/No	Yes<15%	60	18	B
3	EL SB Ingress Point to North of GGI	2	2	**1,900**	1,633	-267	86%	6.4/No	Yes<15%	61	13	B
				5,890	**5,051**	**-839**	**86%**	**11.3/No**	**No**			
				10,440	***8,992***	***-1,448***	***86%***	***14.7/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

4th Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 1 - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4**	4	**5,850**	2,629	-3,221	45%	49.5/No	No	4	162	F
2	MGD NB Off-Ramp to EL NB Ingress Point	5/ **4**	4	**5,150**	2,036	-3,114	40%	51.9/No	No	9	54	F
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	1,784	-3,026	37%	52.7/No	No	9	52	F
4	MGD NB On-Ramp to EL NB Egress Point	5	5	**6,200**	2,067	-4,133	33%	64.3/No	No	6	69	F
5	EL NB Egress Point to IDR NB Off-Ramp	6/ **5**	5	**7,220**	2,375	-4,845	33%	69.9/No	No	4	133	F
6	IDR NB Off-Ramp to IDR NB On-Ramp	4	4	**5,920**	1,838	-4,082	31%	65.5/No	No	56	8	A
7	IDR NB On-Ramp to HBB NB Off-Ramp	5	5	**8,000**	3,049	-4,951	38%	66.6/No	No	60	10	A
				43,150	**15,779**	**-27,371**	**37%**	**159.5/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	6	6	**7,080**	6,094	-986	86%	12.2/No	No	9	107	F
2	IDR SB Off-Ramp to IDR SB On-Ramp	4	4	**4,730**	4,209	-521	89%	7.8/No	No	35	30	D
3	IDR SB On-Ramp to EL SB Ingress Point	5/ **4** /5	4	**6,020**	5,479	-541	91%	7.1/No	No	19	73	F
4	EL SB Ingress Point to MGD Off-Ramp	4	4	**5,240**	4,920	-320	94%	4.5/Yes	Yes<400	19	65	F
5	MGD SB Off-Ramp to MGD SB On-ramp	4	4	**4,380**	4,062	-318	93%	4.9/Yes	Yes<400	63	16	B
6	MGD SB On-Ramp to EL SB Egress Point	5/ **4**	4	**5,480**	4,401	-1,079	80%	15.4/No	No	62	18	B
7	EL SB Egress Point to SR 826/US 441 SB Off-Ramp	5/ **4**	5	**6,220**	5,108	-1,112	82%	14.8/No	No	60	17	B
				39,150	**34,273**	**-4,877**	**88%**	**25.5/No**	**No**			
				82,300	***50,052***	***-32,248***	***61%***	***125.4/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	2	2	**1,830**	1,688	-142	92%	3.4/Yes	Yes<15%	36	24	C
2	EL NB Ingress Point to EL NB Egress Point	3/ **2** /3	2	**2,170**	1,527	-643	70%	15/No	No	14	56	F
3	EL NB Egress Point to North of IDR	2	2	**1,150**	739	-411	64%	13.4/No	No	63	6	A
				5,150	**3,953**	**-1,197**	**77%**	**17.7/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,445	-15	99%	0.4/Yes	Yes<15%	62	12	B
2	EL SB Ingress Point to EL SB Egress Point	3/ **2** /3	2	**2,240**	2,098	-142	94%	3.1/Yes	Yes<15%	60	17	B
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,375	-125	92%	3.3/Yes	Yes<15%	61	11	B
				5,200	**4,918**	**-282**	**95%**	**4/Yes**	**Yes<400**			
				10,350	***8,871***	***-1,479***	***86%***	***15.1/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

4th Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 2 - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**6,030**	5,035	-995	83%	13.4/No	No	10	132	F
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,220**	4,346	-874	83%	12.6/No	No	53	20	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,690**	3,906	-784	83%	12/No	No	56	17	B
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**5,830**	4,896	-934	84%	12.7/No	No	55	22	C
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**4,650**	3,890	-760	84%	11.6/No	No	55	24	C
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**5,240**	4,382	-858	84%	12.4/No	No	56	20	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,320**	4,870	-2,450	67%	31.4/No	No	56	14	B
				38,980	**31,324**	**-7,656**	**80%**	**40.8/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**5,570**	2,458	-3,112	44%	49.1/No	No	3	177	F
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**7,080**	3,141	-3,939	44%	55.1/No	No	3	160	F
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**5,240**	2,163	-3,077	41%	50.6/No	No	3	131	F
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,420**	1,829	-2,591	41%	46.3/No	No	3	179	F
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,510**	1,984	-3,526	36%	57.6/No	No	2	191	F
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,650**	1,581	-3,069	34%	55/No	No	52	8	A
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,230**	2,083	-3,147	40%	52/No	No	55	9	A
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,110**	2,853	-3,257	47%	48.6/No	No	55	13	B
				43,810	**18,093**	**-25,717**	**41%**	**146.2/No**	**No**			
				82,790	***49,417***	***-33,373***	***60%***	***129.8/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,410**	1,218	-192	86%	5.3/No	Yes<15%	61	10	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**670**	588	-82	88%	3.3/Yes	Yes<100	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,200**	1,037	-163	86%	4.9/Yes	Yes<15%	62	8	A
				3,280	**2,843**	**-437**	**87%**	**7.9/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,510**	1,302	-208	86%	5.5/No	Yes<15%	61	11	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,480**	1,641	-839	66%	18.5/No	No	61	9	A
3	EL SB Ingress Point to North of GGI	2	2	**1,900**	1,146	-754	60%	19.3/No	No	61	9	A
				5,890	**4,089**	**-1,801**	**69%**	**25.5/No**	**No**			
				9,170	***6,932***	***-2,238***	***76%***	***24.9/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

4th Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 2 - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	5,628	-222	96%	2.9/Yes	Yes<400	28	50	F
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	4,862	-288	94%	4.1/Yes	Yes<400	54	23	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,536	-274	94%	4/Yes	Yes<400	56	20	C
4	MGD NB On-Ramp to IDR NB Off-Ramp	6/5/ **4**	4	**6,200**	5,868	-332	95%	4.3/Yes	Yes<400	54	27	D
5	IDR NB Off-Ramp to EL NB Egress Point	3	3	**5,080**	4,842	-238	95%	3.4/Yes	Yes<400	54	30	D
6	EL NB Egress Point to IDR NB On-Ramp	4	4	**5,920**	5,664	-256	96%	3.4/Yes	Yes<400	55	26	C
7	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,750**	5,976	-1,774	77%	21.4/No	No	56	18	B
				40,760	**37,376**	**-3,384**	**92%**	**17.1/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to PR SB On-Ramp	6	5	**5,510**	2,524	-2,986	46%	47.1/No	No	3	174	F
2	PR SB On-Ramp to IDR SB Off-Ramp	5	6	**7,080**	3,492	-3,588	49%	49.4/No	No	4	152	F
3	IDR SB Off-Ramp to EL SB Ingress Point	4	5	**4,730**	2,038	-2,692	43%	46.3/No	No	4	109	F
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	1,750	-2,330	43%	43.2/No	No	2	181	F
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	1,910	-3,330	36%	55.7/No	No	2	194	F
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	1,502	-2,878	34%	53.1/No	No	51	7	A
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	2,228	-2,892	44%	47.7/No	No	54	10	A
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	3,281	-2,939	53%	42.6/No	No	54	15	B
				42,360	**18,725**	**-23,635**	**44%**	**135.2/No**	**No**			
				83,120	***56,101***	***-27,019***	***67%***	***102.4/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,806	-24	99%	0.6/Yes	Yes<15%	61	15	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	802	-8	99%	0.3/Yes	Yes<15%	62	6	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	1,138	-12	99%	0.3/Yes	Yes<15%	61	9	A
				3,790	**3,746**	**-44**	**99%**	**0.7/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,444	-16	99%	0.4/Yes	Yes<15%	61	12	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	1,771	-469	79%	10.5/No	No	61	10	A
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,049	-451	70%	12.6/No	No	61	9	A
				5,200	**4,263**	**-937**	**82%**	**13.6/No**	**No**			
				8,990	***8,010***	***-980***	***89%***	***10.6/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways				LOS A
= 90%		Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

4th Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2050 - AM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**6,030**	5,026	-1,004	83%	13.5/No	No	56	23	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,220**	4,336	-884	83%	12.8/No	No	56	19	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,690**	3,897	-793	83%	12.1/No	No	56	17	B
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**5,830**	4,880	-950	84%	13/No	No	56	18	B
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**5,640**	4,733	-907	84%	12.6/No	No	56	21	C
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,460**	3,728	-732	84%	11.4/No	No	56	17	B
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**5,050**	4,226	-824	84%	12.1/No	No	56	19	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,130**	6,128	-1,002	86%	12.3/No	No	56	18	C
				44,050	**36,955**	**-7,095**	**84%**	**35.3/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**5,570**	4,793	-777	86%	10.8/No	No	51	19	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**4,275**	3,671	-604	86%	9.6/No	No	51	18	C
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**5,240**	4,510	-730	86%	10.5/No	No	52	17	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,420**	3,804	-616	86%	9.6/No	No	53	18	C
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,510**	4,776	-734	87%	10.2/No	No	53	18	C
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,650**	4,029	-621	87%	9.4/No	No	53	19	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,230**	4,533	-697	87%	10/No	No	53	22	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,110**	5,299	-811	87%	10.7/No	No	51	26	C
				41,005	**35,415**	**-5,590**	**86%**	**28.6/No**	**No**			
				85,055	***72,370***	***-12,685***	***85%***	***45.2/No***	***No***			

I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,410**	1,218	-192	86%	5.3/No	Yes<15%	62	10	A
2	EL NB Ingress Point to EL NB Egress Point	2	2	**670**	588	-82	88%	3.3/Yes	Yes<100	62	5	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,200**	1,039	-161	87%	4.8/Yes	Yes<15%	62	8	A
				3,280	**2,844**	**-436**	**87%**	**7.9/No**	**No**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,510**	1,302	-208	86%	5.5/No	Yes<15%	61	11	A
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,480**	2,139	-341	86%	7.1/No	Yes<15%	60	12	B
3	EL SB Ingress Point to North of GGI	2	2	**1,900**	1,638	-262	86%	6.2/No	Yes<15%	61	13	B
				5,890	**5,080**	**-810**	**86%**	**10.9/No**	**No**			
				9,170	***7,924***	***-1,246***	***86%***	***13.5/No***	***No***			

Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Congestion Level	Freeways Posted Speed (mph)				LOS A
= 90%		50	55	60	65	70	LOS B
< 90%	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS C
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS D
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS E
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	LOS F

4th Peak Hour

2.29 PCE
0.03 P_T

Build Alternative 3 - Design Year 2050 - PM

0.96 $f_{(hv)}$

I-95 General-Use Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	NW 2nd Ave On-Ramp to MGD NB Off-Ramp	6/5/ **4** /5	4	**5,850**	5,505	-345	94%	4.6/Yes	Yes<400	55	25	C
2	MGD NB Off-Ramp to EL NB Ingress Point	4	4	**5,150**	4,834	-316	94%	4.5/Yes	Yes<400	56	22	C
3	EL NB Ingress Point to MGD NB On-Ramp	4	4	**4,810**	4,513	-297	94%	4.4/Yes	Yes<400	56	20	C
4	MGD NB On-Ramp to EL MGD NB Ingress Point	6/ **5**	5	**6,200**	5,878	-322	95%	4.1/Yes	Yes<400	55	21	C
5	EL MGD NB Ingress Point to IDR NB Off-Ramp	**4** /5	4	**6,040**	5,720	-320	95%	4.2/Yes	Yes<400	55	26	D
6	IDR NB Off-Ramp to EL NB Egress Point	4	4	**4,920**	4,642	-278	94%	4/Yes	Yes<400	55	21	C
7	EL NB Egress Point to IDR NB On-Ramp	5/ **4**	4	**5,760**	5,462	-298	95%	4/Yes	Yes<400	55	25	C
8	IDR NB On-Ramp to HBB NB Off-Ramp	6	6	**7,590**	7,203	-387	95%	4.5/Yes	Yes<400	56	22	C
				46,320	**43,757**	**-2,563**	**94%**	**12.1/No**	**No**			
	Southbound											
1	HBB SB On-Ramp to IDR SB Off-Ramp	5	5	**5,510**	5,432	-78	99%	1.1/Yes	Yes<400	50	22	C
2	IDR SB Off-Ramp to PR SB On-Ramp	4	4	**3,890**	3,826	-64	98%	1/Yes	Yes<400	50	19	C
3	PR SB On-Ramp to EL SB Ingress Point	5	5	**4,730**	4,640	-90	98%	1.3/Yes	Yes<400	52	18	B
4	EL SB Ingress Point to IDR SB On-Ramp	4	4	**4,080**	4,009	-71	98%	1.1/Yes	Yes<400	52	19	C
5	IDR SB On-Ramp to MGD Off-Ramp	6/ **5**	5	**5,240**	5,100	-140	97%	1.9/Yes	Yes<400	52	20	C
6	MGD SB Off-Ramp to EL SB Egress Point	4	4	**4,380**	4,261	-119	97%	1.8/Yes	Yes<400	52	20	C
7	EL SB Egress Point to MGD SB On-Ramp	5/ **4**	4	**5,120**	4,987	-133	97%	1.9/Yes	Yes<400	52	24	C
8	MGD SB On-Ramp to SR 826/US 441 SB Off-Ramp	5/ **4**	4	**6,220**	6,058	-162	97%	2.1/Yes	Yes<400	48	31	D
				39,170	**38,312**	**-858**	**98%**	**4.4/Yes**	**No**			
				85,490	***82,069***	***-3,421***	***96%***	***11.8/No***	***No***			

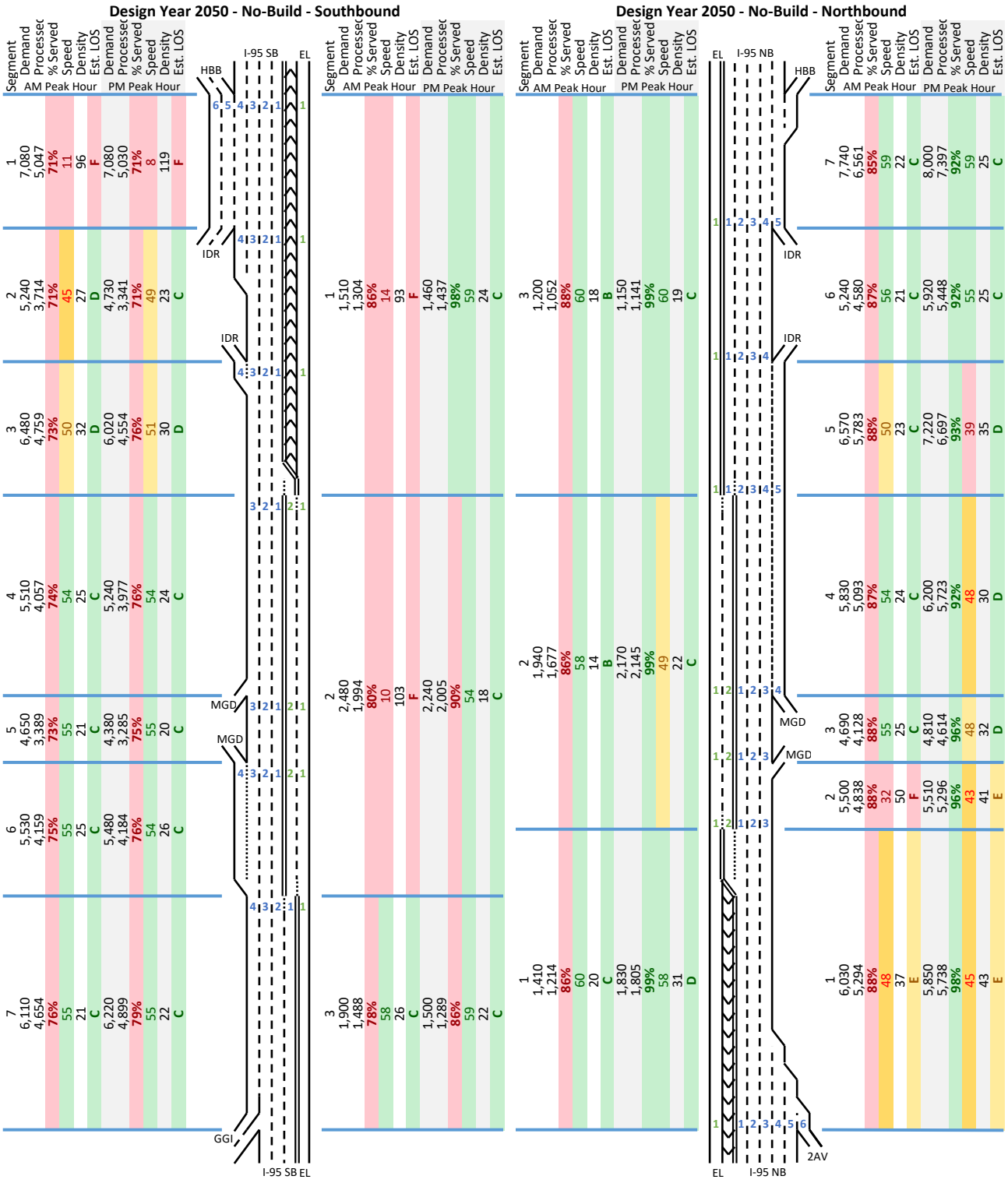
I-95 Express Lanes

Segment Number	Segment Decription	Number of Lanes		Demand	Processed	Volume Difference	% Served	GEH(<5)	Acceptance Target	Simulated Speed	Density	Estimated LOS
	Northbound											
1	North of GGI to EL NB Ingress Point	**2** /3	2	**1,830**	1,806	-24	99%	0.6/Yes	Yes<15%	61	15	B
2	EL NB Ingress Point to EL NB Egress Point	2	2	**810**	802	-8	99%	0.3/Yes	Yes<15%	62	6	A
3	EL NB Egress Point to North of IDR	3/ **2**	2	**1,150**	1,127	-23	98%	0.7/Yes	Yes<15%	61	9	A
				3,790	**3,735**	**-55**	**99%**	**0.9/Yes**	**Yes<400**			
	Southbound											
1	North of IDR to EL SB Ingress Point	2	2	**1,460**	1,444	-16	99%	0.4/Yes	Yes<15%	61	12	B
2	EL SB Ingress Point to EL SB Egress Point	3	3	**2,240**	2,191	-49	98%	1/Yes	Yes<15%	60	12	B
3	EL SB Ingress Point to North of GGI	2	2	**1,500**	1,464	-36	98%	0.9/Yes	Yes<15%	61	12	B
				5,200	**5,098**	**-102**	**98%**	**1.4/Yes**	**Yes<400**			
				8,990	***8,833***	***-157***	***98%***	***1.7/Yes***	***Yes<400***			

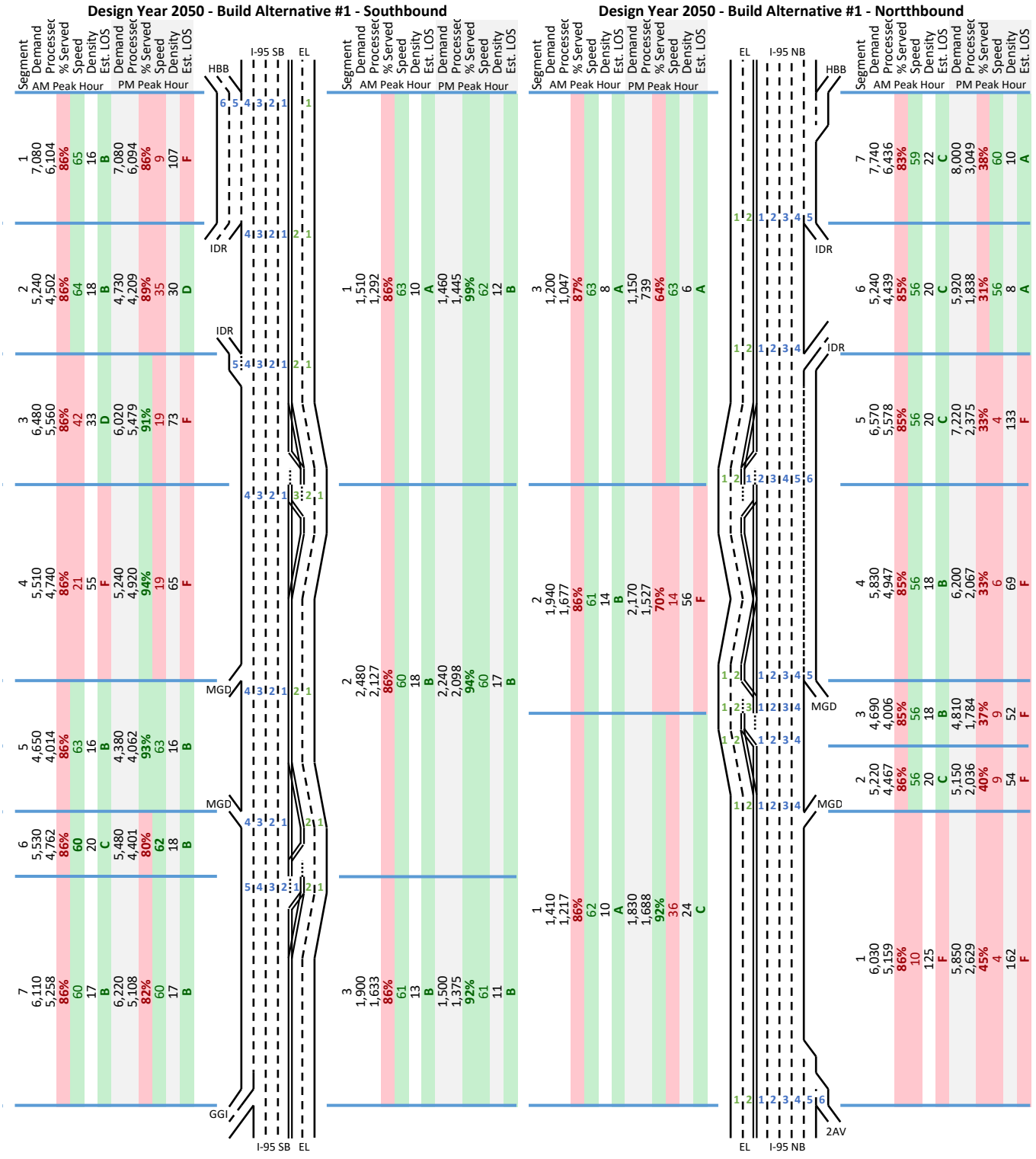
Legend

Volume % Served	Simulated Speed					Estimated LOS
> 90%	Freeways					LOS A
= 90%	Congestion Level	Posted Speed (mph)				LOS B
< 90%		50	55	60	65	70	LOS C
	Uncongested	>= 50	>= 53	>= 59	>= 61	>= 63	LOS D
	Lightly Congested	< 50 - 47	< 53 - 48	< 59 - 54	< 61 - 56	< 63 - 57	LOS E
	Moderately Congested	< 47 - 42	< 48 - 43	< 54 - 44	< 56 - 45	< 57 - 45	LOS F
	Heavily Congested	< 42	< 43	< 44	< 45	< 45	

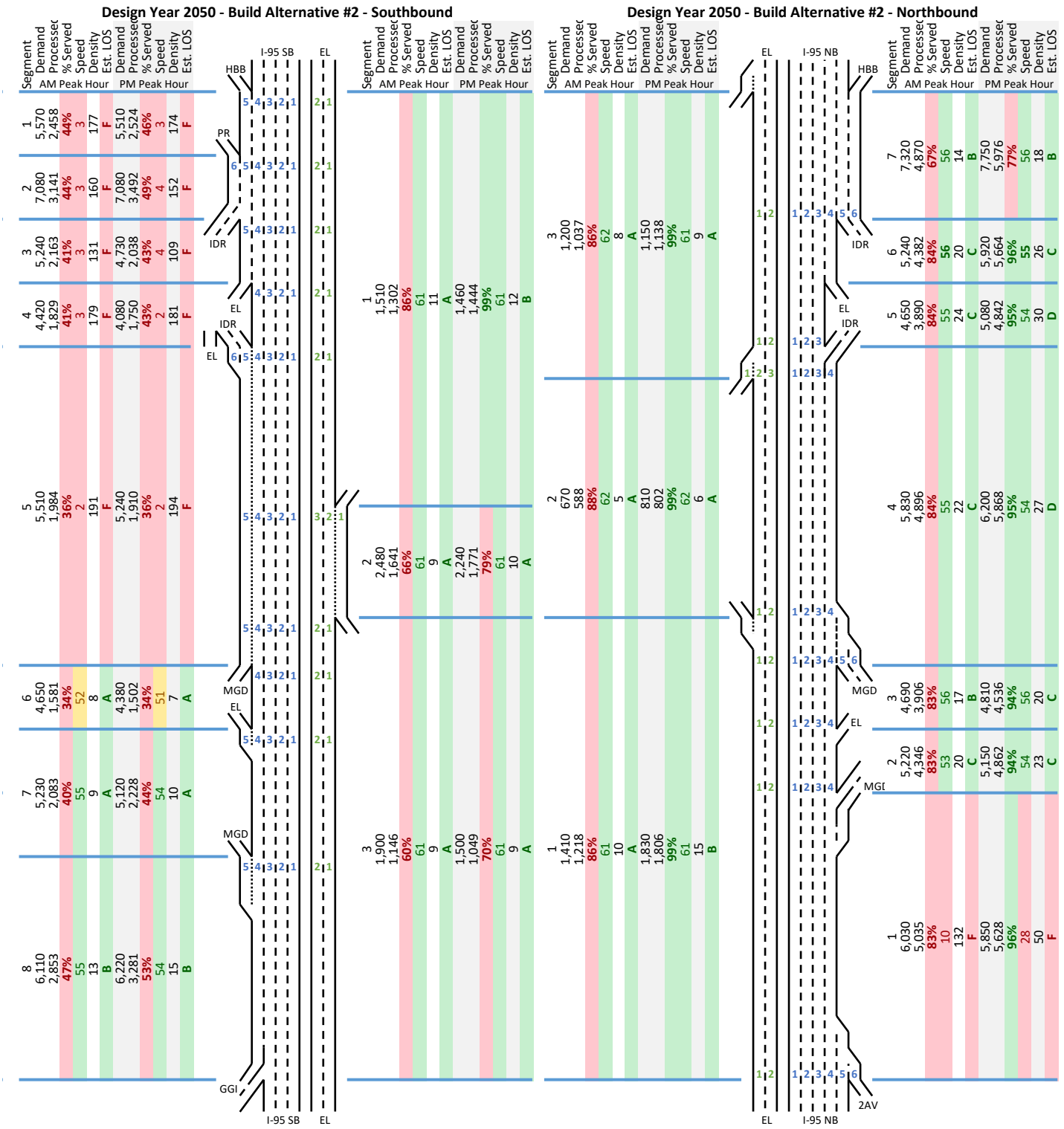
No-Build Alternative - Design Year 2050



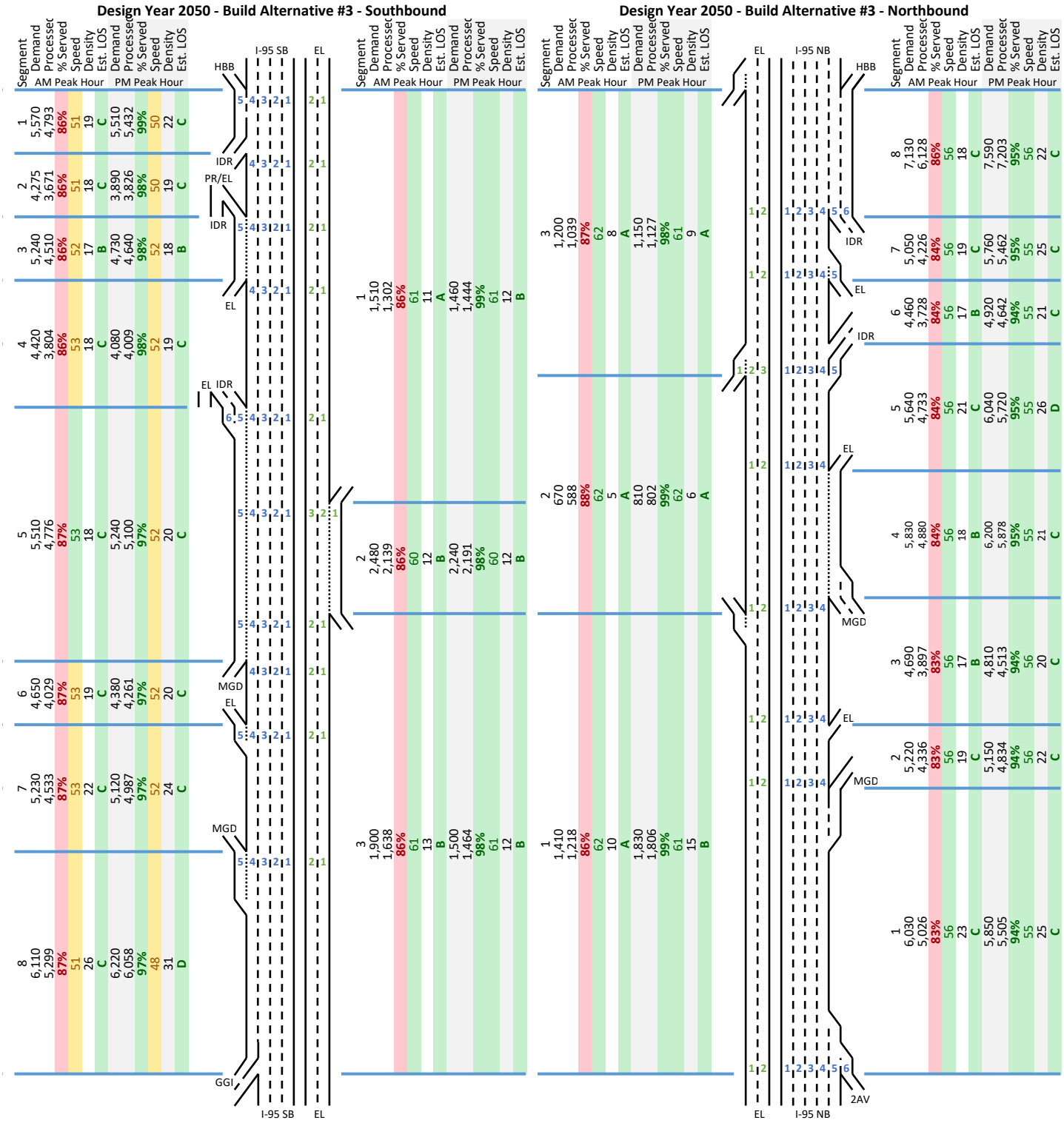
Build Alternative #1 - Design Year 2050



Build Alternative #2 - Design Year 2050



Build Alternative #3 - Design Year 2050



APPENDIX L1

Vissim
Opening Year 2030
and Design Year 2050,
No-Build and Build Alternatives,
Traffic Operational Analysis,
SR 9/I-95

Intersection Analysis

APPENDIX

L2

2030 No Build Conditions AM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5210**	**5085**	**98%**	**48**	**D**		
	NBL	450	436	97%	83	F	804	115
	NBT	40	47	118%	63	E	392	1225
	NBR	310	306	99%	25	C	392	1225
	SBL	200	197	99%	81	F	870	400
	SBT	320	288	90%	96	F	870	1710
	SBR (FF)	210	224	107%	9	A	0	350
	EBL	60	102	170%	59	E	182	480
	EBT	1310	1215	93%	90	F	2046	2395
	EBR (FF)	990	969	98%	5	A	288	2395
	WBL	130	167	128%	91	F	331	275
	WBT	590	577	98%	16	B	301	830
	WBR (FF)	600	557	93%	4	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4080**	**3974**	**97%**	**36**	**D**		
	SBL	530	548	103%	93	F	799	215
	SBR (FF)	110	119	108%	10	A	0	215
	EBL	590	508	86%	83	F	447	440
	EBT (FF)	1240	1210	98%	0	A	0	810
	WBT	1220	1185	97%	37	D	1489	1775
	WBR (FF)	390	404	104%	10	B	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**4710**	**4650**	**99%**	**39**	**D**		
	SBL	1180	1149	97%	62	E	793	1750
	SBR (FF)	380	383	101%	2	A	0	995
	EBT	1170	1204	103%	51	D	1240	1180
	EBR (FF)	560	557	99%	7	A	0	250
	WBL	410	424	103%	40	D	336	350
	WBT	1010	933	92%	31	C	507	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**5250**	**4561**	**87%**	**29**	**C**		
	NBL	320	299	93%	85	F	509	2635
	NBR(Sig)	220	195	89%	44	D	532	330
	NBR(FF)	550	589	107%	6	A	436	260
	EBL	490	491	100%	9	A	273	350
	EBT	2420	2352	97%	4	A	338	350
	WBT	1250	635	51%	80	F	829	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6180**	**5985**	**97%**	**48**	**D**		
	NBL	710	667	94%	94	F	883	1300
	NBT	60	54	90%	98	F	883	390
	NBR	30	54	180%	82	F	915	390
	SBL	10	21	210%	93	F	138	225
	SBT	60	55	92%	124	F	323	225
	SBR	210	206	98%	63	E	323	310
	EBL	220	213	97%	67	E	940	520
	EBT	2060	2008	97%	33	C	940	790
	EBR	950	902	95%	17	B	800	670
	WBL	40	71	178%	55	E	142	330
	WBT	1810	1712	95%	52	D	1226	2680
	WBR	20	22	110%	47	D	1272	2680

2030 No Build Conditions AM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5605**	**5256**	**94%**	**142**	**F**		
	NBL	485	485	100%	102	F	1027	115
	NBT	40	47	118%	68	E	488	1225
	NBR	335	329	98%	27	C	488	1225
	SBL	215	210	98%	105	F	1385	400
	SBT	340	307	90%	148	F	1385	1710
	SBR (FF)	230	231	100%	38	D	0	350
	EBL	60	101	168%	292	F	204	480
	EBT	1410	1172	83%	357	F	5983	2395
	EBR (FF)	1065	942	88%	94	F	1807	2395
	WBL	145	183	126%	118	F	461	275
	WBT	630	634	101%	19	B	378	830
	WBR (FF)	650	615	95%	5	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4375**	**4191**	**96%**	**43**	**D**		
	SBL	570	613	108%	122	F	1084	215
	SBR (FF)	115	133	116%	27	C	0	215
	EBL	630	507	80%	81	F	420	440
	EBT (FF)	1330	1203	90%	0	A	0	810
	WBT	1315	1296	99%	43	D	1777	1775
	WBR (FF)	415	439	106%	17	B	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5070**	**4992**	**98%**	**51**	**D**		
	SBL	1265	1258	99%	88	F	1087	1750
	SBR (FF)	410	405	99%	3	A	0	995
	EBT	1260	1317	105%	65	E	1559	1180
	EBR (FF)	605	607	100%	19	B	0	250
	WBL	445	434	98%	42	D	336	350
	WBT	1085	971	89%	32	C	507	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**5645**	**5395**	**96%**	**63**	**E**		
	NBL	340	330	97%	132	F	1346	2635
	NBR(Sig)	235	228	97%	120	F	1369	330
	NBR(FF)	595	640	108%	20	C	1278	260
	EBL	530	543	102%	9	A	296	350
	EBT	2605	2575	99%	10	A	501	350
	WBT	1340	1079	81%	178	F	929	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6650**	**6220**	**94%**	**178**	**F**		
	NBL	760	628	83%	347	F	2715	1300
	NBT	60	48	80%	335	F	2715	390
	NBR	30	45	150%	325	F	2746	390
	SBL	15	21	140%	408	F	677	225
	SBT	65	39	60%	521	F	1756	225
	SBR	230	181	79%	465	F	1756	310
	EBL	240	236	98%	134	F	963	520
	EBT	2215	2217	100%	41	D	963	790
	EBR	1020	988	97%	24	C	824	670
	WBL	45	67	149%	289	F	945	330
	WBT	1945	1725	89%	298	F	4393	2680
	WBR	25	25	100%	276	F	4438	2680

2030 No Build Conditions AM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5210**	**5161**	**99%**	**140**	**F**		
	NBL	450	435	97%	87	F	880	115
	NBT	40	44	110%	70	E	469	1225
	NBR	310	319	103%	27	C	469	1225
	SBL	200	199	100%	104	F	1229	400
	SBT	320	298	93%	142	F	1229	1710
	SBR (FF)	210	217	103%	38	D	0	350
	EBL	60	108	180%	299	F	202	480
	EBT	1310	1243	95%	356	F	6001	2395
	EBR (FF)	990	970	98%	97	F	4105	2395
	WBL	130	173	133%	105	F	366	275
	WBT	590	587	99%	17	B	311	830
	WBR (FF)	600	568	95%	4	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4080**	**4059**	**99%**	**37**	D		
	SBL	530	562	106%	95	F	815	215
	SBR (FF)	110	120	109%	11	B	0	215
	EBL	590	525	89%	80	E	442	440
	EBT (FF)	1240	1235	100%	0	A	0	810
	WBT	1220	1208	99%	38	D	1352	1775
	WBR (FF)	390	409	105%	11	B	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**4710**	**4691**	**100%**	**42**	D		
	SBL	1180	1165	99%	69	E	924	1750
	SBR (FF)	380	375	99%	2	A	0	995
	EBT	1170	1240	106%	54	D	1240	1180
	EBR (FF)	560	581	104%	10	B	0	250
	WBL	410	404	99%	40	D	341	350
	WBT	1010	926	92%	32	C	505	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**5250**	**4652**	**89%**	**33**	C		
	NBL	320	318	99%	93	F	631	2635
	NBR(Sig)	220	211	96%	58	E	655	330
	NBR(FF)	550	598	109%	8	A	544	260
	EBL	490	512	104%	10	A	307	350
	EBT	2420	2405	99%	6	A	393	350
	WBT	1250	608	49%	85	F	746	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6180**	**5913**	**96%**	**263**	F		
	NBL	710	612	86%	451	F	2718	1300
	NBT	60	41	68%	446	F	2718	390
	NBR	30	48	160%	442	F	2750	390
	SBL	10	17	170%	950	F	1348	225
	SBT	60	33	55%	1114	F	2214	225
	SBR	210	178	85%	1011	F	2214	310
	EBL	220	227	103%	143	F	969	520
	EBT	2060	2061	100%	38	D	969	790
	EBR	950	932	98%	21	C	829	670
	WBL	40	67	168%	431	F	1809	330
	WBT	1810	1676	93%	453	F	5771	2680
	WBR	20	21	105%	463	F	5816	2680

2030 No Build Conditions AM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**4820**	**5074**	**105%**	**119**	**F**		
	NBL	420	408	97%	82	F	732	115
	NBT	30	45	150%	64	E	314	1225
	NBR	290	285	98%	25	C	314	1225
	SBL	190	187	98%	87	F	859	400
	SBT	290	284	98%	97	F	859	1710
	SBR (FF)	200	208	104%	13	B	0	350
	EBL	50	108	216%	256	F	213	480
	EBT	1210	1308	108%	311	F	5817	2395
	EBR (FF)	920	1019	111%	79	E	5525	2395
	WBL	120	160	133%	100	F	362	275
	WBT	540	532	99%	16	B	296	830
	WBR (FF)	560	530	95%	4	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**3760**	**3906**	**104%**	**34**	**C**		
	SBL	490	526	107%	85	F	578	215
	SBR (FF)	100	110	110%	5	A	0	215
	EBL	540	533	99%	82	F	493	440
	EBT (FF)	1140	1247	109%	0	A	0	810
	WBT	1130	1111	98%	34	C	1073	1775
	WBR (FF)	360	379	105%	8	A	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**4350**	**4469**	**103%**	**38**	**D**		
	SBL	1090	1099	101%	64	E	791	1750
	SBR (FF)	350	360	103%	2	A	0	995
	EBT	1080	1115	103%	47	D	767	1180
	EBR (FF)	520	542	104%	4	A	0	250
	WBL	380	435	114%	39	D	317	350
	WBT	930	918	99%	30	C	505	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4850**	**4357**	**90%**	**25**	**C**		
	NBL	290	278	96%	80	E	375	2635
	NBR(Sig)	200	190	95%	38	D	394	330
	NBR(FF)	510	563	110%	5	A	276	260
	EBL	460	472	103%	11	B	304	350
	EBT	2240	2214	99%	3	A	289	350
	WBT	1150	640	56%	64	E	687	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**5730**	**5770**	**101%**	**254**	**F**		
	NBL	650	638	98%	418	F	2710	1300
	NBT	50	51	102%	414	F	2710	390
	NBR	30	51	170%	402	F	2741	390
	SBL	10	16	160%	1221	F	1573	225
	SBT	60	34	57%	1374	F	2221	225
	SBR	200	160	80%	1297	F	2221	310
	EBL	210	209	100%	106	F	931	520
	EBT	1910	1899	99%	34	C	931	790
	EBR	880	865	98%	16	B	791	670
	WBL	40	68	170%	352	F	1721	330
	WBT	1670	1756	105%	405	F	5483	2680
	WBR	20	23	115%	399	F	5528	2680

2030 No Build Conditions PM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5260**	**4983**	**95%**	**133**	**F**		
	NBL	680	553	81%	529	F	5784	115
	NBT	140	125	89%	276	F	5784	1225
	NBR	540	400	74%	304	F	5784	1225
	SBL	230	234	102%	79	E	579	400
	SBT	320	295	92%	71	E	579	1710
	SBR (FF)	180	200	111%	2	A	0	350
	EBL	90	131	146%	56	E	210	480
	EBT	1020	989	97%	65	E	921	2395
	EBR (FF)	690	691	100%	4	A	0	2395
	WBL	90	128	142%	81	F	251	275
	WBT	620	613	99%	21	C	403	830
	WBR (FF)	660	624	95%	5	A	7	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**3970**	**3868**	**97%**	**44**	**D**		
	SBL	470	507	108%	76	E	446	215
	SBR (FF)	80	101	126%	2	A	0	215
	EBL	820	676	82%	78	E	607	440
	EBT (FF)	960	935	97%	0	A	0	810
	WBT	1280	1253	98%	51	D	1877	1775
	WBR (FF)	360	396	110%	20	C	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**4810**	**4905**	**102%**	**52**	**D**		
	SBL	1430	1338	94%	120	F	1370	1750
	SBR (FF)	560	540	96%	4	A	0	995
	EBT	770	758	98%	48	D	354	1180
	EBR (FF)	420	429	102%	2	A	0	250
	WBL	620	629	101%	45	D	473	350
	WBT	1010	1211	120%	13	B	398	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4530**	**4374**	**97%**	**26**	**C**		
	NBL	410	389	95%	109	F	475	2635
	NBR(Sig)	70	38	54%	20	C	157	330
	NBR(FF)	620	639	103%	6	A	71	260
	EBL	370	393	106%	45	D	196	350
	EBT	2200	2092	95%	4	A	250	350
	WBT	860	823	96%	47	D	652	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6010**	**5838**	**97%**	**57**	**E**		
	NBL	710	637	90%	259	F	2645	1300
	NBT	70	62	89%	272	F	2645	390
	NBR	30	50	167%	254	F	2676	390
	SBL	20	26	130%	79	E	136	225
	SBT	60	53	88%	104	F	256	225
	SBR	200	195	98%	49	D	256	310
	EBL	160	153	96%	73	E	780	520
	EBT	1810	1738	96%	18	B	780	790
	EBR	920	875	95%	11	B	640	670
	WBL	40	72	180%	32	C	100	330
	WBT	1970	1951	99%	30	C	827	2680
	WBR	20	26	130%	25	C	873	2680

2030 No Build Conditions PM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5655**	**5236**	**93%**	**153**	**F**		
	NBL	735	526	72%	553	F	5792	115
	NBT	155	122	79%	297	F	5792	1225
	NBR	580	430	74%	329	F	5792	1225
	SBL	245	239	98%	79	E	638	400
	SBT	345	331	96%	75	E	638	1710
	SBR (FF)	190	205	108%	3	A	0	350
	EBL	95	141	148%	109	F	301	480
	EBT	1095	1048	96%	111	F	1317	2395
	EBR (FF)	745	742	100%	18	B	0	2395
	WBL	95	132	139%	96	F	247	275
	WBT	665	666	100%	24	C	393	830
	WBR (FF)	710	654	92%	7	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4285**	**4106**	**96%**	**62**	E		
	SBL	510	522	102%	77	E	562	215
	SBR (FF)	90	108	120%	4	A	0	215
	EBL	880	744	85%	75	E	638	440
	EBT (FF)	1035	972	94%	0	A	0	810
	WBT	1380	1351	98%	94	F	2660	1775
	WBR (FF)	390	409	105%	78	E	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5175**	**5106**	**99%**	**101**	F		
	SBL	1540	1341	87%	265	F	1860	1750
	SBR (FF)	600	527	88%	45	D	0	995
	EBT	830	802	97%	50	D	401	1180
	EBR (FF)	450	464	103%	2	A	0	250
	WBL	670	676	101%	49	D	474	350
	WBT	1085	1296	119%	15	B	435	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4870**	**5243**	**108%**	**42**	D		
	NBL	440	426	97%	159	F	922	2635
	NBR(Sig)	70	42	60%	29	C	662	330
	NBR(FF)	665	678	102%	12	B	228	260
	EBL	395	406	103%	50	D	209	350
	EBT	2370	2143	90%	5	A	281	350
	WBT	930	1548	166%	102	F	759	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6450**	**6082**	**94%**	**83**	F		
	NBL	760	619	81%	438	F	2719	1300
	NBT	70	56	80%	452	F	2719	390
	NBR	30	46	153%	432	F	2751	390
	SBL	25	28	112%	86	F	121	225
	SBT	60	58	97%	112	F	292	225
	SBR	210	203	97%	53	D	292	310
	EBL	170	163	96%	79	E	812	520
	EBT	1945	1808	93%	19	B	812	790
	EBR	990	890	90%	13	B	672	670
	WBL	45	76	169%	35	D	109	330
	WBT	2125	2109	99%	33	C	1017	2680
	WBR	20	26	130%	29	C	1063	2680

2030 No Build Conditions PM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5260**	**5122**	**97%**	**149**	**F**		
	NBL	680	543	80%	549	F	5792	115
	NBT	140	130	93%	295	F	5792	1225
	NBR	540	424	79%	329	F	5792	1225
	SBL	230	233	101%	77	E	566	400
	SBT	320	309	97%	70	E	566	1710
	SBR (FF)	180	193	107%	2	A	0	350
	EBL	90	132	147%	89	F	268	480
	EBT	1020	1015	100%	101	F	1253	2395
	EBR (FF)	690	725	105%	15	B	0	2395
	WBL	90	133	148%	89	F	247	275
	WBT	620	635	102%	24	C	368	830
	WBR (FF)	660	650	98%	7	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**3970**	**4034**	**102%**	**57**	**E**		
	SBL	470	516	110%	77	E	482	215
	SBR (FF)	80	109	136%	3	A	0	215
	EBL	820	740	90%	75	E	651	440
	EBT (FF)	960	953	99%	0	A	0	810
	WBT	1280	1297	101%	83	F	2756	1775
	WBR (FF)	360	419	116%	60	E	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**4810**	**5009**	**104%**	**108**	**F**		
	SBL	1430	1345	94%	286	F	1850	1750
	SBR (FF)	560	539	96%	53	D	0	995
	EBT	770	786	102%	48	D	372	1180
	EBR (FF)	420	430	102%	2	A	0	250
	WBL	620	660	106%	47	D	475	350
	WBT	1010	1249	124%	13	B	395	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4530**	**4476**	**99%**	**33**	**C**		
	NBL	410	419	102%	167	F	964	2635
	NBR(Sig)	70	40	57%	33	C	495	330
	NBR(FF)	620	652	105%	17	B	400	260
	EBL	370	400	108%	47	D	211	350
	EBT	2200	2135	97%	5	A	266	350
	WBT	860	830	97%	48	D	650	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6020**	**5953**	**99%**	**81**	**F**		
	NBL	710	638	90%	427	F	2717	1300
	NBT	70	50	71%	442	F	2717	390
	NBR	30	49	163%	431	F	2749	390
	SBL	20	24	120%	86	F	112	225
	SBT	60	56	93%	104	F	264	225
	SBR	200	201	101%	50	D	264	310
	EBL	160	160	100%	68	E	804	520
	EBT	1810	1783	99%	19	B	804	790
	EBR	920	884	96%	12	B	664	670
	WBL	40	75	188%	33	C	109	330
	WBT	1980	2008	101%	32	C	885	2680
	WBR	20	25	125%	28	C	930	2680

2030 No Build Conditions PM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**4850**	**5137**	**106%**	**148**	**F**		
	NBL	630	526	83%	558	F	5786	115
	NBT	130	116	89%	309	F	5786	1225
	NBR	500	401	80%	332	F	5786	1225
	SBL	210	227	108%	84	F	662	400
	SBT	300	301	100%	81	F	662	1710
	SBR (FF)	160	194	121%	6	A	0	350
	EBL	80	133	166%	75	E	246	480
	EBT	940	1056	112%	89	F	1201	2395
	EBR (FF)	640	735	115%	9	A	0	2395
	WBL	80	135	169%	85	F	237	275
	WBT	570	651	114%	22	C	360	830
	WBR (FF)	610	662	109%	6	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**3700**	**4028**	**109%**	**56**	**E**		
	SBL	440	510	116%	78	E	511	215
	SBR (FF)	80	103	129%	4	A	0	215
	EBL	760	705	93%	77	E	663	440
	EBT (FF)	890	955	107%	0	A	0	810
	WBT	1190	1350	113%	80	E	2721	1775
	WBR (FF)	340	405	119%	59	E	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**4460**	**5005**	**112%**	**109**	**F**		
	SBL	1330	1339	101%	288	F	1863	1750
	SBR (FF)	520	524	101%	54	D	0	995
	EBT	710	793	112%	47	D	378	1180
	EBR (FF)	390	447	115%	2	A	0	250
	WBL	580	646	111%	48	D	481	350
	WBT	930	1256	135%	14	B	411	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**4190**	**4514**	**108%**	**33**	**C**		
	NBL	380	410	108%	154	F	736	2635
	NBR(Sig)	60	40	67%	40	D	536	330
	NBR(FF)	570	676	119%	19	B	394	260
	EBL	340	410	121%	48	D	199	350
	EBT	2040	2132	105%	5	A	264	350
	WBT	800	846	106%	48	D	688	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**5550**	**6003**	**108%**	**85**	**F**		
	NBL	650	603	93%	459	F	2716	1300
	NBT	60	54	90%	470	F	2716	390
	NBR	30	47	157%	457	F	2747	390
	SBL	20	28	140%	89	F	149	225
	SBT	50	58	116%	108	F	281	225
	SBR	180	201	112%	52	D	281	310
	EBL	150	156	104%	76	E	839	520
	EBT	1670	1801	108%	19	B	839	790
	EBR	850	891	105%	12	B	699	670
	WBL	40	74	185%	36	D	112	330
	WBT	1830	2063	113%	32	C	988	2680
	WBR	20	27	135%	26	C	1033	2680

2050 No Build Conditions AM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5890**	**5276**	**90%**	**147**	**F**		
	NBL	510	486	95%	105	F	1292	115
	NBT	50	53	106%	70	E	532	1225
	NBR	350	345	99%	27	C	532	1225
	SBL	220	212	96%	123	F	1453	400
	SBT	330	309	94%	175	F	1453	1710
	SBR (FF)	250	240	96%	63	E	0	350
	EBL	120	98	82%	297	F	190	480
	EBT	1440	1151	80%	359	F	5975	2395
	EBR (FF)	1120	914	82%	95	F	1179	2395
	WBL	190	187	98%	114	F	428	275
	WBT	660	651	99%	19	B	409	830
	WBR (FF)	650	630	97%	5	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4580**	**4232**	**92%**	**42**	**D**		
	SBL	620	601	97%	110	F	1000	215
	SBR (FF)	130	128	98%	20	C	0	215
	EBL	600	499	83%	79	E	420	440
	EBT (FF)	1410	1209	86%	0	A	0	810
	WBT	1360	1339	98%	47	D	2249	1775
	WBR (FF)	460	456	99%	23	C	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5300**	**4992**	**94%**	**49**	**D**		
	SBL	1290	1232	96%	84	F	1355	1750
	SBR (FF)	420	414	99%	5	A	0	995
	EBT	1360	1338	98%	60	E	1663	1180
	EBR (FF)	650	622	96%	15	B	0	250
	WBL	500	422	84%	42	D	335	350
	WBT	1080	964	89%	32	C	506	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**5640**	**4918**	**87%**	**44**	**D**		
	NBL	340	325	96%	92	F	863	2635
	NBR(Sig)	230	207	90%	87	F	887	330
	NBR(FF)	670	630	94%	11	B	795	260
	EBL	500	548	110%	10	A	313	350
	EBT	2650	2569	97%	10	A	495	350
	WBT	1250	639	51%	125	F	946	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6880**	**6187**	**90%**	**139**	**F**		
	NBL	770	633	82%	283	F	2714	1300
	NBT	60	51	85%	282	F	2714	390
	NBR	60	50	83%	257	F	2746	390
	SBL	20	21	105%	301	F	1020	225
	SBT	70	43	61%	396	F	1879	225
	SBR	240	190	79%	352	F	1879	310
	EBL	250	230	92%	138	F	965	520
	EBT	2270	2186	96%	41	D	965	790
	EBR	1030	980	95%	25	C	825	670
	WBL	80	70	88%	206	F	1753	330
	WBT	2000	1711	86%	205	F	4777	2680
	WBR	30	22	73%	197	F	4823	2680

2050 No Build Conditions AM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**6330**	**5329**	**84%**	**192**	**F**		
	NBL	545	531	97%	241	F	2199	115
	NBT	55	53	96%	93	F	1465	1225
	NBR	375	373	99%	67	E	1465	1225
	SBL	240	201	84%	118	F	1439	400
	SBT	355	301	85%	169	F	1439	1710
	SBR (FF)	265	223	84%	59	E	0	350
	EBL	130	96	74%	357	F	225	480
	EBT	1550	1089	70%	440	F	5996	2395
	EBR (FF)	1205	853	71%	143	F	3503	2395
	WBL	205	205	100%	142	F	662	275
	WBT	710	712	100%	24	C	610	830
	WBR (FF)	695	692	100%	6	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4930**	**4395**	**89%**	**65**	E		
	SBL	665	629	95%	167	F	1134	215
	SBR (FF)	145	142	98%	61	E	0	215
	EBL	650	492	76%	80	E	427	440
	EBT (FF)	1515	1169	77%	0	A	0	810
	WBT	1465	1470	100%	79	E	2884	1775
	WBR (FF)	490	493	101%	64	E	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5710**	**5016**	**88%**	**91**	F		
	SBL	1390	1183	85%	176	F	1690	1750
	SBR (FF)	450	378	84%	24	C	0	995
	EBT	1465	1479	101%	106	F	3063	1180
	EBR (FF)	700	680	97%	70	E	132	250
	WBL	540	401	74%	41	D	328	350
	WBT	1165	895	77%	32	C	514	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**6065**	**5418**	**89%**	**88**	F		
	NBL	365	309	85%	323	F	2716	2635
	NBR(Sig)	244	224	92%	314	F	2739	330
	NBR(FF)	721	631	88%	137	F	2648	260
	EBL	540	611	113%	11	B	324	350
	EBT	2855	2657	93%	15	B	513	350
	WBT	1340	986	74%	141	F	945	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**7400**	**6058**	**82%**	**284**	F		
	NBL	830	587	71%	480	F	2711	1300
	NBT	65	47	72%	474	F	2711	390
	NBR	65	42	65%	465	F	2743	390
	SBL	25	19	76%	1088	F	1820	225
	SBT	70	33	47%	1206	F	2219	225
	SBR	260	165	63%	1162	F	2219	310
	EBL	265	243	92%	150	F	976	520
	EBT	2445	2251	92%	43	D	976	790
	EBR	1110	1009	91%	29	C	836	670
	WBL	85	63	74%	419	F	2130	330
	WBT	2150	1576	73%	464	F	6731	2680
	WBR	30	23	77%	456	F	6776	2680

2050 No Build Conditions AM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5890**	**5219**	**89%**	**173**	**F**		
	NBL	510	522	102%	203	F	2041	115
	NBT	50	53	106%	84	F	1606	1225
	NBR	350	364	104%	56	E	1606	1225
	SBL	220	187	85%	95	F	1135	400
	SBT	330	277	84%	117	F	1135	1710
	SBR (FF)	250	204	82%	25	C	0	350
	EBL	120	96	80%	343	F	202	480
	EBT	1440	1135	79%	418	F	5993	2395
	EBR (FF)	1120	887	79%	126	F	4734	2395
	WBL	190	195	103%	126	F	571	275
	WBT	660	648	98%	20	B	375	830
	WBR (FF)	650	651	100%	6	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4580**	**4268**	**93%**	**63**	**E**		
	SBL	620	624	101%	190	F	1135	215
	SBR (FF)	130	132	102%	82	F	0	215
	EBL	600	508	85%	88	F	478	440
	EBT (FF)	1410	1179	84%	0	A	0	810
	WBT	1360	1358	100%	62	E	2792	1775
	WBR (FF)	460	467	102%	47	D	672	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**5300**	**4743**	**89%**	**52**	**D**		
	SBL	1290	1033	80%	88	F	929	1750
	SBR (FF)	420	326	78%	4	A	0	995
	EBT	1360	1396	103%	66	E	2145	1180
	EBR (FF)	650	669	103%	27	C	134	250
	WBL	500	375	75%	39	D	336	350
	WBT	1080	944	87%	29	C	510	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**5640**	**4919**	**87%**	**69**	**E**		
	NBL	340	377	111%	300	F	2719	2635
	NBR(Sig)	230	253	110%	231	F	2742	330
	NBR(FF)	670	714	107%	96	F	2651	260
	EBL	500	573	115%	13	B	402	350
	EBT	2650	2435	92%	11	B	512	350
	WBT	1250	567	45%	108	F	864	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6880**	**5954**	**87%**	**303**	**F**		
	NBL	770	569	74%	509	F	2714	1300
	NBT	60	39	65%	513	F	2714	390
	NBR	60	45	75%	496	F	2746	390
	SBL	20	16	80%	1159	F	2007	225
	SBT	70	34	49%	1364	F	2226	225
	SBR	240	173	72%	1221	F	2226	310
	EBL	250	239	96%	132	F	965	520
	EBT	2270	2184	96%	40	D	965	790
	EBR	1030	1000	97%	27	C	825	670
	WBL	80	61	76%	464	F	4104	330
	WBT	2000	1574	79%	509	F	6738	2680
	WBR	30	20	67%	511	F	6784	2680

2050 No Build Conditions AM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**5460**	**5209**	**95%**	**137**	**F**		
	NBL	470	463	99%	99	F	1227	115
	NBT	50	50	100%	69	E	800	1225
	NBR	320	328	103%	28	C	800	1225
	SBL	210	173	82%	103	F	1159	400
	SBT	310	258	83%	135	F	1159	1710
	SBR (FF)	230	192	83%	34	C	0	350
	EBL	110	103	94%	289	F	212	480
	EBT	1330	1261	95%	345	F	5987	2395
	EBR (FF)	1040	985	95%	94	F	4731	2395
	WBL	180	176	98%	104	F	436	275
	WBT	610	614	101%	17	B	316	830
	WBR (FF)	600	606	101%	5	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4230**	**4201**	**99%**	**52**	**D**		
	SBL	570	617	108%	178	F	1152	215
	SBR (FF)	120	122	102%	72	E	0	215
	EBL	560	535	96%	79	E	458	440
	EBT (FF)	1300	1228	94%	0	A	0	810
	WBT	1260	1270	101%	46	D	2017	1775
	WBR (FF)	420	429	102%	18	B	472	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**4910**	**4569**	**93%**	**42**	**D**		
	SBL	1200	1007	84%	80	E	854	1750
	SBR (FF)	390	335	86%	6	A	0	995
	EBT	1260	1251	99%	47	D	1118	1180
	EBR (FF)	600	605	101%	6	A	0	250
	WBL	460	422	92%	39	D	351	350
	WBT	1000	949	95%	28	C	501	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**5210**	**4605**	**88%**	**37**	**D**		
	NBL	310	332	107%	140	F	1307	2635
	NBR(Sig)	210	226	108%	89	F	1330	330
	NBR(FF)	620	643	104%	29	C	1234	260
	EBL	460	527	115%	13	B	341	350
	EBT	2460	2259	92%	5	A	339	350
	WBT	1150	618	54%	80	E	597	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6370**	**5820**	**91%**	**280**	**F**		
	NBL	710	610	86%	451	F	2714	1300
	NBT	60	45	75%	447	F	2714	390
	NBR	60	48	80%	429	F	2746	390
	SBL	20	16	80%	1241	F	2211	225
	SBT	60	34	57%	1421	F	2218	225
	SBR	220	156	71%	1353	F	2218	310
	EBL	230	223	97%	126	F	954	520
	EBT	2100	2001	95%	35	D	954	790
	EBR	960	903	94%	18	B	814	670
	WBL	70	67	96%	400	F	4763	330
	WBT	1850	1695	92%	456	F	6737	2680
	WBR	30	22	73%	461	F	6782	2680

2050 No Build Conditions PM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**6000**	**5320**	**89%**	**177**	**F**		
	NBL	790	545	69%	557	F	5788	115
	NBT	180	125	69%	302	F	5788	1225
	NBR	600	404	67%	329	F	5788	1225
	SBL	250	254	102%	74	E	572	400
	SBT	340	324	95%	71	E	572	1710
	SBR (FF)	220	215	98%	2	A	0	350
	EBL	150	142	95%	187	F	698	480
	EBT	1120	1066	95%	186	F	2482	2395
	EBR (FF)	800	756	95%	70	E	0	2395
	WBL	140	140	100%	98	F	283	275
	WBT	700	667	95%	24	C	400	830
	WBR (FF)	710	682	96%	7	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4530**	**4174**	**92%**	**77**	E		
	SBL	550	557	101%	84	F	674	215
	SBR (FF)	110	113	103%	6	A	0	215
	EBL	870	715	82%	75	E	614	440
	EBT (FF)	1120	995	89%	0	A	0	810
	WBT	1440	1364	95%	126	F	4395	1775
	WBR (FF)	440	430	98%	120	F	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**6090**	**5197**	**85%**	**99**	F		
	SBL	1590	1345	85%	281	F	1861	1750
	SBR (FF)	620	527	85%	51	D	0	995
	EBT	1280	852	67%	51	D	434	1180
	EBR (FF)	490	483	99%	2	A	0	250
	WBL	720	676	94%	49	D	482	350
	WBT	1390	1314	95%	15	B	418	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**5750**	**4688**	**82%**	**35**	D		
	NBL	450	425	94%	156	F	1151	2635
	NBR(Sig)	70	43	61%	29	C	663	330
	NBR(FF)	700	696	99%	11	B	488	260
	EBL	430	439	102%	53	D	240	350
	EBT	2430	2197	90%	6	A	320	350
	WBT	1670	888	53%	51	D	761	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6720**	**6244**	**93%**	**86**	F		
	NBL	780	611	78%	441	F	2719	1300
	NBT	70	59	84%	455	F	2719	390
	NBR	60	48	80%	440	F	2751	390
	SBL	30	28	93%	79	E	144	225
	SBT	60	62	103%	114	F	302	225
	SBR	220	217	99%	54	D	302	310
	EBL	180	161	89%	87	F	876	520
	EBT	2010	1847	92%	21	C	876	790
	EBR	1010	928	92%	14	B	736	670
	WBL	80	79	99%	38	D	111	330
	WBT	2190	2175	99%	35	C	1004	2680
	WBR	30	29	97%	30	C	1049	2680

2050 No Build Conditions PM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**6375**	**5242**	**82%**	**239**	**F**		
	NBL	840	523	62%	549	F	5796	115
	NBT	190	121	64%	301	F	5795	1225
	NBR	640	424	66%	326	F	5795	1225
	SBL	270	226	84%	84	F	706	400
	SBT	360	315	88%	77	E	706	1710
	SBR (FF)	230	193	84%	7	A	0	350
	EBL	155	144	93%	393	F	2567	480
	EBT	1195	1082	91%	375	F	5497	2395
	EBR (FF)	845	749	89%	232	F	0	2395
	WBL	150	133	89%	96	F	248	275
	WBT	745	679	91%	26	C	380	830
	WBR (FF)	755	653	86%	7	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4805**	**4174**	**87%**	**103**	**F**		
	SBL	580	569	98%	92	F	731	215
	SBR (FF)	120	120	100%	9	A	0	215
	EBL	920	760	83%	75	E	626	440
	EBT (FF)	1185	969	82%	0	A	0	810
	WBT	1530	1353	88%	184	F	6859	1775
	WBR (FF)	470	403	86%	189	F	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**6475**	**5366**	**83%**	**96**	**F**		
	SBL	1690	1324	78%	269	F	1853	1750
	SBR (FF)	660	513	78%	47	D	0	995
	EBT	1355	906	67%	51	D	475	1180
	EBR (FF)	520	514	99%	2	A	0	250
	WBL	770	732	95%	50	D	496	350
	WBT	1480	1377	93%	17	B	445	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**6115**	**4820**	**79%**	**56**	**E**		
	NBL	480	440	92%	304	F	2566	2635
	NBR(Sig)	74	44	59%	89	F	1705	330
	NBR(FF)	746	719	96%	76	E	2411	260
	EBL	460	450	98%	57	E	234	350
	EBT	2585	2230	86%	8	A	346	350
	WBT	1770	937	53%	51	D	845	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**7145**	**6465**	**90%**	**95**	**F**		
	NBL	830	592	71%	479	F	2712	1300
	NBT	75	53	71%	488	F	2712	390
	NBR	65	45	69%	467	F	2743	390
	SBL	30	32	107%	84	F	211	225
	SBT	65	64	98%	121	F	329	225
	SBR	235	229	97%	63	E	329	310
	EBL	190	170	89%	98	F	917	520
	EBT	2140	1894	89%	24	C	917	790
	EBR	1075	924	86%	16	B	777	670
	WBL	85	86	101%	48	D	132	330
	WBT	2325	2347	101%	42	D	1436	2680
	WBR	30	29	97%	39	D	1482	2680

2050 No Build Conditions PM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**6140**	**5185**	**84%**	**247**	**F**		
	NBL	810	536	66%	562	F	5790	115
	NBT	180	128	71%	301	F	5790	1225
	NBR	620	421	68%	335	F	5790	1225
	SBL	260	215	83%	80	F	544	400
	SBT	350	288	82%	71	E	544	1710
	SBR (FF)	220	177	80%	2	A	0	350
	EBL	150	135	90%	396	F	3120	480
	EBT	1150	1069	93%	395	F	5984	2395
	EBR (FF)	810	774	96%	255	F	0	2395
	WBL	140	136	97%	95	F	266	275
	WBT	720	647	90%	25	C	372	830
	WBR (FF)	730	659	90%	7	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4630**	**4165**	**90%**	**100**	**F**		
	SBL	560	576	103%	83	F	652	215
	SBR (FF)	120	116	97%	6	A	0	215
	EBL	890	764	86%	77	E	721	440
	EBT (FF)	1140	960	84%	0	A	0	810
	WBT	1470	1319	90%	180	F	6860	1775
	WBR (FF)	450	430	96%	185	F	0	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**6240**	**5187**	**83%**	**80**	**E**		
	SBL	1630	1261	77%	218	F	1860	1750
	SBR (FF)	640	508	79%	32	C	0	995
	EBT	1300	874	67%	49	D	413	1180
	EBR (FF)	500	486	97%	2	A	0	250
	WBL	740	706	95%	47	D	496	350
	WBT	1430	1352	95%	15	B	428	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**5880**	**4700**	**80%**	**65**	**E**		
	NBL	460	445	97%	374	F	2651	2635
	NBR(Sig)	70	43	61%	127	F	2239	330
	NBR(FF)	720	705	98%	106	F	2415	260
	EBL	440	459	104%	54	D	261	350
	EBT	2490	2141	86%	6	A	313	350
	WBT	1700	907	53%	50	D	803	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6880**	**6251**	**91%**	**93**	**F**		
	NBL	800	593	74%	479	F	2713	1300
	NBT	70	47	67%	501	F	2713	390
	NBR	60	45	75%	483	F	2744	390
	SBL	30	29	97%	92	F	227	225
	SBT	60	63	105%	123	F	372	225
	SBR	230	224	97%	59	E	372	310
	EBL	180	161	89%	86	F	851	520
	EBT	2060	1815	88%	21	C	851	790
	EBR	1040	908	87%	15	B	711	670
	WBL	80	81	101%	43	D	246	330
	WBT	2240	2257	101%	40	D	1181	2680
	WBR	30	28	93%	34	C	1226	2680

2050 No Build Conditions PM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
SR 860/Miami Gardens Drive @ SR 9/I-95 SB Off-ramp	**Overall**	**6310**	**5180**	**82%**	**260**	**F**		
	NBL	830	517	62%	576	F	5791	115
	NBT	190	115	61%	317	F	5790	1225
	NBR	630	389	62%	346	F	5790	1225
	SBL	270	234	87%	85	F	743	400
	SBT	360	301	84%	78	E	743	1710
	SBR (FF)	230	200	87%	6	A	0	350
	EBL	150	139	93%	441	F	3147	480
	EBT	1180	1065	90%	432	F	5992	2395
	EBR (FF)	830	755	91%	267	F	0	2395
	WBL	150	137	91%	89	F	227	275
	WBT	740	661	89%	25	C	344	830
	WBR (FF)	750	667	89%	7	A	0	670
SR 860/Miami Gardens Drive @ SR 9/I-95 NB Ramps	**Overall**	**4740**	**4077**	**86%**	**110**	**F**		
	SBL	570	542	95%	89	F	726	215
	SBR (FF)	120	111	93%	8	A	0	215
	EBL	910	699	77%	102	F	745	440
	EBT (FF)	1170	960	82%	0	A	0	810
	WBT	1510	1359	90%	184	F	6860	1775
	WBR (FF)	460	406	88%	211	F	673	175
CR 854/Ives Dairy Road @ SR 9/I-95 SB Ramps	**Overall**	**6390**	**5298**	**83%**	**94**	**F**		
	SBL	1670	1327	79%	264	F	1852	1750
	SBR (FF)	650	523	80%	46	D	0	995
	EBT	1340	882	66%	50	D	442	1180
	EBR (FF)	510	507	99%	2	A	0	250
	WBL	760	714	94%	50	D	488	350
	WBT	1460	1345	92%	16	B	421	350
CR 854/Ives Dairy Road @ SR 9/I-95 NB Ramps	**Overall**	**6030**	**4750**	**79%**	**63**	**E**		
	NBL	470	439	93%	360	F	2514	2635
	NBR(Sig)	70	44	63%	125	F	2537	330
	NBR(FF)	740	706	95%	102	F	2446	260
	EBL	450	452	100%	56	E	245	350
	EBT	2550	2203	86%	7	A	324	350
	WBT	1750	906	52%	49	D	809	815
CR 854/Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**7040**	**6373**	**91%**	**94**	**F**		
	NBL	820	585	71%	481	F	2718	1300
	NBT	70	52	74%	493	F	2718	390
	NBR	60	47	78%	479	F	2749	390
	SBL	30	29	97%	85	F	152	225
	SBT	60	62	103%	126	F	363	225
	SBR	230	233	101%	58	E	363	310
	EBL	190	166	87%	106	F	919	520
	EBT	2110	1867	88%	22	C	919	790
	EBR	1060	930	88%	16	B	780	670
	WBL	80	83	104%	45	D	135	330
	WBT	2300	2288	99%	40	D	1224	2680
	WBR	30	31	103%	35	D	1270	2680

2030 Build Alternative 1-Conditions AM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4404**	**4345**	**99%**	**27**	**C**		
	NBL	451	429	95%	49	D	543	1225
	NBR	348	350	100%	26	C	259	1225
	EBT	1366	1344	98%	42	D	785	2395
	EBR	990	972	98%	12	B	222	430
	WBL	451	453	101%	37	D	249	490
	WBT (FF)	799	797	100%	1	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**4688**	**4647**	**99%**	**47**	**D**		
	SBL	729	741	**102%**	92	F	1253	380
	SBR	637	622	**98%**	32	C	887	250
	EBL	678	650	**96%**	89	F	967	390
	EBT (FF)	1036	1041	**100%**	1	A	0	810
	WBT	618	630	**102%**	59	E	1398	1775
	WBR	990	963	**97%**	34	C	1512	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5273**	**5179**	**98%**	**21**	**C**		
	SBL	1175	1160	99%	39	D	480	1750
	SBR (FF)	381	383	101%	16	B	165	1140
	EBT	1733	1695	98%	21	C	363	1180
	EBR (FF)	562	561	100%	3	A	0	300
	WBL	413	428	104%	2	A	95	350
	WBT	1008	952	94%	21	C	209	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**6769**	**6527**	**96%**	**20**	**C**		
	NBL	316	303	96%	19	B	286	2530
	NBR	808	793	98%	43	D	281	2530
	EBL	492	490	99%	5	A	241	260
	EBT	2421	2357	97%	24	C	631	440
	WBT	1106	1079	98%	24	C	477	560
	WBR (FF)	1626	1505	93%	7	A	329	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6179**	**6019**	**97%**	**40**	**D**		
	NBL	706	672	95%	96	F	900	1300
	NBT	56	55	99%	101	F	900	390
	NBR	28	54	194%	82	F	921	390
	SBL	14	21	151%	89	F	103	225
	SBT	60	52	86%	125	F	459	225
	SBR	214	201	94%	69	E	459	310
	EBL	223	220	99%	19	B	609	250
	EBT	2058	2020	98%	22	C	609	560
	EBR	948	910	96%	3	A	609	300
	WBL	42	71	170%	36	D	1073	345
	WBT	1807	1721	95%	50	D	1073	2680
	WBR	23	22	95%	48	D	1073	2680

2030 Build Alternative 1 Conditions AM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4740**	**4464**	**94%**	**141**	**F**		
	NBL	485	367	76%	475	F	3186	1225
	NBR	375	330	88%	211	F	3187	1225
	EBT	1470	1388	94%	202	F	3085	2395
	EBR	1065	1043	98%	35	D	242	430
	WBL	485	479	99%	47	D	309	490
	WBT (FF)	860	857	100%	1	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5045**	**4894**	**97%**	**72**	**E**		
	SBL	785	790	**101%**	168	F	2634	380
	SBR	685	654	**95%**	94	F	736	250
	EBL	730	660	**90%**	110	F	1004	390
	EBT (FF)	1115	1056	**95%**	1	A	0	810
	WBT	665	683	**103%**	64	E	1724	1775
	WBR	1065	1051	**99%**	42	D	1872	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5675**	**5543**	**98%**	**24**	**C**		
	SBL	1265	1262	100%	45	D	604	1750
	SBR (FF)	410	408	100%	16	B	184	1140
	EBT	1865	1862	100%	22	C	344	1180
	EBR (FF)	605	607	100%	5	A	0	300
	WBL	445	439	99%	2	A	101	350
	WBT	1085	965	89%	23	C	215	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7285**	**6851**	**94%**	**27**	**C**		
	NBL	340	334	98%	19	B	315	2530
	NBR	870	864	99%	45	D	289	2530
	EBL	530	544	103%	6	A	286	260
	EBT	2605	2583	99%	27	C	662	440
	WBT	1190	1066	90%	25	C	491	560
	WBR (FF)	1750	1460	83%	27	C	359	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6650**	**6211**	**93%**	**156**	**F**		
	NBL	760	630	83%	338	F	2710	1300
	NBT	60	48	80%	329	F	2710	390
	NBR	30	45	150%	313	F	2731	390
	SBL	15	20	133%	419	F	852	225
	SBT	65	41	63%	527	F	1831	225
	SBR	230	186	81%	472	F	1831	310
	EBL	240	236	98%	21	C	702	250
	EBT	2215	2217	100%	21	C	702	560
	EBR	1020	993	97%	3	A	702	300
	WBL	45	68	151%	176	F	4062	345
	WBT	1945	1702	88%	272	F	4062	2680
	WBR	25	25	100%	275	F	4062	2680

2030 Build Alternative 1 Conditions AM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4408**	**4309**	**98%**	**266**	**F**		
	NBL	451	386	86%	1062	F	4853	1225
	NBR	349	294	84%	636	F	4853	1225
	EBT	1367	1387	101%	294	F	3503	2395
	EBR	990	966	98%	53	D	223	430
	WBL	451	471	104%	43	D	286	490
	WBT (FF)	800	805	101%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**4691**	**4708**	**100%**	**71**	**E**		
	SBL	730	777	**106%**	171	F	2449	380
	SBR	637	636	**100%**	96	F	786	250
	EBL	679	666	**98%**	109	F	997	390
	EBT (FF)	1037	1013	**98%**	0	A	0	810
	WBT	618	638	**103%**	62	E	1292	1775
	WBR	990	978	**99%**	33	C	1427	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5277**	**5202**	**99%**	**22**	**C**		
	SBL	1176	1176	100%	40	D	524	1750
	SBR (FF)	381	381	100%	16	B	183	1140
	EBT	1734	1749	101%	21	C	334	1180
	EBR (FF)	563	579	103%	4	A	0	300
	WBL	414	403	97%	2	A	83	350
	WBT	1009	914	91%	22	C	197	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**6774**	**6538**	**97%**	**26**	**C**		
	NBL	316	309	98%	19	B	296	2530
	NBR	809	805	100%	43	D	273	2530
	EBL	493	513	104%	6	A	244	260
	EBT	2422	2416	100%	24	C	639	440
	WBT	1107	1011	91%	25	C	490	560
	WBR (FF)	1627	1484	91%	26	C	363	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6184**	**5925**	**96%**	**254**	**F**		
	NBL	707	601	85%	469	F	2717	1300
	NBT	56	41	73%	469	F	2717	390
	NBR	28	46	165%	461	F	2738	390
	SBL	14	17	122%	896	F	1350	225
	SBT	60	34	56%	1103	F	2109	225
	SBR	214	180	84%	983	F	2109	310
	EBL	223	227	102%	22	C	632	250
	EBT	2060	2066	100%	22	C	632	560
	EBR	948	929	98%	3	A	632	300
	WBL	42	67	160%	336	F	5611	345
	WBT	1809	1696	94%	461	F	5611	2680
	WBR	23	21	90%	489	F	5611	2680

2030 Build Alternative 1 Conditions AM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4081**	**4329**	**106%**	**181**	**F**		
	NBL	418	463	111%	769	F	4718	1225
	NBR	323	370	115%	495	F	4685	1225
	EBT	1266	1338	106%	170	F	2467	2395
	EBR	917	962	105%	30	C	228	430
	WBL	418	449	108%	39	D	252	490
	WBT (FF)	740	747	101%	1	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**4343**	**4541**	**105%**	**51**	**D**		
	SBL	676	727	**108%**	105	F	1598	380
	SBR	590	611	**104%**	43	D	976	250
	EBL	628	693	**110%**	97	F	999	390
	EBT (FF)	960	1022	**106%**	1	A	0	810
	WBT	572	581	**101%**	59	E	747	1775
	WBR	917	907	**99%**	32	C	992	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**4886**	**4935**	**101%**	**20**	**C**		
	SBL	1089	1085	100%	37	D	465	1750
	SBR (FF)	353	355	101%	16	B	148	1140
	EBT	1606	1589	99%	20	B	311	1180
	EBR (FF)	521	541	104%	3	A	0	300
	WBL	383	438	114%	2	A	81	350
	WBT	934	927	99%	22	C	194	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**6272**	**6312**	**101%**	**24**	**C**		
	NBL	293	280	96%	18	B	278	2530
	NBR	749	752	100%	42	D	243	2530
	EBL	456	471	103%	5	A	200	260
	EBT	2243	2205	98%	22	C	557	440
	WBT	1024	1083	106%	25	C	544	560
	WBR (FF)	1507	1521	101%	24	C	358	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**5725**	**5787**	**101%**	**236**	**F**		
	NBL	654	636	97%	415	F	2713	1300
	NBT	52	51	99%	412	F	2713	390
	NBR	26	52	201%	400	F	2734	390
	SBL	13	17	132%	1061	F	1564	225
	SBT	56	36	64%	1270	F	2099	225
	SBR	198	169	85%	1162	F	2099	310
	EBL	207	205	99%	22	C	518	250
	EBT	1907	1890	99%	23	C	518	560
	EBR	878	862	98%	3	A	518	300
	WBL	39	68	176%	285	F	5334	345
	WBT	1674	1777	106%	397	F	5334	2680
	WBR	22	24	112%	417	F	5334	2680

2030 Build Alternative 1-Conditions PM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4424**	**3858**	**87%**	**227**	**F**		
	NBL	692	471	68%	555	F	5782	1225
	NBR	692	478	69%	417	F	5783	1225
	EBT	1120	1017	91%	268	F	2261	2395
	EBR	701	686	98%	20	B	172	430
	WBL	414	411	99%	42	D	226	490
	WBT (FF)	805	795	99%	1	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**4772**	**4400**	**92%**	**75**	**E**		
	SBL	711	695	**98%**	143	F	2161	380
	SBR	588	570	**97%**	77	E	519	250
	EBL	1064	842	**79%**	81	F	1012	390
	EBT (FF)	744	651	**88%**	0	A	0	810
	WBT	631	639	**101%**	70	E	2468	1775
	WBR	1035	1003	**97%**	79	E	2524	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5507**	**5406**	**98%**	**23**	**C**		
	SBL	1450	1441	99%	43	D	676	1750
	SBR (FF)	565	563	100%	20	B	244	1140
	EBT	1153	1128	98%	21	C	264	1180
	EBR (FF)	424	420	99%	2	A	0	300
	WBL	631	633	100%	3	A	125	350
	WBT	1285	1221	95%	20	B	236	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**6627**	**6417**	**97%**	**20**	**C**		
	NBL	414	389	94%	23	C	396	2530
	NBR	692	668	97%	39	D	225	2530
	EBL	372	384	103%	5	A	231	260
	EBT	2231	2178	98%	28	C	603	440
	WBT	1506	1467	97%	22	C	469	560
	WBR (FF)	1412	1331	94%	1	A	225	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6081**	**5946**	**98%**	**39**	**D**		
	NBL	715	687	96%	85	F	509	1300
	NBT	66	67	102%	84	F	509	390
	NBR	28	55	195%	68	E	530	390
	SBL	24	26	110%	81	F	148	225
	SBT	66	52	79%	122	F	249	225
	SBR	198	192	97%	60	E	249	310
	EBL	160	158	99%	22	C	557	250
	EBT	1831	1802	98%	25	C	557	560
	EBR	932	886	95%	3	A	557	300
	WBL	42	70	165%	35	C	1061	345
	WBT	2000	1925	96%	47	D	1061	2680
	WBR	19	26	138%	39	D	1061	2680

2030 Build Alternative 1 Conditions PM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4700**	**3725**	**79%**	**392**	**F**		
	NBL	735	431	59%	714	F	5786	1225
	NBR	735	435	59%	581	F	5787	1225
	EBT	1190	985	83%	666	F	5307	2395
	EBR	745	674	90%	101	F	220	430
	WBL	440	393	89%	46	D	237	490
	WBT (FF)	855	807	94%	1	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5070**	**4354**	**86%**	**130**	**F**		
	SBL	755	705	**93%**	250	F	2464	380
	SBR	625	535	**86%**	182	F	286	250
	EBL	1130	818	**72%**	84	F	995	390
	EBT (FF)	790	601	**76%**	0	A	0	810
	WBT	670	662	**99%**	115	F	4471	1775
	WBR	1100	1033	**94%**	167	F	4457	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5850**	**5810**	**99%**	**29**	**C**		
	SBL	1540	1526	99%	64	E	988	1750
	SBR (FF)	600	602	100%	22	C	249	1140
	EBT	1225	1209	99%	22	C	250	1180
	EBR (FF)	450	464	103%	3	A	0	300
	WBL	670	697	104%	3	A	137	350
	WBT	1365	1312	96%	21	C	246	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7040**	**6892**	**98%**	**22**	**C**		
	NBL	440	420	95%	24	C	384	2530
	NBR	735	707	96%	39	D	231	2530
	EBL	395	406	103%	5	A	238	260
	EBT	2370	2327	98%	31	C	626	440
	WBT	1600	1590	99%	22	C	513	560
	WBR (FF)	1500	1442	96%	1	A	295	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6460**	**6364**	**99%**	**44**	**D**		
	NBL	760	741	98%	87	F	748	1300
	NBT	70	63	90%	87	F	748	390
	NBR	30	54	180%	71	E	769	390
	SBL	25	28	112%	100	F	169	225
	SBT	70	55	79%	141	F	366	225
	SBR	210	202	96%	85	F	366	310
	EBL	170	173	102%	22	C	695	250
	EBT	1945	1896	97%	25	C	695	560
	EBR	990	964	97%	3	A	695	300
	WBL	45	76	169%	45	D	1287	345
	WBT	2125	2086	98%	58	E	1287	2680
	WBR	20	26	130%	54	D	1287	2680

2030 Build Alternative 1 Conditions PM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4526**	**3650**	**81%**	**434**	**F**		
	NBL	708	432	61%	744	F	5782	1225
	NBR	708	433	61%	619	F	5783	1225
	EBT	1146	1000	87%	771	F	5986	2395
	EBR	717	603	84%	135	F	213	430
	WBL	424	390	92%	44	D	228	490
	WBT (FF)	823	792	96%	1	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**4882**	**4349**	**89%**	**144**	**F**		
	SBL	727	702	**97%**	273	F	2473	380
	SBR	602	529	**88%**	197	F	522	250
	EBL	1088	831	**76%**	83	F	1001	390
	EBT (FF)	761	603	**79%**	0	A	0	810
	WBT	645	653	**101%**	133	F	5689	1775
	WBR	1059	1031	**97%**	201	F	5675	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5634**	**5465**	**97%**	**35**	**D**		
	SBL	1483	1479	100%	55	E	888	1750
	SBR (FF)	578	593	103%	21	C	407	1140
	EBT	1180	1161	98%	27	C	257	1180
	EBR (FF)	433	386	89%	53	D	997	300
	WBL	645	621	96%	33	C	379	350
	WBT	1314	1225	93%	21	C	494	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**6780**	**6533**	**96%**	**25**	**C**		
	NBL	424	372	88%	27	C	1109	2530
	NBR	708	624	88%	40	D	225	2530
	EBL	380	399	105%	5	A	245	260
	EBT	2282	2246	98%	30	C	636	440
	WBT	1541	1485	96%	37	D	593	560
	WBR (FF)	1445	1407	97%	2	A	324	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6221**	**6079**	**98%**	**46**	**D**		
	NBL	732	711	97%	89	F	660	1300
	NBT	67	58	86%	87	F	660	390
	NBR	29	56	194%	73	E	680	390
	SBL	24	24	100%	109	F	136	225
	SBT	67	53	79%	159	F	450	225
	SBR	202	203	100%	102	F	450	310
	EBL	164	161	98%	22	C	592	250
	EBT	1873	1818	97%	25	C	592	560
	EBR	953	892	94%	3	A	592	300
	WBL	43	74	171%	48	D	1411	345
	WBT	2046	2004	98%	60	E	1411	2680
	WBR	19	25	130%	57	E	1411	2680

2030 Build Alternative 1 Conditions PM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4642**	**3306**	**71%**	**436**	**F**		
	NBL	726	382	53%	747	F	5783	1225
	NBR	726	384	53%	609	F	5783	1225
	EBT	1175	850	72%	776	F	5992	2395
	EBR	736	565	77%	146	F	188	430
	WBL	435	401	92%	45	D	338	490
	WBT (FF)	844	724	86%	1	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5008**	**3908**	**78%**	**148**	**F**		
	SBL	746	679	**91%**	264	F	2465	380
	SBR	617	561	**91%**	177	F	1503	250
	EBL	1116	700	**63%**	90	F	1010	390
	EBT (FF)	780	530	**68%**	0	A	0	810
	WBT	662	562	**85%**	151	F	6303	1775
	WBR	1086	876	**81%**	215	F	6289	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5778**	**4747**	**82%**	**188**	**F**		
	SBL	1521	1491	98%	72	E	1088	1750
	SBR (FF)	593	588	99%	24	C	554	1140
	EBT	1210	846	70%	367	F	253	1180
	EBR (FF)	444	263	59%	894	F	4281	300
	WBL	662	544	82%	136	F	746	350
	WBT	1348	1015	75%	23	C	860	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**6953**	**5616**	**81%**	**211**	**F**		
	NBL	435	233	54%	1052	F	2256	2530
	NBR	726	422	58%	968	F	196	2530
	EBL	390	308	79%	4	A	223	260
	EBT	2341	2022	86%	31	C	587	440
	WBT	1580	1342	85%	143	F	694	560
	WBR (FF)	1482	1289	87%	3	A	325	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6381**	**5390**	**84%**	**117**	**F**		
	NBL	751	664	88%	187	F	1477	1300
	NBT	69	64	93%	169	F	1477	390
	NBR	30	52	175%	140	F	1498	390
	SBL	25	27	109%	117	F	171	225
	SBT	69	52	75%	191	F	675	225
	SBR	207	194	94%	130	F	675	310
	EBL	168	138	82%	24	C	540	250
	EBT	1921	1554	81%	28	C	540	560
	EBR	978	753	77%	4	A	540	300
	WBL	44	64	144%	297	F	3386	345
	WBT	2099	1804	86%	224	F	3386	2680
	WBR	20	24	121%	185	F	3386	2680

2050 Build Alternative 1-Conditions AM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5013**	**4500**	**90%**	**129**	**F**		
	NBL	506	365	72%	394	F	3650	1225
	NBR	400	336	84%	190	F	3487	1225
	EBT	1561	1395	89%	196	F	4492	2395
	EBR	1120	1044	93%	37	D	239	430
	WBL	520	480	92%	46	D	306	490
	WBT (FF)	906	880	97%	1	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5329**	**4959**	**93%**	**72**	**E**		
	SBL	841	781	**93%**	158	F	2151	380
	SBR	711	656	**92%**	88	F	1482	250
	EBL	776	662	**85%**	109	F	998	390
	EBT (FF)	1185	1069	**90%**	1	A	0	810
	WBT	715	709	**99%**	68	E	2548	1775
	WBR	1101	1082	**98%**	49	D	2650	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5863**	**5615**	**96%**	**23**	**C**		
	SBL	1292	1282	99%	46	D	616	1750
	SBR (FF)	418	421	101%	16	B	182	1140
	EBT	1919	1893	99%	22	C	413	1180
	EBR (FF)	650	628	97%	4	A	0	300
	WBL	502	421	84%	1	A	92	350
	WBT	1083	970	90%	23	C	206	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7457**	**6889**	**92%**	**27**	**C**		
	NBL	339	338	100%	19	B	355	2530
	NBR	897	870	97%	45	D	305	2530
	EBL	558	548	98%	6	A	289	260
	EBT	2653	2623	99%	27	C	649	440
	WBT	1245	1052	84%	24	C	543	560
	WBR (FF)	1765	1458	83%	28	C	364	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6876**	**6260**	**91%**	**133**	**F**		
	NBL	771	626	81%	317	F	2712	1300
	NBT	60	51	84%	317	F	2712	390
	NBR	60	50	83%	292	F	2733	390
	SBL	23	20	86%	281	F	1317	225
	SBT	65	43	66%	420	F	1856	225
	SBR	242	187	77%	335	F	1856	310
	EBL	246	246	100%	20	C	720	250
	EBT	2272	2243	99%	20	C	720	560
	EBR	1031	1004	97%	3	A	720	300
	WBL	79	70	89%	132	F	4767	345
	WBT	1998	1698	85%	223	F	4767	2680
	WBR	28	22	79%	234	F	4767	2680

2050 Build Alternative 1 Conditions AM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5395**	**4456**	**83%**	**329**	**F**		
	NBL	545	359	66%	1158	F	5772	1225
	NBR	430	266	62%	755	F	5772	1225
	EBT	1680	1414	84%	407	F	5997	2395
	EBR	1205	1005	83%	88	F	236	430
	WBL	560	504	90%	48	D	285	490
	WBT (FF)	975	908	93%	1	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5735**	**5004**	**87%**	**115**	**F**		
	SBL	905	773	**85%**	234	F	5385	380
	SBR	765	653	**85%**	151	F	2773	250
	EBL	835	662	**79%**	109	F	1004	390
	EBT (FF)	1275	1019	**80%**	0	A	0	810
	WBT	770	756	**98%**	114	F	5127	1775
	WBR	1185	1141	**96%**	130	F	5113	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**6310**	**5944**	**94%**	**37**	**D**		
	SBL	1390	1370	99%	99	F	1047	1750
	SBR (FF)	450	452	100%	21	C	187	1140
	EBT	2065	2101	102%	26	C	501	1180
	EBR (FF)	700	682	97%	6	A	0	300
	WBL	540	407	75%	1	A	90	350
	WBT	1165	932	80%	23	C	201	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**8025**	**7079**	**88%**	**30**	**C**		
	NBL	365	340	93%	20	B	328	2530
	NBR	965	890	92%	45	D	311	2530
	EBL	600	615	103%	10	A	340	260
	EBT	2855	2858	100%	33	C	735	440
	WBT	1340	997	74%	25	C	320	560
	WBR (FF)	1900	1379	73%	32	C	359	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**7400**	**6329**	**86%**	**266**	**F**		
	NBL	830	580	70%	484	F	2720	1300
	NBT	65	47	72%	471	F	2720	390
	NBR	65	42	65%	465	F	2741	390
	SBL	25	16	64%	1063	F	1789	225
	SBT	70	31	44%	1288	F	2224	225
	SBR	260	165	63%	1162	F	2224	310
	EBL	265	258	97%	20	C	834	250
	EBT	2445	2407	98%	19	B	834	560
	EBR	1110	1085	98%	4	A	834	300
	WBL	85	64	75%	324	F	6750	345
	WBT	2150	1611	75%	459	F	6750	2680
	WBR	30	23	77%	476	F	6750	2680

2050 Build Alternative 1 Conditions AM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5017**	**4388**	**87%**	**338**	**F**		
	NBL	507	356	70%	1150	F	5786	1225
	NBR	400	289	72%	796	F	5786	1225
	EBT	1562	1389	89%	427	F	5993	2395
	EBR	1121	1005	90%	91	F	242	430
	WBL	521	483	93%	49	D	280	490
	WBT (FF)	907	866	96%	1	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5333**	**4941**	**93%**	**116**	**F**		
	SBL	842	767	**91%**	245	F	6936	380
	SBR	711	629	**88%**	164	F	3547	250
	EBL	776	664	**86%**	110	F	1007	390
	EBT (FF)	1186	1012	**85%**	0	A	0	810
	WBT	716	724	**101%**	100	F	4977	1775
	WBR	1102	1145	**104%**	125	F	4963	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5868**	**#N/A**	**#N/A**	**#N/A**	**#N/A**		
	SBL	1293	1320	102%	104	F	1034	1750
	SBR (FF)	418	428	102%	26	C	369	1140
	EBT	1920	#N/A	#N/A	#N/A	**#N/A**	#N/A	1180
	EBR (FF)	651	640	98%	40	D	689	300
	WBL	502	384	76%	2	A	88	350
	WBT	1083	892	82%	22	C	199	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7462**	**6778**	**91%**	**28**	**C**		
	NBL	339	317	93%	19	B	288	2530
	NBR	897	834	93%	44	D	298	2530
	EBL	558	564	101%	7	A	312	260
	EBT	2655	2673	101%	29	C	686	440
	WBT	1246	962	77%	25	C	318	560
	WBR (FF)	1767	1428	81%	29	C	363	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6881**	**6084**	**88%**	**287**	**F**		
	NBL	772	588	76%	483	F	2724	1300
	NBT	60	39	65%	490	F	2724	390
	NBR	60	45	74%	476	F	2745	390
	SBL	23	16	69%	1218	F	1995	225
	SBT	65	31	48%	1487	F	2212	225
	SBR	242	159	66%	1337	F	2212	310
	EBL	246	246	100%	22	C	765	250
	EBT	2274	2249	99%	20	C	765	560
	EBR	1032	1012	98%	4	A	765	300
	WBL	79	63	80%	355	F	6760	345
	WBT	1999	1615	81%	498	F	6760	2680
	WBR	28	21	75%	529	F	6760	2680

2050 Build Alternative 1 Conditions AM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4645**	**4302**	**93%**	**356**	**F**		
	NBL	469	329	70%	1241	F	5781	1225
	NBR	370	268	72%	869	F	5782	1225
	EBT	1446	1388	96%	436	F	5990	2395
	EBR	1037	992	96%	91	F	248	430
	WBL	482	483	100%	51	D	312	490
	WBT (FF)	839	842	100%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**4937**	**4817**	**98%**	**95**	**F**		
	SBL	779	783	**100%**	238	F	6862	380
	SBR	659	652	**99%**	156	F	4705	250
	EBL	719	649	**90%**	112	F	998	390
	EBT (FF)	1098	1005	**92%**	0	A	0	810
	WBT	663	672	**101%**	69	E	3033	1775
	WBR	1020	1056	**104%**	53	D	3019	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5432**	**5310**	**98%**	**42**	**D**		
	SBL	1197	1227	103%	59	E	847	1750
	SBR (FF)	387	399	103%	17	B	353	1140
	EBT	1778	1732	97%	47	D	976	1180
	EBR (FF)	603	581	96%	69	E	752	300
	WBL	465	428	92%	10	A	117	350
	WBT	1003	943	94%	22	C	231	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**6909**	**6644**	**96%**	**26**	**C**		
	NBL	314	311	99%	19	B	287	2530
	NBR	831	826	99%	43	D	277	2530
	EBL	517	513	99%	6	A	279	260
	EBT	2458	2448	100%	25	C	627	440
	WBT	1154	1062	92%	25	C	540	560
	WBR (FF)	1636	1484	91%	25	C	357	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6371**	**6041**	**95%**	**263**	**F**		
	NBL	715	632	88%	432	F	2722	1300
	NBT	56	50	89%	431	F	2722	390
	NBR	56	50	89%	416	F	2743	390
	SBL	22	17	79%	1149	F	2004	225
	SBT	60	36	60%	1355	F	2217	225
	SBR	224	172	77%	1225	F	2217	310
	EBL	228	229	100%	21	C	612	250
	EBT	2105	2095	100%	22	C	612	560
	EBR	956	951	100%	3	A	612	300
	WBL	73	67	92%	333	F	6767	345
	WBT	1851	1719	93%	459	F	6767	2680
	WBR	26	23	89%	487	F	6767	2680

2050 Build Alternative 1-Conditions PM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5036**	**3818**	**76%**	**329**	**F**		
	NBL	791	461	58%	641	F	5778	1225
	NBR	781	453	58%	515	F	5778	1225
	EBT	1271	1001	79%	522	F	5515	2395
	EBR	795	696	88%	78	E	217	430
	WBL	480	403	84%	44	D	275	490
	WBT (FF)	918	804	88%	1	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5403**	**4399**	**81%**	**132**	**F**		
	SBL	800	706	**88%**	239	F	2457	380
	SBR	668	550	**82%**	163	F	458	250
	EBL	1191	830	**70%**	84	F	997	390
	EBT (FF)	861	623	**72%**	0	A	0	810
	WBT	730	654	**90%**	125	F	6688	1775
	WBR	1153	1036	**90%**	192	F	6674	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**6095**	**5967**	**98%**	**30**	**C**		
	SBL	1591	1559	98%	69	E	1210	1750
	SBR (FF)	621	623	100%	21	C	589	1140
	EBT	1275	1268	99%	22	C	281	1180
	EBR (FF)	489	472	96%	3	A	0	300
	WBL	725	701	97%	3	A	139	350
	WBT	1393	1344	96%	21	C	250	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7281**	**7067**	**97%**	**22**	**C**		
	NBL	452	427	95%	25	C	439	2530
	NBR	772	725	94%	41	D	236	2530
	EBL	433	431	100%	5	A	255	260
	EBT	2433	2394	98%	31	C	636	440
	WBT	1666	1619	97%	22	C	526	560
	WBR (FF)	1525	1471	96%	1	A	333	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6726**	**6536**	**97%**	**48**	**D**		
	NBL	781	765	98%	90	F	773	1300
	NBT	71	74	105%	93	F	773	390
	NBR	61	61	100%	80	F	793	390
	SBL	28	28	99%	95	F	252	225
	SBT	61	58	95%	146	F	483	225
	SBR	221	208	94%	87	F	483	310
	EBL	179	175	98%	23	C	626	250
	EBT	2014	1986	99%	24	C	626	560
	EBR	1012	958	95%	3	A	626	300
	WBL	80	78	97%	57	E	1516	345
	WBT	2189	2117	97%	69	E	1516	2680
	WBR	28	28	99%	64	E	1516	2680

2050 Build Alternative 1 Conditions PM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5350**	**3679**	**69%**	**421**	**F**		
	NBL	840	431	51%	730	F	5785	1225
	NBR	830	433	52%	592	F	5786	1225
	EBT	1350	996	74%	758	F	5994	2395
	EBR	845	635	75%	122	F	214	430
	WBL	510	386	76%	46	D	232	490
	WBT (FF)	975	798	82%	1	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5740**	**4341**	**76%**	**150**	**F**		
	SBL	850	705	**83%**	289	F	2470	380
	SBR	710	529	**75%**	198	F	442	250
	EBL	1265	820	**65%**	84	F	1001	390
	EBT (FF)	915	610	**67%**	0	A	0	810
	WBT	775	654	**84%**	141	F	6852	1775
	WBR	1225	1023	**84%**	211	F	6838	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**6475**	**5668**	**88%**	**79**	**E**		
	SBL	1690	1411	83%	185	F	1944	1750
	SBR (FF)	660	548	83%	48	D	1330	1140
	EBT	1355	1271	94%	35	D	296	1180
	EBR (FF)	520	432	83%	107	F	2186	300
	WBL	770	692	90%	41	D	535	350
	WBT	1480	1314	89%	21	C	649	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7735**	**6900**	**89%**	**33**	**C**		
	NBL	480	381	79%	66	E	1827	2530
	NBR	820	657	80%	65	E	505	2530
	EBL	460	439	95%	5	A	244	260
	EBT	2585	2256	87%	32	C	665	440
	WBT	1770	1637	92%	46	D	614	560
	WBR (FF)	1620	1530	94%	2	A	311	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**7145**	**6418**	**90%**	**109**	**F**		
	NBL	830	820	99%	121	F	1791	1300
	NBT	75	69	92%	120	F	1791	390
	NBR	65	61	94%	108	F	1811	390
	SBL	30	29	97%	303	F	1036	225
	SBT	65	49	75%	372	F	1397	225
	SBR	235	213	91%	315	F	1397	310
	EBL	190	167	88%	23	C	660	250
	EBT	2140	1821	85%	26	C	660	560
	EBR	1075	926	86%	4	A	660	300
	WBL	85	77	91%	196	F	4562	345
	WBT	2325	2159	93%	203	F	4562	2680
	WBR	30	27	90%	191	F	4562	2680

2050 Build Alternative 1 Conditions PM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5152**	**3520**	**68%**	**432**	**F**		
	NBL	809	418	52%	727	F	5786	1225
	NBR	799	424	53%	602	F	5787	1225
	EBT	1300	935	72%	787	F	5994	2395
	EBR	814	583	72%	132	F	220	430
	WBL	491	386	79%	47	D	292	490
	WBT (FF)	939	774	82%	1	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5528**	**4200**	**76%**	**150**	**F**		
	SBL	819	695	**85%**	289	F	2466	380
	SBR	684	535	**78%**	200	F	571	250
	EBL	1218	782	**64%**	85	F	1002	390
	EBT (FF)	881	575	**65%**	0	A	0	810
	WBT	746	629	**84%**	141	F	6848	1775
	WBR	1180	984	**83%**	211	F	6834	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**6235**	**4772**	**77%**	**169**	**F**		
	SBL	1627	1353	83%	115	F	1616	1750
	SBR (FF)	636	545	86%	31	C	1150	1140
	EBT	1305	970	74%	272	F	1036	1180
	EBR (FF)	501	298	60%	718	F	5135	300
	WBL	742	507	68%	134	F	739	350
	WBT	1425	1099	77%	23	C	853	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7449**	**5767**	**77%**	**98**	**F**		
	NBL	462	270	58%	436	F	2661	2530
	NBR	790	459	58%	324	F	1329	2530
	EBL	443	348	79%	6	A	282	260
	EBT	2489	1970	79%	34	C	676	440
	WBT	1705	1357	80%	107	F	716	560
	WBR (FF)	1560	1363	87%	4	A	346	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6881**	**5498**	**80%**	**186**	**F**		
	NBL	799	718	90%	223	F	2435	1300
	NBT	72	62	86%	202	F	2435	390
	NBR	63	59	94%	197	F	2456	390
	SBL	29	27	93%	576	F	1413	225
	SBT	63	49	78%	664	F	1798	225
	SBR	226	207	91%	601	F	1798	310
	EBL	183	140	77%	25	C	725	250
	EBT	2061	1544	75%	27	C	725	560
	EBR	1035	747	72%	4	A	725	300
	WBL	82	66	81%	354	F	6368	345
	WBT	2239	1855	83%	346	F	6368	2680
	WBR	29	24	83%	317	F	6368	2680

2050 Build Alternative 1 Conditions PM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5284**	**2041**	**39%**	**735**	**F**		
	NBL	830	183	22%	1177	F	5780	1225
	NBR	820	180	22%	1061	F	5780	1225
	EBT	1333	426	32%	1265	F	5991	2395
	EBR	835	302	36%	347	F	190	430
	WBL	504	434	86%	118	F	649	490
	WBT (FF)	963	516	54%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5669**	**2523**	**45%**	**270**	**F**		
	SBL	840	557	**66%**	215	F	2394	380
	SBR	701	677	**97%**	117	F	2274	250
	EBL	1249	331	**26%**	233	F	987	390
	EBT (FF)	904	269	**30%**	0	A	0	810
	WBT	765	279	**36%**	367	F	6857	1775
	WBR	1210	410	**34%**	577	F	6843	200
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**6395**	**4215**	**66%**	**470**	**F**		
	SBL	1669	1422	85%	110	F	1740	1750
	SBR (FF)	652	559	86%	31	C	1363	1140
	EBT	1338	651	49%	1040	F	2109	1180
	EBR (FF)	514	270	53%	2309	F	6058	300
	WBL	761	564	74%	232	F	749	350
	WBT	1462	749	51%	32	C	862	440
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7640**	**4564**	**60%**	**559**	**F**		
	NBL	474	133	28%	2911	F	2780	2530
	NBR	810	207	26%	2701	F	1066	2530
	EBL	454	220	48%	4	A	288	260
	EBT	2553	1840	72%	36	D	658	440
	WBT	1748	1174	67%	343	F	723	560
	WBR (FF)	1600	990	62%	7	A	354	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**7057**	**4369**	**62%**	**385**	**F**		
	NBL	820	526	64%	675	F	2724	1300
	NBT	74	49	66%	538	F	2724	390
	NBR	64	38	59%	526	F	2744	390
	SBL	30	24	81%	797	F	1743	225
	SBT	64	45	70%	938	F	1977	225
	SBR	232	195	84%	863	F	1977	310
	EBL	188	112	60%	28	C	506	250
	EBT	2114	1294	61%	30	C	506	560
	EBR	1062	639	60%	4	A	506	300
	WBL	84	50	60%	1058	F	6761	345
	WBT	2296	1380	60%	710	F	6761	2680
	WBR	30	17	57%	490	F	6761	2680

2030 Build Alt 2 AM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4404**	**4200**	**95%**	**16**	**B**		
	NBL	451	439	97%	40	D	307	1225
	NBR(I-95)	149	152	102%	20	B	172	1225
	NBR-MGD	200	201	101%	8	A	187	1225
	EBT (I-95)	530	529	100%	14	B	218	2395
	EBT (MGD)	836	835	100%	16	B	250	2395
	EBR	990	972	98%	6	A	250	430
	WBL	451	358	79%	43	D	191	500
	WBT (FF)	799	714	89%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**4688**	**4400**	**94%**	**95**	**F**		
	SBL	729	644	88%	239	F	3036	1520
	SBR	637	439	69%	379	F	3027	2770
	EBL-SB	149	154	104%	1	A	114	540
	EBL-NB	530	529	100%	2	A	114	540
	EBT (FF)	1036	1038	100%	1	A	0	810
	WBT	618	631	102%	31	C	296	1775
	WBR-SB	585	560	96%	7	A	0	600
	WBR-NB	404	405	100%	7	A	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**7708**	**7505**	**97%**	**50**	**D**		
	NBL	316	303	96%	84	F	217	2460
	NBR	808	794	98%	42	D	300	1125
	SBL	1175	1158	99%	75	E	775	2360
	SBR	381	388	102%	20	B	302	2360
	EBL	492	488	99%	91	F	323	450
	EBT	1240	1202	97%	54	D	566	1180
	EBR	562	558	99%	37	D	249	825
	WBL	413	430	104%	97	F	289	380
	WBT	692	652	94%	43	D	309	940
	WBR	1626	1532	94%	15	B	431	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6179**	**6053**	**98%**	**36**	**D**		
	NBL-IDR	279	287	103%	72	E	478	1300
	NBL-I95	427	392	92%	79	E	478	1300
	NBT	56	55	99%	81	F	478	390
	NBR	28	54	194%	73	E	496	390
	SBL	14	22	158%	89	F	124	225
	SBT	60	55	91%	180	F	330	225
	SBR-IDR	88	85	96%	112	F	330	310
	SBR-I95	125	122	97%	23	C	330	310
	EBL	223	217	97%	52	D	460	465
	EBT	2058	2009	98%	23	C	460	650
	EBR	948	921	97%	3	A	264	450
	WBL	42	71	170%	35	D	920	345
	WBT-IDR	748	718	96%	38	D	920	2680
	WBT-I95	1059	1023	97%	39	D	920	2680
	WBR	23	22	95%	35	D	944	2680

2030 Build Alt 2 AM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4740**	**4471**	**94%**	**16**	**B**		
	NBL	485	483	100%	41	D	320	1225
	NBR(I-95)	160	161	101%	22	C	201	1225
	NBR-MGD	215	215	100%	9	A	216	1225
	EBT (I-95)	570	577	101%	14	B	221	2395
	EBT (MGD)	900	907	101%	16	B	251	2395
	EBR	1065	1068	100%	6	A	251	430
	WBL	485	327	67%	40	D	194	500
	WBT (FF)	860	733	85%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5045**	**4622**	**92%**	**150**	**F**		
	SBL	785	655	83%	433	F	3037	1520
	SBR	685	378	55%	558	F	3027	2770
	EBL-SB	160	165	103%	1	A	115	540
	EBL-NB	570	573	101%	2	A	115	540
	EBT (FF)	1115	1121	101%	1	A	0	810
	WBT	665	680	102%	33	C	319	1775
	WBR-SB	630	611	97%	8	A	0	600
	WBR-NB	435	439	101%	8	A	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**8295**	**8181**	**99%**	**60**	**E**		
	NBL	340	334	98%	86	F	236	2460
	NBR	870	863	99%	45	D	329	1125
	SBL	1265	1261	100%	101	F	1009	2360
	SBR	410	404	99%	19	B	328	2360
	EBL	530	543	102%	106	F	374	450
	EBT	1335	1318	99%	60	E	643	1180
	EBR	605	585	97%	45	D	682	825
	WBL	445	466	105%	144	F	446	380
	WBT	745	715	96%	42	D	307	940
	WBR	1750	1692	97%	18	B	466	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6650**	**6627**	**100%**	**43**	**D**		
	NBL-IDR	300	305	102%	74	E	599	1300
	NBL-I95	460	437	95%	82	F	599	1300
	NBT	60	56	93%	87	F	599	390
	NBR	30	55	183%	74	E	617	390
	SBL	15	24	160%	142	F	252	225
	SBT	65	58	89%	271	F	624	225
	SBR-IDR	95	94	99%	177	F	624	310
	SBR-I95	135	126	93%	80	F	624	310
	EBL	240	240	100%	71	E	500	465
	EBT	2215	2233	101%	26	C	500	650
	EBR	1020	975	96%	4	A	304	450
	WBL	45	76	169%	50	D	964	345
	WBT-IDR	805	797	99%	45	D	964	2680
	WBT-I95	1140	1124	99%	46	D	964	2680
	WBR	25	27	108%	44	D	988	2680

2030 Build Alt 2 AM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4408**	**4168**	**95%**	**15**	**B**		
	NBL	451	433	96%	40	D	309	1225
	NBR(I-95)	149	154	104%	21	C	168	1225
	NBR-MGD	200	209	105%	9	A	183	1225
	EBT (I-95)	530	532	100%	13	B	224	2395
	EBT (MGD)	837	830	99%	15	B	243	2395
	EBR	990	982	99%	6	A	243	430
	WBL	451	329	73%	41	D	187	500
	WBT (FF)	800	699	87%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**4691**	**4384**	**93%**	**146**	**F**		
	SBL	730	650	89%	425	F	3037	1520
	SBR	637	392	62%	543	F	3028	2770
	EBL-SB	149	152	102%	1	A	100	540
	EBL-NB	530	535	101%	2	A	100	540
	EBT (FF)	1037	1040	100%	1	A	0	810
	WBT	618	638	103%	32	C	308	1775
	WBR-SB	586	568	97%	7	A	0	600
	WBR-NB	405	409	101%	7	A	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**7714**	**5253**	**68%**	**224**	**F**		
	NBL	316	300	95%	77	E	217	2460
	NBR	809	767	95%	45	D	332	1125
	SBL	1176	721	61%	81	F	721	2360
	SBR	381	226	59%	23	C	253	2360
	EBL	493	369	75%	136	F	363	450
	EBT	1241	867	70%	140	F	1183	1180
	EBR	563	87	15%	1373	F	6418	825
	WBL	414	165	40%	1180	F	1186	380
	WBT	693	503	73%	57	E	308	940
	WBR	1627	1248	77%	14	B	405	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6184**	**4528**	**73%**	**160**	**F**		
	NBL-IDR	279	174	62%	452	F	2708	1300
	NBL-I95	428	294	69%	314	F	2708	1300
	NBT	56	33	59%	274	F	2708	390
	NBR	28	38	136%	280	F	2727	390
	SBL	14	18	129%	244	F	379	225
	SBT	60	47	78%	458	F	1389	225
	SBR-IDR	88	76	86%	361	F	1389	310
	SBR-I95	126	109	87%	199	F	1389	310
	EBL	223	169	76%	71	E	465	465
	EBT	2060	1530	74%	20	B	465	650
	EBR	948	674	71%	3	A	269	450
	WBL	42	44	105%	334	F	5394	345
	WBT-IDR	749	485	65%	365	F	5394	2680
	WBT-I95	1060	819	77%	253	F	5394	2680
	WBR	23	18	77%	226	F	5418	2680

2030 Build Alt 2 AM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4081**	**3887**	**95%**	**15**	**B**		
	NBL	418	409	98%	40	D	275	1225
	NBR(I-95)	138	139	101%	21	C	163	1225
	NBR-MGD	185	191	103%	8	A	178	1225
	EBT (I-95)	491	493	100%	14	B	220	2395
	EBT (MGD)	775	773	100%	15	B	242	2395
	EBR	917	922	101%	5	A	242	430
	WBL	418	313	75%	42	D	181	500
	WBT (FF)	740	647	87%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**4343**	**4117**	**95%**	**137**	**F**		
	SBL	676	652	96%	379	F	3038	1520
	SBR	590	379	64%	531	F	3029	2770
	EBL-SB	138	141	102%	1	A	92	540
	EBL-NB	491	491	100%	2	A	92	540
	EBT (FF)	960	964	100%	1	A	0	810
	WBT	572	580	101%	31	C	270	1775
	WBR-SB	542	531	98%	6	A	0	600
	WBR-NB	374	379	101%	6	A	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**7141**	**3275**	**46%**	**647**	**F**		
	NBL	293	283	97%	74	E	205	2460
	NBR	749	773	103%	47	D	345	1125
	SBL	1089	487	45%	90	F	742	2360
	SBR	353	159	45%	42	D	358	2360
	EBL	456	85	19%	694	F	191	450
	EBT	1149	210	18%	937	F	842	1180
	EBR	521	76	15%	4467	F	6426	825
	WBL	383	191	50%	1713	F	1191	380
	WBT	641	294	46%	100	F	214	940
	WBR	1507	717	48%	7	A	252	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**5725**	**2791**	**49%**	**569**	**F**		
	NBL-IDR	258	101	39%	1930	F	2716	1300
	NBL-I95	396	144	36%	1141	F	2716	1300
	NBT	52	19	37%	1139	F	2716	390
	NBR	26	20	77%	1110	F	2735	390
	SBL	13	12	93%	1107	F	1139	225
	SBT	56	31	55%	1376	F	2214	225
	SBR-IDR	82	54	66%	1305	F	2214	310
	SBR-I95	116	73	63%	1011	F	2214	310
	EBL	207	100	48%	65	E	265	465
	EBT	1907	944	50%	6	A	265	650
	EBR	878	419	48%	2	A	82	450
	WBL	39	35	90%	1639	F	6771	345
	WBT-IDR	693	331	48%	1467	F	6771	2680
	WBT-I95	981	497	51%	796	F	6771	2680
	WBR	22	11	51%	709	F	6795	2680

2030 Build Alt 2 PM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4424**	**4280**	**97%**	**23**	**C**		
	NBL	692	675	98%	56	E	1447	1225
	NBR(I-95)	424	417	98%	43	D	1438	1225
	NBR-MGD	268	266	99%	11	B	1453	1225
	EBT (I-95)	626	627	100%	17	B	223	2395
	EBT (MGD)	494	493	100%	19	B	198	2395
	EBR	701	692	99%	5	A	198	430
	WBL	414	353	85%	44	D	195	500
	WBT (FF)	805	757	94%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**4772**	**4589**	**96%**	**58**	**E**		5735
	SBL	711	659	93%	98	F	3028	1520
	SBR	588	468	80%	302	F	3018	2770
	EBL-SB	292	291	100%	1	A	148	540
	EBL-NB	772	753	98%	2	A	148	540
	EBT (FF)	744	759	102%	0	A	0	810
	WBT	631	643	102%	30	C	252	1775
	WBR-SB	659	621	94%	8	A	0	600
	WBR-NB	377	395	105%	7	A	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**7615**	**7378**	**97%**	**52**	**D**		
	NBL	414	372	90%	92	F	266	2460
	NBR	692	646	93%	35	D	253	1125
	SBL	1450	1443	100%	68	E	942	2360
	SBR	565	569	101%	20	B	773	2360
	EBL	372	386	104%	91	F	271	450
	EBT	781	744	95%	77	E	450	1180
	EBR	424	420	99%	40	D	235	825
	WBL	631	631	100%	80	E	395	380
	WBT	875	834	95%	55	E	451	940
	WBR	1412	1333	94%	11	B	340	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6071**	**5929**	**98%**	**36**	**D**		
	NBL-IDR	405	367	91%	92	F	587	1300
	NBL-I95	311	319	103%	95	F	587	1300
	NBT	66	67	102%	99	F	587	390
	NBR	28	55	195%	86	F	605	390
	SBL	24	25	106%	129	F	217	225
	SBT	56	50	89%	290	F	578	225
	SBR-IDR	104	98	95%	146	F	578	310
	SBR-I95	94	94	100%	43	D	578	310
	EBL	160	156	97%	53	D	392	465
	EBT	1831	1784	97%	12	B	392	650
	EBR	932	891	96%	3	A	202	450
	WBL	42	70	165%	28	C	950	345
	WBT-IDR	1035	1006	97%	34	C	950	2680
	WBT-I95	965	921	95%	32	C	950	2680
	WBR	19	26	138%	26	C	974	2680

2030 Build Alt 2 PM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4700**	**4516**	**96%**	**44**	**D**		
	NBL	735	717	98%	151	F	2137	1225
	NBR(I-95)	450	448	100%	88	F	2138	1225
	NBR-MGD	285	287	101%	43	D	2153	1225
	EBT (I-95)	665	671	101%	16	B	229	2395
	EBT (MGD)	525	521	99%	20	B	212	2395
	EBR	745	748	100%	5	A	212	430
	WBL	440	330	75%	43	D	188	500
	WBT (FF)	855	794	93%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5070**	**4787**	**94%**	**90**	**F**		5735
	SBL	755	656	87%	238	F	3022	1520
	SBR	625	439	70%	389	F	3012	2770
	EBL-SB	310	305	98%	1	A	166	540
	EBL-NB	820	812	99%	2	A	166	540
	EBT (FF)	790	807	102%	0	A	0	810
	WBT	670	686	102%	33	C	311	1775
	WBR-SB	700	664	95%	8	A	0	600
	WBR-NB	400	418	105%	8	A	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**8090**	**7922**	**98%**	**55**	**D**		
	NBL	440	411	93%	91	F	283	2460
	NBR	735	689	94%	36	D	255	1125
	SBL	1540	1533	100%	76	E	1097	2360
	SBR	600	602	100%	20	B	857	2360
	EBL	395	404	102%	94	F	275	450
	EBT	830	800	96%	82	F	563	1180
	EBR	450	464	103%	41	D	265	825
	WBL	670	692	103%	78	E	403	380
	WBT	930	891	96%	59	E	504	940
	WBR	1500	1436	96%	11	B	365	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6450**	**6333**	**98%**	**48**	**D**		
	NBL-IDR	430	384	89%	110	F	1186	1300
	NBL-I95	330	355	108%	116	F	1186	1300
	NBT	70	64	91%	123	F	1186	390
	NBR	30	54	180%	107	F	1204	390
	SBL	25	25	100%	307	F	674	225
	SBT	60	55	92%	471	F	1134	225
	SBR-IDR	110	102	93%	321	F	1134	310
	SBR-I95	100	88	88%	212	F	1134	310
	EBL	170	169	99%	63	E	398	465
	EBT	1945	1904	98%	12	B	398	650
	EBR	990	944	95%	3	A	209	450
	WBL	45	76	169%	33	C	1080	345
	WBT-IDR	1100	1096	100%	39	D	1080	2680
	WBT-I95	1025	991	97%	36	D	1080	2680
	WBR	20	26	130%	30	C	1103	2680

2030 Build Alt 2 PM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4526**	**4391**	**97%**	**47**	**D**		
	NBL	708	714	101%	172	F	2293	1225
	NBR(I-95)	433	434	100%	84	F	2282	1225
	NBR-MGD	274	276	101%	40	D	2297	1225
	EBT (I-95)	640	646	101%	16	B	221	2395
	EBT (MGD)	506	507	100%	19	B	213	2395
	EBR	717	718	100%	5	A	213	430
	WBL	424	332	78%	42	D	180	500
	WBT (FF)	823	764	93%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**4882**	**4673**	**96%**	**95**	**F**		5735
	SBL	727	662	91%	261	F	3027	1520
	SBR	602	431	72%	399	F	3018	2770
	EBL-SB	299	297	99%	1	A	168	540
	EBL-NB	790	784	99%	2	A	168	540
	EBT (FF)	761	783	103%	0	A	0	810
	WBT	645	663	103%	32	C	292	1775
	WBR-SB	674	643	95%	8	A	0	600
	WBR-NB	385	410	106%	8	A	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**7791**	**7049**	**90%**	**83**	**F**		
	NBL	424	398	94%	92	F	302	2460
	NBR	708	661	93%	36	D	261	1125
	SBL	1483	1456	98%	70	E	968	2360
	SBR	578	585	101%	19	B	711	2360
	EBL	380	403	106%	94	F	287	450
	EBT	799	778	97%	92	F	560	1180
	EBR	433	282	65%	273	F	3056	825
	WBL	645	466	72%	251	F	1030	380
	WBT	896	749	84%	67	E	424	940
	WBR	1445	1271	88%	11	B	342	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6211**	**5706**	**92%**	**82**	**F**		
	NBL-IDR	414	306	74%	166	F	1939	1300
	NBL-I95	318	290	91%	163	F	1939	1300
	NBT	67	49	73%	174	F	1939	390
	NBR	29	47	163%	149	F	1957	390
	SBL	24	23	96%	523	F	853	225
	SBT	58	47	81%	713	F	1628	225
	SBR-IDR	106	91	86%	543	F	1628	310
	SBR-I95	96	88	91%	416	F	1628	310
	EBL	164	164	100%	49	D	382	465
	EBT	1873	1841	98%	12	B	382	650
	EBR	953	896	94%	3	A	193	450
	WBL	43	62	143%	86	F	3128	345
	WBT-IDR	1059	891	84%	104	F	3128	2680
	WBT-I95	987	888	90%	76	E	3128	2680
	WBR	19	23	119%	81	F	3152	2680

2030 Build Alt 2 PM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4642**	**4417**	**95%**	**45**	**D**		
	NBL	726	726	100%	164	F	2511	1225
	NBR(I-95)	444	437	98%	83	F	2512	1225
	NBR-MGD	281	268	95%	40	D	2527	1225
	EBT (I-95)	657	652	99%	16	B	224	2395
	EBT (MGD)	519	514	99%	19	B	201	2395
	EBR	736	735	100%	5	A	201	430
	WBL	435	324	75%	42	D	182	500
	WBT (FF)	844	761	90%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5008**	**4680**	**93%**	**97**	**F**		5735
	SBL	746	655	88%	252	F	3029	1520
	SBR	617	411	67%	424	F	3020	2770
	EBL-SB	306	290	95%	1	A	176	540
	EBL-NB	810	798	99%	3	A	176	540
	EBT (FF)	780	781	100%	0	A	0	810
	WBT	662	674	102%	33	C	313	1775
	WBR-SB	691	659	95%	8	A	0	600
	WBR-NB	395	412	104%	8	A	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**7990**	**4480**	**56%**	**318**	**F**		
	NBL	435	400	92%	85	F	285	2460
	NBR	726	683	94%	36	D	296	1125
	SBL	1521	921	61%	77	E	990	2360
	SBR	593	356	60%	29	C	775	2360
	EBL	390	285	73%	139	F	249	450
	EBT	820	517	63%	212	F	488	1180
	EBR	444	88	20%	2476	F	6326	825
	WBL	662	223	34%	1359	F	1187	380
	WBT	919	378	41%	114	F	337	940
	WBR	1482	629	42%	9	A	206	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6371**	**3488**	**55%**	**533**	**F**		
	NBL-IDR	425	94	22%	1785	F	2722	1300
	NBL-I95	326	88	27%	1326	F	2722	1300
	NBT	69	16	23%	1325	F	2722	390
	NBR	30	17	57%	1250	F	2741	390
	SBL	25	16	65%	1111	F	1564	225
	SBT	59	32	54%	1474	F	2209	225
	SBR-IDR	109	69	64%	1270	F	2209	310
	SBR-I95	99	56	57%	1045	F	2209	310
	EBL	168	124	74%	35	C	339	465
	EBT	1921	1342	70%	14	B	339	650
	EBR	978	655	67%	3	A	152	450
	WBL	44	30	67%	1292	F	6743	345
	WBT-IDR	1086	455	42%	1004	F	6743	2680
	WBT-I95	1012	480	47%	523	F	6743	2680
	WBR	20	14	71%	495	F	6767	2680

2050 Build Alt 2 AM VISSIM Intersection Performance （1st Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5013**	**4669**	**93%**	**16**	**B**		
	NBL	506	499	99%	43	D	364	1225
	NBR(I-95)	172	171	99%	22	C	207	1225
	NBR-MGD	228	229	101%	10	A	222	1225
	EBT (I-95)	604	599	99%	14	B	226	2395
	EBT (MGD)	957	953	100%	16	B	259	2395
	EBR	1120	1107	99%	6	A	259	430
	WBL	520	349	67%	40	D	204	500
	WBT (FF)	906	762	84%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5329**	**4806**	**90%**	**122**	**F**		
	SBL	841	648	77%	335	F	3041	1520
	SBR	711	396	56%	469	F	3031	2770
	EBL-SB	339	175	52%	1	A	136	540
	EBL-NB	437	596	136%	2	A	136	540
	EBT (FF)	1185	1182	100%	1	A	0	810
	WBT	715	712	100%	34	C	323	1775
	WBR-SB	455	638	140%	9	A	0	600
	WBR-NB	646	459	71%	9	A	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**8525**	**8312**	**97%**	**59**	**E**		
	NBL	339	339	100%	85	F	236	2460
	NBR	897	876	98%	47	D	344	1125
	SBL	1292	1267	98%	96	F	1110	2360
	SBR	418	425	102%	20	B	654	2360
	EBL	558	541	97%	108	F	389	450
	EBT	1361	1343	99%	59	E	660	1180
	EBR	650	621	95%	45	D	278	825
	WBL	502	472	94%	120	F	377	380
	WBT	743	727	98%	44	D	337	940
	WBR	1765	1701	96%	18	B	484	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6876**	**6706**	**98%**	**45**	**D**		
	NBL-IDR	316	321	102%	76	E	845	1300
	NBL-I95	455	435	96%	87	F	845	1300
	NBT	60	61	101%	99	F	845	390
	NBR	60	60	99%	84	F	864	390
	SBL	23	23	99%	132	F	323	225
	SBT	65	62	95%	274	F	925	225
	SBR-IDR	102	92	90%	172	F	925	310
	SBR-I95	139	133	95%	72	E	925	310
	EBL	246	242	98%	68	E	524	465
	EBT	2272	2225	98%	25	C	524	650
	EBR	1031	1014	98%	4	A	328	450
	WBL	79	78	99%	58	E	1206	345
	WBT-IDR	827	801	97%	49	D	1206	2680
	WBT-I95	1171	1133	97%	51	D	1206	2680
	WBR	28	26	93%	50	D	1230	2680

2050 Build Alt 2 AM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5395**	**5035**	**93%**	**16**	**B**		
	NBL	545	546	100%	46	D	503	1225
	NBR(I-95)	185	185	100%	22	C	252	1225
	NBR-MGD	245	244	100%	11	B	267	1225
	EBT (I-95)	650	662	102%	14	B	221	2395
	EBT (MGD)	1030	1023	99%	16	B	258	2395
	EBR	1205	1210	100%	7	A	258	430
	WBL	560	356	64%	38	D	195	500
	WBT (FF)	975	809	83%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5735**	**5111**	**89%**	**142**	**F**		
	SBL	905	653	72%	400	F	3041	1520
	SBR	765	385	50%	538	F	3032	2770
	EBL-SB	365	189	52%	1	A	172	540
	EBL-NB	470	658	140%	3	A	172	540
	EBT (FF)	1275	1267	99%	1	A	0	810
	WBT	770	778	101%	36	D	383	1775
	WBR-SB	490	688	140%	10	B	0	600
	WBR-NB	695	493	71%	10	B	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**9175**	**7402**	**81%**	**120**	**F**		
	NBL	365	320	88%	79	E	228	2460
	NBR	965	827	86%	47	D	344	1125
	SBL	1390	1125	81%	255	F	2370	2360
	SBR	450	353	78%	53	D	1237	2360
	EBL	600	553	92%	214	F	2262	450
	EBT	1465	1303	89%	86	F	844	1180
	EBR	700	341	49%	140	F	6334	825
	WBL	540	292	54%	406	F	1179	380
	WBT	800	674	84%	50	D	348	940
	WBR	1900	1614	85%	19	B	490	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**7400**	**6171**	**83%**	**120**	**F**		
	NBL-IDR	340	264	78%	178	F	2606	1300
	NBL-I95	490	410	84%	185	F	2606	1300
	NBT	65	53	82%	185	F	2606	390
	NBR	65	53	82%	180	F	2625	390
	SBL	25	24	96%	523	F	1010	225
	SBT	70	54	77%	703	F	2069	225
	SBR-IDR	110	89	81%	579	F	2069	310
	SBR-I95	150	121	81%	469	F	2069	310
	EBL	265	227	86%	91	F	526	465
	EBT	2445	2137	87%	26	C	526	650
	EBR	1110	906	82%	4	A	330	450
	WBL	85	65	76%	169	F	5068	345
	WBT-IDR	890	688	77%	191	F	5068	2680
	WBT-I95	1260	1054	84%	187	F	5068	2680
	WBR	30	26	87%	183	F	5091	2680

2050 Build Alt 2 AM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5017**	**4677**	**93%**	**16**	**B**		
	NBL	507	499	98%	42	D	388	1225
	NBR(I-95)	172	175	102%	21	C	219	1225
	NBR-MGD	228	237	104%	10	B	234	1225
	EBT (I-95)	604	610	101%	14	B	223	2395
	EBT (MGD)	958	946	99%	16	B	249	2395
	EBR	1121	1126	100%	7	A	249	430
	WBL	521	341	65%	39	D	195	500
	WBT (FF)	907	743	82%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5333**	**4822**	**90%**	**134**	**F**		
	SBL	842	652	77%	367	F	3040	1520
	SBR	711	380	53%	519	F	3031	2770
	EBL-SB	339	173	51%	1	A	143	540
	EBL-NB	437	611	140%	2	A	143	540
	EBT (FF)	1186	1182	100%	1	A	0	810
	WBT	716	705	98%	34	C	337	1775
	WBR-SB	456	652	143%	9	A	0	600
	WBR-NB	646	467	72%	9	A	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**8532**	**3463**	**41%**	**554**	**F**		
	NBL	339	313	92%	74	E	221	2460
	NBR	897	822	92%	50	D	384	1125
	SBL	1293	537	42%	114	F	1065	2360
	SBR	418	178	43%	38	D	629	2360
	EBL	558	135	24%	430	F	2070	450
	EBT	1362	304	22%	612	F	283	1180
	EBR	651	50	8%	3397	F	6428	825
	WBL	502	155	31%	2217	F	1198	380
	WBT	744	268	36%	111	F	216	940
	WBR	1767	701	40%	9	A	273	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6881**	**2881**	**42%**	**624**	**F**		
	NBL-IDR	316	87	28%	1859	F	2721	1300
	NBL-I95	456	144	32%	1151	F	2721	1300
	NBT	60	16	26%	1089	F	2721	390
	NBR	60	18	30%	1099	F	2739	390
	SBL	23	11	47%	1372	F	1351	225
	SBT	65	29	45%	1804	F	2208	225
	SBR-IDR	102	54	53%	1646	F	2208	310
	SBR-I95	139	79	57%	1347	F	2208	310
	EBL	246	120	49%	65	E	307	465
	EBT	2274	1062	47%	8	A	307	650
	EBR	1032	479	46%	2	A	113	450
	WBL	79	24	30%	1822	F	6781	345
	WBT-IDR	828	278	34%	1537	F	6781	2680
	WBT-I95	1172	470	40%	913	F	6781	2680
	WBR	28	10	36%	824	F	6805	2680

2050 Build Alt 2 AM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**4645**	**4383**	**94%**	**16**	**B**		
	NBL	469	459	98%	40	D	337	1225
	NBR(I-95)	159	160	100%	21	C	199	1225
	NBR-MGD	211	217	103%	9	A	215	1225
	EBT (I-95)	560	565	101%	14	B	220	2395
	EBT (MGD)	887	883	100%	16	B	252	2395
	EBR	1037	1048	101%	6	A	252	430
	WBL	482	333	69%	41	D	193	500
	WBT (FF)	839	718	86%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**4937**	**4557**	**92%**	**131**	**F**		
	SBL	779	654	84%	362	F	3040	1520
	SBR	659	388	59%	509	F	3030	2770
	EBL-SB	314	163	52%	1	A	113	540
	EBL-NB	405	562	139%	2	A	113	540
	EBT (FF)	1098	1099	100%	1	A	0	810
	WBT	663	662	100%	32	C	312	1775
	WBR-SB	422	601	142%	8	A	0	600
	WBR-NB	598	428	72%	8	A	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**7899**	**3238**	**41%**	**924**	**F**		
	NBL	314	302	96%	74	E	206	2460
	NBR	831	800	96%	46	D	392	1125
	SBL	1197	714	60%	184	F	1636	2360
	SBR	387	225	58%	55	E	1155	2360
	EBL	517	71	14%	775	F	2037	450
	EBT	1261	171	14%	1102	F	202	1180
	EBR	603	48	8%	6511	F	6437	825
	WBL	465	141	30%	2498	F	1191	380
	WBT	689	230	33%	150	F	238	940
	WBR	1636	536	33%	9	A	235	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6371**	**2664**	**42%**	**936**	**F**		
	NBL-IDR	293	73	25%	3114	F	2718	1300
	NBL-I95	422	103	24%	1807	F	2718	1300
	NBT	56	13	23%	1760	F	2718	390
	NBR	56	14	25%	1710	F	2736	390
	SBL	22	8	37%	1794	F	1777	225
	SBT	60	21	35%	2493	F	2216	225
	SBR-IDR	95	43	45%	2198	F	2216	310
	SBR-I95	129	60	46%	1790	F	2216	310
	EBL	228	121	53%	78	E	337	465
	EBT	2105	1086	52%	7	A	337	650
	EBR	956	488	51%	2	A	143	450
	WBL	73	22	30%	2934	F	6783	345
	WBT-IDR	766	246	32%	2393	F	6783	2680
	WBT-I95	1085	358	33%	1250	F	6783	2680
	WBR	26	8	31%	1173	F	6807	2680

2050 Build Alt 2 PM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5036**	**4677**	**93%**	**53**	**D**		
	NBL	791	716	91%	191	F	3818	1225
	NBR(I-95)	480	454	95%	106	F	3819	1225
	NBR-MGD	301	289	96%	61	E	3834	1225
	EBT (I-95)	711	711	100%	16	B	231	2395
	EBT (MGD)	560	561	100%	20	B	220	2395
	EBR	795	785	99%	5	A	220	430
	WBL	480	344	72%	42	D	204	500
	WBT (FF)	918	817	89%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5403**	**4985**	**92%**	**86**	**F**		
	SBL	800	657	82%	219	F	3026	1520
	SBR	668	439	66%	378	F	3017	2770
	EBL-SB	325	322	99%	1	A	185	540
	EBL-NB	866	844	97%	3	A	185	540
	EBT (FF)	861	850	99%	0	A	0	810
	WBT	730	722	99%	34	C	334	1775
	WBR-SB	711	704	99%	10	A	0	600
	WBR-NB	442	447	101%	9	A	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**8392**	**8158**	**97%**	**55**	**E**		
	NBL	452	415	92%	92	F	298	2460
	NBR	772	710	92%	37	D	275	1125
	SBL	1591	1593	100%	75	E	1184	2360
	SBR	621	629	101%	19	B	1040	2360
	EBL	433	429	99%	97	F	304	450
	EBT	842	835	99%	83	F	590	1180
	EBR	489	472	96%	43	D	258	825
	WBL	725	694	96%	77	E	404	380
	WBT	941	913	97%	60	E	449	940
	WBR	1525	1468	96%	11	B	340	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6726**	**6532**	**97%**	**60**	**E**		
	NBL-IDR	409	396	97%	144	F	2282	1300
	NBL-I95	372	345	93%	157	F	2282	1300
	NBT	71	72	102%	165	F	2282	390
	NBR	61	58	95%	150	F	2301	390
	SBL	28	25	89%	418	F	1106	225
	SBT	61	52	85%	595	F	1490	225
	SBR-IDR	118	96	82%	449	F	1490	310
	SBR-I95	104	95	92%	314	F	1490	310
	EBL	179	172	96%	68	E	429	465
	EBT	2014	1982	98%	12	B	429	650
	EBR	1012	985	97%	3	A	233	450
	WBL	80	78	97%	35	C	1111	345
	WBT-IDR	1139	1119	98%	41	D	1111	2680
	WBT-I95	1050	1029	98%	39	D	1111	2680
	WBR	28	28	99%	37	D	1135	2680

2050 Build Alt 2 PM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5350**	**4820**	**90%**	**87**	**F**		
	NBL	840	728	87%	333	F	5721	1225
	NBR(I-95)	510	454	89%	183	F	5722	1225
	NBR-MGD	320	289	90%	134	F	5737	1225
	EBT (I-95)	755	755	100%	15	B	227	2395
	EBT (MGD)	595	590	99%	19	B	218	2395
	EBR	845	845	100%	5	A	218	430
	WBL	510	311	61%	39	D	170	500
	WBT (FF)	975	848	87%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5740**	**5128**	**89%**	**128**	**F**		
	SBL	850	670	79%	376	F	3028	1520
	SBR	710	377	53%	517	F	3019	2770
	EBL-SB	345	325	94%	2	A	200	540
	EBL-NB	920	882	96%	3	A	200	540
	EBT (FF)	915	879	96%	1	A	0	810
	WBT	775	781	101%	36	D	359	1775
	WBR-SB	755	747	99%	11	B	0	600
	WBR-NB	470	467	99%	11	B	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**8915**	**8012**	**90%**	**78**	**E**		
	NBL	480	458	95%	93	F	307	2460
	NBR	820	770	94%	38	D	310	1125
	SBL	1690	1593	94%	143	F	2047	2360
	SBR	660	636	96%	40	D	1911	2360
	EBL	460	448	97%	99	F	317	450
	EBT	895	885	99%	95	F	643	1180
	EBR	520	355	68%	71	E	3435	825
	WBL	770	538	70%	120	F	1100	380
	WBT	1000	876	88%	69	E	507	940
	WBR	1620	1453	90%	11	B	316	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**7145**	**6469**	**91%**	**110**	**F**		
	NBL-IDR	435	344	79%	300	F	2711	1300
	NBL-I95	395	329	83%	305	F	2711	1300
	NBT	75	59	79%	312	F	2711	390
	NBR	65	50	77%	302	F	2729	390
	SBL	30	24	80%	832	F	2062	225
	SBT	65	47	72%	1027	F	2065	225
	SBR-IDR	125	93	74%	871	F	2065	310
	SBR-I95	110	80	73%	737	F	2065	310
	EBL	190	185	97%	87	F	459	465
	EBT	2140	2068	97%	13	B	459	650
	EBR	1075	989	92%	4	A	264	450
	WBL	85	74	87%	61	E	2881	345
	WBT-IDR	1210	1066	88%	68	E	2881	2680
	WBT-I95	1115	1033	93%	66	E	2881	2680
	WBR	30	28	93%	61	E	2905	2680

2050 Build Alt 2 PM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5152**	**4676**	**91%**	**88**	**F**		
	NBL	809	729	90%	341	F	5774	1225
	NBR(I-95)	491	437	89%	184	F	5775	1225
	NBR-MGD	308	277	90%	137	F	5790	1225
	EBT (I-95)	727	739	102%	15	B	228	2395
	EBT (MGD)	573	570	99%	18	B	227	2395
	EBR	814	813	100%	5	A	227	430
	WBL	491	306	62%	40	D	186	500
	WBT (FF)	939	805	86%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5528**	**4997**	**90%**	**142**	**F**		
	SBL	819	666	81%	438	F	3024	1520
	SBR	684	370	54%	562	F	3015	2770
	EBL-SB	332	315	95%	2	A	237	540
	EBL-NB	886	863	97%	3	A	237	540
	EBT (FF)	881	847	96%	0	A	0	810
	WBT	746	741	99%	36	D	339	1775
	WBR-SB	727	730	100%	11	B	0	600
	WBR-NB	453	465	103%	11	B	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**8585**	**3843**	**45%**	**401**	**F**		
	NBL	462	432	93%	84	F	292	2460
	NBR	790	723	92%	40	D	363	1125
	SBL	1627	671	41%	131	F	1775	2360
	SBR	636	248	39%	43	D	1553	2360
	EBL	443	276	62%	159	F	308	450
	EBT	862	478	55%	263	F	498	1180
	EBR	501	64	13%	2750	F	6415	825
	WBL	742	166	22%	1775	F	1184	380
	WBT	963	289	30%	133	F	288	940
	WBR	1560	496	32%	8	A	201	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6881**	**2900**	**42%**	**713**	**F**		
	NBL-IDR	419	63	15%	2227	F	2711	1300
	NBL-I95	380	67	18%	1795	F	2711	1300
	NBT	72	11	15%	1862	F	2711	390
	NBR	63	11	18%	1884	F	2729	390
	SBL	29	13	45%	1468	F	2215	225
	SBT	63	27	43%	1886	F	2215	225
	SBR-IDR	120	61	51%	1694	F	2215	310
	SBR-I95	106	57	54%	1440	F	2215	310
	EBL	183	109	60%	63	E	387	465
	EBT	2061	1169	57%	17	B	387	650
	EBR	1035	601	58%	3	A	200	450
	WBL	82	18	22%	1732	F	6776	345
	WBT-IDR	1165	325	28%	1272	F	6776	2680
	WBT-I95	1074	358	33%	772	F	6776	2680
	WBR	29	10	35%	720	F	6799	2680

2050 Build Alt 2 PM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NE 6th Avenue	**Overall**	**5284**	**4720**	**89%**	**88**	**F**		
	NBL	830	731	88%	342	F	5778	1225
	NBR(I-95)	504	438	87%	187	F	5779	1225
	NBR-MGD	316	267	84%	135	F	5794	1225
	EBT (I-95)	746	736	99%	16	B	227	2395
	EBT (MGD)	588	585	100%	18	B	220	2395
	EBR	835	840	101%	5	A	220	430
	WBL	504	302	60%	40	D	168	500
	WBT (FF)	963	821	85%	0	A	0	810
Miami Gardens Drive @ I-95 Ramps	**Overall**	**5669**	**5032**	**89%**	**136**	**F**		
	SBL	840	670	80%	404	F	3025	1520
	SBR	701	366	52%	549	F	3015	2770
	EBL-SB	341	308	90%	2	A	193	540
	EBL-NB	909	865	95%	3	A	193	540
	EBT (FF)	904	851	94%	1	A	0	810
	WBT	765	757	99%	36	D	353	1775
	WBR-SB	746	747	100%	11	B	0	600
	WBR-NB	464	468	101%	11	B	0	600
Ives Dairy Road @ I-95 Ramps (SPUI)	**Overall**	**8805**	**3488**	**40%**	**741**	**F**		
	NBL	474	433	91%	89	F	319	2460
	NBR	810	748	92%	39	D	330	1125
	SBL	1669	1028	62%	84	F	1147	2360
	SBR	652	407	62%	38	D	1100	2360
	EBL	454	80	18%	980	F	217	450
	EBT	884	154	17%	1197	F	215	1180
	EBR	514	56	11%	5472	F	6424	825
	WBL	761	132	17%	2321	F	1174	380
	WBT	988	173	18%	201	F	206	940
	WBR	1600	277	17%	7	A	136	810
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**7057**	**2560**	**36%**	**1353**	**F**		
	NBL-IDR	430	44	10%	4669	F	2718	1300
	NBL-I95	390	35	9%	3470	F	2718	1300
	NBT	74	5	7%	3304	F	2718	390
	NBR	64	6	9%	3225	F	2737	390
	SBL	30	10	34%	1866	F	2212	225
	SBT	64	21	33%	2421	F	2212	225
	SBR-IDR	123	52	42%	2151	F	2212	310
	SBR-I95	109	49	45%	1788	F	2212	310
	EBL	188	110	59%	47	D	359	465
	EBT	2114	1226	58%	16	B	359	650
	EBR	1062	593	56%	2	A	164	450
	WBL	84	10	12%	3558	F	6787	345
	WBT-IDR	1195	208	17%	2544	F	6787	2680
	WBT-I95	1101	186	17%	1485	F	6787	2680
	WBR	30	5	17%	1510	F	6811	2680

2030 Build Alt 3 AM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**4410**	**4393**	**100%**	**19**	**B**		
	NBL	450	439	98%	40	D	307	1225
	NBR (I-95)	200	147	74%	19	B	172	1225
	NBR (MGD	150	206	137%	8	A	187	160
	EBT (I-95)	530	530	100%	20	B	276	2395
	EBT (MGD	840	837	100%	20	B	333	2395
	EBR	990	972	98%	11	B	333	430
	WBL	450	460	102%	48	D	253	500
	WBT (FF)	800	802	100%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**4720**	**4704**	**100%**	**9**	**A**		
	SBL	730	757	104%	25	C	397	1245
	SBR(WB)	300	317	106%	23	C	388	1245
	SBR(NW6)	340	316	93%	27	C	388	1245
	EBL(NB)	530	524	99%	2	A	140	540
	EBL(SB)	150	154	103%	1	A	140	540
	EBT	1040	1040	100%	6	A	242	810
	WBT(WB)	520	486	93%	19	B	241	1775
	WBT(6th)	120	145	121%	19	B	241	1775
	WBR(SB)	590	560	95%	6	A	0	600
	WBR(NB)	400	405	101%	5	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5270**	**5196**	**99%**	**24**	**C**		
	SBL	1180	1184	100%	37	D	534	1980
	SBR	380	384	101%	23	C	203	2080
	EBT	1730	1663	96%	29	C	503	1180
	EBR (FF)	560	560	100%	5	A	0	700
	WBL (FF)	410	437	107%	2	A	99	390
	WBT	1010	968	96%	19	B	363	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**6260**	**6581**	**105%**	**25**	**C**		
	NBL	320	303	95%	14	B	264	2530
	NBR	810	801	99%	82	F	515	2530
	EBL	490	484	99%	6	A	270	200
	EBT	2420	2371	98%	14	B	547	540
	WBT	1110	1098	99%	42	D	393	560
	WBR (FF)	1110	1524	137%	2	A	0	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6180**	**6014**	**97%**	**30**	**C**		
	NBL	710	688	97%	64	E	385	1300
	NBT	60	56	93%	69	E	385	390
	NBR	30	28	93%	54	D	402	390
	SBL	10	9	90%	63	E	99	225
	SBT	60	56	93%	162	F	258	225
	SBR	210	209	100%	48	D	258	310
	EBL	220	219	100%	48	D	447	380
	EBT	2060	2020	98%	17	B	447	560
	EBR	950	921	97%	4	A	251	340
	WBL	40	71	98%	28	C	755	345
	WBT	1810	1715	101%	37	D	755	2680
	WBR	20	22	104%	30	C	779	2680

2030 Build Alt 3 AM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**4750**	**4786**	**101%**	**20**	**B**		
	NBL	485	483	100%	41	D	321	1225
	NBR (I-95)	225	157	70%	19	B	188	1225
	NBR (MGD	160	219	137%	8	A	204	160
	EBT (I-95)	575	578	101%	21	C	274	2395
	EBT (MGD	900	907	101%	22	C	345	2395
	EBR	1065	1068	100%	13	B	345	430
	WBL	485	507	105%	47	D	263	500
	WBT (FF)	860	867	101%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**5085**	**5103**	**100%**	**13**	**B**		
	SBL	785	822	105%	27	C	395	1245
	SBR(WB)	325	340	105%	24	C	386	1245
	SBR(NW6)	365	351	96%	29	C	386	1245
	EBL(NB)	570	569	100%	2	A	185	540
	EBL(SB)	165	165	100%	1	A	185	540
	EBT	1115	1126	101%	5	A	215	810
	WBT(WB)	565	527	93%	21	C	261	1775
	WBT(6th)	130	154	118%	20	C	261	1775
	WBR(SB)	630	611	97%	6	A	0	600
	WBR(NB)	435	438	101%	6	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5675**	**5705**	**101%**	**25**	**C**		
	SBL	1265	1260	100%	36	D	566	1980
	SBR	410	405	99%	25	C	214	2080
	EBT	1865	1875	101%	33	C	534	1180
	EBR (FF)	605	607	100%	6	A	0	700
	WBL (FF)	445	497	112%	3	A	118	390
	WBT	1085	1061	98%	19	B	375	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**6725**	**7248**	**108%**	**24**	**C**		
	NBL	340	336	99%	15	B	313	2530
	NBR	870	882	101%	68	E	514	2530
	EBL	530	549	104%	7	A	292	200
	EBT	2605	2556	98%	18	B	564	540
	WBT	1190	1220	103%	34	C	450	560
	WBR (FF)	1190	1705	143%	3	A	0	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6650**	**6586**	**99%**	**37**	**D**		
	NBL	760	749	99%	71	E	472	1300
	NBT	60	57	95%	80	E	472	390
	NBR	30	29	97%	66	E	489	390
	SBL	15	14	93%	67	E	107	225
	SBT	65	60	92%	181	F	331	225
	SBR	230	225	98%	58	E	331	310
	EBL	240	237	99%	62	E	496	380
	EBT	2215	2208	100%	17	B	496	560
	EBR	1020	979	96%	5	A	300	340
	WBL	45	76	98%	39	D	927	345
	WBT	1945	1924	101%	51	D	927	2680
	WBR	25	28	104%	41	D	951	2680

2030 Build Alt 3 AM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**4410**	**4419**	**100%**	**19**	**B**		
	NBL	450	433	96%	40	D	310	1225
	NBR (I-95)	200	149	75%	19	B	168	1225
	NBR (MGD	150	214	143%	8	A	183	160
	EBT (I-95)	530	533	101%	19	B	255	2395
	EBT (MGD	840	831	99%	20	C	288	2395
	EBR	990	984	99%	11	B	288	430
	WBL	450	474	105%	49	D	266	500
	WBT (FF)	800	801	100%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**4730**	**4751**	**100%**	**9**	**A**		
	SBL	730	772	106%	26	C	380	1245
	SBR(WB)	300	309	103%	24	C	371	1245
	SBR(NW6)	340	328	96%	28	C	371	1245
	EBL(NB)	530	530	100%	2	A	135	540
	EBL(SB)	150	152	101%	1	A	135	540
	EBT	1040	1045	100%	6	A	212	810
	WBT(WB)	530	492	93%	20	B	231	1775
	WBT(6th)	120	145	121%	20	B	231	1775
	WBR(SB)	590	568	96%	6	A	0	600
	WBR(NB)	400	410	103%	5	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5270**	**5263**	**100%**	**24**	**C**		
	SBL	1180	1155	98%	37	D	520	1980
	SBR	380	384	101%	23	C	204	2080
	EBT	1730	1767	102%	29	C	429	1180
	EBR (FF)	560	579	103%	5	A	0	700
	WBL (FF)	410	430	105%	2	A	106	390
	WBT	1010	948	94%	19	B	350	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**6260**	**6742**	**108%**	**25**	**C**		
	NBL	320	307	96%	13	B	252	2530
	NBR	810	788	97%	84	F	543	2530
	EBL	490	515	105%	6	A	262	200
	EBT	2420	2430	100%	15	B	512	540
	WBT	1110	1098	99%	40	D	355	560
	WBR (FF)	1110	1604	145%	2	A	7	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6180**	**6188**	**100%**	**32**	**C**		
	NBL	710	684	96%	64	E	383	1300
	NBT	60	48	80%	70	E	383	390
	NBR	30	24	80%	58	E	400	390
	SBL	10	10	100%	65	E	81	225
	SBT	60	58	97%	168	F	285	225
	SBR	210	208	99%	49	D	285	310
	EBL	220	227	103%	54	D	443	380
	EBT	2060	2077	101%	16	B	443	560
	EBR	950	934	98%	4	A	247	340
	WBL	40	71	98%	30	C	898	345
	WBT	1810	1824	101%	41	D	898	2680
	WBR	20	23	104%	34	C	922	2680

2030 Build Alt 3 AM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**4100**	**4101**	**100%**	**18**	**B**		
	NBL	420	409	97%	40	D	275	1225
	NBR (I-95)	190	135	71%	19	B	140	1225
	NBR (MGD	140	195	139%	8	A	155	160
	EBT (I-95)	500	492	98%	19	B	261	2395
	EBT (MGD	770	772	100%	19	B	283	2395
	EBR	920	921	100%	10	A	283	430
	WBL	420	442	105%	48	D	245	500
	WBT (FF)	740	735	99%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**4370**	**4396**	**101%**	**9**	**A**		
	SBL	680	713	105%	24	C	350	1245
	SBR(WB)	280	290	104%	23	C	341	1245
	SBR(NW6)	310	308	99%	27	C	341	1245
	EBL(NB)	490	487	99%	2	A	134	540
	EBL(SB)	140	141	101%	1	A	134	540
	EBT	960	968	101%	6	A	208	810
	WBT(WB)	490	445	91%	19	B	218	1775
	WBT(6th)	110	135	123%	18	B	218	1775
	WBR(SB)	540	531	98%	5	A	0	600
	WBR(NB)	370	378	102%	4	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**4880**	**4899**	**100%**	**23**	**C**		
	SBL	1090	1092	100%	37	D	520	1980
	SBR	350	355	101%	21	C	194	2080
	EBT	1610	1585	98%	26	C	380	1180
	EBR (FF)	520	541	104%	4	A	0	700
	WBL (FF)	380	421	111%	2	A	80	390
	WBT	930	905	97%	19	B	337	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**5780**	**6191**	**107%**	**24**	**C**		
	NBL	290	283	98%	13	B	149	2530
	NBR	750	752	100%	76	E	462	2530
	EBL	460	469	102%	6	A	232	200
	EBT	2240	2213	99%	12	B	487	540
	WBT	1020	1022	100%	43	D	313	560
	WBR (FF)	1020	1452	142%	2	A	0	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**5730**	**5685**	**99%**	**28**	**C**		
	NBL	650	632	97%	59	E	346	1300
	NBT	50	52	104%	62	E	346	390
	NBR	30	31	103%	49	D	363	390
	SBL	10	9	90%	61	E	61	225
	SBT	60	52	87%	141	F	231	225
	SBR	200	193	97%	48	D	231	310
	EBL	210	205	98%	40	D	411	380
	EBT	1910	1914	100%	16	B	411	560
	EBR	880	849	96%	3	A	215	340
	WBL	40	63	98%	22	C	608	345
	WBT	1670	1662	101%	32	C	608	2680
	WBR	20	23	104%	26	C	632	2680

2030 Build Alt 3 PM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**4410**	**4421**	**100%**	**21**	**C**		
	NBL	690	686	99%	36	D	889	1225
	NBR (I-95)	420	421	100%	23	C	597	1225
	NBR (MGD	270	267	99%	8	A	612	160
	EBT (I-95)	630	625	99%	31	C	318	2395
	EBT (MGD	490	493	101%	28	C	235	2395
	EBR	700	692	99%	9	A	235	430
	WBL	410	531	130%	34	C	288	500
	WBT (FF)	800	706	88%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**4780**	**4780**	**100%**	**8**	**A**		
	SBL	710	722	102%	21	C	342	1245
	SBR(WB)	250	280	112%	19	B	332	1245
	SBR(NW6)	340	314	92%	22	C	332	1245
	EBL(NB)	770	754	98%	3	A	223	540
	EBL(SB)	290	291	100%	2	A	223	540
	EBT	740	759	103%	9	A	153	810
	WBT(WB)	560	427	76%	23	C	241	1775
	WBT(6th)	80	217	271%	23	C	241	1775
	WBR(SB)	660	621	94%	6	A	0	600
	WBR(NB)	380	395	104%	5	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5490**	**5415**	**99%**	**35**	**D**		
	SBL	1450	1449	100%	13	B	465	1980
	SBR	560	567	101%	26	C	300	2080
	EBT	1150	1122	98%	69	E	527	1180
	EBR (FF)	420	419	100%	3	A	0	700
	WBL (FF)	630	633	100%	4	A	281	390
	WBT	1280	1225	96%	61	E	557	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**6720**	**6447**	**96%**	**23**	**C**		
	NBL	410	399	97%	22	C	221	2530
	NBR	690	684	99%	40	D	297	2530
	EBL	370	385	104%	9	A	391	200
	EBT	2230	2181	98%	18	B	709	540
	WBT	1510	1466	97%	45	D	667	560
	WBR (FF)	1510	1332	88%	3	A	0	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6080**	**5909**	**97%**	**42**	**D**		
	NBL	720	687	95%	90	F	740	1300
	NBT	70	68	97%	85	F	740	390
	NBR	30	29	97%	71	E	757	390
	SBL	20	18	90%	96	F	123	225
	SBT	60	54	90%	103	F	219	225
	SBR	200	194	97%	53	D	219	310
	EBL	160	160	100%	69	E	568	380
	EBT	1830	1789	98%	26	C	568	560
	EBR	930	902	97%	4	A	372	340
	WBL	40	70	98%	47	D	1173	345
	WBT	2000	1913	101%	51	D	1173	2680
	WBR	20	25	104%	39	D	1197	2680

2030 Build Alt 3 PM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**4705**	**4734**	**101%**	**22**	**C**		
	NBL	735	727	99%	40	D	1177	1225
	NBR (I-95)	450	453	101%	26	C	917	1225
	NBR (MGD	290	290	100%	9	A	932	160
	EBT (I-95)	665	671	101%	33	C	341	2395
	EBT (MGD)	520	520	100%	29	C	244	2395
	EBR	745	748	100%	10	B	244	430
	WBL	440	580	132%	34	C	305	500
	WBT (FF)	855	745	87%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**5075**	**5115**	**101%**	**13**	**B**		
	SBL	755	775	103%	22	C	359	1245
	SBR(WB)	265	296	112%	20	B	347	1245
	SBR(NW6)	360	343	95%	25	C	347	1245
	EBL(NB)	820	816	100%	3	A	207	540
	EBL(SB)	310	309	100%	2	A	207	540
	EBT	790	809	102%	9	A	154	810
	WBT(WB)	590	448	76%	23	C	262	1775
	WBT(6th)	80	237	296%	23	C	262	1775
	WBR(SB)	700	664	95%	7	A	0	600
	WBR(NB)	400	418	105%	6	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5850**	**5813**	**99%**	**41**	**D**		
	SBL	1540	1528	99%	15	B	526	1980
	SBR	600	603	101%	26	C	308	2080
	EBT	1225	1204	98%	87	F	1002	1180
	EBR (FF)	450	462	103%	12	B	0	700
	WBL (FF)	670	692	103%	4	A	344	390
	WBT	1365	1324	97%	63	E	621	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7140**	**6919**	**97%**	**23**	**C**		
	NBL	440	430	98%	24	C	224	2530
	NBR	735	727	99%	40	D	324	2530
	EBL	395	406	103%	9	A	454	200
	EBT	2370	2329	98%	20	B	753	540
	WBT	1600	1587	99%	45	D	711	560
	WBR (FF)	1600	1440	90%	3	A	0	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6450**	**6355**	**99%**	**51**	**D**		
	NBL	760	741	98%	96	F	834	1300
	NBT	70	63	90%	88	F	834	390
	NBR	30	27	90%	76	E	851	390
	SBL	25	23	92%	85	F	161	225
	SBT	60	55	92%	125	F	354	225
	SBR	210	202	96%	76	E	354	310
	EBL	170	171	101%	91	F	648	380
	EBT	1945	1934	99%	28	C	648	560
	EBR	990	953	96%	5	A	452	340
	WBL	45	76	98%	74	E	1474	345
	WBT	2125	2084	101%	68	E	1474	2680
	WBR	20	26	104%	55	D	1498	2680

2030 Build Alt 3 PM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**4530**	**4582**	**101%**	**21**	**C**		
	NBL	710	716	101%	39	D	882	1225
	NBR (I-95)	430	431	100%	24	C	655	1225
	NBR (MGD	280	274	98%	8	A	670	160
	EBT (I-95)	640	648	101%	32	C	338	2395
	EBT (MGD	510	508	100%	29	C	244	2395
	EBR	720	718	100%	10	A	244	430
	WBL	420	560	133%	34	C	302	500
	WBT (FF)	820	727	89%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**4900**	**4951**	**101%**	**9**	**A**		
	SBL	730	750	103%	21	C	388	1245
	SBR(WB)	260	292	112%	20	B	387	1245
	SBR(NW6)	350	333	95%	25	C	387	1245
	EBL(NB)	790	783	99%	3	A	230	540
	EBL(SB)	300	295	98%	2	A	230	540
	EBT	760	782	103%	9	A	160	810
	WBT(WB)	570	435	76%	24	C	243	1775
	WBT(6th)	80	228	285%	23	C	243	1775
	WBR(SB)	670	643	96%	7	A	0	600
	WBR(NB)	390	410	105%	6	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5630**	**5679**	**101%**	**38**	**D**		
	SBL	1480	1476	100%	15	B	461	1980
	SBR	580	592	102%	27	C	323	2080
	EBT	1180	1201	102%	77	E	852	1180
	EBR (FF)	430	438	102%	7	A	0	700
	WBL (FF)	650	683	105%	4	A	349	390
	WBT	1310	1289	98%	62	E	626	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**6870**	**6764**	**98%**	**23**	**C**		
	NBL	420	423	101%	23	C	229	2530
	NBR	710	697	98%	40	D	308	2530
	EBL	380	402	106%	9	A	451	200
	EBT	2280	2277	100%	18	B	738	540
	WBT	1540	1543	100%	47	D	706	560
	WBR (FF)	1540	1422	92%	3	A	0	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6200**	**6202**	**100%**	**49**	**D**		
	NBL	730	715	98%	95	F	808	1300
	NBT	70	58	83%	85	F	808	390
	NBR	30	25	83%	71	E	825	390
	SBL	20	18	90%	86	F	145	225
	SBT	60	55	92%	123	F	339	225
	SBR	200	202	101%	70	E	339	310
	EBL	160	167	104%	88	F	632	380
	EBT	1870	1878	100%	27	C	632	560
	EBR	950	933	98%	4	A	435	340
	WBL	40	76	98%	66	E	1428	345
	WBT	2050	2050	101%	64	E	1428	2680
	WBR	20	25	104%	48	D	1452	2680

2030 Build Alt 3 PM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**4650**	**4649**	**100%**	**22**	**C**		
	NBL	730	736	101%	40	D	1172	1225
	NBR (I-95)	440	442	100%	25	C	820	1225
	NBR (MGD	290	270	93%	9	A	835	160
	EBT (I-95)	660	651	99%	32	C	329	2395
	EBT (MGD	520	513	99%	28	C	235	2395
	EBR	740	735	99%	10	A	235	430
	WBL	430	572	133%	35	D	325	500
	WBT (FF)	840	730	87%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**5030**	**5021**	**100%**	**9**	**A**		
	SBL	750	770	103%	21	C	371	1245
	SBR(WB)	270	288	107%	20	B	366	1245
	SBR(NW6)	360	339	94%	25	C	366	1245
	EBL(NB)	810	801	99%	3	A	204	540
	EBL(SB)	310	293	95%	2	A	204	540
	EBT	780	784	101%	9	A	145	810
	WBT(WB)	580	442	76%	25	C	296	1775
	WBT(6th)	80	233	291%	25	C	296	1775
	WBR(SB)	690	659	96%	7	A	0	600
	WBR(NB)	400	412	103%	6	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5770**	**5739**	**99%**	**39**	**D**		
	SBL	1520	1523	100%	15	B	468	1980
	SBR	590	595	101%	26	C	299	2080
	EBT	1210	1204	100%	83	F	776	1180
	EBR (FF)	440	448	102%	6	A	0	700
	WBL (FF)	660	669	101%	4	A	347	390
	WBT	1350	1300	96%	62	E	623	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7050**	**6857**	**97%**	**24**	**C**		
	NBL	430	423	98%	24	C	223	2530
	NBR	730	735	101%	42	D	312	2530
	EBL	390	411	105%	9	A	464	200
	EBT	2340	2308	99%	19	B	752	540
	WBT	1580	1548	98%	47	D	711	560
	WBR (FF)	1580	1432	91%	3	A	0	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6370**	**6300**	**99%**	**54**	**D**		
	NBL	750	723	96%	114	F	1511	1300
	NBT	70	69	99%	101	F	1511	390
	NBR	30	30	100%	87	F	1528	390
	SBL	20	19	95%	89	F	113	225
	SBT	60	57	95%	127	F	266	225
	SBR	210	200	95%	67	E	266	310
	EBL	170	168	99%	92	F	657	380
	EBT	1920	1923	100%	28	C	657	560
	EBR	980	960	98%	5	A	461	340
	WBL	40	74	98%	71	E	1582	345
	WBT	2100	2051	101%	69	E	1582	2680
	WBR	20	26	104%	53	D	1606	2680

2050 Build Alt 3 AM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**5020**	**4961**	**99%**	**20**	**B**		
	NBL	510	499	98%	43	D	363	1225
	NBR (I-95)	170	167	98%	19	B	214	1225
	NBR (MGD	230	233	101%	9	A	230	160
	EBT (I-95)	600	599	100%	21	C	293	2395
	EBT (MGD)	960	953	99%	22	C	476	2395
	EBR	1120	1106	99%	13	B	476	430
	WBL	520	508	98%	47	D	267	500
	WBT (FF)	910	896	98%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**5320**	**5275**	**99%**	**10**	**A**		
	SBL	840	819	98%	27	C	428	1245
	SBR(WB)	350	345	99%	23	C	420	1245
	SBR(NW6)	360	348	97%	29	C	420	1245
	EBL(NB)	600	591	99%	3	A	179	540
	EBL(SB)	170	175	103%	1	A	179	540
	EBT	1180	1186	101%	6	A	187	810
	WBT(WB)	550	551	100%	22	C	267	1775
	WBT(6th)	160	162	101%	22	C	267	1775
	WBR(SB)	650	639	98%	7	A	0	600
	WBR(NB)	460	459	100%	6	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5860**	**5769**	**98%**	**25**	**C**		
	SBL	1290	1320	102%	36	D	591	1980
	SBR	420	417	99%	25	C	256	2080
	EBT	1920	1852	96%	33	C	649	1180
	EBR (FF)	650	629	97%	7	A	0	700
	WBL (FF)	500	483	97%	3	A	104	390
	WBT	1080	1068	99%	18	B	369	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7470**	**7269**	**97%**	**22**	**C**		
	NBL	340	335	99%	16	B	196	2530
	NBR	900	863	96%	58	E	451	2530
	EBL	560	538	96%	7	A	316	200
	EBT	2650	2646	100%	20	B	595	540
	WBT	1250	1212	97%	35	D	376	560
	WBR (FF)	1770	1675	95%	3	A	0	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6880**	**6679**	**97%**	**42**	**D**		
	NBL	770	758	98%	82	F	1016	1300
	NBT	60	61	102%	94	F	1016	390
	NBR	60	60	100%	81	F	1033	390
	SBL	20	24	120%	91	F	109	225
	SBT	70	66	94%	214	F	431	225
	SBR	240	236	98%	75	E	431	310
	EBL	250	243	97%	64	E	494	380
	EBT	2270	2230	98%	17	B	494	560
	EBR	1030	1016	99%	5	A	297	340
	WBL	80	77	98%	47	D	1501	345
	WBT	2000	1883	101%	58	E	1501	2680
	WBR	30	25	104%	51	D	1525	2680

2050 Build Alt 3 AM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**5395**	**5417**	**100%**	**22**	**C**		
	NBL	545	547	100%	47	D	498	1225
	NBR (I-95)	185	179	97%	20	B	216	1225
	NBR (MGD	245	250	102%	11	B	231	160
	EBT (I-95)	650	662	102%	22	C	322	2395
	EBT (MGD)	1030	1023	99%	24	C	504	2395
	EBR	1205	1210	100%	15	B	504	430
	WBL	560	571	102%	49	D	326	500
	WBT (FF)	975	975	100%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**5735**	**5725**	**100%**	**14**	**B**		
	SBL	905	886	98%	27	C	492	1245
	SBR(WB)	380	372	98%	25	C	483	1245
	SBR(NW6)	385	394	102%	31	C	483	1245
	EBL(NB)	650	653	100%	3	A	200	540
	EBL(SB)	185	189	102%	2	A	200	540
	EBT	1275	1274	100%	6	A	224	810
	WBT(WB)	595	602	101%	23	C	301	1775
	WBT(6th)	175	176	101%	22	C	301	1775
	WBR(SB)	695	687	99%	8	A	0	600
	WBR(NB)	490	492	100%	8	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**6310**	**6269**	**99%**	**28**	**C**		
	SBL	1390	1386	100%	39	D	613	1980
	SBR	450	458	102%	26	C	239	2080
	EBT	2065	2121	103%	39	D	770	1180
	EBR (FF)	700	681	97%	10	A	0	700
	WBL (FF)	540	513	95%	3	A	125	390
	WBT	1165	1110	95%	19	B	390	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**8025**	**7822**	**97%**	**24**	**C**		
	NBL	365	360	99%	17	B	321	2530
	NBR	965	954	99%	71	E	544	2530
	EBL	600	625	104%	8	A	348	200
	EBT	2855	2844	100%	23	C	630	540
	WBT	1340	1263	94%	33	C	421	560
	WBR (FF)	1900	1776	93%	3	A	0	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**7400**	**7117**	**96%**	**130**	**F**		
	NBL	830	808	97%	214	F	2669	1300
	NBT	65	61	94%	239	F	2669	390
	NBR	65	60	92%	229	F	2686	390
	SBL	25	29	116%	163	F	331	225
	SBT	70	64	91%	304	F	829	225
	SBR	260	249	96%	149	F	829	310
	EBL	265	262	99%	77	E	608	380
	EBT	2445	2440	100%	18	B	608	560
	EBR	1110	1090	98%	7	A	411	340
	WBL	85	76	98%	254	F	5148	345
	WBT	2150	1950	101%	273	F	5148	2680
	WBR	30	28	104%	256	F	5172	2680

2050 Build Alt 3 AM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**5020**	**5002**	**100%**	**20**	**C**		
	NBL	510	499	98%	42	D	399	1225
	NBR (I-95)	170	169	99%	19	B	193	1225
	NBR (MGD	230	242	105%	10	A	208	160
	EBT (I-95)	600	610	102%	21	C	307	2395
	EBT (MGD)	960	946	99%	22	C	477	2395
	EBR	1120	1126	101%	13	B	477	430
	WBL	520	528	102%	47	D	279	500
	WBT (FF)	910	882	97%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**5330**	**5327**	**100%**	**10**	**A**		
	SBL	840	833	99%	26	C	426	1245
	SBR(WB)	350	342	98%	24	C	417	1245
	SBR(NW6)	360	364	101%	29	C	417	1245
	EBL(NB)	600	605	101%	3	A	180	540
	EBL(SB)	170	173	102%	2	A	180	540
	EBT	1190	1187	100%	6	A	259	810
	WBT(WB)	550	540	98%	21	C	264	1775
	WBT(6th)	160	164	103%	22	C	264	1775
	WBR(SB)	650	652	100%	8	A	0	600
	WBR(NB)	460	467	102%	7	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5860**	**5884**	**100%**	**25**	**C**		
	SBL	1290	1294	100%	35	C	612	1980
	SBR	420	431	103%	26	C	233	2080
	EBT	1920	1966	102%	35	C	682	1180
	EBR (FF)	650	657	101%	6	A	0	700
	WBL (FF)	500	489	98%	3	A	122	390
	WBT	1080	1047	97%	18	B	390	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7470**	**7504**	**100%**	**23**	**C**		
	NBL	340	331	97%	17	B	297	2530
	NBR	900	876	97%	63	E	491	2530
	EBL	560	570	102%	8	A	318	200
	EBT	2650	2714	102%	22	C	601	540
	WBT	1250	1231	98%	34	C	432	560
	WBR (FF)	1770	1782	101%	3	A	4	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6880**	**6936**	**101%**	**153**	**F**		
	NBL	770	790	103%	224	F	2667	1300
	NBT	60	57	95%	246	F	2667	390
	NBR	60	64	107%	237	F	2684	390
	SBL	20	22	110%	266	F	491	225
	SBT	70	64	91%	429	F	1052	225
	SBR	240	232	97%	257	F	1052	310
	EBL	250	251	100%	70	E	538	380
	EBT	2270	2317	102%	18	B	538	560
	EBR	1030	1037	101%	6	A	341	340
	WBL	80	77	98%	315	F	6021	345
	WBT	2000	2000	101%	330	F	6021	2680
	WBR	30	25	104%	308	F	6045	2680

2050 Build Alt 3 AM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	AM Volume (VPH) Demand	AM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**4650**	**4651**	**100%**	**19**	**B**		
	NBL	470	459	98%	40	D	330	1225
	NBR (I-95)	160	157	98%	19	B	187	1225
	NBR (MGD	210	221	105%	9	A	203	160
	EBT (I-95)	560	564	101%	20	C	279	2395
	EBT (MGD)	890	882	99%	21	C	445	2395
	EBR	1040	1048	101%	12	B	445	430
	WBL	480	485	101%	48	D	293	500
	WBT (FF)	840	835	99%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**4940**	**4947**	**100%**	**9**	**A**		
	SBL	780	775	99%	26	C	445	1245
	SBR(WB)	330	319	97%	23	C	437	1245
	SBR(NW6)	330	339	103%	27	C	437	1245
	EBL(NB)	560	558	100%	2	A	151	540
	EBL(SB)	160	163	102%	1	A	151	540
	EBT	1100	1103	100%	6	A	246	810
	WBT(WB)	510	516	101%	20	C	249	1775
	WBT(6th)	150	147	98%	21	C	249	1775
	WBR(SB)	600	600	100%	7	A	0	600
	WBR(NB)	420	427	102%	6	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**5430**	**5514**	**102%**	**24**	**C**		
	SBL	1200	1205	100%	37	D	556	1980
	SBR	390	389	100%	23	C	210	2080
	EBT	1780	1766	99%	30	C	546	1180
	EBR (FF)	600	604	101%	5	A	0	700
	WBL (FF)	460	494	107%	3	A	122	390
	WBT	1000	1056	106%	20	B	386	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**6910**	**7057**	**102%**	**20**	**B**		
	NBL	310	314	101%	16	B	199	2530
	NBR	830	817	98%	51	D	392	2530
	EBL	520	521	100%	7	A	282	200
	EBT	2460	2457	100%	18	B	558	540
	WBT	1150	1214	106%	33	C	507	560
	WBR (FF)	1640	1734	106%	3	A	5	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6370**	**6548**	**103%**	**130**	**F**		
	NBL	710	727	102%	86	F	1159	1300
	NBT	60	59	98%	101	F	1159	390
	NBR	60	55	92%	88	F	1176	390
	SBL	20	21	105%	246	F	499	225
	SBT	60	62	103%	390	F	932	225
	SBR	220	232	105%	233	F	932	310
	EBL	230	231	100%	61	E	458	380
	EBT	2100	2117	101%	17	B	458	560
	EBR	960	936	98%	4	A	262	340
	WBL	70	77	98%	307	F	5405	345
	WBT	1850	2001	101%	322	F	5405	2680
	WBR	30	30	104%	305	F	5429	2680

2050 Build Alt 3 PM VISSIM Intersection Performance (1st Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**5040**	**4981**	**99%**	**25**	**C**		
	NBL	790	772	98%	52	D	1546	1225
	NBR (I-95)	480	476	99%	33	C	1523	1225
	NBR (MGD	300	305	102%	12	B	1538	160
	EBT (I-95)	710	711	100%	34	C	358	2395
	EBT (MGD)	560	560	100%	30	C	251	2395
	EBR	800	785	98%	11	B	251	430
	WBL	480	588	123%	36	D	314	500
	WBT (FF)	920	784	85%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**5530**	**5350**	**97%**	**10**	**A**		
	SBL	800	773	97%	22	C	396	1245
	SBR(WB)	310	304	98%	20	B	384	1245
	SBR(NWB)	360	349	97%	25	C	384	1245
	EBL(NB)	870	856	98%	3	A	230	540
	EBL(SB)	320	331	103%	2	A	230	540
	EBT	860	864	100%	9	A	159	810
	WBT(WB)	610	480	79%	25	C	270	1775
	WBT(6th)	250	242	97%	25	C	270	1775
	WBR(SB)	710	704	99%	8	A	0	600
	WBR(NB)	440	447	102%	6	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**6090**	**5980**	**98%**	**38**	**D**		
	SBL	1590	1603	101%	16	B	580	1980
	SBR	620	629	101%	26	C	327	2080
	EBT	1280	1250	98%	78	E	1106	1180
	EBR (FF)	490	463	94%	8	A	0	700
	WBL (FF)	720	691	96%	4	A	349	390
	WBT	1390	1344	97%	62	E	624	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7270**	**7084**	**97%**	**25**	**C**		
	NBL	450	434	96%	25	C	229	2530
	NBR	770	731	95%	40	D	312	2530
	EBL	430	430	100%	9	A	525	200
	EBT	2430	2419	100%	20	C	809	540
	WBT	1670	1606	96%	47	D	718	560
	WBR (FF)	1520	1464	96%	3	A	0	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6720**	**6547**	**97%**	**59**	**E**		
	NBL	780	754	97%	111	F	1700	1300
	NBT	70	74	106%	102	F	1700	390
	NBR	60	60	100%	92	F	1717	390
	SBL	30	29	97%	97	F	199	225
	SBT	60	59	98%	144	F	402	225
	SBR	220	213	97%	89	F	402	310
	EBL	180	174	97%	99	F	659	380
	EBT	2010	1988	99%	28	C	659	560
	EBR	1010	985	98%	5	A	463	340
	WBL	80	77	98%	89	F	1923	345
	WBT	2190	2106	101%	81	F	1923	2680
	WBR	30	28	104%	62	E	1946	2680

2050 Build Alt 3 PM VISSIM Intersection Performance (2nd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**5350**	**5331**	**100%**	**33**	**C**		
	NBL	840	822	98%	80	F	1944	1225
	NBR (I-95)	320	518	162%	46	D	1863	1225
	NBR (MGD	510	326	64%	17	B	1879	160
	EBT (I-95)	755	755	100%	38	D	402	2395
	EBT (MGD)	595	590	99%	31	C	280	2395
	EBR	845	844	100%	12	B	280	430
	WBL	510	647	127%	41	D	356	500
	WBT (FF)	975	829	85%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**5876**	**5701**	**97%**	**14**	**B**		
	SBL	850	821	97%	22	C	415	1245
	SBR(WB)	330	319	97%	20	C	447	1245
	SBR(NW6)	380	375	99%	26	C	447	1245
	EBL(NB)	920	924	100%	4	A	237	540
	EBL(SB)	345	349	101%	3	A	237	540
	EBT	915	916	100%	9	A	170	810
	WBT(WB)	645	509	79%	26	C	306	1775
	WBT(6th)	266	272	102%	26	C	306	1775
	WBR(SB)	755	748	99%	9	A	0	600
	WBR(NB)	470	468	100%	8	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**6475**	**6325**	**98%**	**54**	**D**		
	SBL	1690	1678	99%	17	B	598	1980
	SBR	660	659	100%	26	C	330	2080
	EBT	1355	1355	100%	116	F	1581	1180
	EBR (FF)	520	518	100%	90	F	0	700
	WBL (FF)	770	722	94%	4	A	367	390
	WBT	1480	1393	94%	64	E	643	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7735**	**7440**	**96%**	**26**	**C**		
	NBL	480	466	97%	28	C	232	2530
	NBR	820	790	96%	43	D	325	2530
	EBL	460	450	98%	9	A	541	200
	EBT	2585	2580	100%	22	C	822	540
	WBT	1770	1648	93%	48	D	719	560
	WBR (FF)	1620	1506	93%	3	A	0	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**7145**	**6817**	**95%**	**135**	**F**		
	NBL	830	803	97%	228	F	2593	1300
	NBT	75	67	89%	212	F	2593	390
	NBR	65	59	91%	198	F	2610	390
	SBL	30	30	100%	213	F	705	225
	SBT	65	56	86%	288	F	969	225
	SBR	235	219	93%	221	F	969	310
	EBL	190	187	98%	171	F	725	380
	EBT	2140	2120	99%	32	C	725	560
	EBR	1075	1048	97%	8	A	528	340
	WBL	85	76	98%	271	F	5488	345
	WBT	2325	2125	101%	230	F	5488	2680
	WBR	30	27	104%	194	F	5512	2680

2050 Build Alt 3 PM VISSIM Intersection Performance (3rd Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**5150**	**5169**	**100%**	**31**	**C**		
	NBL	810	826	102%	76	E	1905	1225
	NBR (I-95)	490	488	100%	39	D	1888	1225
	NBR (MGD	310	308	99%	15	B	1904	160
	EBT (I-95)	730	739	101%	36	D	380	2395
	EBT (MGD)	570	570	100%	30	C	311	2395
	EBR	810	814	100%	12	B	311	430
	WBL	490	627	128%	41	D	351	500
	WBT (FF)	940	797	85%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**5670**	**5524**	**97%**	**10**	**B**		
	SBL	820	803	98%	22	C	411	1245
	SBR(WB)	320	314	98%	20	C	414	1245
	SBR(NWB)	370	365	99%	26	C	414	1245
	EBL(NB)	890	894	100%	4	A	218	540
	EBL(SB)	330	332	101%	2	A	218	540
	EBT	880	879	100%	9	A	165	810
	WBT(WB)	620	483	78%	27	C	290	1775
	WBT(6th)	260	260	100%	28	C	290	1775
	WBR(SB)	730	729	100%	9	A	0	600
	WBR(NB)	450	465	103%	8	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**6240**	**6219**	**100%**	**50**	**D**		
	SBL	1630	1637	100%	16	B	593	1980
	SBR	640	651	102%	27	C	339	2080
	EBT	1300	1348	104%	109	F	1496	1180
	EBR (FF)	500	489	98%	62	E	0	700
	WBL (FF)	740	719	97%	4	A	348	390
	WBT	1430	1375	96%	63	E	624	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7440**	**7340**	**99%**	**25**	**C**		
	NBL	460	449	98%	26	C	224	2530
	NBR	790	757	96%	41	D	324	2530
	EBL	440	462	105%	9	A	483	200
	EBT	2490	2525	101%	22	C	767	540
	WBT	1700	1644	97%	46	D	729	560
	WBR (FF)	1560	1503	96%	3	A	0	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**6880**	**6756**	**98%**	**168**	**F**		
	NBL	800	803	100%	246	F	2565	1300
	NBT	70	69	99%	230	F	2565	390
	NBR	60	64	107%	219	F	2582	390
	SBL	30	28	93%	380	F	1197	225
	SBT	60	57	95%	465	F	1329	225
	SBR	230	212	92%	400	F	1329	310
	EBL	180	182	101%	173	F	707	380
	EBT	2060	2081	101%	32	C	707	560
	EBR	1040	1028	99%	6	A	511	340
	WBL	80	80	98%	334	F	6769	345
	WBT	2240	2125	101%	294	F	6769	2680
	WBR	30	27	104%	254	F	6793	2680

2050 Build Alt 3 PM VISSIM Intersection Performance (4th Hour)

Intersection	Movement	PM Volume (VPH) Demand	PM Volume (VPH) Simulated	Percentage Served	Delay (Seconds)	Level of Service	Max Queue Length (Feet)	Available Storage (Feet)
Miami Gardens Drive @ NW 6th Avenue	**Overall**	**5280**	**5228**	**99%**	**34**	**C**		
	NBL	830	827	100%	89	F	2137	1225
	NBR (I-95)	500	504	101%	46	D	2133	1225
	NBR (MGD	320	303	95%	20	B	2148	160
	EBT (I-95)	750	736	98%	37	D	397	2395
	EBT (MGD)	590	584	99%	30	C	271	2395
	EBR	830	840	101%	11	B	271	430
	WBL	500	618	124%	38	D	334	500
	WBT (FF)	960	816	85%	0	A	0	810
Miami Gardens Drive @ I-95 SB/NB Ramps Terminal	**Overall**	**5810**	**5589**	**96%**	**10**	**B**		
	SBL	840	810	96%	22	C	437	1245
	SBR(WB)	330	315	95%	20	B	423	1245
	SBR(NWB)	380	365	96%	26	C	423	1245
	EBL(NB)	910	906	100%	4	A	281	540
	EBL(SB)	340	335	99%	2	A	281	540
	EBT	900	886	98%	9	A	165	810
	WBT(WB)	640	502	78%	27	C	291	1775
	WBT(6th)	260	255	98%	27	C	291	1775
	WBR(SB)	750	747	100%	9	A	0	600
	WBR(NB)	460	468	102%	8	A	0	600
I-95 SB Ramps @ Ives Dairy Road	**Overall**	**6390**	**6278**	**98%**	**55**	**E**		
	SBL	1670	1681	101%	17	B	581	1980
	SBR	650	661	102%	27	C	363	2080
	EBT	1340	1330	99%	122	F	1733	1180
	EBR (FF)	510	505	99%	94	F	0	700
	WBL (FF)	760	709	93%	4	A	359	390
	WBT	1460	1392	95%	63	E	636	450
I-95 NB Ramps @ Ives Dairy Road	**Overall**	**7630**	**7427**	**97%**	**26**	**C**		
	NBL	470	467	99%	27	C	247	2530
	NBR	810	793	98%	42	D	337	2530
	EBL	450	454	101%	9	A	528	200
	EBT	2550	2556	100%	23	C	812	540
	WBT	1750	1634	93%	47	D	722	560
	WBR (FF)	1600	1523	95%	3	A	0	360
Ives Dairy Road @ Highland Lakes Blvd.	**Overall**	**7040**	**6802**	**97%**	**173**	**F**		
	NBL	820	801	98%	216	F	2543	1300
	NBT	70	74	106%	207	F	2543	390
	NBR	60	62	103%	197	F	2560	390
	SBL	30	27	90%	523	F	1375	225
	SBT	60	53	88%	607	F	1567	225
	SBR	230	221	96%	541	F	1567	310
	EBL	190	183	96%	170	F	730	380
	EBT	2110	2100	100%	33	C	730	560
	EBR	1060	1053	99%	7	A	533	340
	WBL	80	76	98%	340	F	6767	345
	WBT	2300	2125	101%	301	F	6767	2680
	WBR	30	27	104%	270	F	6791	2680

APPENDIX L1

Vissim
Opening Year 2030
and Design Year 2050,
No-Build and Build Alternatives,
Traffic Operational Analysis,
SR 9/I-95

Complex Weave Analysis

APPENDIX

L3

No-Build Alternative - Design Year 2030

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	58.80		384
O1-D2	55.07	6.92	1266
O2-D1	59.21	2.78	920
O2-D2	60.98		2975
O3-D1	58.66	3.33	244
O3-D2	61.99		117
O1-D1	O3-D1	0.14	
O1-D1	O2-D1	2.18	
O1-D1	O1-D2	3.73	
O2-D2	O1-D2	5.91	
O2-D2	O2-D1	1.78	
O2-D2	O3-D1	2.32	
O3-D2	O1-D2	6.92	
O3-D2	O2-D1	2.78	
O3-D2	O3-D1	3.33	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	58.72		424
O1-D2	59.85	3.06	1267
O2-D1	60.21	2.69	1129
O2-D2	62.90		2674
O3-D1	59.30	3.61	372
O3-D2	61.57		140
O1-D1	O3-D1	0.57	
O1-D1	O2-D1	1.49	
O1-D1	O1-D2	1.12	
O2-D2	O1-D2	3.06	
O2-D2	O2-D1	2.69	
O2-D2	O3-D1	3.61	
O3-D2	O1-D2	1.72	
O3-D2	O2-D1	1.36	
O3-D2	O3-D1	2.27	

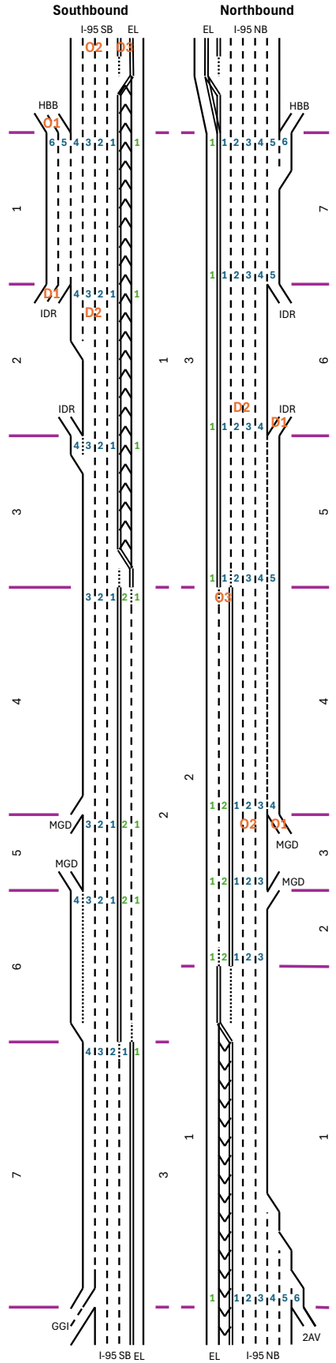
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6548	0.61	54	24
Segment 2	5240	4810		51	32
Segment 3	6480	5801	0.81	48	41
Segment 4	5510	4897		51	32

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6515	0.60	40	33
Segment 2	4730	4387		55	27
Segment 3	6020	5548	0.77	52	36
Segment 4	5240	4840		54	30

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1654	5921	-18
O2	201	3906		
O3	251	361	5903	
D1	253	1548		
D2	206	4355		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	1695	6028	-25
O2	201	3818		
O3	251	515	6003	
D1	253	1924		
D2	206	4079		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.64		166
O1-D2	55.19	1.09	741
O2-D1	54.96	1.32	811
O2-D2	56.11		3096
O3-D1	54.74	1.54	120
O3-D2	56.28		485
O1-D1	O3-D1	0.10	
O1-D1	O2-D1	0.32	
O1-D1	O1-D2	0.56	
O2-D2	O1-D2	0.91	
O2-D2	O2-D1	1.15	
O2-D2	O3-D1	1.37	
O3-D2	O1-D2	1.09	
O3-D2	O2-D1	1.32	
O3-D2	O3-D1	1.54	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.76		180
O1-D2	55.03	0.99	911
O2-D1	55.02	1.01	749
O2-D2	55.94		3330
O3-D1	54.69	1.34	145
O3-D2	56.03		676
O1-D1	O3-D1	0.07	
O1-D1	O2-D1	0.26	
O1-D1	O1-D2	0.28	
O2-D2	O1-D2	0.90	
O2-D2	O2-D1	0.92	
O2-D2	O3-D1	1.25	
O3-D2	O1-D2	0.99	
O3-D2	O2-D1	1.01	
O3-D2	O3-D1	1.34	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5247		56	23
Segment 5	6570	5938	0.66	56	21
Segment 6	5240	4731		55	21

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5647		56	25
Segment 5	7220	6623	0.74	55	24
Segment 6	5920	5419		55	25

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	894	5422	-11
O2	107	3922		
O3	156	607	5411	
D1	157	1096		
D2	110	4315		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1053	5969	9
O2	107	4092		
O3	156	823	5977	
D1	157	1072		
D2	110	4905		

Build Alternative #1 - Design Year 2030

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	63.61		313
O1-D2	61.03	5.32	1338
O2-D1	65.36	2.44	994
O2-D2	66.05		2902
O3-D1	65.37	1.76	244
O3-D2	66.35		117
O1-D1	O3-D1	1.76	
O1-D1	O2-D1	2.44	
O1-D1	O1-D2	2.58	
O2-D2	O1-D2	5.02	
O2-D2	O2-D1	0.69	
O2-D2	O3-D1	0.68	
O3-D2	O1-D2	5.32	
O3-D2	O2-D1	0.99	
O3-D2	O3-D1	0.98	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	63.59		399
O1-D2	61.21	5.27	1295
O2-D1	65.24	1.65	1238
O2-D2	66.12		2573
O3-D1	65.18	1.59	374
O3-D2	66.48		140
O1-D1	O3-D1	1.59	
O1-D1	O2-D1	1.65	
O1-D1	O1-D2	2.38	
O2-D2	O1-D2	4.91	
O2-D2	O2-D1	0.87	
O2-D2	O3-D1	0.94	
O3-D2	O1-D2	5.27	
O3-D2	O2-D1	1.24	
O3-D2	O3-D1	1.30	

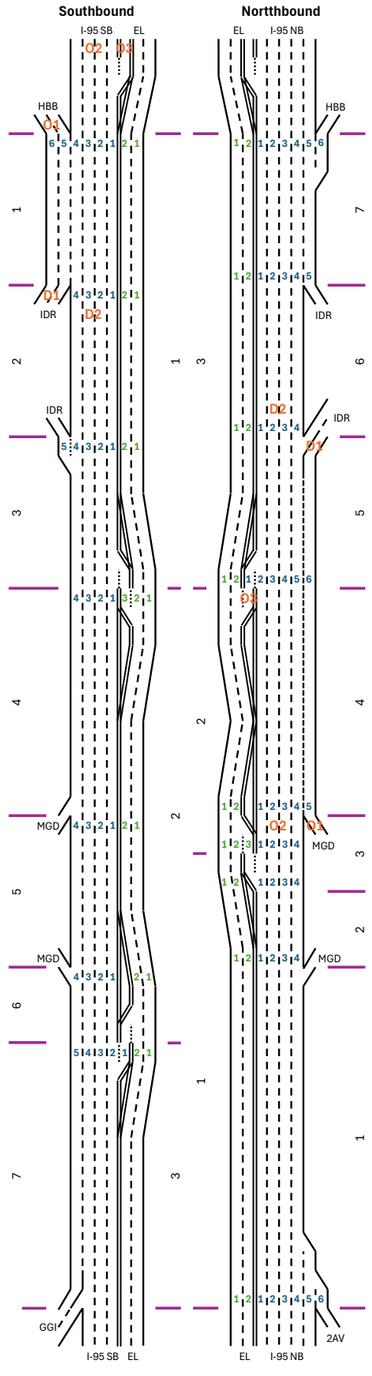
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6554	0.61	65	17
Segment 2	5240	4840		66	18
Segment 3	6480	5900	0.66	62	24
Segment 4	5510	4996		62	20

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6641	0.61	64	17
Segment 2	4730	4421		66	17
Segment 3	6020	5594	0.62	61	23
Segment 4	5240	4811		37	32

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1654	5912	-10
O2	201	3905		
O3	251	353	5901	
D1	253	1547		
D2	206	4354		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	1694	6015	-5
O2	201	3817		
O3	251	504	6010	
D1	253	2006		
D2	206	4004		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.72		165
O1-D2	55.33	0.72	738
O2-D1	55.68	0.36	813
O2-D2	56.05		3102
O3-D1	55.54	0.51	120
O3-D2	55.97		485
O1-D1	O3-D1	0.18	
O1-D1	O2-D1	0.03	
O1-D1	O1-D2	0.39	
O2-D2	O1-D2	0.72	
O2-D2	O2-D1	0.36	
O2-D2	O3-D1	0.51	
O3-D2	O1-D2	0.64	
O3-D2	O2-D1	0.29	
O3-D2	O3-D1	0.43	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.77		165
O1-D2	55.32	0.72	833
O2-D1	55.78	0.25	749
O2-D2	56.04		3331
O3-D1	55.47	0.57	145
O3-D2	55.79		676
O1-D1	O3-D1	0.29	
O1-D1	O2-D1	0.02	
O1-D1	O1-D2	0.45	
O2-D2	O1-D2	0.72	
O2-D2	O2-D1	0.25	
O2-D2	O3-D1	0.57	
O3-D2	O1-D2	0.47	
O3-D2	O2-D1	0.00	
O3-D2	O3-D1	0.31	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5286		56	19
Segment 5	6570	5974	0.55	55	22
Segment 6	5240	4754		56	21

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5495		56	20
Segment 5	7220	6461	0.60	55	23
Segment 6	5920	5294		55	24

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	905	5438	-23
O2	27: 107	3927		
O3	156	607	5415	
D1	157	1097		
D2	110	4318		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	996	5911	-18
O2	107	4092		
O3	156	823	5893	
D1	157	1058		
D2	110	4835		

Build Alternative #2 - Design Year 2030

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	48.77	7.53	922
O1-D2	50.72	9.57	484
O1-D3	56.30		2485
O2-D1	40.42	12.90	180
O2-D2	41.15		89
O2-D3	41.42	14.89	483
O3-D1	53.32		457
O3-D2	48.93	7.78	105
O3-D3	52.02	10.87	700
O1-D3	O1-D1	7.53	
O1-D3	O1-D2	5.59	
O2-D2	O1-D2	9.57	
O2-D2	O2-D1	0.72	
O2-D2	O3-D2	7.78	
O2-D2	O3-D3	10.87	
O3-D1	O1-D1	4.55	
O3-D1	O2-D1	12.90	
O3-D1	O3-D2	4.40	
O3-D1	O3-D3	1.30	
O1-D3	O2-D3	14.89	
O2-D2	O2-D3	0.27	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	47.39	9.02	1128
O1-D2	50.43	9.70	387
O1-D3	56.41		2291
O2-D1	40.12	12.28	262
O2-D2	40.73		78
O2-D3	41.30	15.10	531
O3-D1	52.40		629
O3-D2	48.93	8.20	80
O3-D3	51.91	11.18	624
O1-D3	O1-D1	9.02	
O1-D3	O1-D2	5.98	
O2-D2	O1-D2	9.70	
O2-D2	O2-D1	0.61	
O2-D2	O3-D2	8.20	
O2-D2	O3-D3	11.18	
O3-D1	O1-D1	5.01	
O3-D1	O2-D1	12.28	
O3-D1	O3-D2	3.47	
O3-D1	O3-D3	0.49	
O1-D3	O2-D3	15.10	
O2-D2	O2-D3	0.58	

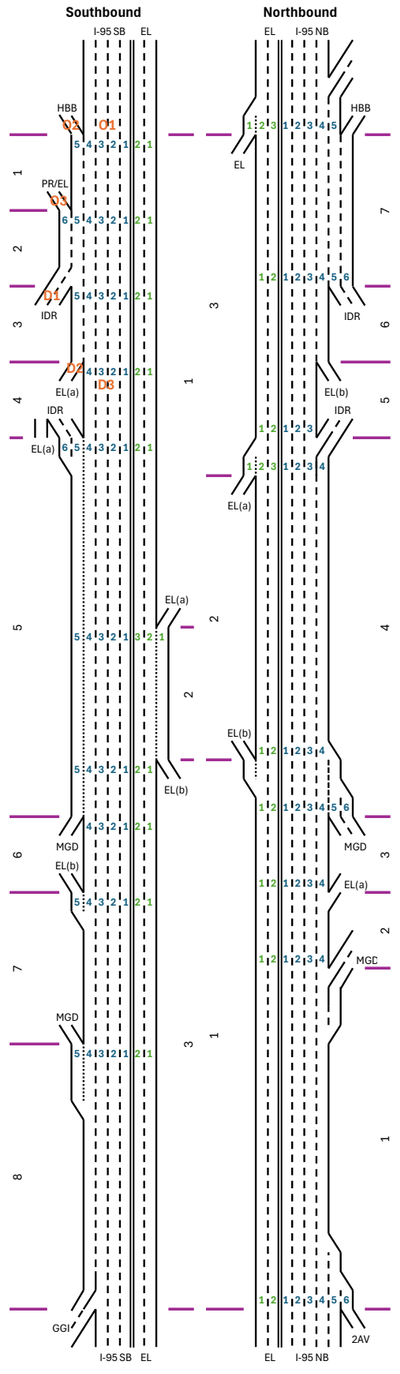
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5,570	5160	0.57	51	20
Segment 2	7080	6557	0.61	50	22
Segment 3	5240	4823		52	18

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5510	5172		49	21
Segment 2	7080	6640	0.61	50	22
Segment 3	4730	411		52	17

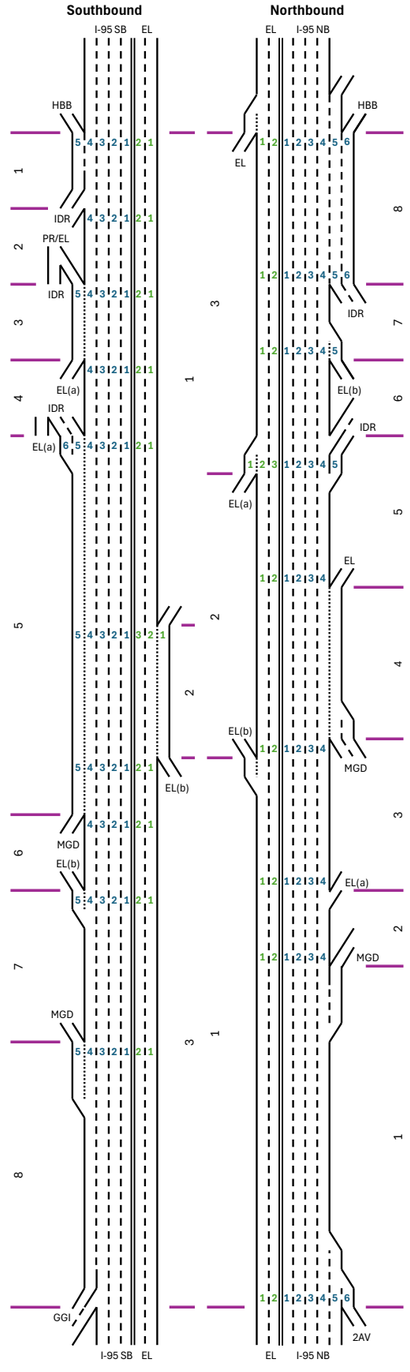
Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	202: 202	3904	5918	-15
O2	48: 252	751		
O3	25: 402	1263		
D1	253: 253	1558	5903	
D2	51: 756	677		
D3	206: 206	3667		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	202: 202	3816	6029	-19
O2	48: 252	876		
O3	25: 402	1337		
D1	253: 253	2020	6009	
D2	51: 756	544		
D2	206: 206	3445		



Build Alternative #3 - Design Year 2030



No-Build Alternative - Design Year 2030

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	57.71		414
O1-D2	53.04	8.20	1368
O2-D1	58.08	3.16	983
O2-D2	59.96		3223
O3-D1	56.80	4.44	266
O3-D2	61.24		119
O1-D1	O3-D1	0.91	
O1-D1	O2-D1	2.25	
O1-D1	O1-D2	4.67	
O2-D2	O1-D2	6.92	
O2-D2	O2-D1	1.88	
O2-D2	O3-D1	3.15	
O3-D2	O1-D2	8.20	
O3-D2	O2-D1	3.16	
O3-D2	O3-D1	4.44	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	16.19		406
O1-D2	40.60	24.41	1292
O2-D1	22.03	37.88	1094
O2-D2	59.79		2865
O3-D1	22.13	37.79	386
O3-D2	59.91		149
O1-D1	O3-D1	5.93	
O1-D1	O2-D1	5.84	
O1-D1	O1-D2	24.41	
O2-D2	O1-D2	19.19	
O2-D2	O2-D1	37.76	
O2-D2	O3-D1	37.66	
O3-D2	O1-D2	19.31	
O3-D2	O2-D1	37.88	
O3-D2	O3-D1	37.79	

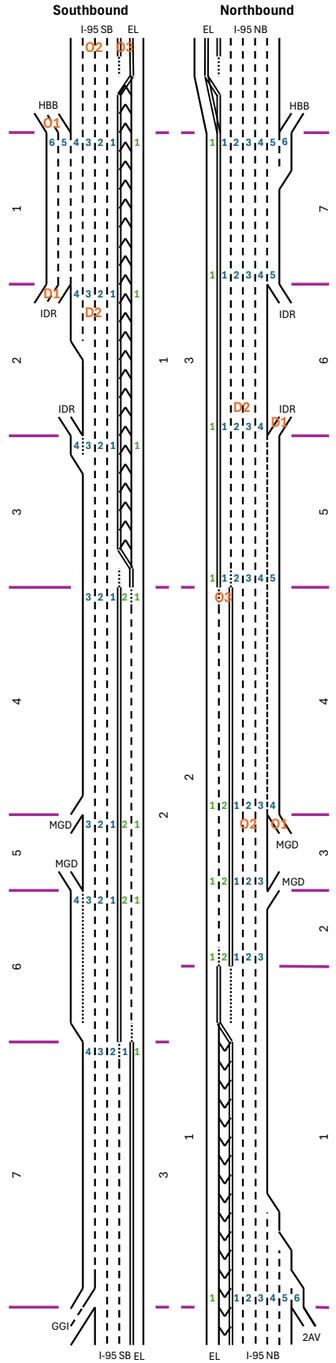
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6548	0.61	54	24
Segment 2	5240	4810		51	32
Segment 3	6480	5801	0.81	48	41
Segment 4	5510	4897		51	32

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6515	0.60	40	33
Segment 2	4730	4387		55	27
Segment 3	6020	5548	0.77	52	36
Segment 4	5240	4840		54	30

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1782	6371	3
O2	201	4204		
O3	251	386		
D1	253	1663	6374	
D2	206	4711		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	1756	6378	-188
O2	201	4057		
O3	251	565		
D1	253	1884	6190	
D2	206	4306		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.55		174
O1-D2	55.12	1.04	772
O2-D1	54.69	1.47	895
O2-D2	55.96		3361
O3-D1	54.35	1.82	132
O3-D2	56.16		534
O1-D1	O3-D1	0.21	
O1-D1	O2-D1	0.14	
O1-D1	O1-D2	0.57	
O2-D2	O1-D2	0.84	
O2-D2	O2-D1	1.27	
O2-D2	O3-D1	1.61	
O3-D2	O1-D2	1.04	
O3-D2	O2-D1	1.47	
O3-D2	O3-D1	1.82	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.27		194
O1-D2	54.89	1.02	941
O2-D1	54.40	1.51	803
O2-D2	55.80		3547
O3-D1	53.78	2.12	153
O3-D2	55.91		728
O1-D1	O3-D1	0.49	
O1-D1	O2-D1	0.13	
O1-D1	O1-D2	0.62	
O2-D2	O1-D2	0.91	
O2-D2	O2-D1	1.40	
O2-D2	O3-D1	2.01	
O3-D2	O1-D2	1.02	
O3-D2	O2-D1	1.51	
O3-D2	O3-D1	2.12	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5247		56	23
Segment 5	6570	5938	0.66	56	21
Segment 6	5240	4731		55	21

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5647		56	25
Segment 5	7220	6623	0.74	55	24
Segment 6	5920	5419		55	25

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	930	5840	33
O2	107	4245		
O3	156	665		
D1	157	1202	5873	
D2	110	4671		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1139	6372	-1
O2	107	4352		
O3	156	881		
D1	157	1150	6371	
D2	110	5222		

Build Alternative #1 - Design Year 2030

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	63.62		332
O1-D2	60.48	5.61	1448
O2-D1	65.08	2.13	1060
O2-D2	65.75		3146
O3-D1	64.99	1.37	275
O3-D2	66.09		124
O1-D1	O3-D1	1.37	
O1-D1	O2-D1	2.13	
O1-D1	O1-D2	3.14	
O2-D2	O1-D2	5.27	
O2-D2	O2-D1	0.68	
O2-D2	O3-D1	0.76	
O3-D2	O1-D2	5.61	
O3-D2	O2-D1	1.02	
O3-D2	O3-D1	1.10	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	62.69		425
O1-D2	60.70	5.50	1371
O2-D1	64.25	1.95	1291
O2-D2	65.86		2761
O3-D1	64.32	1.87	415
O3-D2	66.19		149
O1-D1	O3-D1	1.63	
O1-D1	O2-D1	1.56	
O1-D1	O1-D2	1.99	
O2-D2	O1-D2	5.16	
O2-D2	O2-D1	1.61	
O2-D2	O3-D1	1.54	
O3-D2	O1-D2	5.50	
O3-D2	O2-D1	1.95	
O3-D2	O3-D1	1.87	

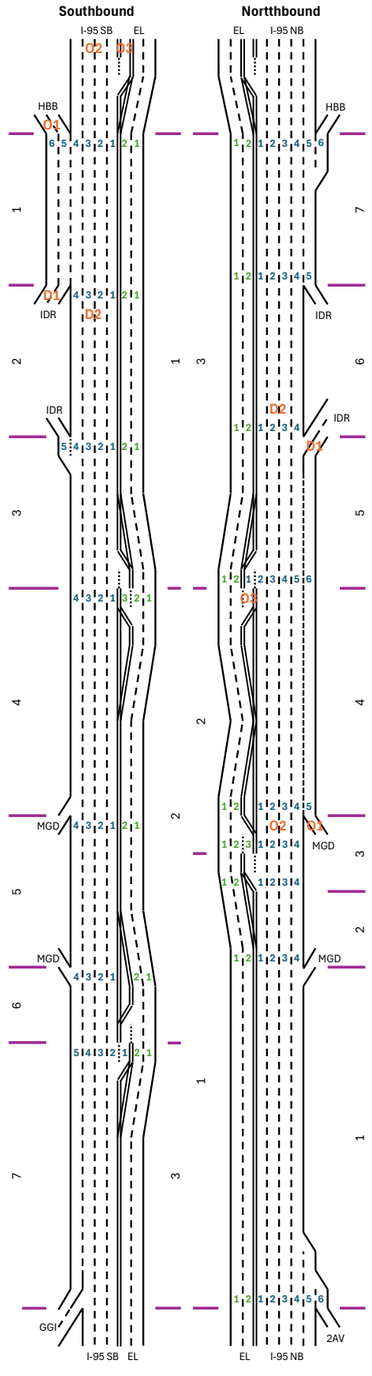
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6554	0.61	65	17
Segment 2	5240	4840		66	18
Segment 3	6480	5900	0.66	62	24
Segment 4	5510	4996		62	20

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6641	0.61	64	17
Segment 2	4730	4421		66	17
Segment 3	6020	5594	0.62	61	23
Segment 4	5240	4811		37	32

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1782	6375	6
O2	201	4202		
O3	251	391		
D1	253	1662	6380	
D2	206	4718		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	1801	6410	-1
O2	201	4056		
O3	251	553		
D1	253	2126	6409	
D2	206	4283		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.60		172
O1-D2	55.24	0.67	781
O2-D1	55.48	0.43	894
O2-D2	55.91		3353
O3-D1	55.27	0.64	132
O3-D2	55.79		533
O1-D1	O3-D1	0.33	
O1-D1	O2-D1	0.12	
O1-D1	O1-D2	0.35	
O2-D2	O1-D2	0.67	
O2-D2	O2-D1	0.43	
O2-D2	O3-D1	0.64	
O3-D2	O1-D2	0.55	
O3-D2	O2-D1	0.31	
O3-D2	O3-D1	0.52	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.79		171
O1-D2	55.32	0.57	837
O2-D1	55.61	0.28	805
O2-D2	55.89		3546
O3-D1	55.23	0.66	153
O3-D2	55.58		728
O1-D1	O3-D1	0.56	
O1-D1	O2-D1	0.18	
O1-D1	O1-D2	0.48	
O2-D2	O1-D2	0.57	
O2-D2	O2-D1	0.28	
O2-D2	O3-D1	0.66	
O3-D2	O1-D2	0.27	
O3-D2	O2-D1	0.03	
O3-D2	O3-D1	0.35	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5286		56	19
Segment 5	6570	5974	0.55	55	22
Segment 6	5240	4754		56	21

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5495		56	20
Segment 5	7220	6461	0.60	55	23
Segment 6	5920	5294		55	24

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	949	5854	16
O2	27: 107	4239		
O3	156	665		
D1	157	1199	5870	
D2	110	4671		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1007	6236	1
O2	107	4348		
O3	156	881		
D1	157	1129	6237	
D2	110	5108		

Build Alternative #2 - Design Year 2030

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	48.26	7.48	988
O1-D2	50.09	9.13	502
O1-D3	55.74		2711
O2-D1	40.41	12.64	185
O2-D2	40.95		102
O2-D3	40.85	14.89	521
O3-D1	53.05		486
O3-D2	48.41	7.46	117
O3-D3	51.07	10.12	758
O1-D3	O1-D1	7.48	
O1-D3	O1-D2	5.65	
O2-D2	O1-D2	9.13	
O2-D2	O2-D1	0.55	
O2-D2	O3-D2	7.46	
O2-D2	O3-D3	10.12	
O3-D1	O1-D1	4.79	
O3-D1	O2-D1	12.64	
O3-D1	O3-D2	4.64	
O3-D1	O3-D3	1.98	
O1-D3	O2-D3	14.89	
O2-D2	O2-D3	-0.11	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	46.70	9.58	1176
O1-D2	50.00	9.18	407
O1-D3	56.28		2470
O2-D1	39.91	11.87	277
O2-D2	40.82		82
O2-D3	41.25	15.03	572
O3-D1	51.78		673
O3-D2	48.82	8.01	79
O3-D3	51.51	10.69	671
O1-D3	O1-D1	9.58	
O1-D3	O1-D2	6.28	
O2-D2	O1-D2	9.18	
O2-D2	O2-D1	0.90	
O2-D2	O3-D2	8.01	
O2-D2	O3-D3	10.69	
O3-D1	O1-D1	5.08	
O3-D1	O2-D1	11.87	
O3-D1	O3-D2	2.96	
O3-D1	O3-D3	0.28	
O1-D3	O2-D3	15.03	
O2-D2	O2-D3	0.44	

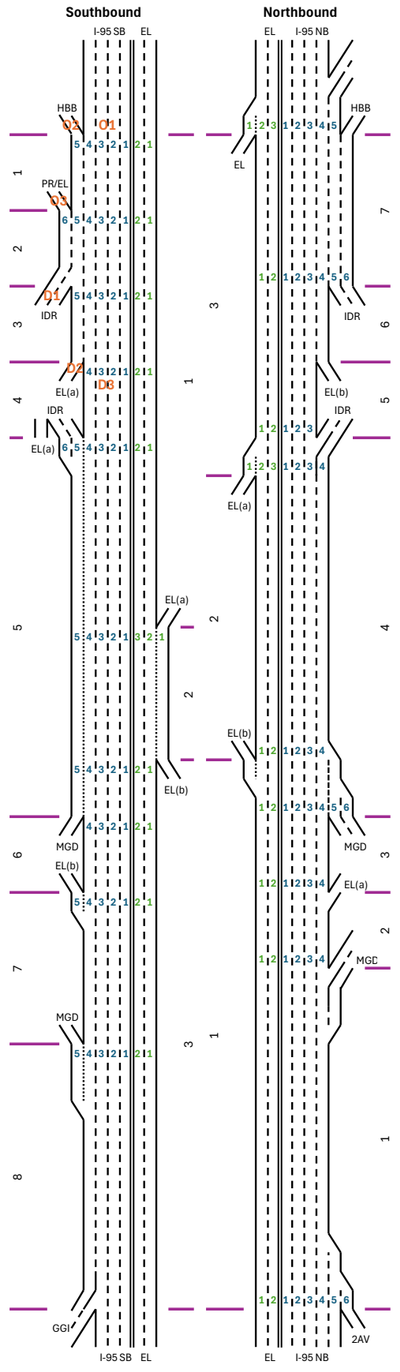
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5,570	5160	0.57	51	20
Segment 2	7080	6557	0.61	50	22
Segment 3	5240	4823		52	18

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5510	5172		49	21
Segment 2	7080	6640	0.61	50	22
Segment 3	4730	411		52	17

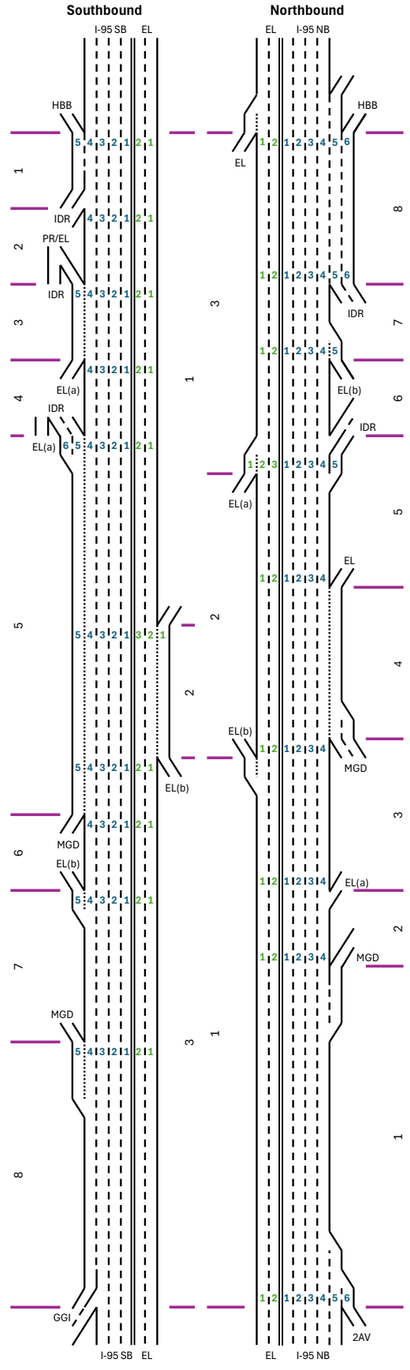
Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	202: 202	4203	6375	-21
O2	48: 252	809		
O3	25: 402	1363		
D1	253: 253	1659	6355	
D2	51: 756	721		
D3	206: 206	3975		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	202: 202	4056	6410	-1
O2	48: 252	933		
O3	25: 402	1421		
D1	253: 253	2126	6408	
D2	51: 756	567		
D3	206: 206	3715		



Build Alternative #3 - Design Year 2030



No-Build Alternative - Design Year 2030

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	58.52		384
O1-D2	55.35	5.70	1279
O2-D1	59.24	2.53	917
O2-D2	61.05		3009
O3-D1	54.35	6.70	226
O3-D2	58.85		101
O1-D1	O3-D1	4.17	
O1-D1	O2-D1	2.53	
O1-D1	O1-D2	3.17	
O2-D2	O1-D2	5.70	
O2-D2	O2-D1	1.81	
O2-D2	O3-D1	6.70	
O3-D2	O1-D2	3.50	
O3-D2	O2-D1	-0.39	
O3-D2	O3-D1	4.50	

Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6548	0.61	54	24
Segment 2	5240	4810		51	32
Segment 3	6480	5801	0.81	48	41
Segment 4	5510	4897		51	32

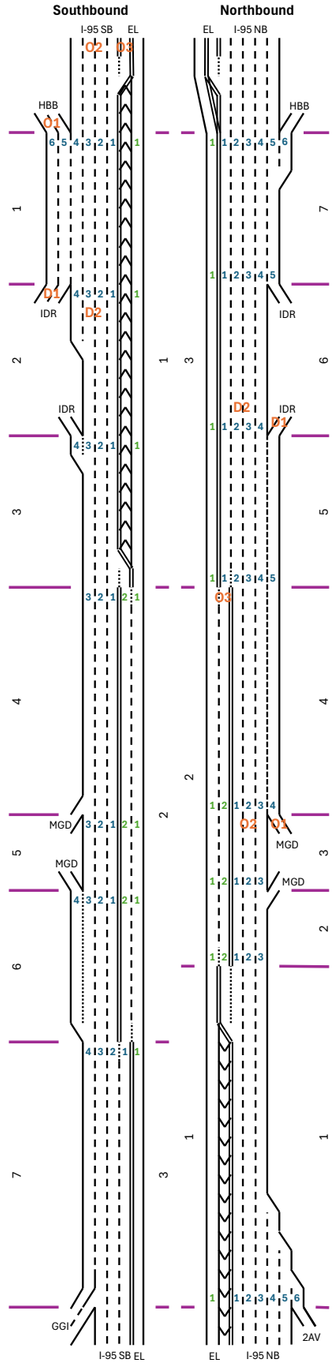
Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1657	5895	22
O2	201	3912		
O3	251	327		
D1	253	1528	5918	
D2	206	4390		

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	8.14		364
O1-D2	18.82	37.90	1079
O2-D1	11.86	44.85	1133
O2-D2	55.02		2762
O3-D1	12.30	44.41	387
O3-D2	56.72		138
O1-D1	O3-D1	4.16	
O1-D1	O2-D1	3.73	
O1-D1	O1-D2	10.68	
O2-D2	O1-D2	36.20	
O2-D2	O2-D1	43.15	
O2-D2	O3-D1	42.72	
O3-D2	O1-D2	37.90	
O3-D2	O2-D1	44.85	
O3-D2	O3-D1	44.41	

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6515	0.60	40	33
Segment 2	4730	4387		55	27
Segment 3	6020	5548	0.77	52	36
Segment 4	5240	4840		54	30

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	1468	5914	-49
O2	201	3911		
O3	251	534		
D1	253	1883	5866	
D2	206	3982		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.71		172
O1-D2	55.24	1.07	766
O2-D1	54.91	1.40	816
O2-D2	56.14		3123
O3-D1	54.51	1.80	123
O3-D2	56.31		492
O1-D1	O3-D1	0.20	
O1-D1	O2-D1	0.19	
O1-D1	O1-D2	0.53	
O2-D2	O1-D2	0.90	
O2-D2	O2-D1	1.23	
O2-D2	O3-D1	1.62	
O3-D2	O1-D2	1.07	
O3-D2	O2-D1	1.40	
O3-D2	O3-D1	1.80	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5247		56	23
Segment 5	6570	5938	0.66	56	21
Segment 6	5240	4731		55	21

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	923	5470	21
O2	107	3931		
O3	156	616		
D1	157	1111	5491	
D2	110	4379		

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	53.75		186
O1-D2	54.90	1.15	970
O2-D1	54.04	1.96	782
O2-D2	55.85		3436
O3-D1	53.24	2.76	138
O3-D2	56.00		702
O1-D1	O3-D1	0.51	
O1-D1	O2-D1	0.29	
O1-D1	O1-D2	1.15	
O2-D2	O1-D2	0.95	
O2-D2	O2-D1	1.81	
O2-D2	O3-D1	2.61	
O3-D2	O1-D2	1.10	
O3-D2	O2-D1	1.96	
O3-D2	O3-D1	2.76	

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5647		56	25
Segment 5	7220	6623	0.74	55	24
Segment 6	5920	5419		55	25

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1118	6164	48
O2	107	4208		
O3	156	838		
D1	157	1106	6212	
D2	110	5107		

Build Alternative #1 - Design Year 2030

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	63.69		313
O1-D2	61.02	5.33	1349
O2-D1	65.38	2.33	991
O2-D2	66.02		2931
O3-D1	65.40	1.70	248
O3-D2	66.35		111
O1-D1	O3-D1	1.70	
O1-D1	O2-D1	2.33	
O1-D1	O1-D2	2.67	
O2-D2	O1-D2	5.00	
O2-D2	O2-D1	0.63	
O2-D2	O3-D1	0.62	
O3-D2	O1-D2	5.33	
O3-D2	O2-D1	0.97	
O3-D2	O3-D1	0.96	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	63.44		406
O1-D2	60.87	5.47	1337
O2-D1	64.99	1.55	1258
O2-D2	65.93		2665
O3-D1	64.94	1.50	398
O3-D2	66.34		138
O1-D1	O3-D1	1.50	
O1-D1	O2-D1	1.55	
O1-D1	O1-D2	2.57	
O2-D2	O1-D2	5.06	
O2-D2	O2-D1	0.94	
O2-D2	O3-D1	0.99	
O3-D2	O1-D2	5.47	
O3-D2	O2-D1	1.35	
O3-D2	O3-D1	1.40	

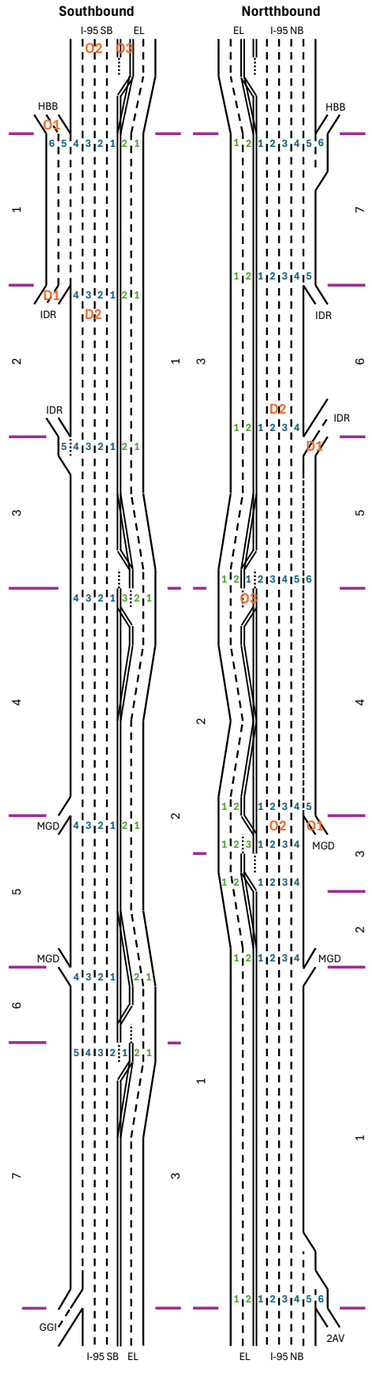
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6554	0.61	65	17
Segment 2	5240	4840		66	18
Segment 3	6480	5900	0.66	62	24
Segment 4	5510	4996		62	20

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6641	0.61	64	17
Segment 2	4730	4421		66	17
Segment 3	6020	5594	0.62	61	23
Segment 4	5240	4811		37	32

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1656	5917	27
O2	201	3910		
O3	251	351		
D1	253	1549	5944	
D2	206	4395		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	1737	6170	26
O2	201	3910		
O3	251	523		
D1	253	2057	6196	
D2	206	4139		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.83		173
O1-D2	55.42	0.68	759
O2-D1	55.72	0.38	815
O2-D2	56.11		3123
O3-D1	55.37	0.73	123
O3-D2	55.91		493
O1-D1	O3-D1	0.46	
O1-D1	O2-D1	0.11	
O1-D1	O1-D2	0.41	
O2-D2	O1-D2	0.68	
O2-D2	O2-D1	0.38	
O2-D2	O3-D1	0.73	
O3-D2	O1-D2	0.49	
O3-D2	O2-D1	0.19	
O3-D2	O3-D1	0.54	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.72		162
O1-D2	55.15	0.72	843
O2-D1	55.51	0.37	748
O2-D2	55.88		3422
O3-D1	54.67	1.21	134
O3-D2	55.47		702
O1-D1	O3-D1	1.05	
O1-D1	O2-D1	0.21	
O1-D1	O1-D2	0.57	
O2-D2	O1-D2	0.72	
O2-D2	O2-D1	0.37	
O2-D2	O3-D1	1.21	
O3-D2	O1-D2	0.32	
O3-D2	O2-D1	0.04	
O3-D2	O3-D1	0.81	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5286		56	19
Segment 5	6570	5974	0.55	55	22
Segment 6	5240	4754		56	21

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5495		56	20
Segment 5	7220	6461	0.60	55	23
Segment 6	5920	5294		55	24

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	929	5476	7
O2	27: 107	3932		
O3	156	615		
D1	157	1111	5483	
D2	110	4372		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1013	6047	-51
O2	107	4196		
O3	156	838		
D1	157	1027	5996	
D2	110	4969		

Build Alternative #2 - Design Year 2030

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	12.66	2.26	530
O1-D2	7.45	4.48	264
O1-D3	11.93		2079
O2-D1	14.27	6.00	99
O2-D2	8.27		53
O2-D3	6.87	5.06	278
O3-D1	10.40		291
O3-D2	5.87	4.54	63
O3-D3	5.73	4.67	382
O1-D3	O1-D1	0.74	
O1-D3	O1-D2	4.48	
O2-D2	O1-D2	0.82	
O2-D2	O2-D1	6.00	
O2-D2	O3-D2	2.40	
O2-D2	O3-D3	2.54	
O3-D1	O1-D1	2.26	
O3-D1	O2-D1	3.87	
O3-D1	O3-D2	4.54	
O3-D1	O3-D3	4.67	
O1-D3	O2-D3	5.06	
O2-D2	O2-D3	1.40	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	41.67	3.55	1135
O1-D2	39.17	6.04	384
O1-D3	45.22		2316
O2-D1	36.52	7.94	263
O2-D2	33.47		78
O2-D3	31.60	13.62	531
O3-D1	44.46		633
O3-D2	36.00	8.46	77
O3-D3	34.54	9.92	626
O1-D3	O1-D1	3.55	
O1-D3	O1-D2	6.04	
O2-D2	O1-D2	5.70	
O2-D2	O2-D1	3.05	
O2-D2	O3-D2	2.53	
O2-D2	O3-D3	1.07	
O3-D1	O1-D1	2.79	
O3-D1	O2-D1	7.94	
O3-D1	O3-D2	8.46	
O3-D1	O3-D3	9.92	
O1-D3	O2-D3	13.62	
O2-D2	O2-D3	1.87	

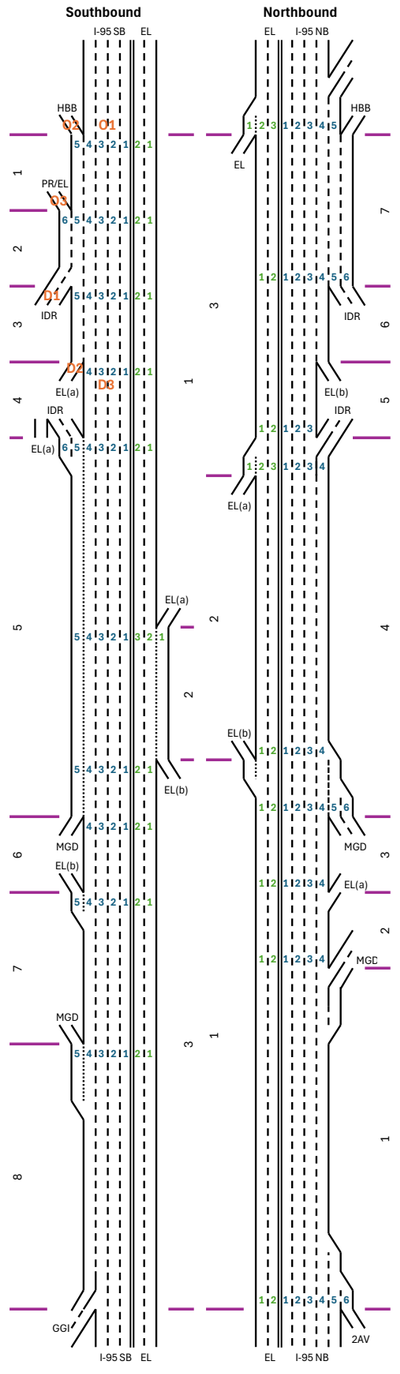
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5,570	5160	0.57	51	20
Segment 2	7080	6557	0.61	50	22
Segment 3	5240	4823		52	18

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5510	5172		49	21
Segment 2	7080	6640	0.61	50	22
Segment 3	4730	411		52	17

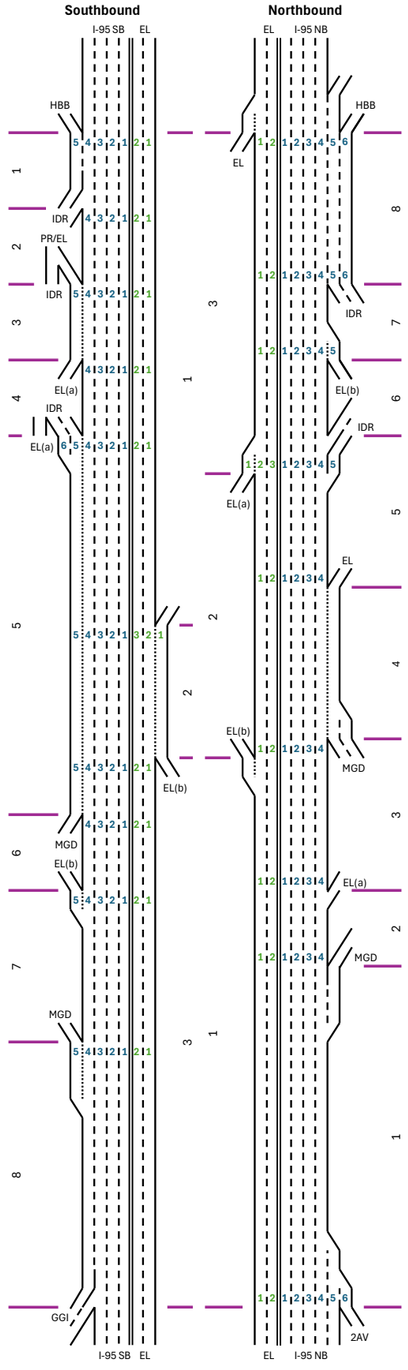
Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	202: 202	3720		
O2	48: 252	675	5316	
O3	25: 402	921		-1345
D1	253: 253	920		
D2	51: 756	382	3971	
D3	206: 206	2669		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	202: 202	3914		
O2	48: 252	897	6180	
O3	25: 402	1369		-189
D1	253: 253	2031		
D2	51: 756	538	5990	
D3	206: 206	3421		



Build Alternative #3 - Design Year 2030



No-Build Alternative - Design Year 2030

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	59.24		355
O1-D2	56.26	5.16	1171
O2-D1	59.79	2.18	850
O2-D2	61.42		2770
O3-D1	55.39	6.03	251
O3-D2	59.47		112
O1-D1	O3-D1	3.85	
O1-D1	O2-D1	2.18	
O1-D1	O1-D2	2.98	
O2-D2	O1-D2	5.16	
O2-D2	O2-D1	1.63	
O2-D2	O3-D1	6.03	
O3-D2	O1-D2	3.21	
O3-D2	O2-D1	0.32	
O3-D2	O3-D1	4.08	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	7.06		318
O1-D2	14.38	39.19	968
O2-D1	10.01	43.56	1150
O2-D2	51.32		2817
O3-D1	10.28	43.29	394
O3-D2	53.57		146
O1-D1	O3-D1	3.22	
O1-D1	O2-D1	2.95	
O1-D1	O1-D2	7.32	
O2-D2	O1-D2	36.94	
O2-D2	O2-D1	41.32	
O2-D2	O3-D1	41.05	
O3-D2	O1-D2	39.19	
O3-D2	O2-D1	43.56	
O3-D2	O3-D1	43.29	

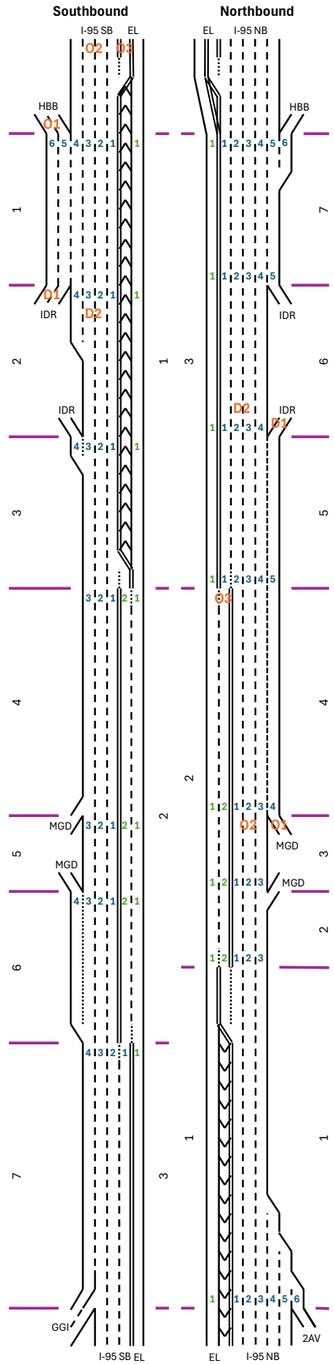
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6548	0.61	54	24
Segment 2	5240	4810		51	32
Segment 3	6480	5801	0.81	48	41
Segment 4	5510	4897		51	32

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6515	0.60	40	33
Segment 2	4730	4387		55	27
Segment 3	6020	5548	0.77	52	36
Segment 4	5240	4840		54	30

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1532	5517	-8
O2	201	3619		
O3	251	366	5509	
D1	253	1456		
D2	206	4052		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	1293	5845	-52
O2	201	4007		
O3	251	544	5792	
D1	253	1862		
D2	206	3930		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.94		157
O1-D2	55.37	1.09	753
O2-D1	55.13	1.33	767
O2-D2	56.22		2876
O3-D1	55.06	1.40	106
O3-D2	56.46		450
O1-D1	O3-D1	0.12	
O1-D1	O2-D1	0.19	
O1-D1	O1-D2	0.43	
O2-D2	O1-D2	0.85	
O2-D2	O2-D1	1.09	
O2-D2	O3-D1	1.16	
O3-D2	O1-D2	1.09	
O3-D2	O2-D1	1.33	
O3-D2	O3-D1	1.40	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	49.94		181
O1-D2	54.76	4.82	936
O2-D1	49.98	5.93	800
O2-D2	55.75		3491
O3-D1	47.63	8.29	151
O3-D2	55.92		709
O1-D1	O3-D1	2.31	
O1-D1	O2-D1	0.05	
O1-D1	O1-D2	4.82	
O2-D2	O1-D2	0.99	
O2-D2	O2-D1	5.76	
O2-D2	O3-D1	8.12	
O3-D2	O1-D2	1.15	
O3-D2	O2-D1	5.93	
O3-D2	O3-D1	8.29	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5247		56	23
Segment 5	6570	5938	0.66	56	21
Segment 6	5240	4731		55	21

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5647		56	25
Segment 5	7220	6623	0.74	55	24
Segment 6	5920	5419		55	25

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	895	5095	16
O2	107	3647		
O3	156	554	5112	
D1	157	1029		
D2	110	4082		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1115	6274	-6
O2	107	4298		
O3	156	861	6268	
D1	157	1132		
D2	110	5136		

Build Alternative #1 - Design Year 2030

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	63.72		288
O1-D2	61.62	4.84	1241
O2-D1	65.56	2.53	921
O2-D2	66.25		2702
O3-D1	65.45	1.73	235
O3-D2	66.46		104
O1-D1	O3-D1	1.73	
O1-D1	O2-D1	2.53	
O1-D1	O1-D2	2.10	
O2-D2	O1-D2	4.63	
O2-D2	O2-D1	0.69	
O2-D2	O3-D1	0.80	
O3-D2	O1-D2	4.84	
O3-D2	O2-D1	0.90	
O3-D2	O3-D1	1.01	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	57.03		414
O1-D2	60.44	5.78	1359
O2-D1	59.74	6.47	1281
O2-D2	65.81		2715
O3-D1	60.80	5.42	397
O3-D2	66.22		146
O1-D1	O3-D1	3.77	
O1-D1	O2-D1	2.72	
O1-D1	O1-D2	3.41	
O2-D2	O1-D2	5.37	
O2-D2	O2-D1	6.06	
O2-D2	O3-D1	5.01	
O3-D2	O1-D2	5.78	
O3-D2	O2-D1	6.47	
O3-D2	O3-D1	5.42	

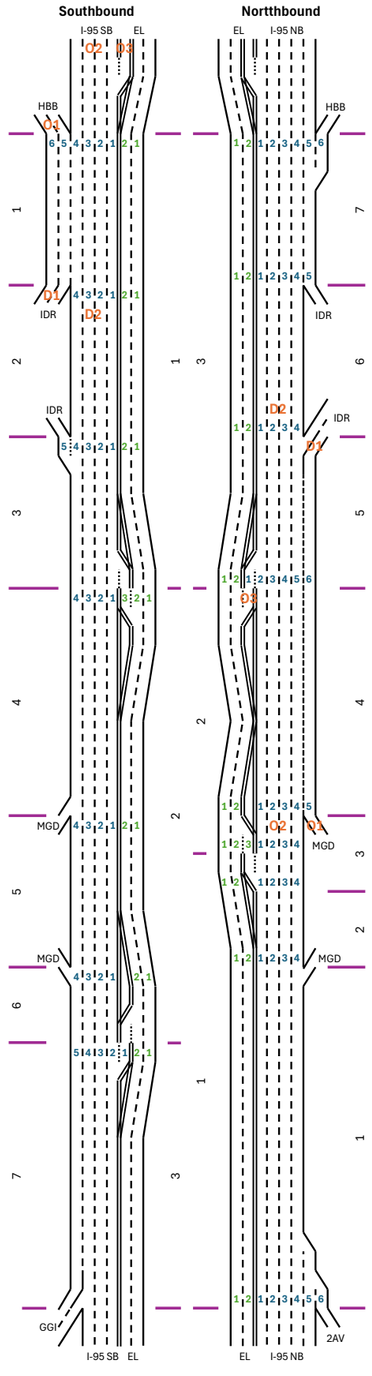
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6554	0.61	65	17
Segment 2	5240	4840		66	18
Segment 3	6480	5900	0.66	62	24
Segment 4	5510	4996		62	20

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6641	0.61	64	17
Segment 2	4730	4421		66	17
Segment 3	6020	5594	0.62	61	23
Segment 4	5240	4811		37	32

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1532	5482	3
O2	201	3618		
O3	251	332		
D1	253	1440	5485	
D2	206	4044		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	1778	6317	-8
O2	201	4006		
O3	251	532		
D1	253	2086	6309	
D2	206	4223		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.83		160
O1-D2	55.48	0.73	755
O2-D1	55.79	0.42	767
O2-D2	56.21		2877
O3-D1	55.58	0.63	106
O3-D2	56.20		450
O1-D1	O3-D1	0.25	
O1-D1	O2-D1	0.04	
O1-D1	O1-D2	0.35	
O2-D2	O1-D2	0.73	
O2-D2	O2-D1	0.42	
O2-D2	O3-D1	0.63	
O3-D2	O1-D2	0.71	
O3-D2	O2-D1	0.41	
O3-D2	O3-D1	0.62	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	7.97		107
O1-D2	21.45	13.47	619
O2-D1	6.62	17.60	526
O2-D2	24.23		2720
O3-D1	5.02	19.20	107
O3-D2	18.73		613
O1-D1	O3-D1	2.95	
O1-D1	O2-D1	1.35	
O1-D1	O1-D2	13.47	
O2-D2	O1-D2	2.78	
O2-D2	O2-D1	17.60	
O2-D2	O3-D1	19.20	
O3-D2	O1-D2	2.71	
O3-D2	O2-D1	12.11	
O3-D2	O3-D1	13.71	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5286		56	19
Segment 5	6570	5974	0.55	55	22
Segment 6	5240	4754		56	21

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5495		56	20
Segment 5	7220	6461	0.60	55	23
Segment 6	5920	5294		55	24

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	914	5114	2
O2	27: 107	3646		
O3	156	554		
D1	157	1033	5116	
D2	110	4083		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	827	5264	-584
O2	107	3643		
O3	156	793		
D1	157	719	4680	
D2	110	3961		

Build Alternative #2 - Design Year 2030

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	1.49	3.28	387
O1-D2	1.72	3.05	273
O1-D3	4.76		1614
O2-D1	1.32	1.95	45
O2-D2	1.50		22
O2-D3	1.40	3.36	83
O3-D1	3.27		230
O3-D2	1.96	1.31	37
O3-D3	1.58	1.69	254
O1-D3	O1-D1	3.28	
O1-D3	O1-D2	3.05	
O2-D2	O1-D2	0.22	
O2-D2	O2-D1	0.17	
O2-D2	O3-D2	0.47	
O2-D2	O3-D3	0.09	
O3-D1	O1-D1	1.79	
O3-D1	O2-D1	1.95	
O3-D1	O3-D2	1.31	
O3-D1	O3-D3	1.69	
O1-D3	O2-D3	3.36	
O2-D2	O2-D3	0.10	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	6.30	3.12	675
O1-D2	5.54	3.73	242
O1-D3	9.27		1967
O2-D1	6.85	2.57	152
O2-D2	5.18		40
O2-D3	5.18	4.10	299
O3-D1	9.43		417
O3-D2	4.89	4.53	46
O3-D3	4.39	5.03	359
O1-D3	O1-D1	2.97	
O1-D3	O1-D2	3.73	
O2-D2	O1-D2	0.36	
O2-D2	O2-D1	1.68	
O2-D2	O3-D2	0.28	
O2-D2	O3-D3	0.79	
O3-D1	O1-D1	3.12	
O3-D1	O2-D1	2.57	
O3-D1	O3-D2	4.53	
O3-D1	O3-D3	5.03	
O1-D3	O2-D3	4.10	
O2-D2	O2-D3	0.00	

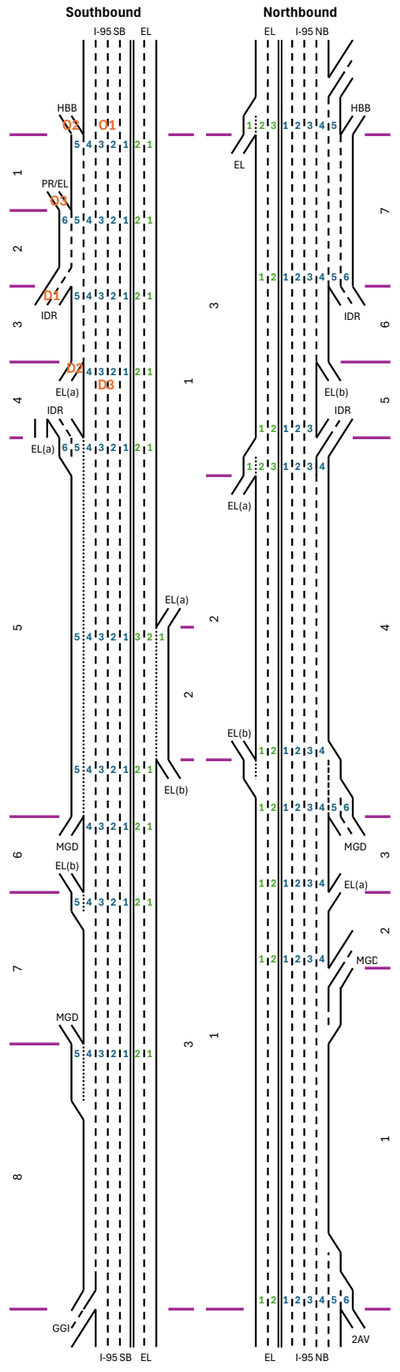
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5,570	5160	0.57	51	20
Segment 2	7080	6557	0.61	50	22
Segment 3	5240	4823		52	18

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5510	5172		49	21
Segment 2	7080	6640	0.61	50	22
Segment 3	4730	411		52	17

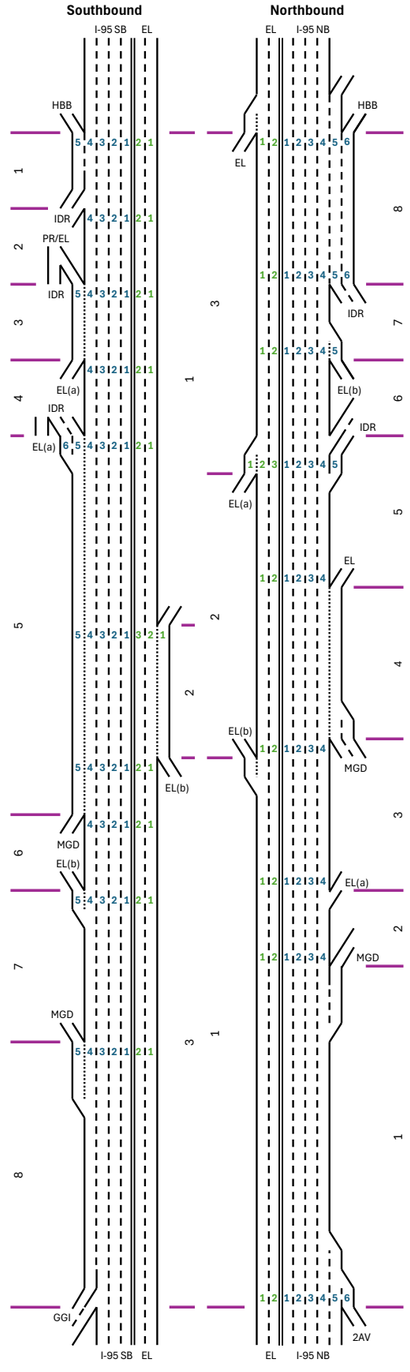
Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	202: 202	2353	3073	-128
O2	48: 252	222		
O3	25: 402	498		
D1	253: 253	663	2945	
D2	51: 756	333		
D3	206: 206	1950		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	202: 202	3625	5305	-1141
O2	48: 252	732		
O3	25: 402	948		
D1	253: 253	1246	4164	
D2	51: 756	328		
D2	206: 206	2589		



Build Alternative #3 - Design Year 2030



SimRun	TimeInt	VehicleTravel TimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	384	53.96	4653.37	86.24	58.80
Average	1800-5400	2: SB_O1-D2	1266	57.51	4645.45	80.77	55.07
Average	1800-5400	3: SB_O1-D3	1052	161.62	12843.90	79.47	54.18
Average	1800-5400	4: SB_O1-D4	204	164.88	12837.53	77.86	53.09
Average	1800-5400	5: SB_O2-D1	920	81.73	7096.86	86.83	59.21
Average	1800-5400	6: SB_O2-D2	2975	79.26	7088.94	89.44	60.98
Average	1800-5400	7: SB_O2-D3	2480	183.06	15287.39	83.51	56.94
Average	1800-5400	8: SB_O2-D4	480	186.64	15281.02	81.87	55.82
Average	1800-5400	9: SB_O3-D1	244	82.57	7103.48	86.03	58.66
Average	1800-5400	10: SB_O3-D2	117	78.05	7095.56	90.91	61.99
Average	1800-5400	11: SB_O3-D3	116	182.70	15294.01	83.71	57.08
Average	1800-5400	12: SB_O3-D4	1228	185.42	15313.13	82.59	56.31
Average	1800-5400	13: SB_O4-D3	866	63.82	4914.02	76.99	52.50
Average	1800-5400	14: SB_O4-D4	114	66.30	4907.65	74.02	50.47
Average	1800-5400	15: SB_O5-D3	3647	63.08	4921.87	78.03	53.20
Average	1800-5400	16: SB_O5-D4	684	66.52	4915.50	73.89	50.38
Average	1800-5400	17: NB_O1-D1	166	92.42	7405.89	80.13	54.64
Average	1800-5400	18: NB_O1-D2	741	91.61	7415.95	80.95	55.19
Average	1800-5400	19: NB_O2-D1	811	92.01	7416.90	80.61	54.96
Average	1800-5400	20: NB_O2-D2	3096	90.25	7426.96	82.29	56.11
Average	1800-5400	21: NB_O3-D1	120	62.73	5036.44	80.28	54.74
Average	1800-5400	22: NB_O3-D2	485	61.14	5046.49	82.55	56.28
Average	1800-5400	23: NB_O4-D3	191	52.68	4453.92	84.54	57.64
Average	1800-5400	24: NB_O4-D4	1453	77.98	6881.77	88.25	60.17
Average	1800-5400	25: NB_O4-D5	325	78.48	6871.23	87.55	59.69
Average	1800-5400	26: NB_O5-D3	492	55.22	4721.50	85.50	58.30
Average	1800-5400	27: NB_O5-D4	3662	79.59	7169.35	90.08	61.42
Average	1800-5400	28: NB_O5-D5	155	80.69	7178.81	88.97	60.66
Average	5400-9000	1: SB_O1-D1	414	54.98	4653.37	84.64	57.71
Average	5400-9000	2: SB_O1-D2	1368	59.72	4645.45	77.79	53.04
Average	5400-9000	3: SB_O1-D3	1152	178.90	12843.90	71.79	48.95
Average	5400-9000	4: SB_O1-D4	222	230.76	12837.53	55.63	37.93
Average	5400-9000	5: SB_O2-D1	983	83.32	7096.86	85.18	58.08
Average	5400-9000	6: SB_O2-D2	3223	80.62	7088.94	87.94	59.96
Average	5400-9000	7: SB_O2-D3	2730	198.43	15287.39	77.04	52.53
Average	5400-9000	8: SB_O2-D4	504	252.90	15281.02	60.42	41.20
Average	5400-9000	9: SB_O3-D1	266	85.27	7103.48	83.31	56.80
Average	5400-9000	10: SB_O3-D2	119	79.00	7095.56	89.82	61.24
Average	5400-9000	11: SB_O3-D3	120	196.21	15294.01	77.95	53.14
Average	5400-9000	12: SB_O3-D4	1044	724.80	15313.13	21.13	14.41
Average	5400-9000	13: SB_O4-D3	918	73.26	4914.02	67.08	45.74
Average	5400-9000	14: SB_O4-D4	120	128.61	4907.65	38.16	26.02
Average	5400-9000	15: SB_O5-D3	4002	71.81	4921.87	68.54	46.73
Average	5400-9000	16: SB_O5-D4	725	128.26	4915.50	38.32	26.13
Average	5400-9000	17: NB_O1-D1	174	92.56	7405.89	80.01	54.55
Average	5400-9000	18: NB_O1-D2	772	91.73	7415.95	80.84	55.12
Average	5400-9000	19: NB_O2-D1	895	92.47	7416.90	80.21	54.69
Average	5400-9000	20: NB_O2-D2	3361	90.49	7426.96	82.07	55.96
Average	5400-9000	21: NB_O3-D1	132	63.19	5036.44	79.71	54.35
Average	5400-9000	22: NB_O3-D2	534	61.26	5046.49	82.37	56.16
Average	5400-9000	23: NB_O4-D3	182	53.14	4453.92	83.81	57.14
Average	5400-9000	24: NB_O4-D4	1472	78.39	6881.77	87.79	59.86
Average	5400-9000	25: NB_O4-D5	337	78.95	6871.23	87.03	59.34
Average	5400-9000	26: NB_O5-D3	531	55.40	4721.50	85.22	58.11
Average	5400-9000	27: NB_O5-D4	3988	79.95	7169.35	89.68	61.14
Average	5400-9000	28: NB_O5-D5	157	81.10	7178.81	88.51	60.35
Average	9000-1260(	1: SB_O1-D1	384	54.21	4653.37	85.83	58.52
Average	9000-1260(	2: SB_O1-D2	1279	57.22	4645.45	81.18	55.35
Average	9000-1260(	3: SB_O1-D3	1080	162.90	12843.90	78.84	53.76
Average	9000-1260(	4: SB_O1-D4	203	193.42	12837.53	66.37	45.25
Average	9000-1260(	5: SB_O2-D1	917	81.68	7096.86	86.89	59.24
Average	9000-1260(	6: SB_O2-D2	3009	79.17	7088.94	89.54	61.05
Average	9000-1260(	7: SB_O2-D3	2537	184.25	15287.39	82.97	56.57
Average	9000-1260(	8: SB_O2-D4	482	214.39	15281.02	71.28	48.60
Average	9000-1260(	9: SB_O3-D1	226	89.12	7103.48	79.71	54.35
Average	9000-1260(	10: SB_O3-D2	101	82.21	7095.56	86.31	58.85
Average	9000-1260(	11: SB_O3-D3	101	188.35	15294.01	81.20	55.36
Average	9000-1260(	12: SB_O3-D4	1188	1134.01	15313.13	13.50	9.21
Average	9000-1260(	13: SB_O4-D3	869	64.88	4914.02	75.74	51.64
Average	9000-1260(	14: SB_O4-D4	122	95.60	4907.65	51.33	35.00
Average	9000-1260(	15: SB_O5-D3	3717	63.93	4921.87	76.99	52.49
Average	9000-1260(	16: SB_O5-D4	685	95.61	4915.50	51.41	35.05
Average	9000-1260(	17: NB_O1-D1	172	92.29	7405.89	80.25	54.71
Average	9000-1260(	18: NB_O1-D2	766	91.53	7415.95	81.02	55.24
Average	9000-1260(	19: NB_O2-D1	816	92.10	7416.90	80.53	54.91
Average	9000-1260(	20: NB_O2-D2	3123	90.21	7426.96	82.33	56.14
Average	9000-1260(	21: NB_O3-D1	123	62.99	5036.44	79.95	54.51
Average	9000-1260(	22: NB_O3-D2	492	61.10	5046.49	82.59	56.31
Average	9000-1260(	23: NB_O4-D3	185	52.82	4453.92	84.33	57.50
Average	9000-1260(	24: NB_O4-D4	1465	78.20	6881.77	88.00	60.00
Average	9000-1260(	25: NB_O4-D5	327	78.73	6871.23	87.27	59.50
Average	9000-1260(	26: NB_O5-D3	490	55.20	4721.50	85.54	58.32
Average	9000-1260(	27: NB_O5-D4	3733	79.61	7169.35	90.05	61.40
Average	9000-1260(	28: NB_O5-D5	158	80.62	7178.81	89.05	60.71
Average	2600-1620	1: SB_O1-D1	355	53.56	4653.37	86.89	59.24
Average	2600-1620	2: SB_O1-D2	1171	56.29	4645.45	82.52	56.26
Average	2600-1620	3: SB_O1-D3	986	159.24	12843.90	80.66	54.99
Average	2600-1620	4: SB_O1-D4	187	187.76	12837.53	68.37	46.62
Average	2600-1620	5: SB_O2-D1	850	80.92	7096.86	87.70	59.79
Average	2600-1620	6: SB_O2-D2	2770	78.69	7088.94	90.08	61.42
Average	2600-1620	7: SB_O2-D3	2327	181.26	15287.39	84.34	57.50
Average	2600-1620	8: SB_O2-D4	447	208.70	15281.02	73.22	49.92
Average	2600-1620	9: SB_O3-D1	251	87.44	7103.48	81.23	55.39
Average	2600-1620	10: SB_O3-D2	112	81.35	7095.56	87.22	59.47
Average	2600-1620	11: SB_O3-D3	111	184.74	15294.01	82.79	56.44
Average	2600-1620	12: SB_O3-D4	1260	992.19	15313.13	15.43	10.52
Average	2600-1620	13: SB_O4-D3	859	62.89	4914.02	78.13	53.27
Average	2600-1620	14: SB_O4-D4	116	91.48	4907.65	53.65	36.58
Average	2600-1620	15: SB_O5-D3	3424	62.07	4921.87	79.30	54.07
Average	2600-1620	16: SB_O5-D4	633	91.40	4915.50	53.78	36.67
Average	2600-1620	17: NB_O1-D1	157	91.91	7405.89	80.58	54.94
Average	2600-1620	18: NB_O1-D2	753	91.32	7415.95	81.21	55.37
Average	2600-1620	19: NB_O2-D1	767	91.72	7416.90	80.86	55.13
Average	2600-1620	20: NB_O2-D2	2876	90.07	7426.96	82.46	56.22
Average	2600-1620	21: NB_O3-D1	106	62.36	5036.44	80.76	55.06
Average	2600-1620	22: NB_O3-D2	450	60.94	5046.49	82.81	56.46
Average	2600-1620	23: NB_O4-D3	183	52.88	4453.92	84.22	57.42
Average	2600-1620	24: NB_O4-D4	1457	78.09	6881.77	88.12	60.09
Average	2600-1620	25: NB_O4-D5	328	78.52	6871.23	87.51	59.67
Average	2600-1620	26: NB_O5-D3	463	55.14	4721.50	85.63	58.39
Average	2600-1620	27: NB_O5-D4	3474	79.45	7169.35	90.23	61.52
Average	2600-1620	28: NB_O5-D5	157	80.60	7178.81	89.07	60.73

SimRun	TimeInt	VehicleTravel TimeMeasurement	Density(All)	Speed(All)	Volume(All)	Hour 1
Average	1800-3600	107: 107 (3)_I-5	67.55834	55.25092	3732.67	3921.713
Average	1800-3600	110: 110 (4)_I-5	74.06238	55.81198	4133.5243	4315.004
Average	1800-3600	155: 155 (1)_I-5	19.822065	43.37895	859.81867	893.6532
Average	1800-3600	156: 156 (1)_I-5	10.263276	56.07651	574.56221	606.9579
Average	1800-3600	157: 157 (1)_I-5	23.18585	45.24405	1049.0167	1095.998
Average	1800-3600	201: 201 (4)_I-5	55.922106	65.88652	3684.4976	3905.788
Average	1800-3600	206: 206 (4)_I-5	75.620407	54.63102	4130.8582	4355.089
Average	1800-3600	251: 251 (1)_I-5	5.305272	65.51604	347.48026	360.9888
Average	1800-3600	252: 252 (1)_I-5	26.931131	57.85971	1558.2074	1654.066
Average	1800-3600	253: 253 (2) I-9	29.691677	49.64636	1473.872	1548.169
Average	3600-5400	107: 107 (3)_I-5	75.114222	54.72772	4110.757	
Average	3600-5400	110: 110 (4)_I-5	80.965436	55.53774	4496.4836	
Average	3600-5400	155: 155 (1)_I-5	21.356644	43.42243	927.48778	
Average	3600-5400	156: 156 (1)_I-5	11.968504	53.43733	639.35369	
Average	3600-5400	157: 157 (1)_I-5	25.945433	44.19204	1142.9795	
Average	3600-5400	201: 201 (4)_I-5	62.786613	65.73198	4127.0784	
Average	3600-5400	206: 206 (4)_I-5	85.138978	53.78884	4579.3191	
Average	3600-5400	251: 251 (1)_I-5	5.775539	64.91029	374.49737	
Average	3600-5400	252: 252 (1)_I-5	30.909529	56.6346	1749.9245	
Average	3600-5400	253: 253 (2) I-9	32.965917	49.22123	1622.4654	Hour 2
Average	5400-7200	107: 107 (3)_I-5	78.482139	54.49581	4276.9212	4244.828
Average	5400-7200	110: 110 (4)_I-5	85.009039	55.47326	4715.6798	4671.157
Average	5400-7200	155: 155 (1)_I-5	21.751009	43.4061	943.93134	929.891
Average	5400-7200	156: 156 (1)_I-5	12.617234	53.40331	672.65	665.2202
Average	5400-7200	157: 157 (1)_I-5	30.716683	40.83275	1212.5349	1202.107
Average	5400-7200	201: 201 (4)_I-5	64.603153	65.65874	4241.7527	4203.567
Average	5400-7200	206: 206 (4)_I-5	94.520258	51.39488	4772.9778	4711.318
Average	5400-7200	251: 251 (1)_I-5	6.304486	64.21784	404.36392	385.9468
Average	5400-7200	252: 252 (1)_I-5	32.094741	56.05163	1798.493	1781.823
Average	5400-7200	253: 253 (2) I-9	35.553558	47.74482	1681.016	1662.931
Average	7200-9000	107: 107 (3)_I-5	77.159675	54.59874	4212.7351	
Average	7200-9000	110: 110 (4)_I-5	83.282781	55.55441	4626.6347	
Average	7200-9000	155: 155 (1)_I-5	21.063248	43.47247	915.8506	
Average	7200-9000	156: 156 (1)_I-5	12.110855	54.38029	657.79032	
Average	7200-9000	157: 157 (1)_I-5	28.695553	42.09498	1191.6799	
Average	7200-9000	201: 201 (4)_I-5	63.400891	65.69927	4165.3809	
Average	7200-9000	206: 206 (4)_I-5	96.227359	50.96284	4649.6588	
Average	7200-9000	251: 251 (1)_I-5	6.646754	56.44627	367.52967	
Average	7200-9000	252: 252 (1)_I-5	31.184714	56.60718	1765.154	
Average	7200-9000	253: 253 (2) I-9	35.059877	47.47895	1644.8452	Hour 3
Average	9000-10800	107: 107 (3)_I-5	73.332915	54.82732	4020.4663	3931.418
Average	9000-10800	110: 110 (4)_I-5	79.703558	55.69346	4438.9039	4379.058
Average	9000-10800	155: 155 (1)_I-5	20.992222	43.45129	912.09111	922.6118
Average	9000-10800	156: 156 (1)_I-5	11.456104	54.83263	627.76536	615.5417
Average	9000-10800	157: 157 (1)_I-5	25.775458	43.83784	1127.6637	1111.471
Average	9000-10800	201: 201 (4)_I-5	60.843388	65.79762	4003.3467	3911.586
Average	9000-10800	206: 206 (4)_I-5	83.181938	54.0614	4496.7547	4390.023
Average	9000-10800	251: 251 (1)_I-5	7.705941	42.73289	317.0469	326.8081
Average	9000-10800	252: 252 (1)_I-5	29.843756	56.9063	1698.1451	1657.091
Average	9000-10800	253: 253 (2) I-9	32.956103	47.69672	1550.6119	1527.533
Average	10800-12600	107: 107 (3)_I-5	69.754388	55.08429	3842.3691	
Average	10800-12600	110: 110 (4)_I-5	77.515235	55.72128	4319.2117	
Average	10800-12600	155: 155 (1)_I-5	21.464474	43.4816	933.13241	
Average	10800-12600	156: 156 (1)_I-5	10.969394	55.07939	603.31811	
Average	10800-12600	157: 157 (1)_I-5	24.25476	45.17214	1095.2784	
Average	10800-12600	201: 201 (4)_I-5	58.032308	65.82267	3819.8248	
Average	10800-12600	206: 206 (4)_I-5	78.517677	54.55245	4283.2915	
Average	10800-12600	251: 251 (1)_I-5	8.859574	38.15035	336.56932	
Average	10800-12600	252: 252 (1)_I-5	27.966106	57.78668	1616.0377	
Average	10800-12600	253: 253 (2) I-9	30.507676	49.3187	1504.454	Hour 4
Average	12600-14400	107: 107 (3)_I-5	64.01296	55.34427	3542.7459	3646.959
Average	12600-14400	110: 110 (4)_I-5	71.908937	55.84083	4015.4453	4082.413
Average	12600-14400	155: 155 (1)_I-5	20.434502	43.7077	892.99965	894.5939
Average	12600-14400	156: 156 (1)_I-5	9.600913	56.47582	541.3163	553.8426
Average	12600-14400	157: 157 (1)_I-5	22.119482	45.16356	998.52479	1029.434
Average	12600-14400	201: 201 (4)_I-5	53.113428	65.96168	3503.4446	3618.983
Average	12600-14400	206: 206 (4)_I-5	71.065766	55.11586	3916.7686	4052.204
Average	12600-14400	251: 251 (1)_I-5	9.012336	41.75974	364.51433	365.6518
Average	12600-14400	252: 252 (1)_I-5	25.423328	58.38131	1484.2342	1531.945
Average	12600-14400	253: 253 (2) I-9	28.907305	49.55281	1432.3713	1456.342
Average	14400-16200	107: 107 (3)_I-5	67.966764	55.19154	3751.1724	
Average	14400-16200	110: 110 (4)_I-5	74.352973	55.80749	4149.3809	
Average	14400-16200	155: 155 (1)_I-5	20.665264	43.36485	896.18816	
Average	14400-16200	156: 156 (1)_I-5	10.381161	54.57496	566.36897	
Average	14400-16200	157: 157 (1)_I-5	23.389161	45.33758	1060.344	
Average	14400-16200	201: 201 (4)_I-5	56.682289	65.8852	3734.5215	
Average	14400-16200	206: 206 (4)_I-5	76.670741	54.61885	4187.6389	
Average	14400-16200	251: 251 (1)_I-5	8.550115	44.72225	366.78928	
Average	14400-16200	252: 252 (1)_I-5	27.295592	57.87293	1579.6549	
Average	14400-16200	253: 253 (2) I-9	29.983577	49.39367	1480.3136	

1st hour-Complex Weave_2030.xlsx

SimRun	TimeInt	VehicleTravelTimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	424	54.03	4653.37	86.13	58.72
Average	1800-5400	2: SB_O1-D2	1267	52.93	4645.45	87.77	59.85
Average	1800-5400	3: SB_O1-D3	1080	155.96	12843.90	82.35	56.15
Average	1800-5400	4: SB_O1-D4	180	155.66	12837.53	82.47	56.23
Average	1800-5400	5: SB_O2-D1	1129	80.37	7096.86	88.31	60.21
Average	1800-5400	6: SB_O2-D2	2674	76.84	7088.94	92.26	62.90
Average	1800-5400	7: SB_O2-D3	2281	179.24	15287.39	85.29	58.15
Average	1800-5400	8: SB_O2-D4	387	178.55	15281.02	85.59	58.35
Average	1800-5400	9: SB_O3-D1	372	81.68	7103.48	86.97	59.30
Average	1800-5400	10: SB_O3-D2	140	78.58	7095.56	90.30	61.57
Average	1800-5400	11: SB_O3-D3	140	181.46	15294.01	84.28	57.47
Average	1800-5400	12: SB_O3-D4	1250	174.17	15313.13	87.92	59.94
Average	1800-5400	13: SB_O4-D3	956	63.30	4914.02	77.63	52.93
Average	1800-5400	14: SB_O4-D4	101	62.46	4907.65	78.57	53.57
Average	1800-5400	15: SB_O5-D3	3502	62.36	4921.87	78.92	53.81
Average	1800-5400	16: SB_O5-D4	567	61.82	4915.50	79.51	54.21
Average	1800-5400	17: NB_O1-D1	180	92.22	7405.89	80.31	54.76
Average	1800-5400	18: NB_O1-D2	911	91.88	7415.95	80.72	55.03
Average	1800-5400	19: NB_O2-D1	749	91.92	7416.90	80.69	55.02
Average	1800-5400	20: NB_O2-D2	3330	90.53	7426.96	82.04	55.94
Average	1800-5400	21: NB_O3-D1	145	62.79	5036.44	80.21	54.69
Average	1800-5400	22: NB_O3-D2	676	61.41	5046.49	82.17	56.03
Average	1800-5400	23: NB_O4-D3	220	53.45	4453.92	83.33	56.82
Average	1800-5400	24: NB_O4-D4	1301	78.58	6881.77	87.58	59.71
Average	1800-5400	25: NB_O4-D5	193	78.81	6871.23	87.18	59.44
Average	1800-5400	26: NB_O5-D3	721	55.72	4721.50	84.74	57.77
Average	1800-5400	27: NB_O5-D4	4045	79.74	7169.35	89.91	61.30
Average	1800-5400	28: NB_O5-D5	129	80.83	7178.81	88.81	60.55
Average	5400-9000	1: SB_O1-D1	406	195.93	4653.37	23.75	16.19
Average	5400-9000	2: SB_O1-D2	1292	78.01	4645.45	59.55	40.60
Average	5400-9000	3: SB_O1-D3	1111	181.33	12843.90	70.83	48.29
Average	5400-9000	4: SB_O1-D4	185	180.81	12837.53	71.00	48.41
Average	5400-9000	5: SB_O2-D1	1094	219.63	7096.86	32.31	22.03
Average	5400-9000	6: SB_O2-D2	2865	80.84	7088.94	87.69	59.79
Average	5400-9000	7: SB_O2-D3	2459	185.47	15287.39	82.43	56.20
Average	5400-9000	8: SB_O2-D4	406	185.13	15281.02	82.54	56.28
Average	5400-9000	9: SB_O3-D1	386	218.87	7103.48	32.45	22.13
Average	5400-9000	10: SB_O3-D2	149	80.75	7095.56	87.87	59.91
Average	5400-9000	11: SB_O3-D3	149	186.30	15294.01	82.09	55.97
Average	5400-9000	12: SB_O3-D4	1320	174.52	15313.13	87.75	59.83
Average	5400-9000	13: SB_O4-D3	1033	65.38	4914.02	75.16	51.25
Average	5400-9000	14: SB_O4-D4	110	64.74	4907.65	75.81	51.69
Average	5400-9000	15: SB_O5-D3	3719	64.48	4921.87	76.33	52.04
Average	5400-9000	16: SB_O5-D4	591	64.06	4915.50	76.73	52.32
Average	5400-9000	17: NB_O1-D1	194	93.05	7405.89	79.59	54.27
Average	5400-9000	18: NB_O1-D2	941	92.12	7415.95	80.51	54.89
Average	5400-9000	19: NB_O2-D1	803	92.97	7416.90	79.78	54.40
Average	5400-9000	20: NB_O2-D2	3547	90.75	7426.96	81.84	55.80
Average	5400-9000	21: NB_O3-D1	153	63.85	5036.44	78.88	53.78
Average	5400-9000	22: NB_O3-D2	728	61.55	5046.49	82.00	55.91
Average	5400-9000	23: NB_O4-D3	227	53.58	4453.92	83.13	56.68
Average	5400-9000	24: NB_O4-D4	1357	78.91	6881.77	87.21	59.46
Average	5400-9000	25: NB_O4-D5	215	79.23	6871.23	86.72	59.13
Average	5400-9000	26: NB_O5-D3	770	55.94	4721.50	84.41	57.55
Average	5400-9000	27: NB_O5-D4	4327	80.08	7169.35	89.53	61.04
Average	5400-9000	28: NB_O5-D5	132	81.13	7178.81	88.48	60.33
Average	9000-1260(	1: SB_O1-D1	364	389.91	4653.37	11.93	8.14
Average	9000-1260(	2: SB_O1-D2	1079	168.32	4645.45	27.60	18.82
Average	9000-1260(	3: SB_O1-D3	938	267.84	12843.90	47.95	32.70
Average	9000-1260(	4: SB_O1-D4	150	268.39	12837.53	47.83	32.61
Average	9000-1260(	5: SB_O2-D1	1133	407.84	7096.86	17.40	11.86
Average	9000-1260(	6: SB_O2-D2	2762	87.85	7088.94	80.69	55.02
Average	9000-1260(	7: SB_O2-D3	2374	190.44	15287.39	80.27	54.73
Average	9000-1260(	8: SB_O2-D4	394	190.15	15281.02	80.36	54.79
Average	9000-1260(	9: SB_O3-D1	387	393.74	7103.48	18.04	12.30
Average	9000-1260(	10: SB_O3-D2	138	85.30	7095.56	83.18	56.72
Average	9000-1260(	11: SB_O3-D3	138	188.78	15294.01	81.02	55.24
Average	9000-1260(	12: SB_O3-D4	1284	174.44	15313.13	87.78	59.85
Average	9000-1260(	13: SB_O4-D3	989	63.12	4914.02	77.85	53.08
Average	9000-1260(	14: SB_O4-D4	107	62.43	4907.65	78.61	53.60
Average	9000-1260(	15: SB_O5-D3	3450	62.56	4921.87	78.67	53.64
Average	9000-1260(	16: SB_O5-D4	544	62.23	4915.50	78.99	53.86
Average	9000-1260(	17: NB_O1-D1	186	93.94	7405.89	78.84	53.75
Average	9000-1260(	18: NB_O1-D2	970	92.10	7415.95	80.52	54.90
Average	9000-1260(	19: NB_O2-D1	782	93.58	7416.90	79.26	54.04
Average	9000-1260(	20: NB_O2-D2	3436	90.67	7426.96	81.91	55.85
Average	9000-1260(	21: NB_O3-D1	138	64.50	5036.44	78.08	53.24
Average	9000-1260(	22: NB_O3-D2	702	61.44	5046.49	82.14	56.00
Average	9000-1260(	23: NB_O4-D3	230	53.50	4453.92	83.25	56.76
Average	9000-1260(	24: NB_O4-D4	1335	78.70	6881.77	87.44	59.62
Average	9000-1260(	25: NB_O4-D5	217	79.14	6871.23	86.83	59.20
Average	9000-1260(	26: NB_O5-D3	735	55.99	4721.50	84.32	57.49
Average	9000-1260(	27: NB_O5-D4	4239	79.93	7169.35	89.70	61.16
Average	9000-1260(	28: NB_O5-D5	134	80.97	7178.81	88.66	60.45
Average	2600-1620	1: SB_O1-D1	318	449.62	4653.37	10.35	7.06
Average	2600-1620	2: SB_O1-D2	968	220.25	4645.45	21.09	14.38
Average	2600-1620	3: SB_O1-D3	834	320.00	12843.90	40.14	27.37
Average	2600-1620	4: SB_O1-D4	136	324.70	12837.53	39.54	26.96
Average	2600-1620	5: SB_O2-D1	1150	483.60	7096.86	14.68	10.01
Average	2600-1620	6: SB_O2-D2	2817	94.18	7088.94	75.27	51.32
Average	2600-1620	7: SB_O2-D3	2408	196.09	15287.39	77.96	53.15
Average	2600-1620	8: SB_O2-D4	407	195.80	15281.02	78.04	53.21
Average	2600-1620	9: SB_O3-D1	394	471.32	7103.48	15.07	10.28
Average	2600-1620	10: SB_O3-D2	146	90.32	7095.56	78.56	53.57
Average	2600-1620	11: SB_O3-D3	145	192.87	15294.01	79.30	54.07
Average	2600-1620	12: SB_O3-D4	1309	174.67	15313.13	87.67	59.77
Average	2600-1620	13: SB_O4-D3	987	62.58	4914.02	78.52	53.54
Average	2600-1620	14: SB_O4-D4	105	62.18	4907.65	78.93	53.82
Average	2600-1620	15: SB_O5-D3	3387	61.98	4921.87	79.41	54.14
Average	2600-1620	16: SB_O5-D4	544	61.62	4915.50	79.77	54.39
Average	2600-1620	17: NB_O1-D1	181	101.11	7405.89	73.24	49.94
Average	2600-1620	18: NB_O1-D2	936	92.33	7415.95	80.32	54.76
Average	2600-1620	19: NB_O2-D1	800	101.17	7416.90	73.31	49.98
Average	2600-1620	20: NB_O2-D2	3491	90.83	7426.96	81.77	55.75
Average	2600-1620	21: NB_O3-D1	151	72.10	5036.44	69.85	47.63
Average	2600-1620	22: NB_O3-D2	709	61.53	5046.49	82.01	55.92
Average	2600-1620	23: NB_O4-D3	222	53.73	4453.92	82.90	56.52
Average	2600-1620	24: NB_O4-D4	1354	78.92	6881.77	87.20	59.46
Average	2600-1620	25: NB_O4-D5	212	79.16	6871.23	86.80	59.18
Average	2600-1620	26: NB_O5-D3	757	55.87	4721.50	84.51	57.62
Average	2600-1620	27: NB_O5-D4	4259	80.03	7169.35	89.58	61.08
Average	2600-1620	28: NB_O5-D5	136	81.07	7178.81	88.55	60.37

SimRun	TimeInt	VehicleTravelTimeMeasure	Density(All	Speed(All)	Volume(All	Hour 1
Average	1800-3600	107: 107 (3	72.17555	55.01906	3971.013	4091.987
Average	1800-3600	110: 110 (4	85.93092	55.3851	4759.234	4904.911
Average	1800-3600	155: 155 (1	23.79684	43.39587	1032.916	1053.366
Average	1800-3600	156: 156 (1	16.14645	49.55138	798.3386	823.2519
Average	1800-3600	157: 157 (1	22.77996	45.52804	1036.795	1072.3
Average	1800-3600	201: 201 (4	56.35758	65.70423	3702.923	3818.339
Average	1800-3600	206: 206 (4	71.03241	55.69226	3955.938	4079.276
Average	1800-3600	251: 251 (1	7.919446	63.78844	504.6912	515.2893
Average	1800-3600	252: 252 (1	28.48622	57.51219	1638.226	1694.818
Average	1800-3600	253: 253 (2	35.06119	53.65503	1880.947	1924.161
Average	3600-5400	107: 107 (3	77.04277	54.6851	4212.961	
Average	3600-5400	110: 110 (4	91.56031	55.16235	5050.589	
Average	3600-5400	155: 155 (1	24.73069	43.41894	1073.815	
Average	3600-5400	156: 156 (1	16.8782	50.29148	848.1651	
Average	3600-5400	157: 157 (1	24.61247	45.01556	1107.804	
Average	3600-5400	201: 201 (4	59.92358	65.64636	3933.755	
Average	3600-5400	206: 206 (4	75.58374	55.60228	4202.614	
Average	3600-5400	251: 251 (1	8.404917	62.60102	525.8873	
Average	3600-5400	252: 252 (1	30.89228	56.70182	1751.41	
Average	3600-5400	253: 253 (2	58.03055	42.81023	1967.371	Hour 2
Average	5400-7200	107: 107 (3	81.28128	54.44827	4425.464	4351.854
Average	5400-7200	110: 110 (4	96.5531	55.05788	5315.94	5221.703
Average	5400-7200	155: 155 (1	26.50505	43.33965	1148.485	1139.21
Average	5400-7200	156: 156 (1	19.17538	47.5218	909.0435	881.0853
Average	5400-7200	157: 157 (1	27.21359	43.18031	1165.97	1149.722
Average	5400-7200	201: 201 (4	63.27888	65.51051	4145.419	4057.364
Average	5400-7200	206: 206 (4	80.19383	55.26882	4431.949	4305.964
Average	5400-7200	251: 251 (1	9.537605	61.21567	582.9825	565.0948
Average	5400-7200	252: 252 (1	33.1784	55.35306	1834.771	1755.879
Average	5400-7200	253: 253 (2	219.2302	12.92045	1910.769	1884.253
Average	7200-9000	107: 107 (3	78.43072	54.54846	4278.244	
Average	7200-9000	110: 110 (4	93.03925	55.11178	5127.466	
Average	7200-9000	155: 155 (1	26.01769	43.4252	1129.936	
Average	7200-9000	156: 156 (1	17.54454	48.66966	853.1271	
Average	7200-9000	157: 157 (1	31.93993	41.39447	1133.474	
Average	7200-9000	201: 201 (4	60.47724	65.63334	3969.31	
Average	7200-9000	206: 206 (4	75.40926	55.43684	4179.979	
Average	7200-9000	251: 251 (1	8.702625	62.97859	547.2071	
Average	7200-9000	252: 252 (1	47.1415	46.33181	1676.987	
Average	7200-9000	253: 253 (2	262.2066	7.817174	1857.738	Hour 3
Average	9000-10800	107: 107 (3	76.60095	54.71654	4191.306	4207.958
Average	9000-10800	110: 110 (4	92.12335	55.1607	5081.553	5106.665
Average	9000-10800	155: 155 (1	25.21796	43.55524	1098.294	1118.252
Average	9000-10800	156: 156 (1	17.69566	48.38914	854.5148	837.852
Average	9000-10800	157: 157 (1	31.31094	41.06339	1108.313	1105.605
Average	9000-10800	201: 201 (4	59.80316	65.6273	3924.72	3911.291
Average	9000-10800	206: 206 (4	72.72027	55.57341	4040.808	3982.181
Average	9000-10800	251: 251 (1	8.486818	62.37808	528.713	534.3834
Average	9000-10800	252: 252 (1	68.52546	32.33165	1553.596	1468.432
Average	9000-10800	253: 253 (2	276.0115	6.829561	1884.469	1883.382
Average	10800-12600	107: 107 (3	77.26714	54.67655	4224.609	
Average	10800-12600	110: 110 (4	93.03712	55.15893	5131.777	
Average	10800-12600	155: 155 (1	26.27632	43.32637	1138.21	
Average	10800-12600	156: 156 (1	16.92326	48.58024	821.1892	
Average	10800-12600	157: 157 (1	32.59456	40.49947	1102.897	
Average	10800-12600	201: 201 (4	59.41259	65.6068	3897.863	
Average	10800-12600	206: 206 (4	70.5932	55.58941	3923.553	
Average	10800-12600	251: 251 (1	8.637665	62.57782	540.0538	
Average	10800-12600	252: 252 (1	99.89347	17.34371	1383.268	
Average	10800-12600	253: 253 (2	275.071	6.860484	1882.296	Hour 4
Average	12600-14400	107: 107 (3	77.43127	54.65278	4231.803	4298.367
Average	12600-14400	110: 110 (4	91.15534	55.23035	5034.503	5136.152
Average	12600-14400	155: 155 (1	25.39338	43.67243	1108.897	1114.771
Average	12600-14400	156: 156 (1	17.36263	48.37978	838.7877	861.0648
Average	12600-14400	157: 157 (1	34.22716	41.635	1102.066	1131.628
Average	12600-14400	201: 201 (4	60.37129	65.57701	3958.955	4007.365
Average	12600-14400	206: 206 (4	71.36397	55.59706	3967.383	3930.158
Average	12600-14400	251: 251 (1	8.603478	63.06303	543.0636	544.3327
Average	12600-14400	252: 252 (1	99.16665	16.3551	1424.215	1293.013
Average	12600-14400	253: 253 (2	277.2242	6.741811	1867.384	1862.331
Average	14400-16200	107: 107 (3	80.18765	54.43522	4364.93	
Average	14400-16200	110: 110 (4	95.1019	55.07654	5237.8	
Average	14400-16200	155: 155 (1	25.69722	43.6027	1120.646	
Average	14400-16200	156: 156 (1	18.61907	47.50998	883.3418	
Average	14400-16200	157: 157 (1	36.07113	41.35466	1161.19	
Average	14400-16200	201: 201 (4	61.82155	65.60449	4055.774	
Average	14400-16200	206: 206 (4	69.81417	55.76773	3892.933	
Average	14400-16200	251: 251 (1	8.695651	62.85911	545.6018	
Average	14400-16200	252: 252 (1	122.7134	9.571307	1161.812	
Average	14400-16200	253: 253 (2	276.419	6.721904	1857.278	

1st hour-Complex Weave_2030.xlsx

SimRun	TimeInt	VehicleTravelTimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	313	48.32	4508.34	93.30	63.61
Average	1800-5400	2: SB_O1-D2	1338	50.33	4505.62	89.51	61.03
Average	1800-5400	3: SB_O1-D3	1129	152.60	14260.21	93.45	63.71
Average	1800-5400	4: SB_O1-D4	204	150.71	13862.59	91.98	62.72
Average	1800-5400	5: SB_O2-D1	994	73.58	7053.70	95.86	65.36
Average	1800-5400	6: SB_O2-D2	2902	72.78	7050.98	96.88	66.05
Average	1800-5400	7: SB_O2-D3	2411	174.42	16805.57	96.35	65.69
Average	1800-5400	8: SB_O2-D4	483	173.00	16407.96	94.84	64.67
Average	1800-5400	9: SB_O3-D1	244	84.06	8059.26	95.87	65.37
Average	1800-5400	10: SB_O3-D2	117	82.79	8056.54	97.31	66.35
Average	1800-5400	11: SB_O3-D3	115	185.78	17811.13	95.87	65.37
Average	1800-5400	12: SB_O3-D4	1264	189.18	17450.05	92.24	62.89
Average	1800-5400	13: SB_O4-D3	870	72.12	5941.27	82.38	56.17
Average	1800-5400	14: SB_O4-D4	114	66.83	5543.65	82.95	56.55
Average	1800-5400	15: SB_O5-D3	3654	67.76	6438.17	95.01	64.78
Average	1800-5400	16: SB_O5-D4	687	65.98	6040.56	91.55	62.42
Average	1800-5400	17: NB_O1-D1	165	91.35	7464.66	81.72	55.72
Average	1800-5400	18: NB_O1-D2	738	92.11	7474.58	81.15	55.33
Average	1800-5400	19: NB_O2-D1	813	91.53	7475.37	81.67	55.68
Average	1800-5400	20: NB_O2-D2	3102	90.82	7465.29	82.20	56.05
Average	1800-5400	21: NB_O3-D1	120	57.90	4716.38	81.45	55.54
Average	1800-5400	22: NB_O3-D2	485	57.57	4726.30	82.09	55.97
Average	1800-5400	23: NB_O4-D3	190	54.09	4607.80	85.19	58.09
Average	1800-5400	24: NB_O4-D4	1460	79.50	7041.20	88.57	60.39
Average	1800-5400	25: NB_O4-D5	327	80.01	7027.64	87.84	59.89
Average	1800-5400	26: NB_O5-D3	492	53.62	4598.64	85.76	58.47
Average	1800-5400	27: NB_O5-D4	3659	78.17	7052.04	90.21	61.51
Average	1800-5400	28: NB_O5-D5	154	79.02	7058.48	89.33	60.91
Average	5400-9000	1: SB_O1-D1	332	48.31	4508.34	93.31	63.62
Average	5400-9000	2: SB_O1-D2	1448	50.79	4505.62	88.70	60.48
Average	5400-9000	3: SB_O1-D3	1234	154.52	14260.21	92.28	62.92
Average	5400-9000	4: SB_O1-D4	221	151.94	13862.59	91.24	62.21
Average	5400-9000	5: SB_O2-D1	1060	73.90	7053.70	95.44	65.08
Average	5400-9000	6: SB_O2-D2	3146	73.12	7050.98	96.44	65.75
Average	5400-9000	7: SB_O2-D3	2650	175.68	16805.57	95.66	65.22
Average	5400-9000	8: SB_O2-D4	508	174.00	16407.96	94.30	64.30
Average	5400-9000	9: SB_O3-D1	275	84.55	8059.26	95.32	64.99
Average	5400-9000	10: SB_O3-D2	124	83.11	8056.54	96.94	66.09
Average	5400-9000	11: SB_O3-D3	125	189.16	17811.13	94.16	64.20
Average	5400-9000	12: SB_O3-D4	1370	189.33	17450.05	92.17	62.84
Average	5400-9000	13: SB_O4-D3	923	73.68	5941.27	80.64	54.98
Average	5400-9000	14: SB_O4-D4	125	66.86	5543.65	82.91	56.53
Average	5400-9000	15: SB_O5-D3	4008	68.69	6438.17	93.73	63.91
Average	5400-9000	16: SB_O5-D4	729	66.32	6040.56	91.08	62.10
Average	5400-9000	17: NB_O1-D1	172	91.54	7464.66	81.54	55.60
Average	5400-9000	18: NB_O1-D2	781	92.25	7474.58	81.02	55.24
Average	5400-9000	19: NB_O2-D1	894	91.87	7475.37	81.37	55.48
Average	5400-9000	20: NB_O2-D2	3353	91.04	7465.29	82.00	55.91
Average	5400-9000	21: NB_O3-D1	132	58.18	4716.38	81.06	55.27
Average	5400-9000	22: NB_O3-D2	533	57.76	4726.30	81.83	55.79
Average	5400-9000	23: NB_O4-D3	184	54.22	4607.80	84.99	57.95
Average	5400-9000	24: NB_O4-D4	1478	79.65	7041.20	88.40	60.28
Average	5400-9000	25: NB_O4-D5	338	80.07	7027.64	87.77	59.84
Average	5400-9000	26: NB_O5-D3	531	53.71	4598.64	85.62	58.38
Average	5400-9000	27: NB_O5-D4	3991	78.48	7052.04	89.86	61.27
Average	5400-9000	28: NB_O5-D5	159	79.36	7058.48	88.95	60.65
Average	9000-1260(	1: SB_O1-D1	313	48.26	4508.34	93.41	63.69
Average	9000-1260(	2: SB_O1-D2	1349	50.34	4505.62	89.50	61.02
Average	9000-1260(	3: SB_O1-D3	1154	153.56	14260.21	92.86	63.32
Average	9000-1260(	4: SB_O1-D4	196	150.88	13862.59	91.88	62.64
Average	9000-1260(	5: SB_O2-D1	991	73.55	7053.70	95.90	65.38
Average	9000-1260(	6: SB_O2-D2	2931	72.82	7050.98	96.83	66.02
Average	9000-1260(	7: SB_O2-D3	2457	174.99	16805.57	96.04	65.48
Average	9000-1260(	8: SB_O2-D4	481	173.27	16407.96	94.70	64.57
Average	9000-1260(	9: SB_O3-D1	248	84.03	8059.26	95.91	65.40
Average	9000-1260(	10: SB_O3-D2	111	82.79	8056.54	97.32	66.35
Average	9000-1260(	11: SB_O3-D3	112	190.02	17811.13	93.73	63.91
Average	9000-1260(	12: SB_O3-D4	1278	189.19	17450.05	92.23	62.89
Average	9000-1260(	13: SB_O4-D3	863	74.11	5941.27	80.17	54.66
Average	9000-1260(	14: SB_O4-D4	118	66.76	5543.65	83.04	56.62
Average	9000-1260(	15: SB_O5-D3	3723	68.48	6438.17	94.01	64.10
Average	9000-1260(	16: SB_O5-D4	678	66.02	6040.56	91.50	62.38
Average	9000-1260(	17: NB_O1-D1	173	91.16	7464.66	81.88	55.83
Average	9000-1260(	18: NB_O1-D2	759	91.95	7474.58	81.29	55.42
Average	9000-1260(	19: NB_O2-D1	815	91.47	7475.37	81.73	55.72
Average	9000-1260(	20: NB_O2-D2	3123	90.72	7465.29	82.29	56.11
Average	9000-1260(	21: NB_O3-D1	123	58.07	4716.38	81.21	55.37
Average	9000-1260(	22: NB_O3-D2	493	57.64	4726.30	82.00	55.91
Average	9000-1260(	23: NB_O4-D3	188	54.02	4607.80	85.30	58.16
Average	9000-1260(	24: NB_O4-D4	1479	79.37	7041.20	88.72	60.49
Average	9000-1260(	25: NB_O4-D5	333	79.83	7027.64	88.03	60.02
Average	9000-1260(	26: NB_O5-D3	490	53.55	4598.64	85.88	58.55
Average	9000-1260(	27: NB_O5-D4	3732	78.19	7052.04	90.19	61.49
Average	9000-1260(	28: NB_O5-D5	155	79.11	7058.48	89.22	60.83
Average	2600-1620	1: SB_O1-D1	288	48.24	4508.34	93.45	63.72
Average	2600-1620	2: SB_O1-D2	1241	49.85	4505.62	90.38	61.62
Average	2600-1620	3: SB_O1-D3	1055	151.93	14260.21	93.86	63.99
Average	2600-1620	4: SB_O1-D4	185	149.71	13862.59	92.59	63.13
Average	2600-1620	5: SB_O2-D1	921	73.36	7053.70	96.15	65.56
Average	2600-1620	6: SB_O2-D2	2702	72.56	7050.98	97.17	66.25
Average	2600-1620	7: SB_O2-D3	2256	173.87	16805.57	96.66	65.90
Average	2600-1620	8: SB_O2-D4	447	172.38	16407.96	95.19	64.90
Average	2600-1620	9: SB_O3-D1	235	83.95	8059.26	96.00	65.45
Average	2600-1620	10: SB_O3-D2	104	82.65	8056.54	97.48	66.46
Average	2600-1620	11: SB_O3-D3	104	185.30	17811.13	96.12	65.54
Average	2600-1620	12: SB_O3-D4	1178	188.88	17450.05	92.39	62.99
Average	2600-1620	13: SB_O4-D3	867	72.01	5941.27	82.50	56.25
Average	2600-1620	14: SB_O4-D4	118	66.57	5543.65	83.27	56.77
Average	2600-1620	15: SB_O5-D3	3414	67.48	6438.17	95.41	65.05
Average	2600-1620	16: SB_O5-D4	631	65.61	6040.56	92.07	62.78
Average	2600-1620	17: NB_O1-D1	160	91.16	7464.66	81.89	55.83
Average	2600-1620	18: NB_O1-D2	755	91.85	7474.58	81.38	55.48
Average	2600-1620	19: NB_O2-D1	767	91.36	7475.37	81.83	55.79
Average	2600-1620	20: NB_O2-D2	2877	90.55	7465.29	82.44	56.21
Average	2600-1620	21: NB_O3-D1	106	57.86	4716.38	81.51	55.58
Average	2600-1620	22: NB_O3-D2	450	57.34	4726.30	82.42	56.20
Average	2600-1620	23: NB_O4-D3	184	53.95	4607.80	85.41	58.24
Average	2600-1620	24: NB_O4-D4	1476	79.29	7041.20	88.80	60.55
Average	2600-1620	25: NB_O4-D5	332	79.80	7027.64	88.07	60.05
Average	2600-1620	26: NB_O5-D3	463	53.44	4598.64	86.06	58.67
Average	2600-1620	27: NB_O5-D4	3474	78.01	7052.04	90.40	61.63
Average	2600-1620	28: NB_O5-D5	157	78.95	7058.48	89.40	60.95

SimRun	TimeInt	VehicleTravelTimeMeasurement	Density(All)	Speed(All)	Volume(All)	Hour 1
Average	1800-3600	27: 107 (3)_I-95 NE	66.474103	56.13056	3731.2492	3926.521
Average	1800-3600	110: 110 (4)_I-95 N	73.976798	55.93259	4137.669	4318.337
Average	1800-3600	155: 155 (1)_I-95 N	19.794959	44.22255	875.40475	904.6994
Average	1800-3600	156: 156 (1)_I-95 N	10.254614	55.94841	573.69156	606.7821
Average	1800-3600	157: 157 (1)_I-95 N	21.948196	47.72141	1047.3836	1096.811
Average	1800-3600	201: 201 (4)_I-95 S	55.906124	65.88437	3683.3299	3904.645
Average	1800-3600	206: 206 (4)_I-95 S	62.290561	66.13872	4119.8188	4354.389
Average	1800-3600	251: 251 (1)_I-95 S	5.089056	66.77268	339.80476	353.0777
Average	1800-3600	252: 252 (1)_I-95 S	27.431498	56.81974	1558.6184	1653.915
Average	1800-3600	253: 253 (2) I-95 SE	23.626239	62.20984	1469.6226	1546.763
Average	3600-5400	27: 107 (3)_I-95 NE	73.783817	55.86331	4121.7928	
Average	3600-5400	110: 110 (4)_I-95 N	80.852918	55.64602	4499.0047	
Average	3600-5400	155: 155 (1)_I-95 N	21.176795	44.10459	933.99402	
Average	3600-5400	156: 156 (1)_I-95 N	11.456795	55.8587	639.87274	
Average	3600-5400	157: 157 (1)_I-95 N	24.135803	47.49416	1146.2381	
Average	3600-5400	201: 201 (4)_I-95 S	62.768773	65.73284	4125.9607	
Average	3600-5400	206: 206 (4)_I-95 S	69.622703	65.91216	4588.9588	
Average	3600-5400	251: 251 (1)_I-95 S	5.482439	66.8267	366.35054	
Average	3600-5400	252: 252 (1)_I-95 S	31.126542	56.19778	1749.2118	
Average	3600-5400	253: 253 (2) I-95 SE	26.328267	61.67792	1623.9044	Hour 2
Average	5400-7200	27: 107 (3)_I-95 NE	76.397224	55.85005	4266.7239	4238.894
Average	5400-7200	110: 110 (4)_I-95 N	84.605331	55.57098	4701.5416	4671.186
Average	5400-7200	155: 155 (1)_I-95 N	21.70193	44.15765	958.30793	949.4609
Average	5400-7200	156: 156 (1)_I-95 N	12.100563	55.695	673.82311	665.1785
Average	5400-7200	157: 157 (1)_I-95 N	25.578381	47.44966	1213.577	1198.81
Average	5400-7200	201: 201 (4)_I-95 S	64.562125	65.67927	4240.3813	4202.377
Average	5400-7200	206: 206 (4)_I-95 S	72.788941	65.67106	4780.0566	4718.171
Average	5400-7200	251: 251 (1)_I-95 S	5.938923	66.6613	395.83017	390.6773
Average	5400-7200	252: 252 (1)_I-95 S	32.061576	56.03402	1796.5005	1781.828
Average	5400-7200	253: 253 (2) I-95 SE	27.063027	61.90881	1675.2082	1662.306
Average	7200-9000	27: 107 (3)_I-95 NE	75.270789	55.94577	4211.065	
Average	7200-9000	110: 110 (4)_I-95 N	83.381264	55.65846	4640.8308	
Average	7200-9000	155: 155 (1)_I-95 N	21.292258	44.17412	940.6138	
Average	7200-9000	156: 156 (1)_I-95 N	11.783504	55.71603	656.53387	
Average	7200-9000	157: 157 (1)_I-95 N	24.939774	47.47532	1184.0426	
Average	7200-9000	201: 201 (4)_I-95 S	63.3947	65.68982	4164.3729	
Average	7200-9000	206: 206 (4)_I-95 S	70.720135	65.8412	4656.2862	
Average	7200-9000	251: 251 (1)_I-95 S	5.779595	66.70856	385.5244	
Average	7200-9000	252: 252 (1)_I-95 S	31.4762	56.14454	1767.1552	
Average	7200-9000	253: 253 (2) I-95 SE	26.719082	61.73187	1649.4041	Hour 3
Average	9000-10800	27: 107 (3)_I-95 NE	71.695113	56.04742	4018.1851	3932.318
Average	9000-10800	110: 110 (4)_I-95 N	79.35903	55.76133	4425.0629	4371.846
Average	9000-10800	155: 155 (1)_I-95 N	20.878226	44.09975	920.72965	928.7478
Average	9000-10800	156: 156 (1)_I-95 N	11.261585	55.76676	627.95788	614.917
Average	9000-10800	157: 157 (1)_I-95 N	23.778281	47.53974	1130.3092	1110.923
Average	9000-10800	201: 201 (4)_I-95 S	60.812126	65.80881	4001.9703	3910.304
Average	9000-10800	206: 206 (4)_I-95 S	68.441428	65.87275	4508.3566	4394.667
Average	9000-10800	251: 251 (1)_I-95 S	5.33528	66.83487	356.59594	350.6642
Average	9000-10800	252: 252 (1)_I-95 S	30.115296	56.3461	1696.8594	1656.147
Average	9000-10800	253: 253 (2) I-95 SE	25.506554	62.01928	1581.8616	1549.28
Average	10800-1260(	27: 107 (3)_I-95 NE	68.515714	56.13977	3846.4503	
Average	10800-1260(	110: 110 (4)_I-95 N	77.306718	55.86432	4318.6293	
Average	10800-1260(	155: 155 (1)_I-95 N	21.221728	44.14119	936.76604	
Average	10800-1260(	156: 156 (1)_I-95 N	10.760463	55.93906	601.87606	
Average	10800-1260(	157: 157 (1)_I-95 N	22.933962	47.59439	1091.5361	
Average	10800-1260(	201: 201 (4)_I-95 S	57.985013	65.85587	3818.6384	
Average	10800-1260(	206: 206 (4)_I-95 S	64.78038	66.08493	4280.9764	
Average	10800-1260(	251: 251 (1)_I-95 S	5.163211	66.7915	344.73241	
Average	10800-1260(	252: 252 (1)_I-95 S	28.545019	56.59376	1615.4349	
Average	10800-1260(	253: 253 (2) I-95 SE	24.412026	62.13787	1516.6983	Hour 4
Average	12600-14400	27: 107 (3)_I-95 NE	63.037358	56.16331	3540.3457	3645.86
Average	12600-14400	110: 110 (4)_I-95 N	71.618617	55.97898	4009.06	4082.592
Average	12600-14400	155: 155 (1)_I-95 N	20.450828	44.18371	903.61819	913.8294
Average	12600-14400	156: 156 (1)_I-95 N	9.65049	56.23974	542.68869	554.3435
Average	12600-14400	157: 157 (1)_I-95 N	21.002119	47.70728	1001.8264	1033.107
Average	12600-14400	201: 201 (4)_I-95 S	53.099923	65.95906	3502.4132	3617.961
Average	12600-14400	206: 206 (4)_I-95 S	59.034488	66.26544	3911.9241	4044.378
Average	12600-14400	251: 251 (1)_I-95 S	4.724989	66.87808	316.00913	332.1094
Average	12600-14400	252: 252 (1)_I-95 S	26.021145	57.01521	1483.5878	1531.596
Average	12600-14400	253: 253 (2) I-95 SE	22.566099	62.08806	1401.0796	1440.221
Average	14400-16200	27: 107 (3)_I-95 NE	66.846615	56.1194	3751.3736	
Average	14400-16200	110: 110 (4)_I-95 N	74.323702	55.92044	4156.1245	
Average	14400-16200	155: 155 (1)_I-95 N	20.958367	44.08703	924.04059	
Average	14400-16200	156: 156 (1)_I-95 N	10.077865	56.16099	565.99841	
Average	14400-16200	157: 157 (1)_I-95 N	22.359776	47.60414	1064.3879	
Average	14400-16200	201: 201 (4)_I-95 S	56.663865	65.88872	3733.5093	
Average	14400-16200	206: 206 (4)_I-95 S	63.152706	66.13941	4176.8319	
Average	14400-16200	251: 251 (1)_I-95 S	5.219265	66.71716	348.20958	
Average	14400-16200	252: 252 (1)_I-95 S	27.829183	56.76146	1579.6043	
Average	14400-16200	253: 253 (2) I-95 SE	23.80556	62.14991	1479.3627	

1st hour-Complex Weave_2030.xlsx

SimRun	TimeInt	VehicleTravelTimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	399	48.34	4508.34	93.26	63.59
Average	1800-5400	2: SB_O1-D2	1295	50.19	4505.62	89.77	61.21
Average	1800-5400	3: SB_O1-D3	1119	152.25	14260.21	93.66	63.86
Average	1800-5400	4: SB_O1-D4	171	150.16	13862.59	92.32	62.94
Average	1800-5400	5: SB_O2-D1	1238	73.71	7053.70	95.69	65.24
Average	1800-5400	6: SB_O2-D2	2573	72.71	7050.98	96.97	66.12
Average	1800-5400	7: SB_O2-D3	2181	174.02	16805.57	96.57	65.85
Average	1800-5400	8: SB_O2-D4	386	172.07	16407.96	95.36	65.02
Average	1800-5400	9: SB_O3-D1	374	84.31	8059.26	95.59	65.18
Average	1800-5400	10: SB_O3-D2	140	82.63	8056.54	97.50	66.48
Average	1800-5400	11: SB_O3-D3	141	185.21	17811.13	96.17	65.57
Average	1800-5400	12: SB_O3-D4	1250	189.36	17450.05	92.15	62.83
Average	1800-5400	13: SB_O4-D3	954	72.12	5941.27	82.38	56.17
Average	1800-5400	14: SB_O4-D4	100	66.55	5543.65	83.30	56.80
Average	1800-5400	15: SB_O5-D3	3441	67.52	6438.17	95.35	65.01
Average	1800-5400	16: SB_O5-D4	558	65.27	6040.56	92.54	63.10
Average	1800-5400	17: NB_O1-D1	165	91.27	7464.66	81.79	55.77
Average	1800-5400	18: NB_O1-D2	833	92.12	7474.58	81.14	55.32
Average	1800-5400	19: NB_O2-D1	749	91.37	7475.37	81.81	55.78
Average	1800-5400	20: NB_O2-D2	3331	90.83	7465.29	82.19	56.04
Average	1800-5400	21: NB_O3-D1	145	57.97	4716.38	81.36	55.47
Average	1800-5400	22: NB_O3-D2	676	57.76	4726.30	81.82	55.79
Average	1800-5400	23: NB_O4-D3	221	55.00	4607.80	83.78	57.12
Average	1800-5400	24: NB_O4-D4	1303	80.15	7041.20	87.85	59.90
Average	1800-5400	25: NB_O4-D5	194	80.42	7027.64	87.39	59.58
Average	1800-5400	26: NB_O5-D3	713	53.94	4598.64	85.25	58.13
Average	1800-5400	27: NB_O5-D4	3985	78.27	7052.04	90.10	61.43
Average	1800-5400	28: NB_O5-D5	118	78.94	7058.48	89.42	60.97
Average	5400-9000	1: SB_O1-D1	425	49.03	4508.34	91.94	62.69
Average	5400-9000	2: SB_O1-D2	1371	50.61	4505.62	89.02	60.70
Average	5400-9000	3: SB_O1-D3	1173	164.56	14260.21	86.65	59.08
Average	5400-9000	4: SB_O1-D4	182	151.25	13862.59	91.65	62.49
Average	5400-9000	5: SB_O2-D1	1291	74.85	7053.70	94.23	64.25
Average	5400-9000	6: SB_O2-D2	2761	72.99	7050.98	96.60	65.86
Average	5400-9000	7: SB_O2-D3	2348	179.49	16805.57	93.63	63.84
Average	5400-9000	8: SB_O2-D4	401	173.30	16407.96	94.68	64.56
Average	5400-9000	9: SB_O3-D1	415	85.43	8059.26	94.34	64.32
Average	5400-9000	10: SB_O3-D2	149	82.98	8056.54	97.08	66.19
Average	5400-9000	11: SB_O3-D3	142	229.79	17811.13	77.51	52.85
Average	5400-9000	12: SB_O3-D4	1320	189.49	17450.05	92.09	62.79
Average	5400-9000	13: SB_O4-D3	1010	102.20	5941.27	58.13	39.64
Average	5400-9000	14: SB_O4-D4	111	66.92	5543.65	82.84	56.48
Average	5400-9000	15: SB_O5-D3	3661	76.50	6438.17	84.16	57.38
Average	5400-9000	16: SB_O5-D4	583	65.92	6040.56	91.64	62.48
Average	5400-9000	17: NB_O1-D1	171	91.22	7464.66	81.83	55.79
Average	5400-9000	18: NB_O1-D2	837	92.13	7474.58	81.13	55.32
Average	5400-9000	19: NB_O2-D1	805	91.65	7475.37	81.57	55.61
Average	5400-9000	20: NB_O2-D2	3546	91.07	7465.29	81.97	55.89
Average	5400-9000	21: NB_O3-D1	153	58.22	4716.38	81.01	55.23
Average	5400-9000	22: NB_O3-D2	728	57.98	4726.30	81.52	55.58
Average	5400-9000	23: NB_O4-D3	232	55.26	4607.80	83.38	56.85
Average	5400-9000	24: NB_O4-D4	1395	80.44	7041.20	87.54	59.68
Average	5400-9000	25: NB_O4-D5	221	80.65	7027.64	87.14	59.41
Average	5400-9000	26: NB_O5-D3	754	54.24	4598.64	84.78	57.80
Average	5400-9000	27: NB_O5-D4	4244	78.57	7052.04	89.76	61.20
Average	5400-9000	28: NB_O5-D5	117	79.34	7058.48	88.96	60.66
Average	9000-1260(	1: SB_O1-D1	406	48.45	4508.34	93.05	63.44
Average	9000-1260(	2: SB_O1-D2	1337	50.47	4505.62	89.28	60.87
Average	9000-1260(	3: SB_O1-D3	1055	386.95	14260.21	36.85	25.13
Average	9000-1260(	4: SB_O1-D4	169	211.49	13862.59	65.55	44.69
Average	9000-1260(	5: SB_O2-D1	1258	74.00	7053.70	95.32	64.99
Average	9000-1260(	6: SB_O2-D2	2665	72.91	7050.98	96.70	65.93
Average	9000-1260(	7: SB_O2-D3	2136	322.26	16805.57	52.15	35.56
Average	9000-1260(	8: SB_O2-D4	382	232.24	16407.96	70.65	48.17
Average	9000-1260(	9: SB_O3-D1	398	84.61	8059.26	95.25	64.94
Average	9000-1260(	10: SB_O3-D2	138	82.80	8056.54	97.30	66.34
Average	9000-1260(	11: SB_O3-D3	123	586.89	17811.13	30.35	20.69
Average	9000-1260(	12: SB_O3-D4	1286	189.42	17450.05	92.12	62.81
Average	9000-1260(	13: SB_O4-D3	780	475.19	5941.27	12.50	8.52
Average	9000-1260(	14: SB_O4-D4	93	132.44	5543.65	41.86	28.54
Average	9000-1260(	15: SB_O5-D3	3314	244.37	6438.17	26.35	17.96
Average	9000-1260(	16: SB_O5-D4	551	114.87	6040.56	52.59	35.86
Average	9000-1260(	17: NB_O1-D1	162	91.34	7464.66	81.72	55.72
Average	9000-1260(	18: NB_O1-D2	843	92.40	7474.58	80.89	55.15
Average	9000-1260(	19: NB_O2-D1	748	91.81	7475.37	81.42	55.51
Average	9000-1260(	20: NB_O2-D2	3422	91.09	7465.29	81.95	55.88
Average	9000-1260(	21: NB_O3-D1	134	58.83	4716.38	80.18	54.67
Average	9000-1260(	22: NB_O3-D2	702	58.09	4726.30	81.36	55.47
Average	9000-1260(	23: NB_O4-D3	233	55.03	4607.80	83.73	57.09
Average	9000-1260(	24: NB_O4-D4	1361	80.25	7041.20	87.74	59.82
Average	9000-1260(	25: NB_O4-D5	220	80.59	7027.64	87.21	59.46
Average	9000-1260(	26: NB_O5-D3	724	54.09	4598.64	85.03	57.97
Average	9000-1260(	27: NB_O5-D4	4134	78.46	7052.04	89.89	61.29
Average	9000-1260(	28: NB_O5-D5	120	79.46	7058.48	88.83	60.57
Average	2600-1620	1: SB_O1-D1	414	53.90	4508.34	83.64	57.03
Average	2600-1620	2: SB_O1-D2	1359	50.83	4505.62	88.64	60.44
Average	2600-1620	3: SB_O1-D3	1216	587.08	14260.21	24.29	16.56
Average	2600-1620	4: SB_O1-D4	175	266.97	13862.59	51.93	35.40
Average	2600-1620	5: SB_O2-D1	1281	80.50	7053.70	87.63	59.74
Average	2600-1620	6: SB_O2-D2	2715	73.06	7050.98	96.51	65.81
Average	2600-1620	7: SB_O2-D3	2341	443.76	16805.57	37.87	25.82
Average	2600-1620	8: SB_O2-D4	411	284.05	16407.96	57.76	39.38
Average	2600-1620	9: SB_O3-D1	397	90.38	8059.26	89.17	60.80
Average	2600-1620	10: SB_O3-D2	146	82.95	8056.54	97.12	66.22
Average	2600-1620	11: SB_O3-D3	154	651.26	17811.13	27.35	18.65
Average	2600-1620	12: SB_O3-D4	1309	189.52	17450.05	92.07	62.78
Average	2600-1620	13: SB_O4-D3	701	885.72	5941.27	6.71	4.57
Average	2600-1620	14: SB_O4-D4	73	228.68	5543.65	24.24	16.53
Average	2600-1620	15: SB_O5-D3	3710	373.39	6438.17	17.24	11.76
Average	2600-1620	16: SB_O5-D4	587	160.48	6040.56	37.64	25.66
Average	2600-1620	17: NB_O1-D1	107	638.20	7464.66	11.70	7.97
Average	2600-1620	18: NB_O1-D2	619	237.62	7474.58	31.46	21.45
Average	2600-1620	19: NB_O2-D1	526	769.71	7475.37	9.71	6.62
Average	2600-1620	20: NB_O2-D2	2720	210.11	7465.29	35.53	24.23
Average	2600-1620	21: NB_O3-D1	107	640.28	4716.38	7.37	5.02
Average	2600-1620	22: NB_O3-D2	613	172.01	4726.30	27.48	18.73
Average	2600-1620	23: NB_O4-D3	199	54.44	4607.80	84.65	57.71
Average	2600-1620	24: NB_O4-D4	1210	79.44	7041.20	88.63	60.43
Average	2600-1620	25: NB_O4-D5	188	79.83	7027.64	88.03	60.02
Average	2600-1620	26: NB_O5-D3	576	53.69	4598.64	85.66	58.40
Average	2600-1620	27: NB_O5-D4	3345	78.00	7052.04	90.41	61.64
Average	2600-1620	28: NB_O5-D5	88	78.54	7058.48	89.87	61.28

SimRun	TimeInt	VehicleTravelTimeMeasurement	Density(All)	Speed(All)	Volume(All)	Hour 1
Average	1800-3600	27: 107 (3)_I-95 NE	70.825751	56.04618	3969.505	4091.747
Average	1800-3600	110: 110 (4)_I-95 N	84.934673	55.47592	4711.7885	4834.69
Average	1800-3600	155: 155 (1)_I-95 N	22.418332	44.11264	988.98452	996.4145
Average	1800-3600	156: 156 (1)_I-95 N	14.653148	54.54062	798.90224	822.9351
Average	1800-3600	157: 157 (1)_I-95 N	21.490769	47.74737	1026.0968	1058.298
Average	1800-3600	201: 201 (4)_I-95 S	56.187415	65.88412	3701.854	3817.271
Average	1800-3600	206: 206 (4)_I-95 S	58.588752	66.22627	3880.1029	4004.227
Average	1800-3600	251: 251 (1)_I-95 S	7.405988	66.63913	493.54013	503.9303
Average	1800-3600	252: 252 (1)_I-95 S	28.874139	56.75099	1638.6107	1694.014
Average	1800-3600	253: 253 (2) I-95 SI	32.137317	60.67652	1949.7421	2006.141
Average	3600-5400	27: 107 (3)_I-95 NE	75.448433	55.85258	4213.9894	
Average	3600-5400	110: 110 (4)_I-95 N	89.632205	55.31132	4957.5907	
Average	3600-5400	155: 155 (1)_I-95 N	22.722281	44.18025	1003.8445	
Average	3600-5400	156: 156 (1)_I-95 N	15.542434	54.50363	846.96801	
Average	3600-5400	157: 157 (1)_I-95 N	22.949261	47.52151	1090.4983	
Average	3600-5400	201: 201 (4)_I-95 S	59.748484	65.82086	3932.688	
Average	3600-5400	206: 206 (4)_I-95 S	62.500581	66.0528	4128.3503	
Average	3600-5400	251: 251 (1)_I-95 S	7.74435	66.40965	514.32047	
Average	3600-5400	252: 252 (1)_I-95 S	31.019984	56.39897	1749.4182	
Average	3600-5400	253: 253 (2) I-95 SI	34.257057	60.21428	2062.5403	Hour 2
Average	5400-7200	27: 107 (3)_I-95 NE	79.171436	55.82103	4419.3236	4348.105
Average	5400-7200	110: 110 (4)_I-95 N	94.099267	55.13947	5188.4825	5107.574
Average	5400-7200	155: 155 (1)_I-95 N	23.124442	44.01956	1017.897	1007.259
Average	5400-7200	156: 156 (1)_I-95 N	16.802182	54.15843	909.83296	880.7783
Average	5400-7200	157: 157 (1)_I-95 N	24.320426	47.37552	1152.0492	1129.198
Average	5400-7200	201: 201 (4)_I-95 S	63.071904	65.70615	4144.1998	4056.18
Average	5400-7200	206: 206 (4)_I-95 S	66.299162	65.89026	4368.5352	4282.965
Average	5400-7200	251: 251 (1)_I-95 S	8.606039	66.27456	570.31663	552.644
Average	5400-7200	252: 252 (1)_I-95 S	32.673232	56.24093	1837.4572	1800.814
Average	5400-7200	253: 253 (2) I-95 SI	37.929226	58.29402	2183.9888	2125.71
Average	7200-9000	27: 107 (3)_I-95 NE	76.420285	55.96609	4276.8868	
Average	7200-9000	110: 110 (4)_I-95 N	90.878045	55.3126	5026.6662	
Average	7200-9000	155: 155 (1)_I-95 N	22.512479	44.26424	996.62154	
Average	7200-9000	156: 156 (1)_I-95 N	15.656459	54.40305	851.72367	
Average	7200-9000	157: 157 (1)_I-95 N	23.317539	47.44738	1106.3466	
Average	7200-9000	201: 201 (4)_I-95 S	60.317731	65.78791	3968.1599	
Average	7200-9000	206: 206 (4)_I-95 S	63.564703	66.03502	4197.394	
Average	7200-9000	251: 251 (1)_I-95 S	8.054586	66.4138	534.97143	
Average	7200-9000	252: 252 (1)_I-95 S	31.184009	56.57378	1764.1704	
Average	7200-9000	253: 253 (2) I-95 SI	47.841653	55.50632	2067.432	Hour 3
Average	9000-10800	27: 107 (3)_I-95 NE	74.607633	55.97711	4176.2027	4195.837
Average	9000-10800	110: 110 (4)_I-95 N	89.795701	55.3424	4969.3884	4969.219
Average	9000-10800	155: 155 (1)_I-95 N	22.71465	44.09732	1001.6147	1012.987
Average	9000-10800	156: 156 (1)_I-95 N	15.753491	54.32516	855.57681	837.7619
Average	9000-10800	157: 157 (1)_I-95 N	22.772477	47.51586	1081.9852	1026.71
Average	9000-10800	201: 201 (4)_I-95 S	59.61203	65.81459	3923.3415	3910.135
Average	9000-10800	206: 206 (4)_I-95 S	62.773194	66.03057	4144.8731	4138.699
Average	9000-10800	251: 251 (1)_I-95 S	7.81452	66.39858	518.88539	522.6496
Average	9000-10800	252: 252 (1)_I-95 S	30.868727	56.46702	1743.0296	1737.436
Average	9000-10800	253: 253 (2) I-95 SI	34.959551	59.4539	2074.0199	2057.197
Average	10800-1260(	27: 107 (3)_I-95 NE	75.252281	56.01968	4215.4716	
Average	10800-1260(	110: 110 (4)_I-95 N	89.743864	55.37029	4969.0497	
Average	10800-1260(	155: 155 (1)_I-95 N	23.242189	44.07354	1024.3593	
Average	10800-1260(	156: 156 (1)_I-95 N	15.065619	54.44276	819.9469	
Average	10800-1260(	157: 157 (1)_I-95 N	71.401844	34.72035	971.43379	
Average	10800-1260(	201: 201 (4)_I-95 S	59.22686	65.79684	3896.9279	
Average	10800-1260(	206: 206 (4)_I-95 S	97.349811	55.40677	4132.5254	
Average	10800-1260(	251: 251 (1)_I-95 S	7.928765	66.39826	526.41389	
Average	10800-1260(	252: 252 (1)_I-95 S	30.663935	56.48111	1731.8421	
Average	10800-1260(	253: 253 (2) I-95 SI	33.825845	60.3221	2040.3742	Hour 4
Average	12600-1440(	27: 107 (3)_I-95 NE	116.67689	47.12393	4033.6513	3643.134
Average	12600-1440(	110: 110 (4)_I-95 N	77.001411	55.73183	4282.7543	3960.834
Average	12600-1440(	155: 155 (1)_I-95 N	34.050808	36.66793	950.4258	827.4642
Average	12600-1440(	156: 156 (1)_I-95 N	27.028059	43.14012	830.04836	793.1627
Average	12600-1440(	157: 157 (1)_I-95 N	174.6924	28.84134	766.73014	718.8678
Average	12600-1440(	201: 201 (4)_I-95 S	60.17021	65.7728	3957.5569	4006.108
Average	12600-1440(	206: 206 (4)_I-95 S	85.79535	59.07227	4146.864	4222.658
Average	12600-1440(	251: 251 (1)_I-95 S	7.99444	66.44881	531.14316	532.3212
Average	12600-1440(	252: 252 (1)_I-95 S	31.092847	56.50739	1756.9225	1778.268
Average	12600-1440(	253: 253 (2) I-95 SI	38.950278	56.81921	2080.0709	2086.468
Average	14400-1620(	27: 107 (3)_I-95 NE	327.29518	34.74533	3252.6164	
Average	14400-1620(	110: 110 (4)_I-95 N	65.630405	55.82765	3638.9146	
Average	14400-1620(	155: 155 (1)_I-95 N	90.705819	27.26746	704.50265	
Average	14400-1620(	156: 156 (1)_I-95 N	64.664714	35.80232	756.27699	
Average	14400-1620(	157: 157 (1)_I-95 N	227.67031	12.53839	671.00556	
Average	14400-1620(	201: 201 (4)_I-95 S	61.64108	65.77845	4054.6597	
Average	14400-1620(	206: 206 (4)_I-95 S	86.525773	56.3455	4298.4518	
Average	14400-1620(	251: 251 (1)_I-95 S	8.040428	66.3578	533.49917	
Average	14400-1620(	252: 252 (1)_I-95 S	31.992167	56.25327	1799.6125	
Average	14400-1620(	253: 253 (2) I-95 SI	72.878348	50.22205	2092.8658	

1st hour-Complex Weave_2030.xlsx

SimRun	TimeInt	VehicleTravelTimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	922	55.60	3976.82	71.53	48.77
Average	1800-5400	2: SB_O1-D2	484	70.29	5229.02	74.39	50.72
Average	1800-5400	3: SB_O1-D3	2485	63.44	5239.22	82.58	56.30
Average	1800-5400	4: SB_O2-D1	180	67.30	3989.78	59.29	40.42
Average	1800-5400	5: SB_O2-D2	89	86.86	5241.97	60.35	41.15
Average	1800-5400	6: SB_O2-D3	483	86.46	5252.18	60.75	41.42
Average	1800-5400	7: SB_O3-D1	457	34.13	2669.33	78.20	53.32
Average	1800-5400	8: SB_O3-D2	105	54.65	3921.53	71.76	48.93
Average	1800-5400	9: SB_O3-D3	700	51.53	3931.73	76.30	52.02
Average	1800-5400	10: NB_O1-D1	427	77.54	6290.50	81.12	55.31
Average	1800-5400	11: NB_O1-D2	0				
Average	1800-5400	12: NB_O1-D3	3411	90.59	7433.53	82.06	55.95
Average	1800-5400	13: NB_O2-D1	72	78.08	6304.00	80.74	55.05
Average	1800-5400	14: NB_O2-D2	0				
Average	1800-5400	15: NB_O2-D3	407	90.92	7447.03	81.91	55.85
Average	1800-5400	16: NB_O2-D1	197	50.33	4100.29	81.47	55.55
Average	1800-5400	17: NB_O2-D2	0				
Average	1800-5400	18: NB_O2-D3	1485	64.80	5257.98	81.14	55.32
Average	5400-9000	1: SB_O1-D1	988	56.18	3976.82	70.79	48.26
Average	5400-9000	2: SB_O1-D2	502	71.18	5229.02	73.46	50.09
Average	5400-9000	3: SB_O1-D3	2711	64.08	5239.22	81.75	55.74
Average	5400-9000	4: SB_O2-D1	185	67.32	3989.78	59.27	40.41
Average	5400-9000	5: SB_O2-D2	102	87.27	5241.97	60.07	40.95
Average	5400-9000	6: SB_O2-D3	521	87.66	5252.18	59.91	40.85
Average	5400-9000	7: SB_O3-D1	486	34.31	2669.33	77.80	53.05
Average	5400-9000	8: SB_O3-D2	117	55.23	3921.53	71.00	48.41
Average	5400-9000	9: SB_O3-D3	758	52.49	3931.73	74.91	51.07
Average	5400-9000	10: NB_O1-D1	449	77.77	6290.50	80.88	55.15
Average	5400-9000	11: NB_O1-D2	0				
Average	5400-9000	12: NB_O1-D3	3692	90.97	7433.53	81.71	55.71
Average	5400-9000	13: NB_O2-D1	81	77.93	6304.00	80.90	55.16
Average	5400-9000	14: NB_O2-D2	0				
Average	5400-9000	15: NB_O2-D3	450	91.30	7447.03	81.57	55.62
Average	5400-9000	16: NB_O2-D1	205	50.59	4100.29	81.05	55.26
Average	5400-9000	17: NB_O2-D2	0				
Average	5400-9000	18: NB_O2-D3	1650	65.39	5257.98	80.41	54.82
Average	9000-1260(	1: SB_O1-D1	530	214.11	3976.82	18.57	12.66
Average	9000-1260(	2: SB_O1-D2	264	478.49	5229.02	10.93	7.45
Average	9000-1260(	3: SB_O1-D3	2079	299.48	5239.22	17.49	11.93
Average	9000-1260(	4: SB_O2-D1	99	190.60	3989.78	20.93	14.27
Average	9000-1260(	5: SB_O2-D2	53	432.21	5241.97	12.13	8.27
Average	9000-1260(	6: SB_O2-D3	278	521.06	5252.18	10.08	6.87
Average	9000-1260(	7: SB_O3-D1	291	174.95	2669.33	15.26	10.40
Average	9000-1260(	8: SB_O3-D2	63	455.88	3921.53	8.60	5.87
Average	9000-1260(	9: SB_O3-D3	382	467.92	3931.73	8.40	5.73
Average	9000-1260(	10: NB_O1-D1	405	77.34	6290.50	81.34	55.46
Average	9000-1260(	11: NB_O1-D2	0				
Average	9000-1260(	12: NB_O1-D3	3356	90.61	7433.53	82.04	55.94
Average	9000-1260(	13: NB_O2-D1	71	77.75	6304.00	81.08	55.28
Average	9000-1260(	14: NB_O2-D2	0				
Average	9000-1260(	15: NB_O2-D3	416	90.78	7447.03	82.03	55.93
Average	9000-1260(	16: NB_O2-D1	150	50.46	4100.29	81.25	55.40
Average	9000-1260(	17: NB_O2-D2	0				
Average	9000-1260(	18: NB_O2-D3	1209	64.71	5257.98	81.26	55.40
Average	2600-1620	1: SB_O1-D1	387	1825.54	3976.82	2.18	1.49
Average	2600-1620	2: SB_O1-D2	273	2078.06	5229.02	2.52	1.72
Average	2600-1620	3: SB_O1-D3	1614	750.34	5239.22	6.98	4.76
Average	2600-1620	4: SB_O2-D1	45	2054.79	3989.78	1.94	1.32
Average	2600-1620	5: SB_O2-D2	22	2388.32	5241.97	2.19	1.50
Average	2600-1620	6: SB_O2-D3	83	2563.21	5252.18	2.05	1.40
Average	2600-1620	7: SB_O3-D1	230	556.10	2669.33	4.80	3.27
Average	2600-1620	8: SB_O3-D2	37	1362.25	3921.53	2.88	1.96
Average	2600-1620	9: SB_O3-D3	254	1694.79	3931.73	2.32	1.58
Average	2600-1620	10: NB_O1-D1	401	76.98	6290.50	81.72	55.72
Average	2600-1620	11: NB_O1-D2	0				
Average	2600-1620	12: NB_O1-D3	3285	90.38	7433.53	82.25	56.08
Average	2600-1620	13: NB_O2-D1	70	77.27	6304.00	81.59	55.63
Average	2600-1620	14: NB_O2-D2	0				
Average	2600-1620	15: NB_O2-D3	380	90.21	7447.03	82.55	56.29
Average	2600-1620	16: NB_O2-D1	78	49.86	4100.29	82.24	56.07
Average	2600-1620	17: NB_O2-D2	0				
Average	2600-1620	18: NB_O2-D3	605	63.92	5257.98	82.26	56.09

SimRun	TimeInt	VehicleTravelTimeMeasurement	Density(All)	Speed(All)	Volume(All)	Hour 1
Average	1800-3600	25: 402 (1)_I	26.021854	45.96168	1195.9632	1263.248
Average	1800-3600	48: 252 (1)_I	17.24295	41.11356	708.8835	750.5486
Average	1800-3600	51: 756 (2)_I	12.993004	50.17949	651.76201	677.3589
Average	1800-3600	202: 202 (3)_	65.835626	55.97053	3684.8172	3903.838
Average	1800-3600	206: 206 (4)_	65.642688	53.06632	3483.1474	3667.314
Average	1800-3600	253: 253 (2)	34.138178	43.50757	1485.1118	1558.292
Average	3600-5400	25: 402 (1)_I	29.155853	45.63891	1330.5334	
Average	3600-5400	48: 252 (1)_I	19.320899	41.00407	792.21377	
Average	3600-5400	51: 756 (2)_I	14.177308	49.60616	702.9557	
Average	3600-5400	202: 202 (3)_	73.960749	55.74425	4122.8586	
Average	3600-5400	206: 206 (4)_	72.806558	52.90195	3851.4816	
Average	3600-5400	253: 253 (2)	37.697164	43.28325	1631.4718	Hour 2
Average	5400-7200	25: 402 (1)_I	30.124301	45.60134	1373.631	1362.583
Average	5400-7200	48: 252 (1)_I	19.893667	41.00471	815.72232	809.2042
Average	5400-7200	51: 756 (2)_I	15.068416	49.02734	738.77128	720.7938
Average	5400-7200	202: 202 (3)_	76.225652	55.65018	4241.9626	4203.478
Average	5400-7200	206: 206 (4)_	76.728787	52.63674	4038.7367	3974.81
Average	5400-7200	253: 253 (2)	38.660221	43.37845	1676.8924	1659.114
Average	7200-9000	25: 402 (1)_I	29.667156	45.55813	1351.5357	
Average	7200-9000	48: 252 (1)_I	19.541469	41.07686	802.6861	
Average	7200-9000	51: 756 (2)_I	14.324649	49.07114	702.81628	
Average	7200-9000	202: 202 (3)_	74.792788	55.68759	4164.9933	
Average	7200-9000	206: 206 (4)_	109.78205	44.3076	3910.8842	
Average	7200-9000	253: 253 (2)	37.807662	43.41688	1641.3357	Hour 3
Average	9000-10800	25: 402 (1)_I	39.725472	37.95396	1244.9392	920.8572
Average	9000-10800	48: 252 (1)_I	20.896783	38.64896	768.69497	674.6361
Average	9000-10800	51: 756 (2)_I	10.915854	48.42901	530.93821	381.5148
Average	9000-10800	202: 202 (3)_	76.596511	53.22389	3990.921	3720.027
Average	9000-10800	206: 206 (4)_	482.29254	7.493574	2959.357	2668.882
Average	9000-10800	253: 253 (2)	32.21363	43.53225	1402.4646	920.4521
Average	10800-12600	25: 402 (1)_I	149.20153	5.514873	596.77521	
Average	10800-12600	48: 252 (1)_I	111.95013	10.9775	580.57729	
Average	10800-12600	51: 756 (2)_I	4.849305	47.88898	232.09133	
Average	10800-12600	202: 202 (3)_	228.65591	21.65664	3449.1329	
Average	10800-12600	206: 206 (4)_	684.06435	3.482643	2378.4073	
Average	10800-12600	253: 253 (2)	10.19951	42.83031	438.43961	Hour 3
Average	12600-14400	25: 402 (1)_I	193.2603	2.106821	403.13703	498.1674
Average	12600-14400	48: 252 (1)_I	348.69273	0.707272	223.18576	221.9283
Average	12600-14400	51: 756 (2)_I	7.371872	48.38336	355.57775	332.8009
Average	12600-14400	202: 202 (3)_	588.43311	4.666945	2509.6016	2352.839
Average	12600-14400	206: 206 (4)_	719.43438	2.817461	2011.8567	1949.698
Average	12600-14400	253: 253 (2)	11.443457	42.51434	486.62574	662.6457
Average	14400-16200	25: 402 (1)_I	174.85075	3.594368	593.19774	
Average	14400-16200	48: 252 (1)_I	412.14861	0.542879	220.67094	
Average	14400-16200	51: 756 (2)_I	6.411603	48.53647	310.02396	
Average	14400-16200	202: 202 (3)_	690.76866	3.199725	2196.0769	
Average	14400-16200	206: 206 (4)_	733.13561	2.582187	1887.5394	
Average	14400-16200	253: 253 (2)	19.824794	42.33609	838.66559	

1st hour-Complex Weave_2030.xlsx

SimRun	TimeInt	VehicleTravelTimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	1128	57.22	3976.82	69.50	47.39
Average	1800-5400	2: SB_O1-D2	387	70.69	5229.02	73.97	50.43
Average	1800-5400	3: SB_O1-D3	2291	63.33	5239.22	82.73	56.41
Average	1800-5400	4: SB_O2-D1	262	67.80	3989.78	58.85	40.12
Average	1800-5400	5: SB_O2-D2	78	87.76	5241.97	59.73	40.73
Average	1800-5400	6: SB_O2-D3	531	86.70	5252.18	60.58	41.30
Average	1800-5400	7: SB_O3-D1	629	34.73	2668.99	76.86	52.40
Average	1800-5400	8: SB_O3-D2	80	54.64	3921.18	71.77	48.93
Average	1800-5400	9: SB_O3-D3	624	51.63	3931.38	76.14	51.91
Average	1800-5400	10: NB_O1-D1	608	78.35	6290.50	80.28	54.74
Average	1800-5400	11: NB_O1-D2	0				
Average	1800-5400	12: NB_O1-D3	3718	90.77	7433.53	81.89	55.83
Average	1800-5400	13: NB_O2-D1	119	78.81	6304.00	79.99	54.54
Average	1800-5400	14: NB_O2-D2	0				
Average	1800-5400	15: NB_O2-D3	551	91.30	7447.03	81.56	55.61
Average	1800-5400	16: NB_O2-D1	220	51.27	4100.29	79.97	54.52
Average	1800-5400	17: NB_O2-D2	0				
Average	1800-5400	18: NB_O2-D3	1297	65.05	5257.98	80.83	55.11
Average	5400-9000	1: SB_O1-D1	1176	58.06	3976.82	68.49	46.70
Average	5400-9000	2: SB_O1-D2	407	71.31	5229.02	73.33	50.00
Average	5400-9000	3: SB_O1-D3	2470	63.47	5239.22	82.54	56.28
Average	5400-9000	4: SB_O2-D1	277	68.15	3989.78	58.54	39.91
Average	5400-9000	5: SB_O2-D2	82	87.57	5241.97	59.86	40.82
Average	5400-9000	6: SB_O2-D3	572	86.81	5252.18	60.50	41.25
Average	5400-9000	7: SB_O3-D1	673	35.14	2668.99	75.95	51.78
Average	5400-9000	8: SB_O3-D2	79	54.76	3921.18	71.61	48.82
Average	5400-9000	9: SB_O3-D3	671	52.04	3931.38	75.54	51.51
Average	5400-9000	10: NB_O1-D1	650	78.72	6290.50	79.91	54.48
Average	5400-9000	11: NB_O1-D2	0				
Average	5400-9000	12: NB_O1-D3	3988	91.09	7433.53	81.61	55.64
Average	5400-9000	13: NB_O2-D1	129	79.04	6304.00	79.76	54.38
Average	5400-9000	14: NB_O2-D2	0				
Average	5400-9000	15: NB_O2-D3	596	91.58	7447.03	81.32	55.45
Average	5400-9000	16: NB_O2-D1	231	51.51	4100.29	79.60	54.27
Average	5400-9000	17: NB_O2-D2	0				
Average	5400-9000	18: NB_O2-D3	1387	65.58	5257.98	80.17	54.66
Average	9000-1260(	1: SB_O1-D1	1135	65.07	3976.82	61.12	41.67
Average	9000-1260(	2: SB_O1-D2	384	91.01	5229.02	57.46	39.17
Average	9000-1260(	3: SB_O1-D3	2316	79.00	5239.22	66.32	45.22
Average	9000-1260(	4: SB_O2-D1	263	74.48	3989.78	53.56	36.52
Average	9000-1260(	5: SB_O2-D2	78	106.78	5241.97	49.09	33.47
Average	9000-1260(	6: SB_O2-D3	531	113.33	5252.18	46.35	31.60
Average	9000-1260(	7: SB_O3-D1	633	40.93	2668.99	65.21	44.46
Average	9000-1260(	8: SB_O3-D2	77	74.26	3921.18	52.80	36.00
Average	9000-1260(	9: SB_O3-D3	626	77.60	3931.38	50.66	34.54
Average	9000-1260(	10: NB_O1-D1	619	78.37	6290.50	80.27	54.73
Average	9000-1260(	11: NB_O1-D2	0				
Average	9000-1260(	12: NB_O1-D3	3896	90.97	7433.53	81.71	55.71
Average	9000-1260(	13: NB_O2-D1	129	79.02	6304.00	79.78	54.39
Average	9000-1260(	14: NB_O2-D2	0				
Average	9000-1260(	15: NB_O2-D3	570	91.42	7447.03	81.46	55.54
Average	9000-1260(	16: NB_O2-D1	219	51.25	4100.29	80.00	54.55
Average	9000-1260(	17: NB_O2-D2	0				
Average	9000-1260(	18: NB_O2-D3	1264	65.30	5257.98	80.52	54.90
Average	2600-1620	1: SB_O1-D1	675	430.06	3976.82	9.25	6.30
Average	2600-1620	2: SB_O1-D2	242	643.49	5229.02	8.13	5.54
Average	2600-1620	3: SB_O1-D3	1967	385.16	5239.22	13.60	9.27
Average	2600-1620	4: SB_O2-D1	152	396.85	3989.78	10.05	6.85
Average	2600-1620	5: SB_O2-D2	40	690.29	5241.97	7.59	5.18
Average	2600-1620	6: SB_O2-D3	299	691.47	5252.18	7.60	5.18
Average	2600-1620	7: SB_O3-D1	417	193.07	2668.99	13.82	9.43
Average	2600-1620	8: SB_O3-D2	46	546.31	3921.18	7.18	4.89
Average	2600-1620	9: SB_O3-D3	359	610.50	3931.38	6.44	4.39
Average	2600-1620	10: NB_O1-D1	634	78.14	6290.50	80.50	54.89
Average	2600-1620	11: NB_O1-D2	0				
Average	2600-1620	12: NB_O1-D3	3925	90.84	7433.53	81.83	55.79
Average	2600-1620	13: NB_O2-D1	128	78.41	6304.00	80.39	54.81
Average	2600-1620	14: NB_O2-D2	0				
Average	2600-1620	15: NB_O2-D3	581	91.05	7447.03	81.79	55.76
Average	2600-1620	16: NB_O2-D1	119	50.86	4100.29	80.62	54.97
Average	2600-1620	17: NB_O2-D2	0				
Average	2600-1620	18: NB_O2-D3	699	64.53	5257.98	81.48	55.56

SimRun	TimeInt	VehicleTravelTimeMeasure	Density(All)	Speed(All)	Volume(All)	Hour 1
Average	1800-3600	25: 402 (1	28.404753	45.98546	1306.1875	1336.711
Average	1800-3600	48: 252 (1	20.784467	40.85993	849.2261	875.59
Average	1800-3600	51: 756 (2	10.653823	50.59248	538.63262	543.5766
Average	1800-3600	202: 202 (	66.390882	55.73014	3699.9323	3816.266
Average	1800-3600	206: 206 (	63.23454	52.77126	3336.7438	3445.095
Average	1800-3600	253: 253 (	46.504362	42.49734	1976.1848	2020.471
Average	3600-5400	25: 402 (1	29.861869	45.78762	1367.2345	
Average	3600-5400	48: 252 (1	22.057465	40.89203	901.95389	
Average	3600-5400	51: 756 (2	10.890434	50.38379	548.52062	
Average	3600-5400	202: 202 (	70.678102	55.64172	3932.5994	
Average	3600-5400	206: 206 (	67.446545	52.68562	3553.4472	
Average	3600-5400	253: 253 (	48.585565	42.49985	2064.758	Hour 2
Average	5400-7200	25: 402 (1	31.660558	45.77448	1449.1233	1420.853
Average	5400-7200	48: 252 (1	23.360322	40.75769	952.09827	932.811
Average	5400-7200	51: 756 (2	11.555747	50.26838	580.03817	567.2775
Average	5400-7200	202: 202 (	74.674064	55.47252	4142.3366	4056.183
Average	5400-7200	206: 206 (	72.463065	52.4076	3797.4889	3715.369
Average	5400-7200	253: 253 (	51.507611	42.27817	2177.4291	2125.721
Average	7200-9000	25: 402 (1	30.408433	45.79713	1392.5831	
Average	7200-9000	48: 252 (1	22.321592	40.92709	913.52377	
Average	7200-9000	51: 756 (2	10.985484	50.48627	554.51674	
Average	7200-9000	202: 202 (	71.379719	55.61862	3970.0285	
Average	7200-9000	206: 206 (	68.955792	52.69241	3633.2489	
Average	7200-9000	253: 253 (	48.895472	42.41986	2074.0126	Hour 3
Average	9000-10800	25: 402 (1	30.003881	45.87065	1376.2502	1369.056
Average	9000-10800	48: 252 (1	21.947993	40.83419	896.18878	896.7482
Average	9000-10800	51: 756 (2	11.056923	50.52461	558.21596	538.3532
Average	9000-10800	202: 202 (	70.589577	55.62423	3926.4857	3913.853
Average	9000-10800	206: 206 (	90.470944	46.04713	3567.248	3421.397
Average	9000-10800	253: 253 (	48.594344	42.51141	2065.5776	2030.667
Average	10800-12600	25: 402 (1	33.537982	42.25628	1361.8623	
Average	10800-12600	48: 252 (1	21.89777	40.97904	897.30772	
Average	10800-12600	51: 756 (2	10.352067	49.99816	518.49045	
Average	10800-12600	202: 202 (	70.145364	55.6166	3901.2205	
Average	10800-12600	206: 206 (	280.96922	23.67231	3275.5469	
Average	10800-12600	253: 253 (	46.962747	42.4958	1995.7556	Hour 3
Average	12600-14400	25: 402 (1	67.537346	29.08139	1176.4883	947.7728
Average	12600-14400	48: 252 (1	46.966555	33.63326	860.62998	731.8604
Average	12600-14400	51: 756 (2	8.133524	49.21035	400.93233	328.3524
Average	12600-14400	202: 202 (	107.21578	46.64928	3857.2416	3625.268
Average	12600-14400	206: 206 (	559.4157	6.944148	2761.9667	2588.879
Average	12600-14400	253: 253 (	37.209815	42.49747	1582.0809	1246.421
Average	14400-16200	25: 402 (1	153.66386	5.548028	719.05735	
Average	14400-16200	48: 252 (1	205.77511	8.030672	603.09092	
Average	14400-16200	51: 756 (2	5.291212	48.45243	255.77244	
Average	14400-16200	202: 202 (	352.73363	18.12825	3393.2947	
Average	14400-16200	206: 206 (	684.51306	3.552749	2415.7912	
Average	14400-16200	253: 253 (	21.484633	42.43291	910.76106	

1st hour-Complex Weave_2030.xlsx

No-Build Alternative - Design Year 2050

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.00		420
O1-D2	49.42	11.61	1394
O2-D1	55.22	5.80	1015
O2-D2	58.83		3295
O3-D1	54.65	6.38	268
O3-D2	61.03		127
O1-D1	O3-D1	0.36	
O1-D1	O2-D1	3.82	
O1-D1	O1-D2	5.58	
O2-D2	O1-D2	9.41	
O2-D2	O2-D1	3.60	
O2-D2	O3-D1	4.18	
O3-D2	O1-D2	11.61	
O3-D2	O2-D1	5.80	
O3-D2	O3-D1	6.38	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	18.85		410
O1-D2	41.47	22.61	1298
O2-D1	25.11	34.50	1123
O2-D2	59.54		2932
O3-D1	25.19	34.42	368
O3-D2	59.61		155
O1-D1	O3-D1	6.33	
O1-D1	O2-D1	6.26	
O1-D1	O1-D2	22.61	
O2-D2	O1-D2	18.07	
O2-D2	O2-D1	34.43	
O2-D2	O3-D1	34.35	
O3-D2	O1-D2	18.14	
O3-D2	O2-D1	34.50	
O3-D2	O3-D1	34.42	

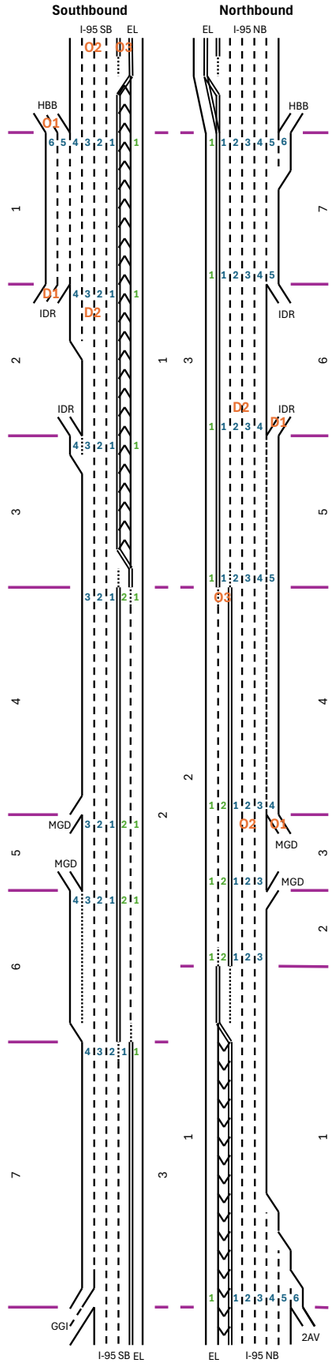
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6548	0.61	54	24
Segment 2	5240	4810		51	32
Segment 3	6480	5801	0.81	48	41
Segment 4	5510	4897		51	32

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6515	0.60	40	33
Segment 2	4730	4387		55	27
Segment 3	6020	5548	0.77	52	36
Segment 4	5240	4840		54	30

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1834	6568	-62
O2	201	4336		
O3	251	398	6507	
D1	253	1702		
D2	206	4804		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	1796	6584	-297
O2	201	4214		
O3	251	574	6286	
D1	253	1899		
D2	206	4387		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.48		173
O1-D2	55.09	1.09	781
O2-D1	54.81	1.37	887
O2-D2	55.95		3400
O3-D1	54.39	1.79	139
O3-D2	56.18		555
O1-D1	O3-D1	0.09	
O1-D1	O2-D1	0.33	
O1-D1	O1-D2	0.61	
O2-D2	O1-D2	0.85	
O2-D2	O2-D1	1.13	
O2-D2	O3-D1	1.56	
O3-D2	O1-D2	1.09	
O3-D2	O2-D1	1.37	
O3-D2	O3-D1	1.79	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	54.41		192
O1-D2	54.72	1.01	971
O2-D1	54.60	1.14	819
O2-D2	55.67		3666
O3-D1	54.09	1.65	169
O3-D2	55.74		797
O1-D1	O3-D1	0.32	
O1-D1	O2-D1	0.19	
O1-D1	O1-D2	0.32	
O2-D2	O1-D2	0.95	
O2-D2	O2-D1	1.07	
O2-D2	O3-D1	1.58	
O3-D2	O1-D2	1.01	
O3-D2	O2-D1	1.14	
O3-D2	O3-D1	1.65	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5247		56	23
Segment 5	6570	5938	0.66	56	21
Segment 6	5240	4731		55	21

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5647		56	25
Segment 5	7220	6623	0.74	55	24
Segment 6	5920	5419		55	25

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	940	5927	0
O2	107	4293		
O3	156	694		
D1	157	1196	5927	
D2	110	4731		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1122	6587	9
O2	107	4498		
O3	156	967		
D1	157	1177	6596	
D2	110	5419		

Build Alternative #1 - Design Year 2050

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	63.46		344
O1-D2	59.96	6.11	1486
O2-D1	64.99	2.20	1104
O2-D2	65.65		3221
O3-D1	65.01	1.56	270
O3-D2	66.07		128
O1-D1	O3-D1	1.56	
O1-D1	O2-D1	2.20	
O1-D1	O1-D2	3.50	
O2-D2	O1-D2	5.70	
O2-D2	O2-D1	0.67	
O2-D2	O3-D1	0.64	
O3-D2	O1-D2	6.11	
O3-D2	O2-D1	1.08	
O3-D2	O3-D1	1.06	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	63.20		436
O1-D2	59.96	6.15	1428
O2-D1	64.53	1.57	1364
O2-D2	65.57		2839
O3-D1	64.57	1.54	414
O3-D2	66.11		155
O1-D1	O3-D1	1.36	
O1-D1	O2-D1	1.33	
O1-D1	O1-D2	3.24	
O2-D2	O1-D2	5.61	
O2-D2	O2-D1	1.03	
O2-D2	O3-D1	1.00	
O3-D2	O1-D2	6.15	
O3-D2	O2-D1	1.57	
O3-D2	O3-D1	1.54	

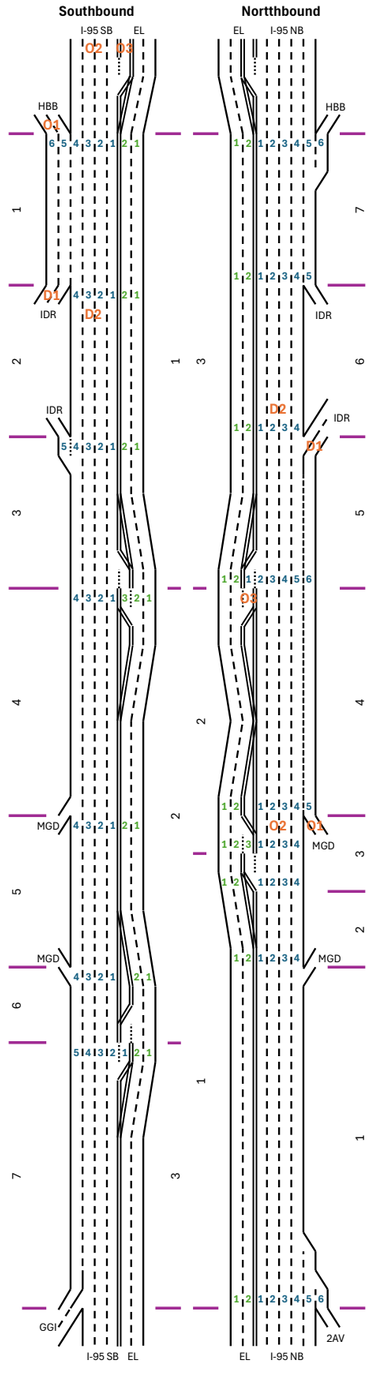
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6554	0.61	65	17
Segment 2	5240	4840		66	18
Segment 3	6480	5900	0.66	62	24
Segment 4	5510	4996		62	20

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6641	0.61	64	17
Segment 2	4730	4421		66	17
Segment 3	6020	5594	0.62	61	23
Segment 4	5240	4811		37	32

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1835	6559	-11
O2	201	4335		
O3	251	390		
D1	253	1713	6548	
D2	206	4835		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	1868	6641	-12
O2	201	4213		
O3	251	561		
D1	253	2208	6629	
D2	206	4421		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.64		177
O1-D2	55.19	0.65	787
O2-D1	55.52	0.32	894
O2-D2	55.84		3420
O3-D1	55.26	0.58	139
O3-D2	55.71		553
O1-D1	O3-D1	0.38	
O1-D1	O2-D1	0.12	
O1-D1	O1-D2	0.45	
O2-D2	O1-D2	0.65	
O2-D2	O2-D1	0.32	
O2-D2	O3-D1	0.58	
O3-D2	O1-D2	0.53	
O3-D2	O2-D1	0.19	
O3-D2	O3-D1	0.46	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.72		166
O1-D2	55.21	0.61	839
O2-D1	55.70	0.26	820
O2-D2	55.82		3665
O3-D1	55.23	0.59	168
O3-D2	55.44		798
O1-D1	O3-D1	0.49	
O1-D1	O2-D1	0.02	
O1-D1	O1-D2	0.51	
O2-D2	O1-D2	0.61	
O2-D2	O2-D1	0.12	
O2-D2	O3-D1	0.59	
O3-D2	O1-D2	0.23	
O3-D2	O2-D1	0.26	
O3-D2	O3-D1	0.21	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5286		56	19
Segment 5	6570	5974	0.55	55	22
Segment 6	5240	4754		56	21

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5495		56	20
Segment 5	7220	6461	0.60	55	23
Segment 6	5920	5294		55	24

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	962	5985	-22
O2	27: 107	4330		
O3	156	693		
D1	157	1209	5963	
D2	110	4754		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1003	6464	-18
O2	107	4492		
O3	156	970		
D1	157	1153	6447	
D2	110	5294		

Build Alternative #2 - Design Year 2050

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	47.69	8.40	1026
O1-D2	49.86	9.08	532
O1-D3	56.08		2769
O2-D1	40.14	12.38	198
O2-D2	40.77		100
O2-D3	41.25	14.84	535
O3-D1	52.53		508
O3-D2	47.98	7.21	118
O3-D3	51.20	10.42	773
O1-D3	O1-D1	8.40	
O1-D3	O1-D2	6.22	
O2-D2	O1-D2	9.08	
O2-D2	O2-D1	0.63	
O2-D2	O3-D2	7.21	
O2-D2	O3-D3	10.42	
O3-D1	O1-D1	4.84	
O3-D1	O2-D1	12.38	
O3-D1	O3-D2	4.54	
O3-D1	O3-D3	1.33	
O1-D3	O2-D3	14.84	
O2-D2	O2-D3	0.47	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	46.20	10.02	1248
O1-D2	49.77	9.13	420
O1-D3	56.22		2537
O2-D1	39.77	11.47	290
O2-D2	40.64		84
O2-D3	41.15	15.06	588
O3-D1	51.23		693
O3-D2	48.18	7.54	86
O3-D3	51.18	10.53	693
O1-D3	O1-D1	10.02	
O1-D3	O1-D2	6.44	
O2-D2	O1-D2	9.13	
O2-D2	O2-D1	0.88	
O2-D2	O3-D2	7.54	
O2-D2	O3-D3	10.53	
O3-D1	O1-D1	5.03	
O3-D1	O2-D1	11.47	
O3-D1	O3-D2	3.05	
O3-D1	O3-D3	0.05	
O1-D3	O2-D3	15.06	
O2-D2	O2-D3	0.51	

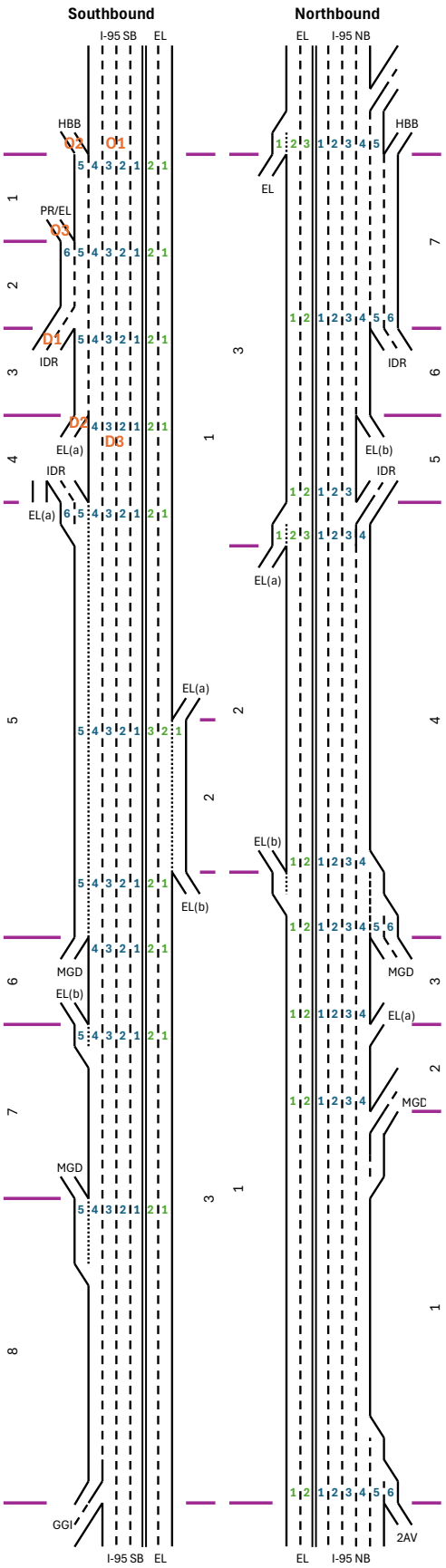
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5,570	5160	0.57	51	20
Segment 2	7080	6557	0.61	50	22
Segment 3	5240	4823		52	18

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5510	5172		49	21
Segment 2	7080	6640	0.61	50	22
Segment 3	4730	411		52	17

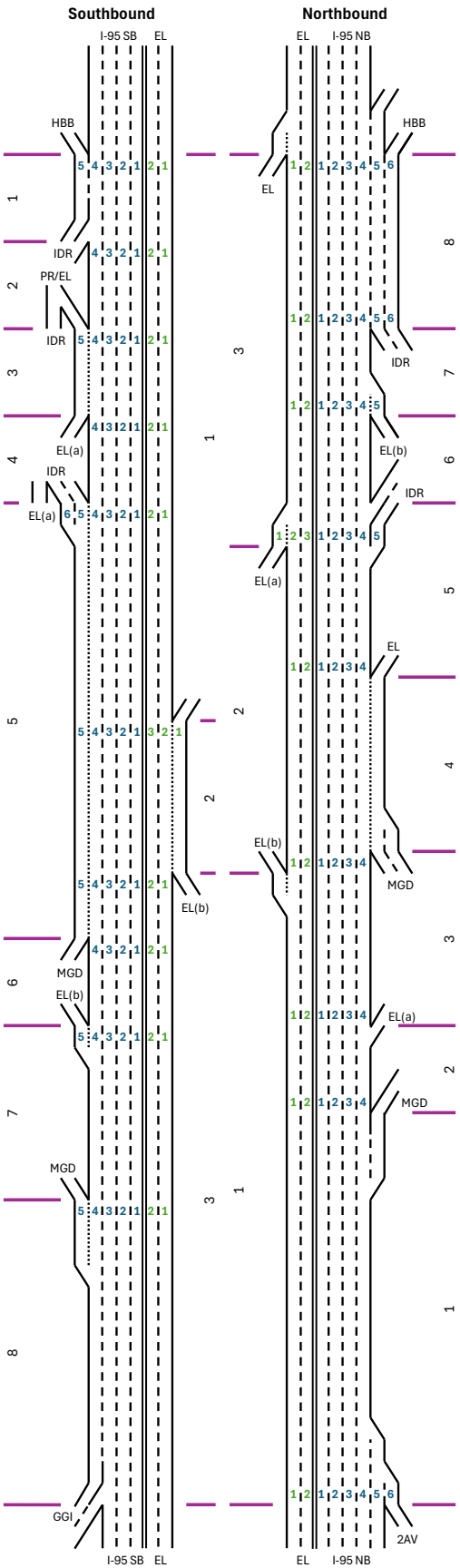
Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	202: 202	4334		
O2	48: 252	834	6565	
O3	25: 402	1397		-8
D1	253: 253	1731		
D2	51: 756	749	6556	
D3	206: 206	4076		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	202: 202	4213		
O2	48: 252	968	6653	
O3	25: 402	1473		-16
D1	253: 253	2230		
D2	51: 756	592	6637	
D2	206: 206	3815		



Build Alternative #3 - Design Year 2050



No-Build Alternative - Design Year 2050

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	17.99		371
O1-D2	13.73	11.80	1194
O2-D1	15.73	9.80	947
O2-D2	19.80		3154
O3-D1	16.90	8.63	235
O3-D2	25.53		112
O1-D1	O3-D1	1.09	
O1-D1	O2-D1	1.81	
O1-D1	O1-D2	4.26	
O2-D2	O1-D2	6.06	
O2-D2	O2-D1	4.06	
O2-D2	O3-D1	2.90	
O3-D2	O1-D2	11.80	
O3-D2	O2-D1	9.80	
O3-D2	O3-D1	8.63	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	7.08		254
O1-D2	8.54	27.30	703
O2-D1	8.44	27.39	1165
O2-D2	30.29		2946
O3-D1	8.31	27.52	401
O3-D2	35.84		149
O1-D1	O3-D1	1.23	
O1-D1	O2-D1	1.36	
O1-D1	O1-D2	1.46	
O2-D2	O1-D2	21.75	
O2-D2	O2-D1	21.85	
O2-D2	O3-D1	21.98	
O3-D2	O1-D2	27.30	
O3-D2	O2-D1	27.39	
O3-D2	O3-D1	27.52	

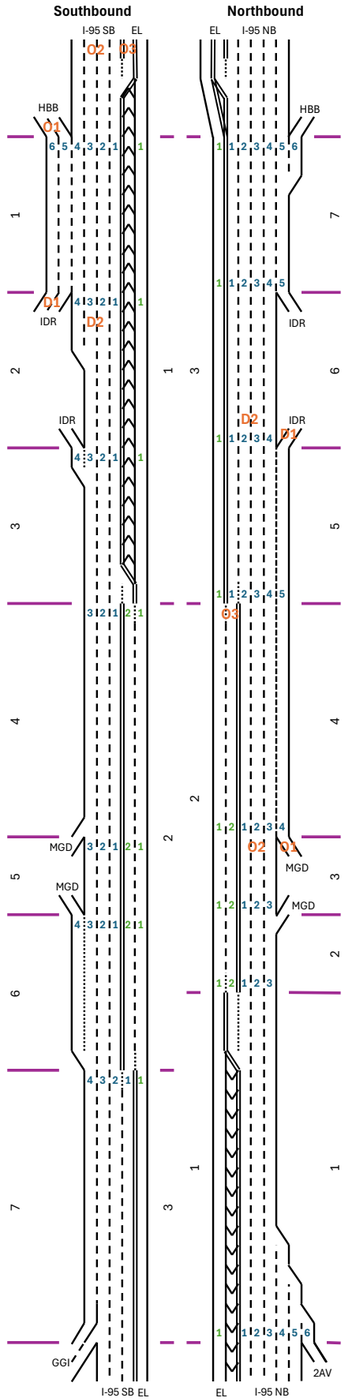
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6548	0.61	54	24
Segment 2	5240	4810		51	32
Segment 3	6480	5801		48	41
Segment 4	5510	4897		51	32

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6515	0.60	40	33
Segment 2	4730	4387		55	27
Segment 3	6020	5548		52	36
Segment 4	5240	4840		54	30

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1644		
O2	201	4536	6569	-572
O3	251	388		
D1	253	1553	5997	
D2	206	4443		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	947		
O2	201	4423	5978	-357
O3	251	608		
D1	253	1821	5621	
D2	206	3800		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	24.53		169
O1-D2	47.78	23.25	803
O2-D1	24.91	30.11	905
O2-D2	53.05		3578
O3-D1	20.73	34.29	142
O3-D2	55.02		599
O1-D1	O3-D1	3.80	
O1-D1	O2-D1	0.38	
O1-D1	O1-D2	23.25	
O2-D2	O1-D2	5.28	
O2-D2	O2-D1	28.14	
O2-D2	O3-D1	32.32	
O3-D2	O1-D2	7.24	
O3-D2	O2-D1	30.11	
O3-D2	O3-D1	34.29	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	36.18		193
O1-D2	52.11	15.94	950
O2-D1	37.14	18.13	868
O2-D2	54.63		3896
O3-D1	32.51	22.76	171
O3-D2	55.27		848
O1-D1	O3-D1	3.67	
O1-D1	O2-D1	0.96	
O1-D1	O1-D2	15.94	
O2-D2	O1-D2	2.52	
O2-D2	O2-D1	17.49	
O2-D2	O3-D1	22.13	
O3-D2	O1-D2	3.15	
O3-D2	O2-D1	18.13	
O3-D2	O3-D1	22.76	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5247		56	23
Segment 5	6570	5938	0.66	56	21
Segment 6	5240	4731		55	21

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5647		56	25
Segment 5	7220	6623	0.74	55	24
Segment 6	5920	5419		55	25

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	968		
O2	107	4541	6257	-61
O3	156	748		
D1	157	1214	6196	
D2	110	4982		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1159		
O2	107	4794	6978	-46
O3	156	1025		
D1	157	1229	6932	
D2	110	5702		

Build Alternative #1 - Design Year 2050

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.59		372
O1-D2	57.83	7.75	1604
O2-D1	60.37	9.19	1162
O2-D2	64.77		3507
O3-D1	60.33	5.24	299
O3-D2	65.57		137
O1-D1	O3-D1	4.75	
O1-D1	O2-D1	9.19	
O1-D1	O1-D2	-2.24	
O2-D2	O1-D2	6.95	
O2-D2	O2-D1	4.40	
O2-D2	O3-D1	4.44	
O3-D2	O1-D2	7.75	
O3-D2	O2-D1	5.20	
O3-D2	O3-D1	5.24	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	21.97		455
O1-D2	18.74	25.25	1398
O2-D1	16.84	27.15	1118
O2-D2	35.60		2599
O3-D1	18.54	25.45	358
O3-D2	43.99		141
O1-D1	O3-D1	-3.44	
O1-D1	O2-D1	-5.13	
O1-D1	O1-D2	3.23	
O2-D2	O1-D2	16.86	
O2-D2	O2-D1	18.76	
O2-D2	O3-D1	17.06	
O3-D2	O1-D2	25.25	
O3-D2	O2-D1	27.15	
O3-D2	O3-D1	25.45	

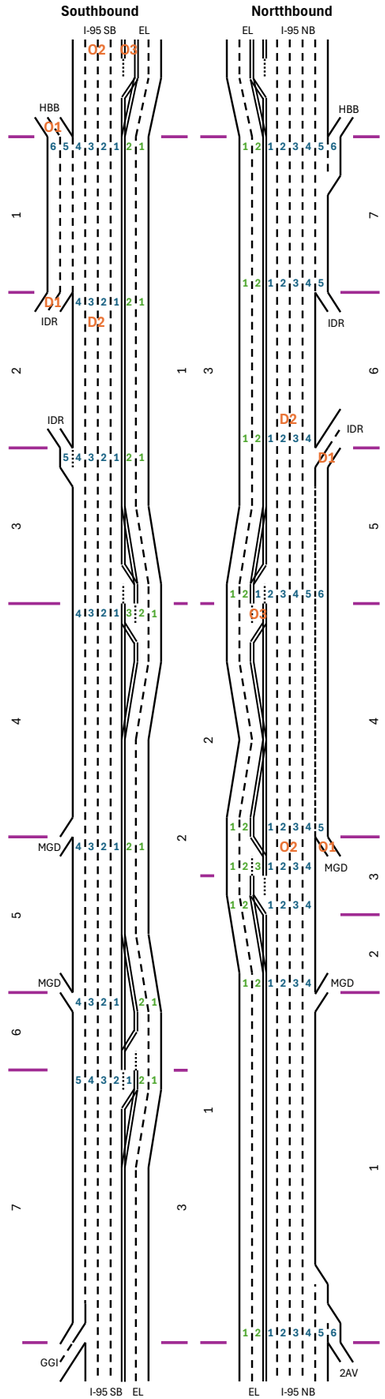
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6554	0.61	65	17
Segment 2	5240	4840		66	18
Segment 3	6480	5900		62	24
Segment 4	5510	4996		62	20

Critical Weave Segment

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6641	0.61	64	17
Segment 2	4730	4421		66	17
Segment 3	6020	5594		61	23
Segment 4	5240	4811		37	32

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1979	7074	0
O2	201	4668		
O3	251	427		
D1	253	1828	7074	
D2	206	5246		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	1961	6860	-790
O2	201	4308		
O3	251	591		
D1	253	1926	6070	
D2	206	4144		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.79		180
O1-D2	55.46	0.43	811
O2-D1	55.60	0.29	899
O2-D2	55.89		3372
O3-D1	55.28	0.61	151
O3-D2	55.53		601
O1-D1	O3-D1	0.51	
O1-D1	O2-D1	0.19	
O1-D1	O1-D2	0.33	
O2-D2	O1-D2	0.43	
O2-D2	O2-D1	0.29	
O2-D2	O3-D1	0.61	
O3-D2	O1-D2	0.07	
O3-D2	O2-D1	-0.07	
O3-D2	O3-D1	0.25	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	53.29		165
O1-D2	54.98	0.60	829
O2-D1	53.83	1.75	784
O2-D2	55.59		3562
O3-D1	49.52	6.07	168
O3-D2	55.05		849
O1-D1	O3-D1	3.77	
O1-D1	O2-D1	-0.54	
O1-D1	O1-D2	-1.69	
O2-D2	O1-D2	0.60	
O2-D2	O2-D1	1.75	
O2-D2	O3-D1	6.07	
O3-D2	O1-D2	0.07	
O3-D2	O2-D1	-1.22	
O3-D2	O3-D1	5.53	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5286		56	19
Segment 5	6570	5974	0.55	55	22
Segment 6	5240	4754		56	21

Critical Weave Segment

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5495		56	20
Segment 5	7220	6461	0.60	55	23
Segment 6	5920	5294		55	24

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	990	6000	18
O2	27: 107	4260		
O3	156	750		
D1	157	1230	6018	
D2	110	4788		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1002	6396	-63
O2	27: 107	4372		
O3	156	1022		
D1	157	1090	6334	
D2	110	5243		

Build Alternative #2 - Design Year 2050

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	27.38	5.25	833
O1-D2	26.94	3.05	390
O1-D3	23.90		2590
O2-D1	26.46	4.33	156
O2-D2	25.15		78
O2-D3	18.65	6.50	427
O3-D1	22.13		417
O3-D2	22.70	2.46	91
O3-D3	20.80	4.35	599
O1-D3	O1-D1	3.48	
O1-D3	O1-D2	3.05	
O2-D2	O1-D2	1.79	
O2-D2	O2-D1	1.30	
O2-D2	O3-D2	2.46	
O2-D2	O3-D3	4.35	
O3-D1	O1-D1	5.25	
O3-D1	O2-D1	4.33	
O3-D1	O3-D2	0.57	
O3-D1	O3-D3	1.33	
O1-D3	O2-D3	5.24	
O2-D2	O2-D3	6.50	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	33.08	15.65	1253
O1-D2	41.89	6.84	434
O1-D3	48.73		2620
O2-D1	29.10	6.12	297
O2-D2	35.22		87
O2-D3	35.03	13.70	582
O3-D1	33.53		708
O3-D2	37.27	3.74	84
O3-D3	38.50	4.97	683
O1-D3	O1-D1	15.65	
O1-D3	O1-D2	6.84	
O2-D2	O1-D2	6.67	
O2-D2	O2-D1	6.12	
O2-D2	O3-D2	2.05	
O2-D2	O3-D3	3.28	
O3-D1	O1-D1	0.45	
O3-D1	O2-D1	4.43	
O3-D1	O3-D2	3.74	
O3-D1	O3-D3	4.97	
O1-D3	O2-D3	13.70	
O2-D2	O2-D3	0.20	

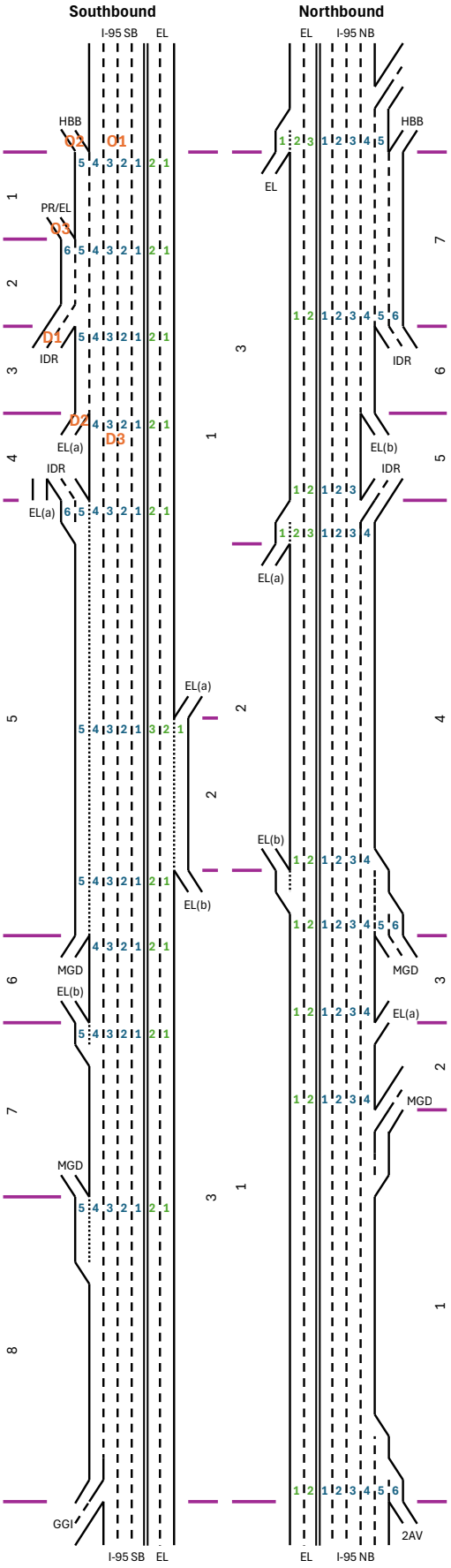
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5,570	5160	0.57	51	20
Segment 2	7080	6557	0.61	50	22
Segment 3	5240	4823		52	18

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5510	5172		49	21
Segment 2	7080	6640	0.61	50	22
Segment 3	4730	411		52	17

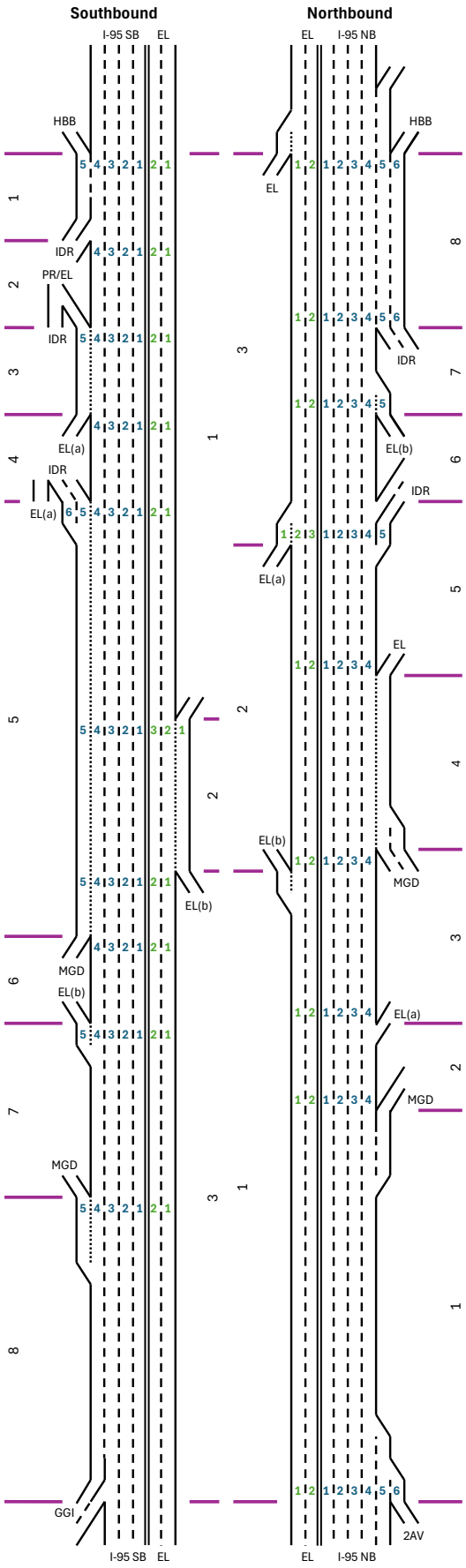
Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	202: 202	4559	6631	-1123
O2	32: 402	778		
O3	25: 402	1294		
D1	253: 253	1408	5508	
D2	51: 756	563		
D3	206: 206	3537		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	202: 202	4476	7042	-377
O2	48: 252	1024		
O3	25: 402	1542		
D1	253: 253	2255	6664	
D2	51: 756	605		
D2	206: 206	3805		



Build Alternative #3 - Design Year 2050



No-Build Alternative - Design Year 2050

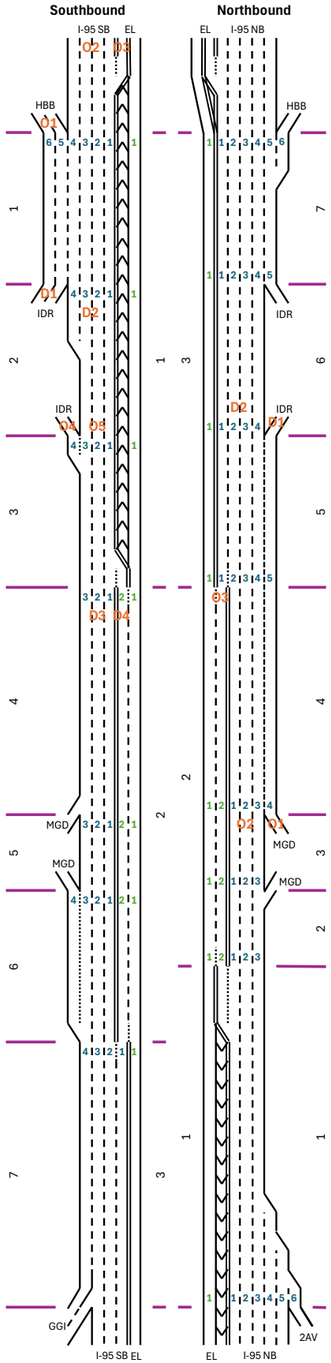
O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	13.30		300
O1-D2	8.88	4.42	976
O2-D1	6.77	5.52	811
O2-D2	7.94		2649
O3-D1	8.23	5.06	243
O3-D2	12.29		111
O1-D1	O3-D1	5.06	
O1-D1	O2-D1	-5.36	
O1-D1	O1-D2	4.42	
O2-D2	O1-D2	-0.94	
O2-D2	O2-D1	1.18	
O2-D2	O3-D1	-0.29	
O3-D2	O1-D2	3.41	
O3-D2	O2-D1	5.52	
O3-D2	O3-D1	4.06	

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1270	5248	-143
O2	201	3615		
O3	251	363		
D1	253	1355	5105	
D2	206	3750		

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	7.98		211
O1-D2	7.53	9.56	625
O2-D1	6.35	10.74	1180
O2-D2	14.77		2839
O3-D1	6.39	10.70	448
O3-D2	17.09		155
O1-D1	O3-D1	-1.59	
O1-D1	O2-D1	-1.63	
O1-D1	O1-D2	-0.45	
O2-D2	O1-D2	7.24	
O2-D2	O2-D1	8.42	
O2-D2	O3-D1	8.38	
O3-D2	O1-D2	9.56	
O3-D2	O2-D1	10.74	
O3-D2	O3-D1	10.70	

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	846	5508	-56
O2	201	4070		
O3	251	592		
D1	253	1840	5453	
D2	206	3613		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	17.73		184
O1-D2	39.14	21.41	794
O2-D1	18.07	35.06	935
O2-D2	49.49		3525
O3-D1	15.15	37.98	134
O3-D2	53.13		562
O1-D1	O3-D1	2.58	
O1-D1	O2-D1	0.34	
O1-D1	O1-D2	21.41	
O2-D2	O1-D2	10.35	
O2-D2	O2-D1	31.41	
O2-D2	O3-D1	34.34	
O3-D2	O1-D2	13.99	
O3-D2	O2-D1	35.06	
O3-D2	O3-D1	37.98	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5247		56	23
Segment 5	6570	5938	0.66	56	21
Segment 6	5240	4731		55	21

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	969	6129	6
O2	107	4466		
O3	156	694		
D1	157	1255	6136	
D2	110	4881		

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	19.97		186
O1-D2	41.09	21.12	972
O2-D1	20.85	31.72	839
O2-D2	49.10		3769
O3-D1	17.28	35.29	162
O3-D2	52.57		805
O1-D1	O3-D1	2.69	
O1-D1	O2-D1	0.88	
O1-D1	O1-D2	21.12	
O2-D2	O1-D2	8.00	
O2-D2	O2-D1	28.24	
O2-D2	O3-D1	31.82	
O3-D2	O1-D2	11.47	
O3-D2	O2-D1	31.72	
O3-D2	O3-D1	35.29	

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5647		56	25
Segment 5	7220	6623	0.74	55	24
Segment 6	5920	5419		55	25

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1143	6761	-31
O2	107	4647		
O3	156	972		
D1	157	1187	6730	
D2	110	5544		

Build Alternative #1 - Design Year 2050

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	42.01		346
O1-D2	45.67	18.81	1503
O2-D1	45.69	20.06	1116
O2-D2	62.07		3239
O3-D1	46.85	17.62	277
O3-D2	64.48		123
O1-D1	O3-D1	4.84	
O1-D1	O2-D1	20.06	
O1-D1	O1-D2	3.66	
O2-D2	O1-D2	16.40	
O2-D2	O2-D1	16.38	
O2-D2	O3-D1	15.22	
O3-D2	O1-D2	18.81	
O3-D2	O2-D1	18.79	
O3-D2	O3-D1	17.62	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	20.39		452
O1-D2	10.30	10.09	1463
O2-D1	5.41	14.98	1003
O2-D2	6.52		1965
O3-D1	6.91	13.48	449
O3-D2	9.67		150
O1-D1	O3-D1	13.48	
O1-D1	O2-D1	14.98	
O1-D1	O1-D2	10.09	
O2-D2	O1-D2	3.78	
O2-D2	O2-D1	1.11	
O2-D2	O3-D1	0.39	
O3-D2	O1-D2	0.63	
O3-D2	O2-D1	4.26	
O3-D2	O3-D1	2.76	

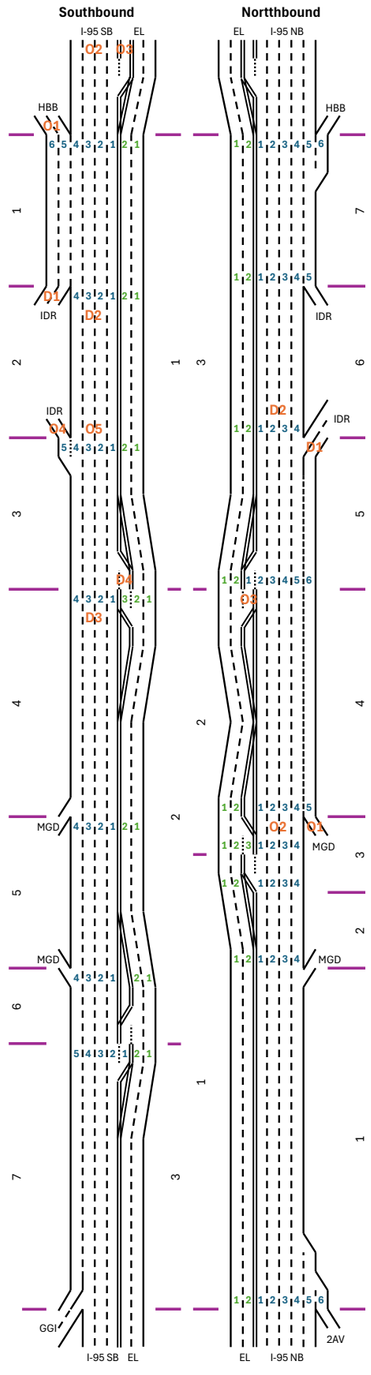
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6554	0.61	65	17
Segment 2	5240	4840		66	18
Segment 3	6480	5900	0.66	62	24
Segment 4	5510	4996		62	20

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6641	0.61	64	17
Segment 2	4730	4421		66	17
Segment 3	6020	5594	0.62	61	23
Segment 4	5240	4811		37	32

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1841		
O2	201	4341	6571	
O3	251	388		31
D1	253	1735	6602	
D2	206	4867		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	1918		
O2	201	3137	5631	
O3	251	575		-187
D1	253	1900	5444	
D2	206	3544		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.88		183
O1-D2	55.60	0.44	816
O2-D1	55.79	0.25	832
O2-D2	56.04		3175
O3-D1	55.27	0.78	132
O3-D2	55.60		561
O1-D1	O3-D1	0.61	
O1-D1	O2-D1	0.09	
O1-D1	O1-D2	0.28	
O2-D2	O1-D2	0.44	
O2-D2	O2-D1	0.25	
O2-D2	O3-D1	0.78	
O3-D2	O1-D2	0.00	
O3-D2	O2-D1	0.19	
O3-D2	O3-D1	0.33	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	13.95		122
O1-D2	29.51	15.56	714
O2-D1	14.33	32.90	564
O2-D2	33.14		3050
O3-D1	11.38	21.76	124
O3-D2	32.90		752
O1-D1	O3-D1	2.56	
O1-D1	O2-D1	0.38	
O1-D1	O1-D2	15.56	
O2-D2	O1-D2	3.63	
O2-D2	O2-D1	18.81	
O2-D2	O3-D1	21.76	
O3-D2	O1-D2	3.39	
O3-D2	O2-D1	32.90	
O3-D2	O3-D1	21.52	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5286		56	19
Segment 5	6570	5974	0.55	55	22
Segment 6	5240	4754		56	21

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5495		56	20
Segment 5	7220	6461	0.60	55	23
Segment 6	5920	5294		55	24

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	998		
O2	27: 107	3997	5687	
O3	156	692		12
D1	157	1148	5699	
D2	110	4550		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	946		
O2	107	3969	5856	
O3	156	941		-543
D1	157	788	5314	
D2	110	4526		

Build Alternative #2 - Design Year 2050

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	1.79	4.18	430
O1-D2	1.92	4.04	311
O1-D3	5.96		1879
O2-D1	1.73	2.20	56
O2-D2	1.81		33
O2-D3	2.09	3.88	132
O3-D1	3.93		276
O3-D2	2.14	1.80	48
O3-D3	1.90	2.03	314
O1-D3	O1-D1	4.18	
O1-D3	O1-D2	4.04	
O2-D2	O1-D2	0.11	
O2-D2	O2-D1	0.08	
O2-D2	O3-D2	0.33	
O2-D2	O3-D3	0.10	
O3-D1	O1-D1	2.15	
O3-D1	O2-D1	2.20	
O3-D1	O3-D2	1.80	
O3-D1	O3-D3	2.03	
O1-D3	O2-D3	3.88	
O2-D2	O2-D3	0.28	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	3.09	3.56	427
O1-D2	2.51	4.14	193
O1-D3	6.65		1830
O2-D1	3.40	1.78	102
O2-D2	3.11		25
O2-D3	3.45	3.20	200
O3-D1	5.18		328
O3-D2	2.41	2.77	30
O3-D3	2.41	2.77	263
O1-D3	O1-D1	3.56	
O1-D3	O1-D2	4.14	
O2-D2	O1-D2	0.61	
O2-D2	O2-D1	0.29	
O2-D2	O3-D2	0.70	
O2-D2	O3-D3	0.71	
O3-D1	O1-D1	2.09	
O3-D1	O2-D1	1.78	
O3-D1	O3-D2	2.77	
O3-D1	O3-D3	2.77	
O1-D3	O2-D3	3.20	
O2-D2	O2-D3	0.33	

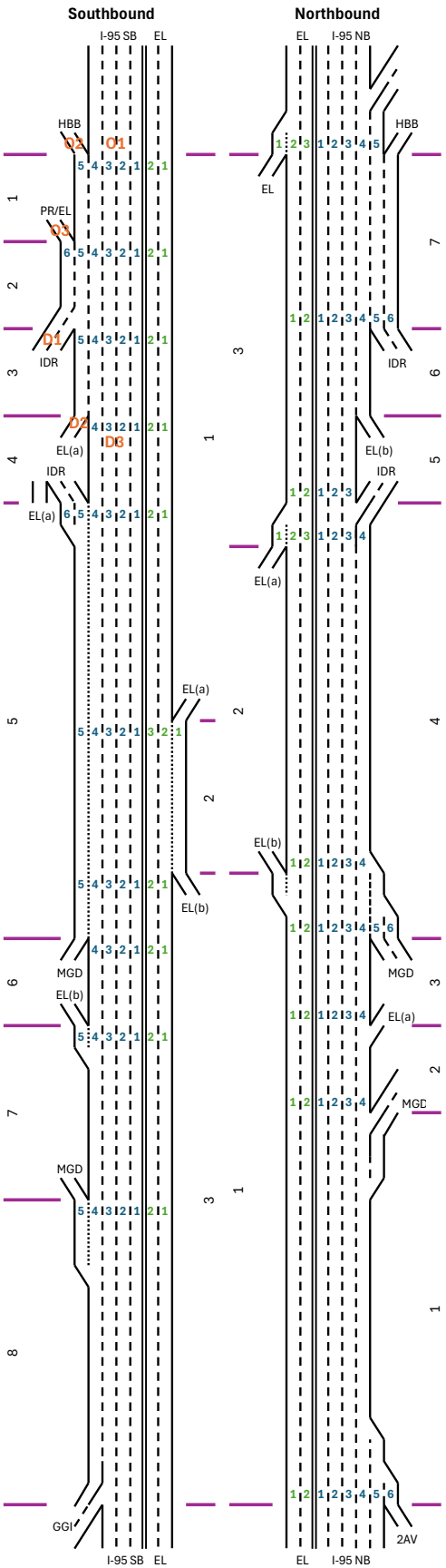
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5,570	5160	0.57	51	20
Segment 2	7080	6557	0.61	50	22
Segment 3	5240	4823		52	18

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5510	5172		49	21
Segment 2	7080	6640	0.61	50	22
Segment 3	4730	411		52	17

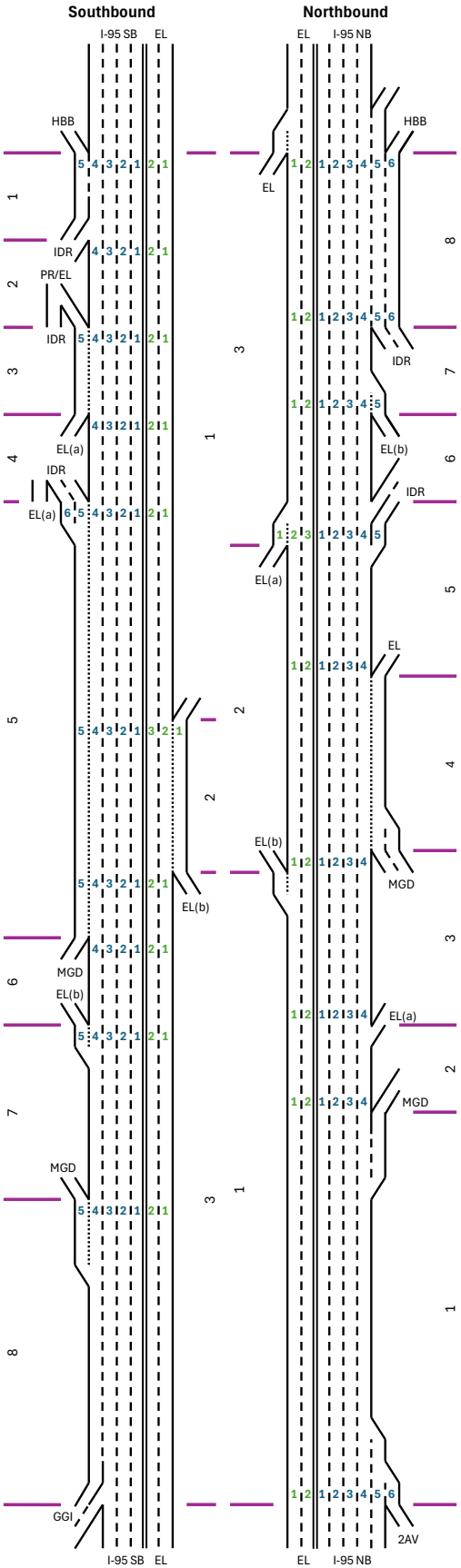
Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	202: 202	2693		
O2	48: 252	308	3587	
O3	25: 402	586		-110
D1	253: 253	758		
D2	51: 756	389	3477	
D3	206: 206	2330		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	202: 202	3138		
O2	48: 252	545	4359	
O3	25: 402	676		-959
D1	253: 253	862		
D2	51: 756	248	3400	
D2	206: 206	2290		



Build Alternative #3 - Design Year 2050



No-Build Alternative - Design Year 2050

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	13.78		289
O1-D2	8.78	5.00	938
O2-D1	6.27	7.36	797
O2-D2	7.70		2632
O3-D1	7.94	5.84	261
O3-D2	13.64		115
O1-D1	O3-D1	5.84	
O1-D1	O2-D1	-6.08	
O1-D1	O1-D2	5.00	
O2-D2	O1-D2	-1.08	
O2-D2	O2-D1	1.42	
O2-D2	O3-D1	-0.24	
O3-D2	O1-D2	4.86	
O3-D2	O2-D1	7.36	
O3-D2	O3-D1	5.70	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	9.56		231
O1-D2	7.78	4.13	666
O2-D1	5.51	6.40	1067
O2-D2	10.65		2509
O3-D1	5.54	6.37	409
O3-D2	11.91		155
O1-D1	O3-D1	-4.01	
O1-D1	O2-D1	-4.05	
O1-D1	O1-D2	-1.78	
O2-D2	O1-D2	2.88	
O2-D2	O2-D1	5.15	
O2-D2	O3-D1	5.11	
O3-D2	O1-D2	4.13	
O3-D2	O2-D1	6.40	
O3-D2	O3-D1	6.37	

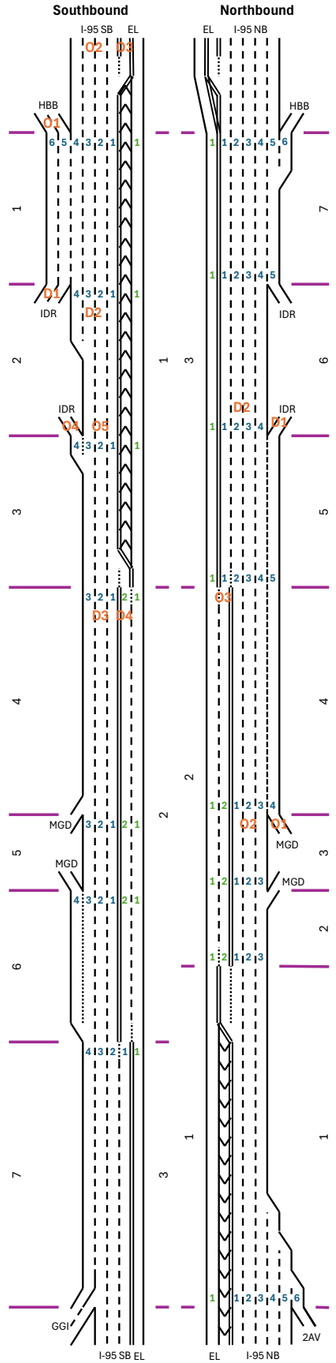
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6548	0.61	54	24
Segment 2	5240	4810		51	32
Segment 3	6480	5801	0.81	48	41
Segment 4	5510	4897		51	32

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6515	0.60	40	33
Segment 2	4730	4387		55	27
Segment 3	6020	5548	0.77	52	36
Segment 4	5240	4840		54	30

Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1218	5104	-60
O2	201	3519		
O3	251	368		
D1	253	1346	5045	
D2	206	3699		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	891	5194	-153
O2	201	3713		
O3	251	590		
D1	253	1707	5040	
D2	206	3333		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	29.81		174
O1-D2	40.63	13.87	804
O2-D1	30.85	23.65	919
O2-D2	50.68		3274
O3-D1	29.16	25.35	133
O3-D2	54.50		501
O1-D1	O3-D1	0.65	
O1-D1	O2-D1	1.04	
O1-D1	O1-D2	10.83	
O2-D2	O1-D2	10.04	
O2-D2	O2-D1	19.83	
O2-D2	O3-D1	21.52	
O3-D2	O1-D2	13.87	
O3-D2	O2-D1	23.65	
O3-D2	O3-D1	25.35	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	13.01		177
O1-D2	19.58	27.37	903
O2-D1	16.59	30.36	844
O2-D2	38.46		3722
O3-D1	15.44	31.51	177
O3-D2	46.95		825
O1-D1	O3-D1	-2.42	
O1-D1	O2-D1	3.58	
O1-D1	O1-D2	6.57	
O2-D2	O1-D2	18.87	
O2-D2	O2-D1	21.87	
O2-D2	O3-D1	23.02	
O3-D2	O1-D2	27.37	
O3-D2	O2-D1	30.36	
O3-D2	O3-D1	31.51	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5247		56	23
Segment 5	6570	5938	0.66	56	21
Segment 6	5240	4731		55	21

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5647		56	25
Segment 5	7220	6623	0.74	55	24
Segment 6	5920	5419		55	25

Critical Weave Segment

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	942	5700	107
O2	107	4128		
O3	156	631		
D1	157	1228	5808	
D2	110	4580		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	1087	6702	-57
O2	107	4614		
O3	156	1001		
D1	157	1197	6645	
D2	110	5448		

Build Alternative #1 - Design Year 2050

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	61.95		319
O1-D2	60.76	5.55	1383
O2-D1	64.00	3.99	1026
O2-D2	65.94		3004
O3-D1	64.24	2.29	262
O3-D2	66.31		115
O1-D1	O3-D1	2.29	
O1-D1	O2-D1	3.99	
O1-D1	O1-D2	1.19	
O2-D2	O1-D2	5.18	
O2-D2	O2-D1	1.95	
O2-D2	O3-D1	1.70	
O3-D2	O1-D2	5.55	
O3-D2	O2-D1	2.32	
O3-D2	O3-D1	2.07	

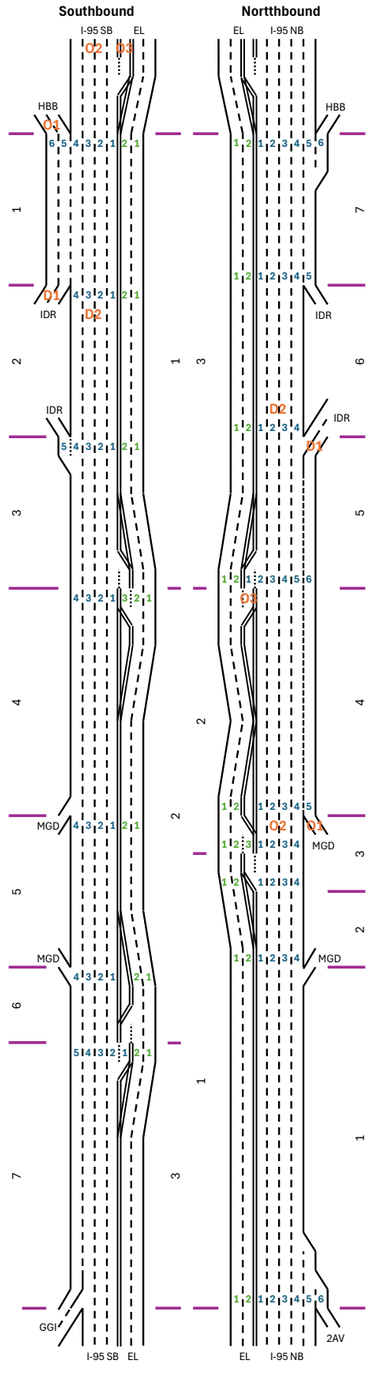
O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	20.43		452
O1-D2	9.85	10.58	1527
O2-D1	6.10	14.33	1099
O2-D2	7.32		2401
O3-D1	8.72	11.71	450
O3-D2	13.15		172
O1-D1	O3-D1	11.71	
O1-D1	O2-D1	14.33	
O1-D1	O1-D2	10.58	
O2-D2	O1-D2	2.53	
O2-D2	O2-D1	1.22	
O2-D2	O3-D1	1.40	
O3-D2	O1-D2	3.30	
O3-D2	O2-D1	7.05	
O3-D2	O3-D1	4.43	

Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7,080	6554	0.61	65	17
Segment 2	5240	4840		66	18
Segment 3	6480	5900	0.66	62	24
Segment 4	5510	4996		62	20

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	7080	6641	0.61	64	17
Segment 2	4730	4421		66	17
Segment 3	6020	5594	0.62	61	23
Segment 4	5240	4811		37	32

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	252	1703	6094	11
O2	201	4021		
O3	251	370		
D1	253	1603	6105	
D2	206	4502		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	252	1971	5959	168
O2	201	3398		
O3	251	590		
D1	253	1995	6126	
D2	206	4132		



O-D Northbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	55.87		163
O1-D2	55.63	0.46	786
O2-D1	55.87	0.23	847
O2-D2	56.09		3151
O3-D1	55.38	0.72	128
O3-D2	55.80		501
O1-D1	O3-D1	0.49	
O1-D1	O2-D1	0.00	
O1-D1	O1-D2	0.24	
O2-D2	O1-D2	0.46	
O2-D2	O2-D1	0.23	
O2-D2	O3-D1	0.72	
O3-D2	O1-D2	0.17	
O3-D2	O2-D1	0.07	
O3-D2	O3-D1	0.42	

O-D Northbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	2.15		46
O1-D2	5.18	3.03	244
O2-D1	2.03	5.01	220
O2-D2	5.34		1155
O3-D1	1.51	3.83	67
O3-D2	5.01		438
O1-D1	O3-D1	0.64	
O1-D1	O2-D1	0.11	
O1-D1	O1-D2	3.03	
O2-D2	O1-D2	0.17	
O2-D2	O2-D1	3.31	
O2-D2	O3-D1	3.83	
O3-D2	O1-D2	0.17	
O3-D2	O2-D1	5.01	
O3-D2	O3-D1	3.50	

Northbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	5830	5286		56	19
Segment 5	6570	5974	0.55	55	22
Segment 6	5240	4754		56	21

Critical Weave Segment

Northbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 4	6200	5495		56	20
Segment 5	7220	6461	0.60	55	23
Segment 6	5920	5294		55	24

Northbound AM	Link Number	Processed	Sum	Disappearing
O1	155	945	5581	-5
O2	27: 107	4006		
O3	156	630		
D1	157	1138	5577	
D2	110	4439		

Northbound PM	Link Number	Processed	Sum	Disappearing
O1	155	370	2757	-578
O2	107	1784		
O3	156	603		
D1	157	340	2179	
D2	110	1838		

Build Alternative #2 - Design Year 2050

O-D Southbound AM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	2.45	3.12	543
O1-D2	2.09	3.25	237
O1-D3	5.34		1350
O2-D1	3.29	2.28	52
O2-D2	2.85		31
O2-D3	2.29	3.05	156
O3-D1	5.57		307
O3-D2	3.56	2.01	36
O3-D3	2.81	2.75	325
O1-D3	O1-D1	2.89	
O1-D3	O1-D2	3.25	
O2-D2	O1-D2	0.76	
O2-D2	O2-D1	0.43	
O2-D2	O3-D2	0.71	
O2-D2	O3-D3	0.04	
O3-D1	O1-D1	3.12	
O3-D1	O2-D1	2.28	
O3-D1	O3-D2	2.01	
O3-D1	O3-D3	2.75	
O1-D3	O2-D3	3.05	
O2-D2	O2-D3	0.56	

O-D Southbound PM	Weaving and Nonweaving Speed (mph)	Speed Differential (mph)	Simulated Volume (vph)
O1-D1	2.15	6.93	754
O1-D2	1.96	2.44	218
O1-D3	4.39		1031
O2-D1	3.84	5.24	133
O2-D2	3.05		44
O2-D3	2.77	1.62	295
O3-D1	9.08		534
O3-D2	4.03	5.06	41
O3-D3	3.77	5.32	412
O1-D3	O1-D1	2.24	
O1-D3	O1-D2	2.44	
O2-D2	O1-D2	1.09	
O2-D2	O2-D1	0.79	
O2-D2	O3-D2	0.98	
O2-D2	O3-D3	0.72	
O3-D1	O1-D1	6.93	
O3-D1	O2-D1	5.24	
O3-D1	O3-D2	5.06	
O3-D1	O3-D3	5.32	
O1-D3	O2-D3	1.62	
O2-D2	O2-D3	0.28	

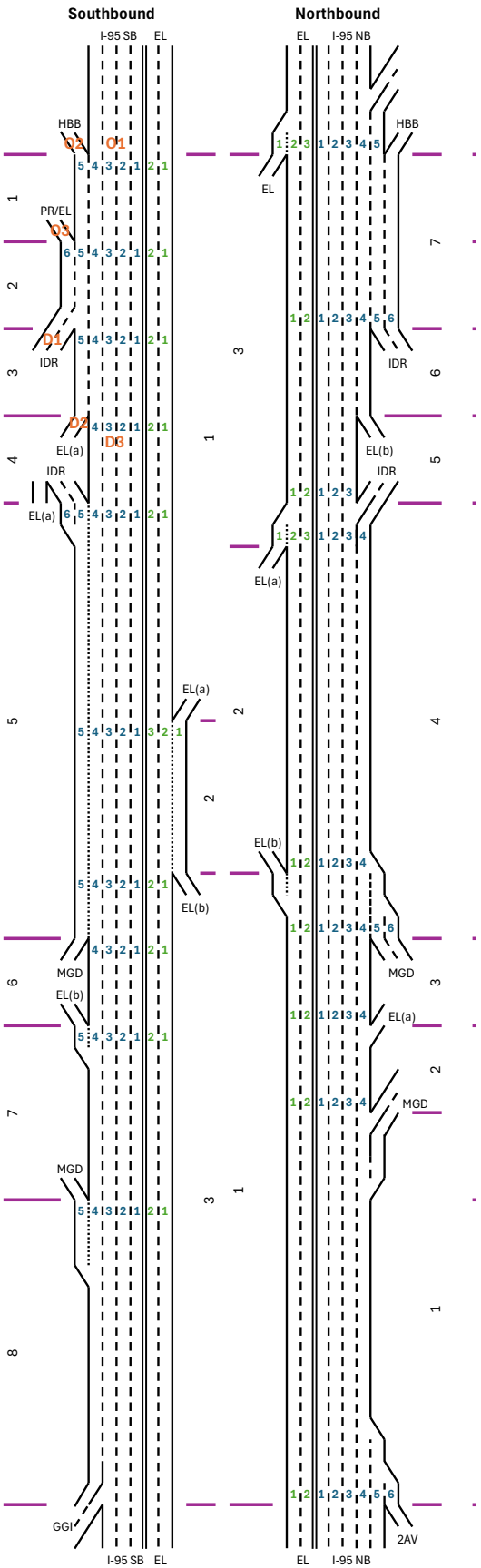
Southbound AM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5,570	5160	0.57	51	20
Segment 2	7080	6557	0.61	50	22
Segment 3	5240	4823		52	18

Southbound PM	Demand	Simulated (vph)	V/C Ratio*	Speed (mph)	Density (vpmpl)
Segment 1	5510	5172		49	21
Segment 2	7080	6640	0.61	50	22
Segment 3	4730	411		52	17

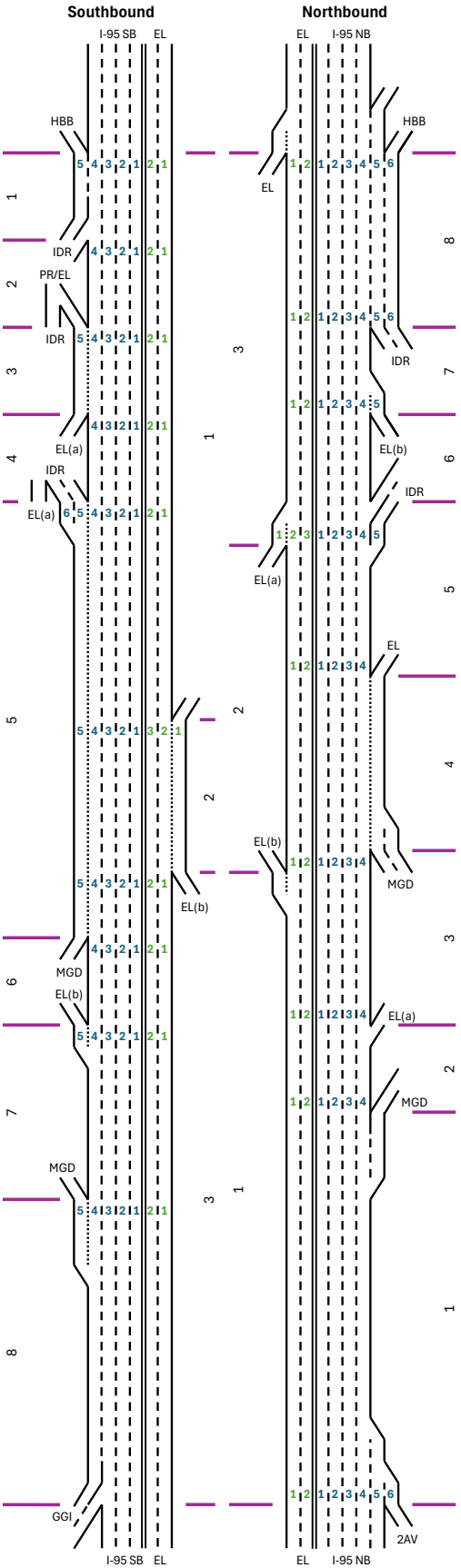
Critical Weave Segment

Southbound AM	Link Number	Processed	Sum	Disappearing
O1	202: 202	2258		
O2	48: 252	241	3207	
O3	25: 402	708		-174
D1	253: 253	905		
D2	51: 756	305	3032	
D3	206: 206	1822		

Southbound PM	Link Number	Processed	Sum	Disappearing
O1	202: 202	2057		
O2	48: 252	478	3537	
O3	25: 402	1002		-72
D1	253: 253	1421		
D2	51: 756	304	3465	
D2	206: 206	1739		



Build Alternative #3 - Design Year 2050



SimRun	TimeInt	VehicleTravel TimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	420	57.68	4653.37	80.67	55.00
Average	1800-5400	2: SB_O1-D2	1394	64.09	4645.45	72.48	49.42
Average	1800-5400	3: SB_O1-D3	1143	177.87	12843.90	72.21	49.23
Average	1800-5400	4: SB_O1-D4	223	189.30	12837.53	67.82	46.24
Average	1800-5400	5: SB_O2-D1	1015	87.62	7096.86	81.00	55.22
Average	1800-5400	6: SB_O2-D2	3295	82.16	7088.94	86.28	58.83
Average	1800-5400	7: SB_O2-D3	2716	195.59	15287.39	78.16	53.29
Average	1800-5400	8: SB_O2-D4	523	208.01	15281.02	73.46	50.09
Average	1800-5400	9: SB_O3-D1	268	88.63	7103.48	80.15	54.65
Average	1800-5400	10: SB_O3-D2	127	79.28	7095.56	89.50	61.03
Average	1800-5400	11: SB_O3-D3	127	194.04	15294.01	78.82	53.74
Average	1800-5400	12: SB_O3-D4	1256	248.05	15313.13	61.73	42.09
Average	1800-5400	13: SB_O4-D3	912	73.53	4914.02	66.83	45.56
Average	1800-5400	14: SB_O4-D4	121	88.39	4907.65	55.52	37.86
Average	1800-5400	15: SB_O5-D3	3985	70.94	4921.87	69.38	47.31
Average	1800-5400	16: SB_O5-D4	745	84.00	4915.50	58.52	39.90
Average	1800-5400	17: NB_O1-D1	173	92.68	7405.89	79.91	54.48
Average	1800-5400	18: NB_O1-D2	781	91.78	7415.95	80.80	55.09
Average	1800-5400	19: NB_O2-D1	887	92.26	7416.90	80.39	54.81
Average	1800-5400	20: NB_O2-D2	3400	90.51	7426.96	82.05	55.95
Average	1800-5400	21: NB_O3-D1	139	63.14	5036.44	79.77	54.39
Average	1800-5400	22: NB_O3-D2	555	61.24	5046.49	82.40	56.18
Average	1800-5400	23: NB_O4-D3	193	53.07	4453.92	83.92	57.22
Average	1800-5400	24: NB_O4-D4	1461	78.52	6881.77	87.64	59.76
Average	1800-5400	25: NB_O4-D5	326	79.14	6871.23	86.83	59.20
Average	1800-5400	26: NB_O5-D3	541	55.40	4721.50	85.23	58.11
Average	1800-5400	27: NB_O5-D4	4015	79.97	7169.35	89.65	61.12
Average	1800-5400	28: NB_O5-D5	161	81.11	7178.81	88.51	60.35
Average	5400-9000	1: SB_O1-D1	371	176.36	4653.37	26.39	17.99
Average	5400-9000	2: SB_O1-D2	1194	230.63	4645.45	20.14	13.73
Average	5400-9000	3: SB_O1-D3	1013	443.56	12843.90	28.96	19.74
Average	5400-9000	4: SB_O1-D4	195	449.95	12837.53	28.53	19.45
Average	5400-9000	5: SB_O2-D1	947	307.54	7096.86	23.08	15.73
Average	5400-9000	6: SB_O2-D2	3154	244.13	7088.94	29.04	19.80
Average	5400-9000	7: SB_O2-D3	2658	441.40	15287.39	34.63	23.61
Average	5400-9000	8: SB_O2-D4	501	457.95	15281.02	33.37	22.75
Average	5400-9000	9: SB_O3-D1	235	286.64	7103.48	24.78	16.90
Average	5400-9000	10: SB_O3-D2	112	189.49	7095.56	37.45	25.53
Average	5400-9000	11: SB_O3-D3	112	381.78	15294.01	40.06	27.31
Average	5400-9000	12: SB_O3-D4	1193	874.00	15313.13	17.52	11.95
Average	5400-9000	13: SB_O4-D3	953	109.36	4914.02	44.94	30.64
Average	5400-9000	14: SB_O4-D4	128	139.36	4907.65	35.22	24.01
Average	5400-9000	15: SB_O5-D3	3784	90.28	4921.87	54.52	37.17
Average	5400-9000	16: SB_O5-D4	696	114.55	4915.50	42.91	29.26
Average	5400-9000	17: NB_O1-D1	169	205.88	7405.89	35.97	24.53
Average	5400-9000	18: NB_O1-D2	803	105.83	7415.95	70.08	47.78
Average	5400-9000	19: NB_O2-D1	905	203.01	7416.90	36.54	24.91
Average	5400-9000	20: NB_O2-D2	3578	95.45	7426.96	77.81	53.05
Average	5400-9000	21: NB_O3-D1	142	165.66	5036.44	30.40	20.73
Average	5400-9000	22: NB_O3-D2	599	62.54	5046.49	80.70	55.02
Average	5400-9000	23: NB_O4-D3	182	53.02	4453.92	84.00	57.27
Average	5400-9000	24: NB_O4-D4	1456	78.58	6881.77	87.58	59.71
Average	5400-9000	25: NB_O4-D5	336	79.26	6871.23	86.69	59.11
Average	5400-9000	26: NB_O5-D3	567	55.28	4721.50	85.41	58.24
Average	5400-9000	27: NB_O5-D4	4262	80.23	7169.35	89.36	60.93
Average	5400-9000	28: NB_O5-D5	162	81.07	7178.81	88.55	60.38
Average	9000-1260(	1: SB_O1-D1	300	238.57	4653.37	19.51	13.30
Average	9000-1260(	2: SB_O1-D2	976	356.77	4645.45	13.02	8.88
Average	9000-1260(	3: SB_O1-D3	833	537.22	12843.90	23.91	16.30
Average	9000-1260(	4: SB_O1-D4	155	547.63	12837.53	23.44	15.98
Average	9000-1260(	5: SB_O2-D1	811	715.06	7096.86	9.92	6.77
Average	9000-1260(	6: SB_O2-D2	2649	608.58	7088.94	11.65	7.94
Average	9000-1260(	7: SB_O2-D3	2276	772.42	15287.39	19.79	13.49
Average	9000-1260(	8: SB_O2-D4	430	799.89	15281.02	19.10	13.03
Average	9000-1260(	9: SB_O3-D1	243	588.18	7103.48	12.08	8.23
Average	9000-1260(	10: SB_O3-D2	111	393.65	7095.56	18.03	12.29
Average	9000-1260(	11: SB_O3-D3	110	555.41	15294.01	27.54	18.77
Average	9000-1260(	12: SB_O3-D4	1284	1000.91	15313.13	15.30	10.43
Average	9000-1260(	13: SB_O4-D3	927	87.77	4914.02	55.99	38.17
Average	9000-1260(	14: SB_O4-D4	126	111.31	4907.65	44.09	30.06
Average	9000-1260(	15: SB_O5-D3	3219	79.10	4921.87	62.22	42.43
Average	9000-1260(	16: SB_O5-D4	584	100.01	4915.50	49.15	33.51
Average	9000-1260(	17: NB_O1-D1	184	284.85	7405.89	26.00	17.73
Average	9000-1260(	18: NB_O1-D2	794	129.19	7415.95	57.40	39.14
Average	9000-1260(	19: NB_O2-D1	935	279.83	7416.90	26.51	18.07
Average	9000-1260(	20: NB_O2-D2	3525	102.33	7426.96	72.58	49.49
Average	9000-1260(	21: NB_O3-D1	134	226.71	5036.44	22.22	15.15
Average	9000-1260(	22: NB_O3-D2	562	64.76	5046.49	77.92	53.13
Average	9000-1260(	23: NB_O4-D3	186	53.11	4453.92	83.86	57.18
Average	9000-1260(	24: NB_O4-D4	1463	78.46	6881.77	87.71	59.80
Average	9000-1260(	25: NB_O4-D5	330	79.03	6871.23	86.95	59.28
Average	9000-1260(	26: NB_O5-D3	550	55.23	4721.50	85.49	58.29
Average	9000-1260(	27: NB_O5-D4	4172	80.10	7169.35	89.51	61.03
Average	9000-1260(	28: NB_O5-D5	167	81.09	7178.81	88.53	60.36
Average	2600-1620	1: SB_O1-D1	289	230.28	4653.37	20.21	13.78
Average	2600-1620	2: SB_O1-D2	938	360.79	4645.45	12.88	8.78
Average	2600-1620	3: SB_O1-D3	807	501.07	12843.90	25.63	17.48
Average	2600-1620	4: SB_O1-D4	147	518.71	12837.53	24.75	16.87
Average	2600-1620	5: SB_O2-D1	797	771.12	7096.86	9.20	6.27
Average	2600-1620	6: SB_O2-D2	2632	627.73	7088.94	11.29	7.70
Average	2600-1620	7: SB_O2-D3	2227	764.60	15287.39	19.99	13.63
Average	2600-1620	8: SB_O2-D4	418	774.87	15281.02	19.72	13.45
Average	2600-1620	9: SB_O3-D1	261	610.35	7103.48	11.64	7.94
Average	2600-1620	10: SB_O3-D2	115	354.78	7095.56	20.00	13.64
Average	2600-1620	11: SB_O3-D3	117	491.06	15294.01	31.14	21.24
Average	2600-1620	12: SB_O3-D4	1313	887.92	15313.13	17.25	11.76
Average	2600-1620	13: SB_O4-D3	906	72.84	4914.02	67.46	45.99
Average	2600-1620	14: SB_O4-D4	122	98.40	4907.65	49.87	34.00
Average	2600-1620	15: SB_O5-D3	3151	71.08	4921.87	69.25	47.21
Average	2600-1620	16: SB_O5-D4	565	96.71	4915.50	50.83	34.66
Average	2600-1620	17: NB_O1-D1	174	169.41	7405.89	43.72	29.81
Average	2600-1620	18: NB_O1-D2	804	124.43	7415.95	59.60	40.63
Average	2600-1620	19: NB_O2-D1	919	163.94	7416.90	45.24	30.85
Average	2600-1620	20: NB_O2-D2	3274	99.92	7426.96	74.33	50.68
Average	2600-1620	21: NB_O3-D1	133	117.78	5036.44	42.76	29.16
Average	2600-1620	22: NB_O3-D2	501	63.13	5046.49	79.94	54.50
Average	2600-1620	23: NB_O4-D3	182	52.98	4453.92	84.06	57.31
Average	2600-1620	24: NB_O4-D4	1471	78.46	6881.77	87.71	59.80
Average	2600-1620	25: NB_O4-D5	327	79.11	6871.23	86.86	59.22
Average	2600-1620	26: NB_O5-D3	513	55.21	4721.50	85.52	58.31
Average	2600-1620	27: NB_O5-D4	3898	80.00	7169.35	89.62	61.10
Average	2600-1620	28: NB_O5-D5	165	81.05	7178.81	88.58	60.39

SimRun	TimeInt	VehicleTravel TimeMeasurement	Density(All)	Speed(All)	Volume(All)	Hour 1
Average	1800-3600	107: 107 (3)_I-(	75.648742	54.69224	4137.3517	4293.045
Average	1800-3600	110: 110 (4)_I-(	82.075448	55.62751	4565.6628	4730.894
Average	1800-3600	155: 155 (1)_I-(	21.238	43.34285	920.54042	939.8886
Average	1800-3600	156: 156 (1)_I-(	12.069676	54.46248	657.24666	693.6277
Average	1800-3600	157: 157 (1)_I-(	25.891012	45.13616	1168.4053	1195.832
Average	1800-3600	201: 201 (4)_I-(	62.258392	65.70111	4090.4377	4336.23
Average	1800-3600	206: 206 (4)_I-(	85.271193	53.86877	4593.084	4804.204
Average	1800-3600	251: 251 (1)_I-(	5.869366	64.71784	380	398.1455
Average	1800-3600	252: 252 (1)_I-(	30.389538	56.88912	1728.6977	1833.966
Average	1800-3600	253: 253 (2)_I-(	34.939434	47.50967	1641.7973	1702.431
Average	3600-5400	107: 107 (3)_I-(	81.875828	54.33735	4448.7376	
Average	3600-5400	110: 110 (4)_I-(	88.516692	55.31335	4896.1249	
Average	3600-5400	155: 155 (1)_I-(	22.019667	43.55966	959.23673	
Average	3600-5400	156: 156 (1)_I-(	14.010253	52.21555	730.0087	
Average	3600-5400	157: 157 (1)_I-(	28.852326	42.95071	1223.258	
Average	3600-5400	201: 201 (4)_I-(	69.944913	65.50908	4582.0227	
Average	3600-5400	206: 206 (4)_I-(	101.86002	49.59695	5015.3234	
Average	3600-5400	251: 251 (1)_I-(	6.571898	63.37816	416.29091	
Average	3600-5400	252: 252 (1)_I-(	36.454874	53.22797	1939.2336	
Average	3600-5400	253: 253 (2)_I-(	48.322304	40.80325	1763.065	Hour 2
Average	5400-7200	107: 107 (3)_I-(	84.2744	54.18696	4566.5458	4540.751
Average	5400-7200	110: 110 (4)_I-(	90.149664	55.36105	4990.6839	4982.26
Average	5400-7200	155: 155 (1)_I-(	22.484705	43.53826	978.82903	968.1512
Average	5400-7200	156: 156 (1)_I-(	14.953408	51.02051	762.928	747.8959
Average	5400-7200	157: 157 (1)_I-(	73.112084	21.2782	1181.5084	1213.522
Average	5400-7200	201: 201 (4)_I-(	71.967379	65.48752	4712.9572	4535.757
Average	5400-7200	206: 206 (4)_I-(	290.87952	19.90813	4715.3049	4443.426
Average	5400-7200	251: 251 (1)_I-(	7.340731	59.16643	431.8419	388.4037
Average	5400-7200	252: 252 (1)_I-(	47.978799	43.04429	1912.4913	1644.406
Average	5400-7200	253: 253 (2)_I-(	124.93371	21.91454	1673.6617	1553.253
Average	7200-9000	107: 107 (3)_I-(	83.649406	53.97525	4514.9552	
Average	7200-9000	110: 110 (4)_I-(	89.579372	55.52368	4973.837	
Average	7200-9000	155: 155 (1)_I-(	22.170504	43.19178	957.47341	
Average	7200-9000	156: 156 (1)_I-(	13.895331	52.80558	732.86388	
Average	7200-9000	157: 157 (1)_I-(	95.259671	15.76729	1245.5361	
Average	7200-9000	201: 201 (4)_I-(	155.99643	48.8575	4358.5561	
Average	7200-9000	206: 206 (4)_I-(	252.91621	28.34522	4171.5466	
Average	7200-9000	251: 251 (1)_I-(	20.608136	32.01541	344.9655	
Average	7200-9000	252: 252 (1)_I-(	101.08056	17.17429	1376.3212	
Average	7200-9000	253: 253 (2)_I-(	80.153206	30.86102	1432.8453	Hour 3
Average	9000-10800	107: 107 (3)_I-(	83.14635	54.03354	4492.008	4466.06
Average	9000-10800	110: 110 (4)_I-(	88.200059	55.49374	4894.3097	4880.905
Average	9000-10800	155: 155 (1)_I-(	22.624677	43.68219	988.3177	968.9906
Average	9000-10800	156: 156 (1)_I-(	13.733338	52.02477	713.22499	694.4165
Average	9000-10800	157: 157 (1)_I-(	85.84129	18.87706	1250.4148	1254.867
Average	9000-10800	201: 201 (4)_I-(	313.20477	35.91787	3715.9488	3614.961
Average	9000-10800	206: 206 (4)_I-(	213.14238	33.51047	3764.2668	3750.359
Average	9000-10800	251: 251 (1)_I-(	25.025829	26.67288	356.42927	362.9508
Average	9000-10800	252: 252 (1)_I-(	115.41379	11.29789	1233.9009	1270.036
Average	9000-10800	253: 253 (2)_I-(	59.453248	36.01666	1342.9068	1354.594
Average	10800-12600	107: 107 (3)_I-(	82.0287	54.15099	4440.1118	
Average	10800-12600	110: 110 (4)_I-(	87.610302	55.56115	4867.5006	
Average	10800-12600	155: 155 (1)_I-(	21.853052	43.46586	949.66354	
Average	10800-12600	156: 156 (1)_I-(	12.478731	54.16147	675.60795	
Average	10800-12600	157: 157 (1)_I-(	74.207223	25.31198	1259.319	
Average	10800-12600	201: 201 (4)_I-(	366.47567	30.83421	3513.9734	
Average	10800-12600	206: 206 (4)_I-(	174.6114	38.2736	3736.4514	
Average	10800-12600	251: 251 (1)_I-(	23.287767	23.30534	369.47243	
Average	10800-12600	252: 252 (1)_I-(	110.42873	13.54392	1306.1716	
Average	10800-12600	253: 253 (2)_I-(	62.189478	40.03998	1366.2809	Hour 4
Average	12600-14400	107: 107 (3)_I-(	74.363893	54.6838	4065.731	4127.859
Average	12600-14400	110: 110 (4)_I-(	81.899232	55.56276	4549.5175	4579.877
Average	12600-14400	155: 155 (1)_I-(	21.352507	43.33384	924.82578	942.0335
Average	12600-14400	156: 156 (1)_I-(	11.106856	54.77475	607.87864	630.574
Average	12600-14400	157: 157 (1)_I-(	50.937879	32.90864	1221.3421	1227.87
Average	12600-14400	201: 201 (4)_I-(	404.71336	26.97544	3376.1783	3518.697
Average	12600-14400	206: 206 (4)_I-(	131.20988	43.80574	3733.1484	3698.597
Average	12600-14400	251: 251 (1)_I-(	19.285546	25.63621	351.32284	367.8785
Average	12600-14400	252: 252 (1)_I-(	114.33594	13.86695	1264.0466	1217.884
Average	12600-14400	253: 253 (2)_I-(	32.391595	45.08649	1352.3358	1345.928
Average	14400-16200	107: 107 (3)_I-(	76.783563	54.57508	4189.9861	
Average	14400-16200	110: 110 (4)_I-(	82.868978	55.63346	4610.2367	
Average	14400-16200	155: 155 (1)_I-(	22.083523	43.44211	959.24132	
Average	14400-16200	156: 156 (1)_I-(	11.981737	54.59517	653.26931	
Average	14400-16200	157: 157 (1)_I-(	38.078263	38.38543	1234.3975	
Average	14400-16200	201: 201 (4)_I-(	463.72479	15.40936	3661.2151	
Average	14400-16200	206: 206 (4)_I-(	108.42412	46.38201	3664.0461	
Average	14400-16200	251: 251 (1)_I-(	20.221353	22.73372	384.43423	
Average	14400-16200	252: 252 (1)_I-(	119.3778	12.2738	1171.7222	
Average	14400-16200	253: 253 (2)_I-(	28.239271	47.63082	1339.5193	

SimRun	TimeInt	VehicleTravelTimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	410	168.28	4653.37	27.65	18.85
Average	1800-5400	2: SB_O1-D2	1298	76.38	4645.45	60.82	41.47
Average	1800-5400	3: SB_O1-D3	1126	178.30	12843.90	72.04	49.12
Average	1800-5400	4: SB_O1-D4	187	179.84	12837.53	71.38	48.67
Average	1800-5400	5: SB_O2-D1	1123	192.69	7096.86	36.83	25.11
Average	1800-5400	6: SB_O2-D2	2932	81.18	7088.94	87.32	59.54
Average	1800-5400	7: SB_O2-D3	2510	185.30	15287.39	82.50	56.25
Average	1800-5400	8: SB_O2-D4	419	184.39	15281.02	82.87	56.50
Average	1800-5400	9: SB_O3-D1	368	192.30	7103.48	36.94	25.19
Average	1800-5400	10: SB_O3-D2	155	81.16	7095.56	87.43	59.61
Average	1800-5400	11: SB_O3-D3	155	185.94	15294.01	82.25	56.08
Average	1800-5400	12: SB_O3-D4	1371	175.24	15313.13	87.38	59.58
Average	1800-5400	13: SB_O4-D3	1045	65.04	4914.02	75.55	51.51
Average	1800-5400	14: SB_O4-D4	110	64.64	4907.65	75.92	51.77
Average	1800-5400	15: SB_O5-D3	3791	64.27	4921.87	76.59	52.22
Average	1800-5400	16: SB_O5-D4	605	63.71	4915.50	77.15	52.61
Average	1800-5400	17: NB_O1-D1	192	92.81	7405.89	79.80	54.41
Average	1800-5400	18: NB_O1-D2	971	92.40	7415.95	80.26	54.72
Average	1800-5400	19: NB_O2-D1	819	92.62	7416.90	80.08	54.60
Average	1800-5400	20: NB_O2-D2	3666	90.96	7426.96	81.65	55.67
Average	1800-5400	21: NB_O3-D1	169	63.49	5036.44	79.33	54.09
Average	1800-5400	22: NB_O3-D2	797	61.73	5046.49	81.75	55.74
Average	1800-5400	23: NB_O4-D3	242	54.08	4453.92	82.36	56.15
Average	1800-5400	24: NB_O4-D4	1404	79.23	6881.77	86.85	59.22
Average	1800-5400	25: NB_O4-D5	213	79.51	6871.23	86.42	58.92
Average	1800-5400	26: NB_O5-D3	797	56.37	4721.50	83.75	57.10
Average	1800-5400	27: NB_O5-D4	4475	80.38	7169.35	89.19	60.81
Average	1800-5400	28: NB_O5-D5	135	81.15	7178.81	88.46	60.32
Average	5400-9000	1: SB_O1-D1	254	448.07	4653.37	10.39	7.08
Average	5400-9000	2: SB_O1-D2	703	370.87	4645.45	12.53	8.54
Average	5400-9000	3: SB_O1-D3	607	470.96	12843.90	27.27	18.59
Average	5400-9000	4: SB_O1-D4	102	457.72	12837.53	28.05	19.12
Average	5400-9000	5: SB_O2-D1	1165	573.27	7096.86	12.38	8.44
Average	5400-9000	6: SB_O2-D2	2946	159.55	7088.94	44.43	30.29
Average	5400-9000	7: SB_O2-D3	2528	257.78	15287.39	59.30	40.43
Average	5400-9000	8: SB_O2-D4	426	256.42	15281.02	59.59	40.63
Average	5400-9000	9: SB_O3-D1	401	582.55	7103.48	12.19	8.31
Average	5400-9000	10: SB_O3-D2	149	135.00	7095.56	52.56	35.84
Average	5400-9000	11: SB_O3-D3	149	232.46	15294.01	65.79	44.86
Average	5400-9000	12: SB_O3-D4	1451	175.62	15313.13	87.20	59.45
Average	5400-9000	13: SB_O4-D3	1125	64.53	4914.02	76.15	51.92
Average	5400-9000	14: SB_O4-D4	124	64.00	4907.65	76.69	52.29
Average	5400-9000	15: SB_O5-D3	3284	64.08	4921.87	76.80	52.37
Average	5400-9000	16: SB_O5-D4	528	63.66	4915.50	77.21	52.64
Average	5400-9000	17: NB_O1-D1	193	139.57	7405.89	53.06	36.18
Average	5400-9000	18: NB_O1-D2	950	97.02	7415.95	76.44	52.11
Average	5400-9000	19: NB_O2-D1	868	136.16	7416.90	54.47	37.14
Average	5400-9000	20: NB_O2-D2	3896	92.69	7426.96	80.13	54.63
Average	5400-9000	21: NB_O3-D1	171	105.64	5036.44	47.67	32.51
Average	5400-9000	22: NB_O3-D2	848	62.26	5046.49	81.06	55.27
Average	5400-9000	23: NB_O4-D3	244	54.06	4453.92	82.39	56.17
Average	5400-9000	24: NB_O4-D4	1468	79.51	6881.77	86.55	59.01
Average	5400-9000	25: NB_O4-D5	232	79.92	6871.23	85.98	58.62
Average	5400-9000	26: NB_O5-D3	840	56.51	4721.50	83.55	56.97
Average	5400-9000	27: NB_O5-D4	4727	80.70	7169.35	88.84	60.57
Average	5400-9000	28: NB_O5-D5	136	81.67	7178.81	87.90	59.93
Average	9000-1260	1: SB_O1-D1	211	397.76	4653.37	11.70	7.98
Average	9000-1260	2: SB_O1-D2	625	420.74	4645.45	11.04	7.53
Average	9000-1260	3: SB_O1-D3	531	537.48	12843.90	23.90	16.29
Average	9000-1260	4: SB_O1-D4	86	536.42	12837.53	23.93	16.32
Average	9000-1260	5: SB_O2-D1	1180	762.05	7096.86	9.31	6.35
Average	9000-1260	6: SB_O2-D2	2839	327.35	7088.94	21.66	14.77
Average	9000-1260	7: SB_O2-D3	2416	451.81	15287.39	33.84	23.07
Average	9000-1260	8: SB_O2-D4	403	446.78	15281.02	34.20	23.32
Average	9000-1260	9: SB_O3-D1	448	758.09	7103.48	9.37	6.39
Average	9000-1260	10: SB_O3-D2	155	283.15	7095.56	25.06	17.09
Average	9000-1260	11: SB_O3-D3	155	400.44	15294.01	38.19	26.04
Average	9000-1260	12: SB_O3-D4	1414	175.60	15313.13	87.21	59.46
Average	9000-1260	13: SB_O4-D3	1079	71.07	4914.02	69.14	47.14
Average	9000-1260	14: SB_O4-D4	114	70.52	4907.65	69.59	47.45
Average	9000-1260	15: SB_O5-D3	3102	69.95	4921.87	70.36	47.97
Average	9000-1260	16: SB_O5-D4	488	68.49	4915.50	71.77	48.93
Average	9000-1260	17: NB_O1-D1	186	252.83	7405.89	29.29	19.97
Average	9000-1260	18: NB_O1-D2	972	123.04	7415.95	60.27	41.09
Average	9000-1260	19: NB_O2-D1	839	242.53	7416.90	30.58	20.85
Average	9000-1260	20: NB_O2-D2	3769	103.14	7426.96	72.01	49.10
Average	9000-1260	21: NB_O3-D1	162	198.73	5036.44	25.34	17.28
Average	9000-1260	22: NB_O3-D2	805	65.45	5046.49	77.10	52.57
Average	9000-1260	23: NB_O4-D3	246	53.74	4453.92	82.87	56.50
Average	9000-1260	24: NB_O4-D4	1468	79.01	6881.77	87.10	59.39
Average	9000-1260	25: NB_O4-D5	230	79.61	6871.23	86.31	58.85
Average	9000-1260	26: NB_O5-D3	811	56.12	4721.50	84.14	57.37
Average	9000-1260	27: NB_O5-D4	4606	80.38	7169.35	89.19	60.81
Average	9000-1260	28: NB_O5-D5	136	81.26	7178.81	88.34	60.23
Average	2600-1620	1: SB_O1-D1	231	331.95	4653.37	14.02	9.56
Average	2600-1620	2: SB_O1-D2	666	407.19	4645.45	11.41	7.78
Average	2600-1620	3: SB_O1-D3	578	526.26	12843.90	24.41	16.64
Average	2600-1620	4: SB_O1-D4	94	523.02	12837.53	24.55	16.74
Average	2600-1620	5: SB_O2-D1	1067	878.80	7096.86	8.08	5.51
Average	2600-1620	6: SB_O2-D2	2509	453.67	7088.94	15.63	10.65
Average	2600-1620	7: SB_O2-D3	2143	570.95	15287.39	26.78	18.26
Average	2600-1620	8: SB_O2-D4	359	553.73	15281.02	27.60	18.82
Average	2600-1620	9: SB_O3-D1	409	873.55	7103.48	8.13	5.54
Average	2600-1620	10: SB_O3-D2	155	406.21	7095.56	17.47	11.91
Average	2600-1620	11: SB_O3-D3	154	517.42	15294.01	29.56	20.15
Average	2600-1620	12: SB_O3-D4	1432	175.80	15313.13	87.11	59.39
Average	2600-1620	13: SB_O4-D3	1098	68.11	4914.02	72.15	49.19
Average	2600-1620	14: SB_O4-D4	119	67.04	4907.65	73.20	49.91
Average	2600-1620	15: SB_O5-D3	2875	67.24	4921.87	73.19	49.91
Average	2600-1620	16: SB_O5-D4	453	66.62	4915.50	73.78	50.31
Average	2600-1620	17: NB_O1-D1	177	388.04	7405.89	19.09	13.01
Average	2600-1620	18: NB_O1-D2	903	258.23	7415.95	28.72	19.58
Average	2600-1620	19: NB_O2-D1	844	304.84	7416.90	24.33	16.59
Average	2600-1620	20: NB_O2-D2	3722	131.68	7426.96	56.40	38.46
Average	2600-1620	21: NB_O3-D1	177	222.48	5036.44	22.64	15.44
Average	2600-1620	22: NB_O3-D2	825	73.29	5046.49	68.86	46.95
Average	2600-1620	23: NB_O4-D3	244	53.91	4453.92	82.62	56.33
Average	2600-1620	24: NB_O4-D4	1464	79.05	6881.77	87.05	59.35
Average	2600-1620	25: NB_O4-D5	227	79.55	6871.23	86.37	58.89
Average	2600-1620	26: NB_O5-D3	805	56.24	4721.50	83.95	57.24
Average	2600-1620	27: NB_O5-D4	4513	80.42	7169.35	89.15	60.79
Average	2600-1620	28: NB_O5-D5	128	81.24	7178.81	88.37	60.25

SimRun	TimeInt	VehicleTravelTimeMeasurement	Density(All	Speed(All)	Volume(All	Hour 1
Average	1800-3600	107: 107 (2	80.49049	54.41607	4379.948	4498.219
Average	1800-3600	110: 110 (4	95.775	55.08635	5275.791	5419.363
Average	1800-3600	155: 155 (1	25.59812	43.45003	1112.217	1122.287
Average	1800-3600	156: 156 (1	19.88721	47.03062	934.0881	966.6796
Average	1800-3600	157: 157 (1	26.94762	43.29311	1157.532	1177.136
Average	1800-3600	201: 201 (4	62.37015	65.51397	4086.1	4213.954
Average	1800-3600	206: 206 (4	78.92517	55.33394	4367.08	4386.773
Average	1800-3600	251: 251 (1	9.155014	60.51415	553.2801	573.5847
Average	1800-3600	252: 252 (1	32.62489	55.42256	1807.136	1796.025
Average	1800-3600	253: 253 (2	182.6218	11.22909	1941.738	1899.328
Average	3600-5400	107: 107 (2	85.38079	54.07069	4616.49	
Average	3600-5400	110: 110 (4	101.5188	54.79811	5562.935	
Average	3600-5400	155: 155 (1	26.00068	43.55549	1132.357	
Average	3600-5400	156: 156 (1	21.96435	45.60837	999.2712	
Average	3600-5400	157: 157 (1	29.72403	41.46297	1196.739	
Average	3600-5400	201: 201 (4	66.36166	65.42671	4341.808	
Average	3600-5400	206: 206 (4	79.70718	55.2874	4406.466	
Average	3600-5400	251: 251 (1	9.701704	61.34289	593.8892	
Average	3600-5400	252: 252 (1	52.87259	36.81291	1784.915	
Average	3600-5400	253: 253 (2	281.4269	6.601253	1856.916	Hour 2
Average	5400-7200	107: 107 (2	89.23186	53.88505	4808.185	4794.294
Average	5400-7200	110: 110 (4	104.3137	54.78495	5714.75	5702.469
Average	5400-7200	155: 155 (1	26.62225	43.45485	1156.859	1159.111
Average	5400-7200	156: 156 (1	23.71333	43.31068	1025.827	1024.511
Average	5400-7200	157: 157 (1	66.16172	24.43978	1243.027	1229.249
Average	5400-7200	201: 201 (4	70.00691	65.29507	4571.089	4423.169
Average	5400-7200	206: 206 (4	72.90718	55.53568	4048.061	3799.983
Average	5400-7200	251: 251 (1	10.66269	59.06196	628.8307	607.5648
Average	5400-7200	252: 252 (1	135.4584	7.724016	1011.175	947.2391
Average	5400-7200	253: 253 (2	274.8872	6.849784	1878.897	1821.421
Average	7200-9000	107: 107 (2	88.69709	53.89676	4780.404	
Average	7200-9000	110: 110 (4	103.734	54.85435	5690.189	
Average	7200-9000	155: 155 (1	26.66086	43.56858	1161.363	
Average	7200-9000	156: 156 (1	22.63272	45.28693	1023.194	
Average	7200-9000	157: 157 (1	89.3106	18.40531	1215.471	
Average	7200-9000	201: 201 (4	117.5412	49.54409	4275.25	
Average	7200-9000	206: 206 (4	64.53875	55.13262	3551.906	
Average	7200-9000	251: 251 (1	10.52678	57.37716	586.2989	
Average	7200-9000	252: 252 (1	144.6449	6.174374	883.3031	
Average	7200-9000	253: 253 (2	217.447	9.633533	1763.944	Hour 3
Average	9000-10800	107: 107 (2	85.82481	54.17413	4649.377	4646.888
Average	9000-10800	110: 110 (4	101.1731	54.97838	5562.009	5543.711
Average	9000-10800	155: 155 (1	25.8652	43.43891	1123.462	1142.823
Average	9000-10800	156: 156 (1	21.39171	45.269	967.8105	971.6823
Average	9000-10800	157: 157 (1	103.8706	13.72264	1170.792	1186.635
Average	9000-10800	201: 201 (4	299.6646	33.93172	3813.906	4069.518
Average	9000-10800	206: 206 (4	63.54032	54.36225	3430.691	3613.016
Average	9000-10800	251: 251 (1	26.85167	42.00966	597.9326	592.4451
Average	9000-10800	252: 252 (1	148.8575	5.81538	856.9993	846.2178
Average	9000-10800	253: 253 (2	197.8931	14.03892	1861.006	1839.54
Average	10800-12600	107: 107 (2	88.36863	52.88949	4644.398	
Average	10800-12600	110: 110 (4	100.4379	55.02335	5525.414	
Average	10800-12600	155: 155 (1	30.4836	40.77331	1162.185	
Average	10800-12600	156: 156 (1	21.8832	44.63451	975.5541	
Average	10800-12600	157: 157 (1	95.12186	15.71516	1202.478	
Average	10800-12600	201: 201 (4	289.765	27.08145	4325.131	
Average	10800-12600	206: 206 (4	100.8729	45.79046	3795.341	
Average	10800-12600	251: 251 (1	17.88982	52.22868	586.9575	
Average	10800-12600	252: 252 (1	149.7721	5.631979	835.4364	
Average	10800-12600	253: 253 (2	214.6047	12.58512	1818.073	Hour 4
Average	12600-14400	107: 107 (2	105.7696	50.13713	4583.168	4614.401
Average	12600-14400	110: 110 (4	97.4787	55.10382	5369.491	5448.129
Average	12600-14400	155: 155 (1	42.33443	39.26111	1101.493	1086.501
Average	12600-14400	156: 156 (1	22.355	44.38318	989.4586	1000.888
Average	12600-14400	157: 157 (1	89.05459	19.08135	1203.337	1196.634
Average	12600-14400	201: 201 (4	399.1574	17.19573	3800.414	3713.037
Average	12600-14400	206: 206 (4	71.14922	50.91777	3312.312	3333.234
Average	12600-14400	251: 251 (1	22.39168	38.72267	587.1683	589.6883
Average	12600-14400	252: 252 (1	147.2873	5.999776	870.4057	890.9872
Average	12600-14400	253: 253 (2	163.3596	18.22661	1724.364	1707.011
Average	14400-16200	107: 107 (2	122.8173	46.42921	4645.634	
Average	14400-16200	110: 110 (4	100.4815	55.00804	5526.767	
Average	14400-16200	155: 155 (1	49.46483	35.91518	1071.508	
Average	14400-16200	156: 156 (1	23.93145	42.58645	1012.318	
Average	14400-16200	157: 157 (1	101.5704	14.95394	1189.93	
Average	14400-16200	201: 201 (4	519.686	8.215329	3625.66	
Average	14400-16200	206: 206 (4	78.74651	48.05572	3354.156	
Average	14400-16200	251: 251 (1	40.43486	34.42007	592.2083	
Average	14400-16200	252: 252 (1	143.0372	6.45967	911.5686	
Average	14400-16200	253: 253 (2	150.0919	20.39383	1689.658	

SimRun	TimeInt	VehicleTravelTimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	344	48.44	4508.34	93.07	63.46
Average	1800-5400	2: SB_O1-D2	1486	51.24	4505.62	87.94	59.96
Average	1800-5400	3: SB_O1-D3	1255	154.33	14260.21	92.40	63.00
Average	1800-5400	4: SB_O1-D4	226	152.51	13862.59	90.89	61.97
Average	1800-5400	5: SB_O2-D1	1104	74.01	7053.70	95.31	64.99
Average	1800-5400	6: SB_O2-D2	3221	73.22	7050.98	96.29	65.65
Average	1800-5400	7: SB_O2-D3	2683	175.62	16805.57	95.69	65.25
Average	1800-5400	8: SB_O2-D4	533	174.26	16407.96	94.16	64.20
Average	1800-5400	9: SB_O3-D1	270	84.52	8059.26	95.35	65.01
Average	1800-5400	10: SB_O3-D2	128	83.14	8056.54	96.90	66.07
Average	1800-5400	11: SB_O3-D3	128	186.76	17811.13	95.37	65.02
Average	1800-5400	12: SB_O3-D4	1394	189.56	17450.05	92.06	62.77
Average	1800-5400	13: SB_O4-D3	927	72.39	5941.27	82.07	55.96
Average	1800-5400	14: SB_O4-D4	122	66.96	5543.65	82.79	56.45
Average	1800-5400	15: SB_O5-D3	4067	68.35	6438.17	94.20	64.23
Average	1800-5400	16: SB_O5-D4	760	66.47	6040.56	90.87	61.96
Average	1800-5400	17: NB_O1-D1	177	91.48	7464.66	81.60	55.64
Average	1800-5400	18: NB_O1-D2	787	92.35	7474.58	80.94	55.19
Average	1800-5400	19: NB_O2-D1	894	91.80	7475.37	81.43	55.52
Average	1800-5400	20: NB_O2-D2	3420	91.15	7465.29	81.90	55.84
Average	1800-5400	21: NB_O3-D1	139	58.20	4716.38	81.04	55.26
Average	1800-5400	22: NB_O3-D2	553	57.84	4726.30	81.71	55.71
Average	1800-5400	23: NB_O4-D3	195	54.16	4607.80	85.08	58.01
Average	1800-5400	24: NB_O4-D4	1473	79.78	7041.20	88.26	60.18
Average	1800-5400	25: NB_O4-D5	331	80.30	7027.64	87.52	59.67
Average	1800-5400	26: NB_O5-D3	542	53.62	4598.64	85.76	58.47
Average	1800-5400	27: NB_O5-D4	4038	78.71	7052.04	89.60	61.09
Average	1800-5400	28: NB_O5-D5	164	79.63	7058.48	88.64	60.44
Average	5400-9000	1: SB_O1-D1	372	55.30	4508.34	81.53	55.59
Average	5400-9000	2: SB_O1-D2	1604	53.13	4505.62	84.81	57.83
Average	5400-9000	3: SB_O1-D3	1326	184.30	14260.21	77.38	52.76
Average	5400-9000	4: SB_O1-D4	241	159.60	13862.59	86.86	59.22
Average	5400-9000	5: SB_O2-D1	1162	79.66	7053.70	88.54	60.37
Average	5400-9000	6: SB_O2-D2	3507	74.22	7050.98	95.00	64.77
Average	5400-9000	7: SB_O2-D3	2886	195.78	16805.57	85.84	58.53
Average	5400-9000	8: SB_O2-D4	565	180.73	16407.96	90.79	61.90
Average	5400-9000	9: SB_O3-D1	299	91.07	8059.26	88.49	60.33
Average	5400-9000	10: SB_O3-D2	137	83.77	8056.54	96.18	65.57
Average	5400-9000	11: SB_O3-D3	131	232.54	17811.13	76.59	52.22
Average	5400-9000	12: SB_O3-D4	1508	189.98	17450.05	91.85	62.63
Average	5400-9000	13: SB_O4-D3	926	120.51	5941.27	49.30	33.61
Average	5400-9000	14: SB_O4-D4	129	73.09	5543.65	75.85	51.72
Average	5400-9000	15: SB_O5-D3	4342	91.34	6438.17	70.48	48.06
Average	5400-9000	16: SB_O5-D4	806	71.70	6040.56	84.25	57.44
Average	5400-9000	17: NB_O1-D1	180	91.22	7464.66	81.83	55.79
Average	5400-9000	18: NB_O1-D2	811	91.89	7474.58	81.34	55.46
Average	5400-9000	19: NB_O2-D1	899	91.67	7475.37	81.55	55.60
Average	5400-9000	20: NB_O2-D2	3372	91.06	7465.29	81.98	55.89
Average	5400-9000	21: NB_O3-D1	151	58.17	4716.38	81.08	55.28
Average	5400-9000	22: NB_O3-D2	601	58.03	4726.30	81.45	55.53
Average	5400-9000	23: NB_O4-D3	182	54.25	4607.80	84.94	57.92
Average	5400-9000	24: NB_O4-D4	1476	79.69	7041.20	88.35	60.24
Average	5400-9000	25: NB_O4-D5	338	80.16	7027.64	87.67	59.78
Average	5400-9000	26: NB_O5-D3	547	53.62	4598.64	85.76	58.47
Average	5400-9000	27: NB_O5-D4	4095	78.65	7052.04	89.67	61.14
Average	5400-9000	28: NB_O5-D5	165	79.66	7058.48	88.61	60.42
Average	9000-12600	1: SB_O1-D1	346	73.17	4508.34	61.61	42.01
Average	9000-12600	2: SB_O1-D2	1503	67.27	4505.62	66.98	45.67
Average	9000-12600	3: SB_O1-D3	1268	294.88	14260.21	48.36	32.97
Average	9000-12600	4: SB_O1-D4	219	207.63	13862.59	66.77	45.52
Average	9000-12600	5: SB_O2-D1	1116	105.26	7053.70	67.01	45.69
Average	9000-12600	6: SB_O2-D2	3239	77.46	7050.98	91.03	62.07
Average	9000-12600	7: SB_O2-D3	2689	262.07	16805.57	64.13	43.72
Average	9000-12600	8: SB_O2-D4	533	215.72	16407.96	76.06	51.86
Average	9000-12600	9: SB_O3-D1	277	117.28	8059.26	68.72	46.85
Average	9000-12600	10: SB_O3-D2	123	85.20	8056.54	94.56	64.48
Average	9000-12600	11: SB_O3-D3	123	333.03	17811.13	53.48	36.46
Average	9000-12600	12: SB_O3-D4	1412	189.66	17450.05	92.00	62.73
Average	9000-12600	13: SB_O4-D3	848	279.62	5941.27	21.25	14.49
Average	9000-12600	14: SB_O4-D4	118	112.54	5543.65	49.26	33.59
Average	9000-12600	15: SB_O5-D3	4080	153.61	6438.17	41.91	28.58
Average	9000-12600	16: SB_O5-D4	752	93.23	6040.56	64.79	44.18
Average	9000-12600	17: NB_O1-D1	183	91.08	7464.66	81.96	55.88
Average	9000-12600	18: NB_O1-D2	816	91.65	7474.58	81.55	55.60
Average	9000-12600	19: NB_O2-D1	832	91.35	7475.37	81.83	55.79
Average	9000-12600	20: NB_O2-D2	3175	90.82	7465.29	82.20	56.04
Average	9000-12600	21: NB_O3-D1	132	58.19	4716.38	81.06	55.27
Average	9000-12600	22: NB_O3-D2	561	57.96	4726.30	81.55	55.60
Average	9000-12600	23: NB_O4-D3	189	54.09	4607.80	85.19	58.08
Average	9000-12600	24: NB_O4-D4	1476	79.56	7041.20	88.50	60.34
Average	9000-12600	25: NB_O4-D5	332	80.28	7027.64	87.54	59.69
Average	9000-12600	26: NB_O5-D3	514	53.45	4598.64	86.04	58.66
Average	9000-12600	27: NB_O5-D4	3862	78.51	7052.04	89.82	61.24
Average	9000-12600	28: NB_O5-D5	173	79.33	7058.48	88.97	60.66
Average	2600-1620	1: SB_O1-D1	319	49.62	4508.34	90.86	61.95
Average	2600-1620	2: SB_O1-D2	1383	50.56	4505.62	89.12	60.76
Average	2600-1620	3: SB_O1-D3	1188	280.86	14260.21	50.77	34.62
Average	2600-1620	4: SB_O1-D4	207	180.55	13862.59	76.78	52.35
Average	2600-1620	5: SB_O2-D1	1026	75.15	7053.70	93.86	64.00
Average	2600-1620	6: SB_O2-D2	3004	72.90	7050.98	96.72	65.94
Average	2600-1620	7: SB_O2-D3	2520	257.17	16805.57	65.35	44.56
Average	2600-1620	8: SB_O2-D4	497	202.49	16407.96	81.03	55.25
Average	2600-1620	9: SB_O3-D1	262	85.54	8059.26	94.22	64.24
Average	2600-1620	10: SB_O3-D2	115	82.83	8056.54	97.26	66.31
Average	2600-1620	11: SB_O3-D3	116	340.04	17811.13	52.38	35.71
Average	2600-1620	12: SB_O3-D4	1296	189.20	17450.05	92.23	62.88
Average	2600-1620	13: SB_O4-D3	908	343.55	5941.27	17.29	11.79
Average	2600-1620	14: SB_O4-D4	124	123.12	5543.65	45.03	30.70
Average	2600-1620	15: SB_O5-D3	3824	167.11	6438.17	38.53	26.27
Average	2600-1620	16: SB_O5-D4	703	95.11	6040.56	63.51	43.30
Average	2600-1620	17: NB_O1-D1	163	91.09	7464.66	81.94	55.87
Average	2600-1620	18: NB_O1-D2	786	91.61	7474.58	81.59	55.63
Average	2600-1620	19: NB_O2-D1	847	91.23	7475.37	81.94	55.87
Average	2600-1620	20: NB_O2-D2	3151	90.74	7465.29	82.27	56.09
Average	2600-1620	21: NB_O3-D1	128	58.07	4716.38	81.22	55.38
Average	2600-1620	22: NB_O3-D2	501	57.75	4726.30	81.84	55.80
Average	2600-1620	23: NB_O4-D3	183	54.08	4607.80	85.20	58.09
Average	2600-1620	24: NB_O4-D4	1480	79.54	7041.20	88.52	60.36
Average	2600-1620	25: NB_O4-D5	335	80.03	7027.64	87.81	59.87
Average	2600-1620	26: NB_O5-D3	499	53.41	4598.64	86.11	58.71
Average	2600-1620	27: NB_O5-D4	3785	78.42	7052.04	89.92	61.31
Average	2600-1620	28: NB_O5-D5	158	79.37	7058.48	88.94	60.64

SimRun	TimeInt	VehicleTravelTimeMeasurement	Density(All)	Speed(All)	Volume(All)	Hour 1
Average	1800-3600	27: 107 (3)_I-95 NE	73.811315	55.98451	4132.2916	4329.713
Average	1800-3600	110: 110 (4)_I-95 N	81.814492	55.76968	4562.7301	4754.369
Average	1800-3600	155: 155 (1)_I-95 N	21.417022	44.15937	945.82862	961.6891
Average	1800-3600	156: 156 (1)_I-95 N	11.732642	55.82913	654.95457	693.1148
Average	1800-3600	157: 157 (1)_I-95 N	24.622915	47.59954	1171.942	1208.618
Average	1800-3600	201: 201 (4)_I-95 S	62.246508	65.69372	4089.1982	4334.918
Average	1800-3600	206: 206 (4)_I-95 S	69.545992	65.84549	4579.2736	4835.281
Average	1800-3600	251: 251 (1)_I-95 S	5.575332	66.61937	371.47577	389.5655
Average	1800-3600	252: 252 (1)_I-95 S	30.817594	56.07822	1728.1027	1834.73
Average	1800-3600	253: 253 (2)_I-95 SI	26.289771	61.98943	1629.6735	1713.079
Average	3600-5400	27: 107 (3)_I-95 NE	81.206804	55.74973	4527.1341	
Average	3600-5400	110: 110 (4)_I-95 N	89.319428	55.37479	4946.008	
Average	3600-5400	155: 155 (1)_I-95 N	22.111823	44.21038	977.54949	
Average	3600-5400	156: 156 (1)_I-95 N	13.189146	55.45094	731.27505	
Average	3600-5400	157: 157 (1)_I-95 N	26.246237	47.44888	1245.2944	
Average	3600-5400	201: 201 (4)_I-95 S	69.946901	65.48757	4580.6387	
Average	3600-5400	206: 206 (4)_I-95 S	77.768973	65.46761	5091.2878	
Average	3600-5400	251: 251 (1)_I-95 S	6.108323	66.75101	407.65517	
Average	3600-5400	252: 252 (1)_I-95 S	35.097928	55.31549	1941.3563	
Average	3600-5400	253: 253 (2)_I-95 SI	29.15158	61.63618	1796.484	Hour 2
Average	5400-7200	27: 107 (3)_I-95 NE	78.754103	56.00669	4409.6949	4260.07
Average	5400-7200	110: 110 (4)_I-95 N	88.712719	55.51199	4923.9276	4788.056
Average	5400-7200	155: 155 (1)_I-95 N	22.595961	44.1503	997.58212	990.4974
Average	5400-7200	156: 156 (1)_I-95 N	13.778796	55.50467	764.70335	749.6329
Average	5400-7200	157: 157 (1)_I-95 N	27.137837	47.32462	1284.2022	1230.411
Average	5400-7200	201: 201 (4)_I-95 S	71.962643	65.47411	4711.6812	4667.622
Average	5400-7200	206: 206 (4)_I-95 S	81.206913	65.14454	5290.0172	5245.771
Average	5400-7200	251: 251 (1)_I-95 S	6.524282	66.59225	434.39869	427.0424
Average	5400-7200	252: 252 (1)_I-95 S	36.192491	55.145	1995.7003	1979.176
Average	5400-7200	253: 253 (2)_I-95 SI	30.462776	61.33632	1867.987	1828.273
Average	7200-9000	27: 107 (3)_I-95 NE	73.184284	56.17449	4110.4444	
Average	7200-9000	110: 110 (4)_I-95 N	83.631738	55.63429	4652.1837	
Average	7200-9000	155: 155 (1)_I-95 N	22.236181	44.22249	983.41272	
Average	7200-9000	156: 156 (1)_I-95 N	13.26027	55.40089	734.56238	
Average	7200-9000	157: 157 (1)_I-95 N	24.772425	47.50539	1176.6208	
Average	7200-9000	201: 201 (4)_I-95 S	70.573893	65.5139	4623.5622	
Average	7200-9000	206: 206 (4)_I-95 S	80.505342	64.65952	5201.5256	
Average	7200-9000	251: 251 (1)_I-95 S	6.280568	66.81589	419.68617	
Average	7200-9000	252: 252 (1)_I-95 S	35.603986	55.13618	1962.6511	
Average	7200-9000	253: 253 (2)_I-95 SI	61.928591	50.59859	1788.5591	Hour 3
Average	9000-10800	27: 107 (3)_I-95 NE	70.472393	56.2892	3966.0758	3996.898
Average	9000-10800	110: 110 (4)_I-95 N	81.166281	55.77807	4526.7864	4550.255
Average	9000-10800	155: 155 (1)_I-95 N	22.563669	44.13198	995.6744	998.0177
Average	9000-10800	156: 156 (1)_I-95 N	12.714804	55.67341	707.9135	692.1663
Average	9000-10800	157: 157 (1)_I-95 N	24.342945	47.51762	1156.4844	1148.355
Average	9000-10800	201: 201 (4)_I-95 S	67.803601	65.55754	4445.0077	4341.162
Average	9000-10800	206: 206 (4)_I-95 S	104.60768	59.95569	4951.4315	4866.533
Average	9000-10800	251: 251 (1)_I-95 S	5.929968	66.81047	396.1708	388.3204
Average	9000-10800	252: 252 (1)_I-95 S	43.730734	51.43496	1880.2164	1841.023
Average	9000-10800	253: 253 (2)_I-95 SI	74.156718	48.36159	1773.6558	1735.372
Average	10800-12600	27: 107 (3)_I-95 NE	71.712341	56.36971	4027.7202	
Average	10800-12600	110: 110 (4)_I-95 N	82.102782	55.713	4573.7228	
Average	10800-12600	155: 155 (1)_I-95 N	22.598078	44.26902	1000.3611	
Average	10800-12600	156: 156 (1)_I-95 N	12.134305	55.74456	676.41918	
Average	10800-12600	157: 157 (1)_I-95 N	23.99989	47.51169	1140.2262	
Average	10800-12600	201: 201 (4)_I-95 S	64.499705	65.69533	4237.3169	
Average	10800-12600	206: 206 (4)_I-95 S	86.18469	61.15272	4781.6348	
Average	10800-12600	251: 251 (1)_I-95 S	5.705782	66.68813	380.47008	
Average	10800-12600	252: 252 (1)_I-95 S	32.148826	56.04943	1801.8302	
Average	10800-12600	253: 253 (2)_I-95 SI	77.895737	50.68689	1697.0884	Hour 4
Average	12600-14400	27: 107 (3)_I-95 NE	69.961415	56.21818	3932.9706	4006.283
Average	12600-14400	110: 110 (4)_I-95 N	78.530794	55.79407	4381.337	4438.707
Average	12600-14400	155: 155 (1)_I-95 N	21.441782	44.17156	947.12959	944.6944
Average	12600-14400	156: 156 (1)_I-95 N	10.88717	55.91578	608.68684	630.2893
Average	12600-14400	157: 157 (1)_I-95 N	23.239632	47.47506	1103.1259	1137.82
Average	12600-14400	201: 201 (4)_I-95 S	59.109977	65.82904	3891.1594	4021.008
Average	12600-14400	206: 206 (4)_I-95 S	66.008302	65.90411	4350.04	4501.586
Average	12600-14400	251: 251 (1)_I-95 S	5.327831	66.86044	356.17067	370.2733
Average	12600-14400	252: 252 (1)_I-95 S	29.10671	56.52827	1645.2998	1702.577
Average	12600-14400	253: 253 (2)_I-95 SI	37.471774	53.13046	1562.7888	1603.336
Average	14400-16200	27: 107 (3)_I-95 NE	72.586488	56.21263	4079.5964	
Average	14400-16200	110: 110 (4)_I-95 N	80.553115	55.8192	4496.0768	
Average	14400-16200	155: 155 (1)_I-95 N	21.356849	44.12116	942.25921	
Average	14400-16200	156: 156 (1)_I-95 N	11.651246	55.95286	651.89169	
Average	14400-16200	157: 157 (1)_I-95 N	24.674273	47.53246	1172.5142	
Average	14400-16200	201: 201 (4)_I-95 S	63.168213	65.71134	4150.8556	
Average	14400-16200	206: 206 (4)_I-95 S	70.665668	65.84734	4653.1323	
Average	14400-16200	251: 251 (1)_I-95 S	5.767349	66.65651	384.37585	
Average	14400-16200	252: 252 (1)_I-95 S	31.349206	56.13843	1759.8548	
Average	14400-16200	253: 253 (2)_I-95 SI	26.656629	61.66698	1643.8841	

SimRun	TimeInt	VehicleTravelTimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	436	48.64	4508.34	92.70	63.20
Average	1800-5400	2: SB_O1-D2	1428	51.24	4505.62	87.94	59.96
Average	1800-5400	3: SB_O1-D3	1221	161.97	14260.21	88.04	60.03
Average	1800-5400	4: SB_O1-D4	189	151.97	13862.59	91.22	62.19
Average	1800-5400	5: SB_O2-D1	1364	74.52	7053.70	94.65	64.53
Average	1800-5400	6: SB_O2-D2	2839	73.32	7050.98	96.17	65.57
Average	1800-5400	7: SB_O2-D3	2397	178.80	16805.57	93.99	64.09
Average	1800-5400	8: SB_O2-D4	420	173.54	16407.96	94.55	64.47
Average	1800-5400	9: SB_O3-D1	414	85.11	8059.26	94.70	64.57
Average	1800-5400	10: SB_O3-D2	155	83.09	8056.54	96.96	66.11
Average	1800-5400	11: SB_O3-D3	151	211.89	17811.13	84.06	57.31
Average	1800-5400	12: SB_O3-D4	1373	189.80	17450.05	91.94	62.69
Average	1800-5400	13: SB_O4-D3	1030	91.37	5941.27	65.02	44.33
Average	1800-5400	14: SB_O4-D4	110	67.02	5543.65	82.72	56.40
Average	1800-5400	15: SB_O5-D3	3767	74.15	6438.17	86.82	59.20
Average	1800-5400	16: SB_O5-D4	609	65.96	6040.56	91.59	62.44
Average	1800-5400	17: NB_O1-D1	166	91.34	7464.66	81.72	55.72
Average	1800-5400	18: NB_O1-D2	839	92.30	7474.58	80.98	55.21
Average	1800-5400	19: NB_O2-D1	820	91.51	7475.37	81.69	55.70
Average	1800-5400	20: NB_O2-D2	3665	91.18	7465.29	81.87	55.82
Average	1800-5400	21: NB_O3-D1	168	58.22	4716.38	81.01	55.23
Average	1800-5400	22: NB_O3-D2	798	58.12	4726.30	81.31	55.44
Average	1800-5400	23: NB_O4-D3	247	55.92	4607.80	82.40	56.18
Average	1800-5400	24: NB_O4-D4	1433	80.61	7041.20	87.35	59.56
Average	1800-5400	25: NB_O4-D5	216	80.86	7027.64	86.91	59.26
Average	1800-5400	26: NB_O5-D3	783	54.72	4598.64	84.05	57.30
Average	1800-5400	27: NB_O5-D4	4375	78.75	7052.04	89.55	61.06
Average	1800-5400	28: NB_O5-D5	116	79.57	7058.48	88.71	60.48
Average	5400-9000	1: SB_O1-D1	455	139.89	4508.34	32.23	21.97
Average	5400-9000	2: SB_O1-D2	1398	163.93	4505.62	27.48	18.74
Average	5400-9000	3: SB_O1-D3	1102	488.07	14260.21	29.22	19.92
Average	5400-9000	4: SB_O1-D4	177	311.02	13862.59	44.57	30.39
Average	5400-9000	5: SB_O2-D1	1118	285.52	7053.70	24.70	16.84
Average	5400-9000	6: SB_O2-D2	2599	135.03	7050.98	52.22	35.60
Average	5400-9000	7: SB_O2-D3	2157	399.92	16805.57	42.02	28.65
Average	5400-9000	8: SB_O2-D4	384	288.46	16407.96	56.88	38.78
Average	5400-9000	9: SB_O3-D1	358	296.41	8059.26	27.19	18.54
Average	5400-9000	10: SB_O3-D2	141	124.87	8056.54	64.52	43.99
Average	5400-9000	11: SB_O3-D3	135	604.54	17811.13	29.46	20.09
Average	5400-9000	12: SB_O3-D4	1449	190.04	17450.05	91.82	62.61
Average	5400-9000	13: SB_O4-D3	802	544.57	5941.27	10.91	7.44
Average	5400-9000	14: SB_O4-D4	104	148.04	5543.65	37.45	25.53
Average	5400-9000	15: SB_O5-D3	3394	274.58	6438.17	23.45	15.99
Average	5400-9000	16: SB_O5-D4	561	123.69	6040.56	48.84	33.30
Average	5400-9000	17: NB_O1-D1	165	95.51	7464.66	78.16	53.29
Average	5400-9000	18: NB_O1-D2	829	92.69	7474.58	80.64	54.98
Average	5400-9000	19: NB_O2-D1	784	94.68	7475.37	78.95	53.83
Average	5400-9000	20: NB_O2-D2	3562	91.57	7465.29	81.53	55.59
Average	5400-9000	21: NB_O3-D1	168	64.94	4716.38	72.63	49.52
Average	5400-9000	22: NB_O3-D2	849	58.54	4726.30	80.74	55.05
Average	5400-9000	23: NB_O4-D3	249	55.33	4607.80	83.27	56.78
Average	5400-9000	24: NB_O4-D4	1484	80.71	7041.20	87.24	59.48
Average	5400-9000	25: NB_O4-D5	239	80.93	7027.64	86.84	59.21
Average	5400-9000	26: NB_O5-D3	778	54.37	4598.64	84.58	57.67
Average	5400-9000	27: NB_O5-D4	4372	78.89	7052.04	89.39	60.95
Average	5400-9000	28: NB_O5-D5	117	79.80	7058.48	88.46	60.31
Average	9000-1260(	1: SB_O1-D1	452	150.76	4508.34	29.90	20.39
Average	9000-1260(	2: SB_O1-D2	1463	298.22	4505.62	15.11	10.30
Average	9000-1260(	3: SB_O1-D3	1128	897.95	14260.21	15.88	10.83
Average	9000-1260(	4: SB_O1-D4	184	562.34	13862.59	24.65	16.81
Average	9000-1260(	5: SB_O2-D1	1003	888.66	7053.70	7.94	5.41
Average	9000-1260(	6: SB_O2-D2	1965	737.21	7050.98	9.56	6.52
Average	9000-1260(	7: SB_O2-D3	1546	1231.54	16805.57	13.65	9.30
Average	9000-1260(	8: SB_O2-D4	275	1021.44	16407.96	16.06	10.95
Average	9000-1260(	9: SB_O3-D1	449	795.05	8059.26	10.14	6.91
Average	9000-1260(	10: SB_O3-D2	150	567.94	8056.54	14.19	9.67
Average	9000-1260(	11: SB_O3-D3	133	1444.86	17811.13	12.33	8.40
Average	9000-1260(	12: SB_O3-D4	1414	193.56	17450.05	90.15	61.47
Average	9000-1260(	13: SB_O4-D3	718	977.33	5941.27	6.08	4.14
Average	9000-1260(	14: SB_O4-D4	73	222.23	5543.65	24.95	17.01
Average	9000-1260(	15: SB_O5-D3	2806	479.23	6438.17	13.43	9.16
Average	9000-1260(	16: SB_O5-D4	459	191.95	6040.56	31.47	21.46
Average	9000-1260(	17: NB_O1-D1	122	364.90	7464.66	20.46	13.95
Average	9000-1260(	18: NB_O1-D2	714	172.69	7474.58	43.28	29.51
Average	9000-1260(	19: NB_O2-D1	564	355.64	7475.37	21.02	14.33
Average	9000-1260(	20: NB_O2-D2	3050	153.57	7465.29	48.61	33.14
Average	9000-1260(	21: NB_O3-D1	124	282.47	4716.38	16.70	11.38
Average	9000-1260(	22: NB_O3-D2	752	97.94	4726.30	48.26	32.90
Average	9000-1260(	23: NB_O4-D3	220	55.47	4607.80	83.07	56.64
Average	9000-1260(	24: NB_O4-D4	1311	80.56	7041.20	87.40	59.59
Average	9000-1260(	25: NB_O4-D5	204	81.11	7027.64	86.64	59.07
Average	9000-1260(	26: NB_O5-D3	668	54.98	4598.64	83.64	57.03
Average	9000-1260(	27: NB_O5-D4	3802	79.15	7052.04	89.09	60.75
Average	9000-1260(	28: NB_O5-D5	103	80.11	7058.48	88.11	60.08
Average	2600-1620	1: SB_O1-D1	452	150.45	4508.34	29.97	20.43
Average	2600-1620	2: SB_O1-D2	1527	311.95	4505.62	14.44	9.85
Average	2600-1620	3: SB_O1-D3	1563	917.10	14260.21	15.55	10.60
Average	2600-1620	4: SB_O1-D4	205	573.07	13862.59	24.19	16.49
Average	2600-1620	5: SB_O2-D1	1099	788.35	7053.70	8.95	6.10
Average	2600-1620	6: SB_O2-D2	2401	656.77	7050.98	10.74	7.32
Average	2600-1620	7: SB_O2-D3	2214	1099.22	16805.57	15.29	10.42
Average	2600-1620	8: SB_O2-D4	367	935.70	16407.96	17.54	11.96
Average	2600-1620	9: SB_O3-D1	450	630.18	8059.26	12.79	8.72
Average	2600-1620	10: SB_O3-D2	172	417.67	8056.54	19.29	13.15
Average	2600-1620	11: SB_O3-D3	197	992.01	17811.13	17.95	12.24
Average	2600-1620	12: SB_O3-D4	1441	190.15	17450.05	91.77	62.57
Average	2600-1620	13: SB_O4-D3	892	893.55	5941.27	6.65	4.53
Average	2600-1620	14: SB_O4-D4	85	214.89	5543.65	25.80	17.59
Average	2600-1620	15: SB_O5-D3	3977	371.90	6438.17	17.31	11.80
Average	2600-1620	16: SB_O5-D4	573	158.90	6040.56	38.02	25.92
Average	2600-1620	17: NB_O1-D1	46	2368.78	7464.66	3.15	2.15
Average	2600-1620	18: NB_O1-D2	244	984.41	7474.58	7.59	5.18
Average	2600-1620	19: NB_O2-D1	220	2505.53	7475.37	2.98	2.03
Average	2600-1620	20: NB_O2-D2	1155	952.75	7465.29	7.84	5.34
Average	2600-1620	21: NB_O3-D1	67	2131.85	4716.38	2.21	1.51
Average	2600-1620	22: NB_O3-D2	438	643.15	4726.30	7.35	5.01
Average	2600-1620	23: NB_O4-D3	147	53.51	4607.80	86.11	58.71
Average	2600-1620	24: NB_O4-D4	892	78.07	7041.20	90.19	61.49
Average	2600-1620	25: NB_O4-D5	140	78.34	7027.64	89.71	61.16
Average	2600-1620	26: NB_O5-D3	275	53.36	4598.64	86.18	58.76
Average	2600-1620	27: NB_O5-D4	1552	77.63	7052.04	90.84	61.94
Average	2600-1620	28: NB_O5-D5	35	77.86	7058.48	90.66	61.81

SimRun	TimeInt	VehicleTravelTimeMeasurement	Density(All)	Speed(All)	Volume(All)	Hour 1
Average	1800-3600	27: 107 (3)_I-95 NE	78.393339	55.84052	4377.5029	4491.813
Average	1800-3600	110: 110 (4)_I-95 N	93.623097	55.18786	5166.784	5293.854
Average	1800-3600	155: 155 (1)_I-95 N	22.5923	44.14957	997.41246	1003.092
Average	1800-3600	156: 156 (1)_I-95 N	17.248166	54.26196	935.80536	969.5358
Average	1800-3600	157: 157 (1)_I-95 N	23.885035	47.60684	1136.963	1153.004
Average	1800-3600	201: 201 (4)_I-95 S	62.167309	65.70968	4084.9813	4212.538
Average	1800-3600	206: 206 (4)_I-95 S	65.174931	65.83506	4290.6525	4420.867
Average	1800-3600	251: 251 (1)_I-95 S	8.170663	66.3713	542.25832	560.9394
Average	1800-3600	252: 252 (1)_I-95 S	32.151148	56.23044	1807.8005	1867.542
Average	1800-3600	253: 253 (2) I-95 SI	35.902621	60.05388	2154.9526	2208.13
Average	3600-5400	27: 107 (3)_I-95 NE	82.547476	55.80011	4606.1231	
Average	3600-5400	110: 110 (4)_I-95 N	98.514544	55.02847	5420.9241	
Average	3600-5400	155: 155 (1)_I-95 N	22.875373	44.09731	1008.7707	
Average	3600-5400	156: 156 (1)_I-95 N	18.733756	53.569	1003.2663	
Average	3600-5400	157: 157 (1)_I-95 N	24.629456	47.46684	1169.0458	
Average	3600-5400	201: 201 (4)_I-95 S	66.10754	65.6522	4340.0954	
Average	3600-5400	206: 206 (4)_I-95 S	69.336879	65.63829	4551.0825	
Average	3600-5400	251: 251 (1)_I-95 S	8.732688	66.37525	579.6205	
Average	3600-5400	252: 252 (1)_I-95 S	34.43661	55.96711	1927.2837	
Average	3600-5400	253: 253 (2) I-95 SI	44.559519	53.76677	2261.3064	Hour 2
Average	5400-7200	27: 107 (3)_I-95 NE	80.352228	55.96761	4496.5159	4372.344
Average	5400-7200	110: 110 (4)_I-95 N	97.769972	55.06871	5383.574	5243.241
Average	5400-7200	155: 155 (1)_I-95 N	22.872906	44.13592	1009.441	1001.571
Average	5400-7200	156: 156 (1)_I-95 N	19.266179	53.79093	1036.1809	1022.439
Average	5400-7200	157: 157 (1)_I-95 N	25.596072	47.22506	1208.5744	1090.452
Average	5400-7200	201: 201 (4)_I-95 S	69.739384	65.53078	4570.062	4307.646
Average	5400-7200	206: 206 (4)_I-95 S	72.464178	64.51247	4676.3163	4143.735
Average	5400-7200	251: 251 (1)_I-95 S	9.285177	66.21296	614.78414	591.0262
Average	5400-7200	252: 252 (1)_I-95 S	43.926179	51.24678	2018.0644	1961.488
Average	5400-7200	253: 253 (2) I-95 SI	181.5207	15.85811	2140.0483	1926.452
Average	7200-9000	27: 107 (3)_I-95 NE	75.650878	56.15696	4248.1731	
Average	7200-9000	110: 110 (4)_I-95 N	92.236734	55.32838	5102.9088	
Average	7200-9000	155: 155 (1)_I-95 N	22.469465	44.22466	993.69999	
Average	7200-9000	156: 156 (1)_I-95 N	18.817858	53.62266	1008.6976	
Average	7200-9000	157: 157 (1)_I-95 N	100.64512	23.18156	972.32904	
Average	7200-9000	201: 201 (4)_I-95 S	144.37946	51.52116	4045.23	
Average	7200-9000	206: 206 (4)_I-95 S	62.113734	59.79232	3611.1539	
Average	7200-9000	251: 251 (1)_I-95 S	27.298886	52.2135	567.26836	
Average	7200-9000	252: 252 (1)_I-95 S	108.12827	21.55595	1904.9108	
Average	7200-9000	253: 253 (2) I-95 SI	163.10119	14.79015	1712.8558	Hour 3
Average	9000-10800	27: 107 (3)_I-95 NE	76.957631	54.06315	4084.9553	3969.431
Average	9000-10800	110: 110 (4)_I-95 N	84.768592	55.39421	4691.7494	4525.543
Average	9000-10800	155: 155 (1)_I-95 N	23.21857	42.90434	989.59054	945.8699
Average	9000-10800	156: 156 (1)_I-95 N	19.768148	50.28344	967.03743	941.1869
Average	9000-10800	157: 157 (1)_I-95 N	200.51751	18.08379	1019.2169	788.0383
Average	9000-10800	201: 201 (4)_I-95 S	530.58981	11.14275	2721.2694	3137.437
Average	9000-10800	206: 206 (4)_I-95 S	98.531525	50.54145	3460.9855	3543.8
Average	9000-10800	251: 251 (1)_I-95 S	97.198487	13.49547	544.7099	574.7738
Average	9000-10800	252: 252 (1)_I-95 S	120.46361	19.53808	1955.8048	1918.453
Average	9000-10800	253: 253 (2) I-95 SI	73.679019	38.35864	1913.5314	1900.126
Average	10800-1260(	27: 107 (3)_I-95 NE	181.79233	41.39879	3853.9063	
Average	10800-1260(	110: 110 (4)_I-95 N	79.19089	55.34123	4359.3373	
Average	10800-1260(	155: 155 (1)_I-95 N	53.129061	33.03409	902.14926	
Average	10800-1260(	156: 156 (1)_I-95 N	39.020302	42.50481	915.33633	
Average	10800-1260(	157: 157 (1)_I-95 N	293.45467	6.55528	556.85956	
Average	10800-1260(	201: 201 (4)_I-95 S	534.21258	12.0712	3553.6048	
Average	10800-1260(	206: 206 (4)_I-95 S	238.00539	32.57788	3626.6154	
Average	10800-1260(	251: 251 (1)_I-95 S	32.998596	31.26625	604.83761	
Average	10800-1260(	252: 252 (1)_I-95 S	128.2449	15.94337	1881.1012	
Average	10800-1260(	253: 253 (2) I-95 SI	107.89425	26.2533	1886.7211	Hour 4
Average	12600-1440(	27: 107 (3)_I-95 NE	480.53188	14.71287	2298.3213	1783.873
Average	12600-1440(	110: 110 (4)_I-95 N	32.944088	56.46768	1852.649	1838.427
Average	12600-1440(	155: 155 (1)_I-95 N	129.32597	11.33781	490.93781	369.7453
Average	12600-1440(	156: 156 (1)_I-95 N	125.21539	12.46916	650.3027	603.4483
Average	12600-1440(	157: 157 (1)_I-95 N	440.20761	0.414692	168.60892	340.2493
Average	12600-1440(	201: 201 (4)_I-95 S	606.49787	5.451659	3212.9757	3397.592
Average	12600-1440(	206: 206 (4)_I-95 S	234.90801	31.45201	3926.3859	4131.591
Average	12600-1440(	251: 251 (1)_I-95 S	42.283191	20.0513	583.18121	589.754
Average	12600-1440(	252: 252 (1)_I-95 S	126.6547	16.2582	1940.4833	1971.322
Average	12600-1440(	253: 253 (2) I-95 SI	69.320394	37.5274	1971.2069	1994.837
Average	14400-1620(	27: 107 (3)_I-95 NE	759.15776	2.345173	1269.4257	
Average	14400-1620(	110: 110 (4)_I-95 N	33.523991	55.98015	1824.2054	
Average	14400-1620(	155: 155 (1)_I-95 N	197.66585	2.662365	248.55273	
Average	14400-1620(	156: 156 (1)_I-95 N	184.76879	4.474206	556.59381	
Average	14400-1620(	157: 157 (1)_I-95 N	403.60139	1.644873	511.88963	
Average	14400-1620(	201: 201 (4)_I-95 S	582.13903	6.335808	3582.2091	
Average	14400-1620(	206: 206 (4)_I-95 S	133.25855	48.05845	4336.7968	
Average	14400-1620(	251: 251 (1)_I-95 S	26.332075	30.08841	596.3267	
Average	14400-1620(	252: 252 (1)_I-95 S	139.64731	15.57566	2002.1604	
Average	14400-1620(	253: 253 (2) I-95 SI	108.2443	25.92913	2018.4668	

SimRun	TimeInt	VehicleTravelTimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	1026	56.86	3976.82	69.94	47.69
Average	1800-5400	2: SB_O1-D2	532	71.51	5229.02	73.13	49.86
Average	1800-5400	3: SB_O1-D3	2769	63.70	5239.22	82.25	56.08
Average	1800-5400	4: SB_O2-D1	198	67.76	3989.78	58.88	40.14
Average	1800-5400	5: SB_O2-D2	100	87.66	5241.97	59.80	40.77
Average	1800-5400	6: SB_O2-D3	535	86.82	5252.18	60.50	41.25
Average	1800-5400	7: SB_O3-D1	508	34.65	2669.33	77.04	52.53
Average	1800-5400	8: SB_O3-D2	118	55.72	3921.53	70.38	47.98
Average	1800-5400	9: SB_O3-D3	773	52.36	3931.73	75.09	51.20
Average	1800-5400	10: NB_O1-D1	470	77.87	6290.50	80.78	55.08
Average	1800-5400	11: NB_O1-D2	0				
Average	1800-5400	12: NB_O1-D3	3783	90.98	7433.53	81.70	55.71
Average	1800-5400	13: NB_O2-D1	83	78.16	6304.00	80.65	54.99
Average	1800-5400	14: NB_O2-D2	0				
Average	1800-5400	15: NB_O2-D3	463	91.38	7447.03	81.50	55.57
Average	1800-5400	16: NB_O2-D1	218	50.61	4100.29	81.01	55.24
Average	1800-5400	17: NB_O2-D2	0				
Average	1800-5400	18: NB_O2-D3	1655	65.38	5257.98	80.42	54.83
Average	5400-9000	1: SB_O1-D1	833	99.04	3976.82	40.15	27.38
Average	5400-9000	2: SB_O1-D2	390	132.32	5229.02	39.52	26.94
Average	5400-9000	3: SB_O1-D3	2590	149.49	5239.22	35.05	23.90
Average	5400-9000	4: SB_O2-D1	156	102.82	3989.78	38.80	26.46
Average	5400-9000	5: SB_O2-D2	78	142.09	5241.97	36.89	25.15
Average	5400-9000	6: SB_O2-D3	427	192.00	5252.18	27.35	18.65
Average	5400-9000	7: SB_O3-D1	417	82.25	2669.33	32.45	22.13
Average	5400-9000	8: SB_O3-D2	91	117.80	3921.53	33.29	22.70
Average	5400-9000	9: SB_O3-D3	599	128.89	3931.73	30.50	20.80
Average	5400-9000	10: NB_O1-D1	417	77.69	6290.50	80.97	55.21
Average	5400-9000	11: NB_O1-D2	0				
Average	5400-9000	12: NB_O1-D3	3479	90.89	7433.53	81.79	55.77
Average	5400-9000	13: NB_O2-D1	89	77.99	6304.00	80.83	55.11
Average	5400-9000	14: NB_O2-D2	0				
Average	5400-9000	15: NB_O2-D3	512	91.29	7447.03	81.58	55.62
Average	5400-9000	16: NB_O2-D1	199	50.59	4100.29	81.04	55.26
Average	5400-9000	17: NB_O2-D2	0				
Average	5400-9000	18: NB_O2-D3	1611	65.33	5257.98	80.49	54.88
Average	9000-1260	1: SB_O1-D1	430	1518.05	3976.82	2.62	1.79
Average	9000-1260	2: SB_O1-D2	311	1858.31	5229.02	2.81	1.92
Average	9000-1260	3: SB_O1-D3	1879	599.10	5239.22	8.75	5.96
Average	9000-1260	4: SB_O2-D1	56	1573.48	3989.78	2.54	1.73
Average	9000-1260	5: SB_O2-D2	33	1979.73	5241.97	2.65	1.81
Average	9000-1260	6: SB_O2-D3	132	1715.51	5252.18	3.06	2.09
Average	9000-1260	7: SB_O3-D1	276	462.78	2669.33	5.77	3.93
Average	9000-1260	8: SB_O3-D2	48	1251.19	3921.53	3.13	2.14
Average	9000-1260	9: SB_O3-D3	314	1407.92	3931.73	2.79	1.90
Average	9000-1260	10: NB_O1-D1	430	77.16	6290.50	81.53	55.59
Average	9000-1260	11: NB_O1-D2	0				
Average	9000-1260	12: NB_O1-D3	3525	90.64	7433.53	82.01	55.92
Average	9000-1260	13: NB_O2-D1	84	77.67	6304.00	81.16	55.34
Average	9000-1260	14: NB_O2-D2	0				
Average	9000-1260	15: NB_O2-D3	474	90.58	7447.03	82.22	56.06
Average	9000-1260	16: NB_O2-D1	82	50.04	4100.29	81.94	55.87
Average	9000-1260	17: NB_O2-D2	0				
Average	9000-1260	18: NB_O2-D3	624	64.25	5257.98	81.83	55.79
Average	2600-1620	1: SB_O1-D1	543	1107.18	3976.82	3.59	2.45
Average	2600-1620	2: SB_O1-D2	237	1705.82	5229.02	3.07	2.09
Average	2600-1620	3: SB_O1-D3	1350	668.72	5239.22	7.83	5.34
Average	2600-1620	4: SB_O2-D1	52	827.86	3989.78	4.82	3.29
Average	2600-1620	5: SB_O2-D2	31	1252.27	5241.97	4.19	2.85
Average	2600-1620	6: SB_O2-D3	156	1562.50	5252.18	3.36	2.29
Average	2600-1620	7: SB_O3-D1	307	326.90	2669.33	8.17	5.57
Average	2600-1620	8: SB_O3-D2	36	750.61	3921.53	5.22	3.56
Average	2600-1620	9: SB_O3-D3	325	952.83	3931.73	4.13	2.81
Average	2600-1620	10: NB_O1-D1	413	76.99	6290.50	81.70	55.71
Average	2600-1620	11: NB_O1-D2	0				
Average	2600-1620	12: NB_O1-D3	3442	90.49	7433.53	82.15	56.01
Average	2600-1620	13: NB_O2-D1	79	77.10	6304.00	81.77	55.75
Average	2600-1620	14: NB_O2-D2	0				
Average	2600-1620	15: NB_O2-D3	418	90.07	7447.03	82.68	56.37
Average	2600-1620	16: NB_O2-D1	54	50.02	4100.29	81.97	55.89
Average	2600-1620	17: NB_O2-D2	0				
Average	2600-1620	18: NB_O2-D3	451	63.91	5257.98	82.27	56.09

SimRun	TimeInt	VehicleTravelTimeMeasurement	Density(All)	Speed(All)	Volume(All)	Hour 1
Average	1800-3600	25: 402 (1)_I	28.96124	45.61845	1321.192	1396.689
Average	1800-3600	48: 252 (1)_I	19.210279	40.9995	787.59654	833.8776
Average	1800-3600	51: 756 (2)_I	14.469493	49.45757	715.44329	749.1463
Average	1800-3600	202: 202 (3)_	73.499851	55.70302	4094.1423	4334.109
Average	1800-3600	206: 206 (4)_	73.317298	52.7678	3868.6565	4076.248
Average	1800-3600	253: 253 (2)	38.54775	43.14862	1663.1759	1730.914
Average	3600-5400	25: 402 (1)_I	32.561878	45.21368	1472.1869	
Average	3600-5400	48: 252 (1)_I	21.539985	40.86271	880.15857	
Average	3600-5400	51: 756 (2)_I	16.041458	48.81503	782.84929	
Average	3600-5400	202: 202 (3)_	82.52819	55.425	4574.0766	
Average	3600-5400	206: 206 (4)_	81.836617	52.35003	4283.8395	
Average	3600-5400	253: 253 (2)	42.321659	42.599	1798.6519	Hour 2
Average	5400-7200	25: 402 (1)_I	33.899921	45.25192	1534.011	1294.463
Average	5400-7200	48: 252 (1)_I	22.160745	40.86225	905.4984	869.6797
Average	5400-7200	51: 756 (2)_I	16.342118	48.78528	797.03994	563.0244
Average	5400-7200	202: 202 (3)_	85.155237	55.35115	4713.4343	4559.413
Average	5400-7200	206: 206 (4)_	155.1351	35.73372	4305.2157	3537.136
Average	5400-7200	253: 253 (2)	88.500894	28.67517	1816.3743	1407.864
Average	7200-9000	25: 402 (1)_I	96.377413	14.67514	1654.9147	
Average	7200-9000	48: 252 (1)_I	50.14576	25.70962	833.86099	
Average	7200-9000	51: 756 (2)_I	6.873742	47.71812	329.00881	
Average	7200-9000	202: 202 (3)_	143.40799	38.15497	4405.3911	
Average	7200-9000	206: 206 (4)_	612.38795	4.617997	2769.0557	
Average	7200-9000	253: 253 (2)	96.310532	16.44922	999.35349	Hour 3
Average	9000-10800	25: 402 (1)_I	204.55211	1.421128	287.70879	585.9504
Average	9000-10800	48: 252 (1)_I	314.37779	1.089687	289.31575	307.919
Average	9000-10800	51: 756 (2)_I	5.924694	47.55158	280.51538	389.3669
Average	9000-10800	202: 202 (3)_	571.54261	5.129945	2774.1382	2692.858
Average	9000-10800	206: 206 (4)_	687.81424	3.456211	2374.1924	2329.617
Average	9000-10800	253: 253 (2)	7.565449	42.67461	323.12586	757.6296
Average	10800-12600	25: 402 (1)_I	148.1944	6.698305	884.1921	
Average	10800-12600	48: 252 (1)_I	395.94955	0.835688	326.52224	
Average	10800-12600	51: 756 (2)_I	10.451706	47.49655	498.21839	
Average	10800-12600	202: 202 (3)_	650.05097	4.026137	2611.5781	
Average	10800-12600	206: 206 (4)_	655.59133	3.686723	2285.041	
Average	10800-12600	253: 253 (2)	35.298522	40.00615	1192.1333	Hour 3
Average	12600-14400	25: 402 (1)_I	145.6818	6.435287	878.30279	708.3789
Average	12600-14400	48: 252 (1)_I	398.08419	0.823513	324.08968	240.5633
Average	12600-14400	51: 756 (2)_I	8.415997	48.70586	406.66577	305.0352
Average	12600-14400	202: 202 (3)_	663.90306	3.88246	2503.3312	2257.648
Average	12600-14400	206: 206 (4)_	683.05439	2.74154	1836.7209	1821.936
Average	12600-14400	253: 253 (2)	54.140929	32.27752	1233.6784	905.384
Average	14400-16200	25: 402 (1)_I	178.81668	3.461072	538.45502	
Average	14400-16200	48: 252 (1)_I	416.59801	0.386225	157.03684	
Average	14400-16200	51: 756 (2)_I	4.246107	49.66883	203.40455	
Average	14400-16200	202: 202 (3)_	710.67448	2.897257	2011.964	
Average	14400-16200	206: 206 (4)_	733.11263	2.504862	1807.1506	
Average	14400-16200	253: 253 (2)	17.739945	39.25261	577.08953	

SimRun	TimeInt	VehicleTravelTimeMeasurement	Vehs(All)	Trav Tm(All) s	Dist Trav (All) ft	Speed ft/s	Speed mph
Average	1800-5400	1: SB_O1-D1	1248	58.69	3976.82	67.76	46.20
Average	1800-5400	2: SB_O1-D2	420	71.63	5229.02	73.00	49.77
Average	1800-5400	3: SB_O1-D3	2537	63.54	5239.22	82.45	56.22
Average	1800-5400	4: SB_O2-D1	290	68.41	3989.78	58.32	39.77
Average	1800-5400	5: SB_O2-D2	84	87.94	5241.97	59.61	40.64
Average	1800-5400	6: SB_O2-D3	588	87.02	5252.18	60.36	41.15
Average	1800-5400	7: SB_O3-D1	693	35.52	2668.99	75.14	51.23
Average	1800-5400	8: SB_O3-D2	86	55.49	3921.18	70.67	48.18
Average	1800-5400	9: SB_O3-D3	693	52.38	3931.38	75.06	51.18
Average	1800-5400	10: NB_O1-D1	672	78.76	6290.50	79.87	54.46
Average	1800-5400	11: NB_O1-D2	0				
Average	1800-5400	12: NB_O1-D3	4118	91.28	7433.53	81.44	55.53
Average	1800-5400	13: NB_O2-D1	140	79.39	6304.00	79.41	54.14
Average	1800-5400	14: NB_O2-D2	0				
Average	1800-5400	15: NB_O2-D3	650	92.00	7447.03	80.95	55.19
Average	1800-5400	16: NB_O2-D1	246	51.70	4100.29	79.31	54.08
Average	1800-5400	17: NB_O2-D2	0				
Average	1800-5400	18: NB_O2-D3	1422	65.97	5257.98	79.70	54.34
Average	5400-9000	1: SB_O1-D1	1253	81.97	3976.82	48.52	33.08
Average	5400-9000	2: SB_O1-D2	434	85.12	5229.02	61.43	41.89
Average	5400-9000	3: SB_O1-D3	2620	73.31	5239.22	71.46	48.73
Average	5400-9000	4: SB_O2-D1	297	93.49	3989.78	42.68	29.10
Average	5400-9000	5: SB_O2-D2	87	101.47	5241.97	51.66	35.22
Average	5400-9000	6: SB_O2-D3	582	102.24	5252.18	51.37	35.03
Average	5400-9000	7: SB_O3-D1	708	54.27	2668.99	49.18	33.53
Average	5400-9000	8: SB_O3-D2	84	71.74	3921.18	54.66	37.27
Average	5400-9000	9: SB_O3-D3	683	69.62	3931.38	56.47	38.50
Average	5400-9000	10: NB_O1-D1	707	79.05	6290.50	79.58	54.26
Average	5400-9000	11: NB_O1-D2	0				
Average	5400-9000	12: NB_O1-D3	4386	91.63	7433.53	81.12	55.31
Average	5400-9000	13: NB_O2-D1	153	79.65	6304.00	79.15	53.96
Average	5400-9000	14: NB_O2-D2	0				
Average	5400-9000	15: NB_O2-D3	692	92.29	7447.03	80.69	55.02
Average	5400-9000	16: NB_O2-D1	243	51.80	4100.29	79.15	53.97
Average	5400-9000	17: NB_O2-D2	0				
Average	5400-9000	18: NB_O2-D3	1448	66.38	5257.98	79.21	54.00
Average	9000-1260(	1: SB_O1-D1	427	878.65	3976.82	4.53	3.09
Average	9000-1260(	2: SB_O1-D2	193	1422.38	5229.02	3.68	2.51
Average	9000-1260(	3: SB_O1-D3	1830	537.26	5239.22	9.75	6.65
Average	9000-1260(	4: SB_O2-D1	102	800.16	3989.78	4.99	3.40
Average	9000-1260(	5: SB_O2-D2	25	1148.09	5241.97	4.57	3.11
Average	9000-1260(	6: SB_O2-D3	200	1038.79	5252.18	5.06	3.45
Average	9000-1260(	7: SB_O3-D1	328	351.48	2668.99	7.59	5.18
Average	9000-1260(	8: SB_O3-D2	30	1109.75	3921.18	3.53	2.41
Average	9000-1260(	9: SB_O3-D3	263	1114.08	3931.38	3.53	2.41
Average	9000-1260(	10: NB_O1-D1	677	78.07	6290.50	80.58	54.94
Average	9000-1260(	11: NB_O1-D2	0				
Average	9000-1260(	12: NB_O1-D3	4217	91.14	7433.53	81.57	55.61
Average	9000-1260(	13: NB_O2-D1	147	78.54	6304.00	80.26	54.73
Average	9000-1260(	14: NB_O2-D2	0				
Average	9000-1260(	15: NB_O2-D3	656	91.09	7447.03	81.75	55.74
Average	9000-1260(	16: NB_O2-D1	102	50.85	4100.29	80.63	54.98
Average	9000-1260(	17: NB_O2-D2	0				
Average	9000-1260(	18: NB_O2-D3	588	64.85	5257.98	81.08	55.28
Average	2600-1620	1: SB_O1-D1	754	1258.28	3976.82	3.16	2.15
Average	2600-1620	2: SB_O1-D2	218	1821.83	5229.02	2.87	1.96
Average	2600-1620	3: SB_O1-D3	1031	813.25	5239.22	6.44	4.39
Average	2600-1620	4: SB_O2-D1	133	708.44	3989.78	5.63	3.84
Average	2600-1620	5: SB_O2-D2	44	1171.75	5241.97	4.47	3.05
Average	2600-1620	6: SB_O2-D3	295	1292.56	5252.18	4.06	2.77
Average	2600-1620	7: SB_O3-D1	534	200.32	2668.99	13.32	9.08
Average	2600-1620	8: SB_O3-D2	41	663.54	3921.18	5.91	4.03
Average	2600-1620	9: SB_O3-D3	412	711.74	3931.38	5.52	3.77
Average	2600-1620	10: NB_O1-D1	668	78.12	6290.50	80.53	54.91
Average	2600-1620	11: NB_O1-D2	0				
Average	2600-1620	12: NB_O1-D3	4162	91.09	7433.53	81.61	55.64
Average	2600-1620	13: NB_O2-D1	150	78.54	6304.00	80.26	54.72
Average	2600-1620	14: NB_O2-D2	0				
Average	2600-1620	15: NB_O2-D3	672	91.02	7447.03	81.82	55.79
Average	2600-1620	16: NB_O2-D1	44	50.70	4100.29	80.87	55.14
Average	2600-1620	17: NB_O2-D2	0				
Average	2600-1620	18: NB_O2-D3	275	64.00	5257.98	82.15	56.01

SimRun	TimeInt	VehicleTravelTimeMeasure	Density(All)	Speed(All)	Volume(All)	Hour 1
Average	1800-3600	25: 402 (1	31.506093	45.54991	1435.0795	1473.03
Average	1800-3600	48: 252 (1	23.066866	40.69425	938.66306	967.5058
Average	1800-3600	51: 756 (2	11.660213	50.16634	584.69479	591.7181
Average	1800-3600	202: 202 (	73.724835	55.4318	4086.6513	4212.752
Average	1800-3600	206: 206 (	70.0776	52.5064	3679.2986	3815.206
Average	1800-3600	253: 253 (	52.049246	42.22427	2197.5826	2230.235
Average	3600-5400	25: 402 (1	33.184233	45.53623	1510.9805	
Average	3600-5400	48: 252 (1	24.487301	40.68948	996.34851	
Average	3600-5400	51: 756 (2	11.86515	50.50345	598.74139	
Average	3600-5400	202: 202 (	78.416995	55.33119	4338.8535	
Average	3600-5400	206: 206 (	75.57499	52.28084	3951.114	
Average	3600-5400	253: 253 (	53.820167	42.05802	2262.8876	Hour 2
Average	5400-7200	25: 402 (1	35.363464	45.20288	1598.3526	1542.299
Average	5400-7200	48: 252 (1	25.921765	40.53279	1050.6315	1027.887
Average	5400-7200	51: 756 (2	13.062653	49.82252	650.51208	604.7101
Average	5400-7200	202: 202 (	82.791112	55.15612	4566.4248	4475.599
Average	5400-7200	206: 206 (	81.127487	51.36669	4159.0408	3804.595
Average	5400-7200	253: 253 (	79.070699	34.80071	2352.0165	2254.876
Average	7200-9000	25: 402 (1	43.089231	39.54355	1486.2453	
Average	7200-9000	48: 252 (1	25.465059	39.68745	1005.1432	
Average	7200-9000	51: 756 (2	11.23398	49.75657	558.90819	
Average	7200-9000	202: 202 (	79.813384	54.95056	4384.7727	
Average	7200-9000	206: 206 (	314.99666	13.59715	3450.1483	
Average	7200-9000	253: 253 (	135.2943	25.91319	2157.7355	Hour 3
Average	9000-10800	25: 402 (1	148.08213	5.768107	743.53697	675.9902
Average	9000-10800	48: 252 (1	116.04018	9.967987	802.67958	544.9452
Average	9000-10800	51: 756 (2	3.994275	47.10606	188.4571	248.2005
Average	9000-10800	202: 202 (	206.67734	22.68396	3895.9117	3137.986
Average	9000-10800	206: 206 (	676.4391	3.604615	2437.5954	2289.8
Average	9000-10800	253: 253 (	40.67342	31.2611	879.84213	861.6883
Average	10800-12600	25: 402 (1	176.26129	3.777643	608.44346	
Average	10800-12600	48: 252 (1	384.26333	0.757614	287.21087	
Average	10800-12600	51: 756 (2	6.316908	49.17255	307.94383	
Average	10800-12600	202: 202 (	648.19952	3.718116	2380.0596	
Average	10800-12600	206: 206 (	700.00269	3.091183	2142.004	
Average	10800-12600	253: 253 (	19.761327	42.73419	843.53438	Hour 3
Average	12600-14400	25: 402 (1	125.71005	11.00952	1117.7469	1001.969
Average	12600-14400	48: 252 (1	369.32023	1.694741	576.33749	478.007
Average	12600-14400	51: 756 (2	6.929197	47.02363	327.89289	304.4399
Average	12600-14400	202: 202 (	707.7389	2.972679	1988.1094	2056.841
Average	12600-14400	206: 206 (	710.3642	2.610963	1837.0071	1738.91
Average	12600-14400	253: 253 (	36.97886	42.35031	1566.5024	1421.285
Average	14400-16200	25: 402 (1	145.51715	6.802171	886.19069	
Average	14400-16200	48: 252 (1	392.77436	1.026781	379.67648	
Average	14400-16200	51: 756 (2	5.598145	50.30021	280.98695	
Average	14400-16200	202: 202 (	697.40382	3.277183	2125.5733	
Average	14400-16200	206: 206 (	732.31403	2.341622	1640.812	
Average	14400-16200	253: 253 (	30.289641	42.26276	1276.0673	

APPENDIX M

Synchro Opening Year 2030
and Design Year 2050
No-Build Alternative, Alternative 1,
Alternative 2 and Alternative 3
Traffic Operational Analysis
SR 860/Miami Gardens Drive
and CR 854/Ives Dairy Road

APPENDIX

M

APPENDIX M

Synchro Opening Year 2030 and Design Year 2050 No-Build Alternative Traffic Operational Analysis SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road

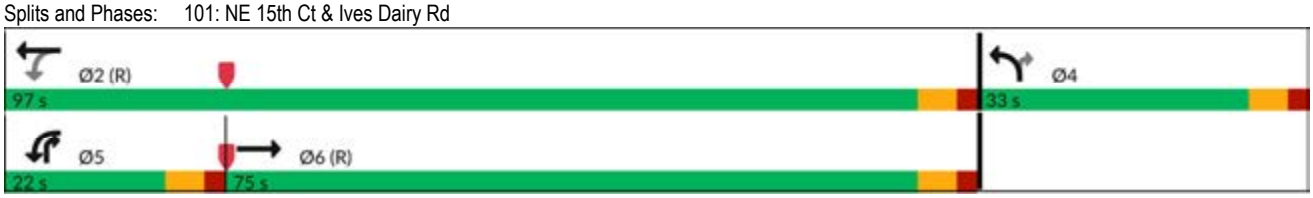
APPENDIX

M1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2120	30	110	970	50	175
Future Volume (vph)	2120	30	110	970	50	175
Satd. Flow (prot)	4906	0	1711	4916	1711	1531
Flt Permitted			0.047		0.950	
Satd. Flow (perm)	4906	0	85	4916	1711	1531
Satd. Flow (RTOR)	2					3
Lane Group Flow (vph)	2264	0	116	1021	53	184
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	75.0		22.0	97.0	33.0	22.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	93.2		111.3	112.5	9.3	24.8
Actuated g/C Ratio	0.72		0.86	0.87	0.07	0.19
v/c Ratio	0.64		0.52	0.24	0.44	0.63
Control Delay (s/veh)	11.7		48.0	0.8	68.4	55.8
Queue Delay	0.0		0.0	0.1	0.0	0.0
Total Delay (s/veh)	11.8		48.0	0.8	68.4	55.8
LOS	B		D	A	E	E
Approach Delay (s/veh)	11.8			5.7	58.6	
Approach LOS	B			A	E	
Queue Length 50th (ft)	343		40	15	44	140
Queue Length 95th (ft)	478		121	23	86	204
Internal Link Dist (ft)	922			255	470	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3519		273	4255	355	339
Starvation Cap Reductn	0		0	1564	0	0
Spillback Cap Reductn	84		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.66		0.42	0.38	0.15	0.54

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 129 (99%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 12.9	Intersection LOS: B
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: NE 15th Ct & Ives Dairy Rd

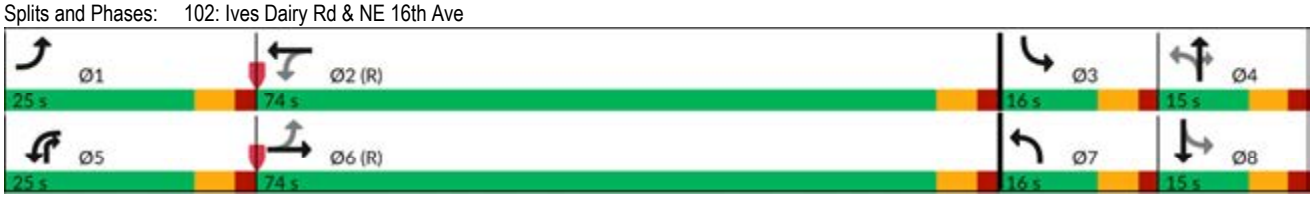


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	2145	30	100	970	425	15	5	65	260	15	95
Future Volume (vph)	120	2145	30	100	970	425	15	5	65	260	15	95
Satd. Flow (prot)	1711	4906	0	1711	4690	0	1711	1801	1531	1711	1568	0
Flt Permitted	0.142			0.047						0.513		
Satd. Flow (perm)	256	4906	0	85	4690	0	1801	1801	1531	924	1568	0
Satd. Flow (RTOR)		2			127				76		100	
Lane Group Flow (vph)	126	2290	0	105	1468	0	16	5	68	274	116	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	25.0	74.0		25.0	74.0		16.0	15.0	25.0	16.0	15.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	96.2	88.9		97.3	89.5		7.7	7.4	10.8	14.6	10.1	
Actuated g/C Ratio	0.74	0.68		0.75	0.69		0.06	0.06	0.08	0.11	0.08	
v/c Ratio	0.47	0.68		0.66	0.45		0.16	0.05	0.35	1.54	0.54	
Control Delay (s/veh)	12.2	8.0		41.4	9.7		55.5	58.6	13.1	306.7	24.5	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	12.2	8.1		41.4	9.7		55.5	58.6	13.1	306.7	24.5	
LOS	B	A		D	A		E	E	B	F	C	
Approach Delay (s/veh)		8.3			11.8			23.3			222.8	
Approach LOS		A			B			C			F	
Queue Length 50th (ft)	13	138		31	137		13	4	0	~365	13	
Queue Length 95th (ft)	m49	199		101	277		32	18	34	#393	73	
Internal Link Dist (ft)		255			1207			420			487	
Turn Bay Length (ft)	110			350			60		50			
Base Capacity (vph)	414	3357		304	3268		156	124	322	178	214	
Starvation Cap Reductn	0	163		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.30	0.72		0.35	0.45		0.10	0.04	0.21	1.54	0.54	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 120 (92%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.54	
Intersection Signal Delay (s/veh): 28.6	Intersection LOS: C
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	

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

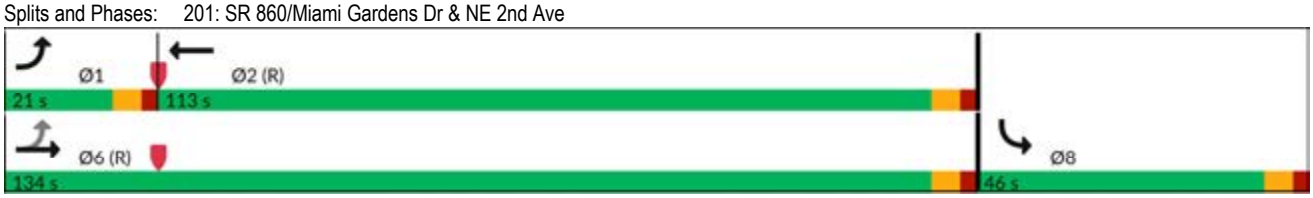
Splits and Phases: 102: Ives Dairy Rd & NE 16th Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	2090	990	230	390	40
Future Volume (vph)	95	2090	990	230	390	40
Satd. Flow (prot)	1652	4916	4778	0	3296	0
Flt Permitted	0.174				0.957	
Satd. Flow (perm)	303	4916	4778	0	3296	0
Satd. Flow (RTOR)			52		6	
Lane Group Flow (vph)	100	2200	1284	0	453	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	138.7	138.7	125.4		29.3	
Actuated g/C Ratio	0.77	0.77	0.70		0.16	
v/c Ratio	0.35	0.58	0.38		0.84	
Control Delay (s/veh)	8.9	9.7	18.9		85.9	
Queue Delay	0.0	0.0	0.2		56.6	
Total Delay (s/veh)	8.9	9.7	19.1		142.6	
LOS	A	A	B		F	
Approach Delay (s/veh)		9.7	19.1		142.6	
Approach LOS		A	B		F	
Queue Length 50th (ft)	26	357	508		268	
Queue Length 95th (ft)	51	457	542		321	
Internal Link Dist (ft)		1221	255		952	
Turn Bay Length (ft)	180					
Base Capacity (vph)	345	3788	3345		737	
Starvation Cap Reductn	0	0	1143		0	
Spillback Cap Reductn	0	0	0		376	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.29	0.58	0.58		1.25	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 32 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 27.6	Intersection LOS: C
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

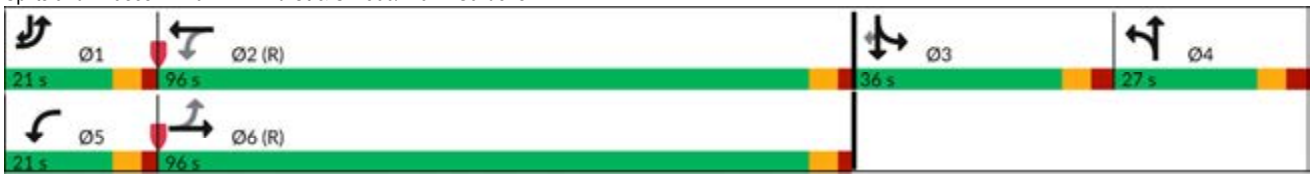


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	2405	15	35	1160	100	10	5	45	65	5	50
Future Volume (vph)	60	2405	15	35	1160	100	10	5	45	65	5	50
Satd. Flow (prot)	1711	4911	0	1652	4857	0	1711	1556	0	1625	1640	1531
Flt Permitted	0.175			0.035			0.950			0.950	0.959	
Satd. Flow (perm)	315	4911	0	61	4857	0	1711	1556	0	1625	1640	1531
Satd. Flow (RTOR)		1			11			47				61
Lane Group Flow (vph)	63	2548	0	37	1326	0	11	52	0	37	36	53
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	21.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	6.0
Act Effct Green (s)	138.5	133.5		136.3	130.8		7.8	7.8		9.4	9.4	16.4
Actuated g/C Ratio	0.77	0.74		0.76	0.73		0.04	0.04		0.05	0.05	0.09
v/c Ratio	0.22	0.70		0.39	0.38		0.15	0.46		0.44	0.42	0.27
Control Delay (s/veh)	5.2	10.4		26.1	11.6		86.8	36.6		98.0	96.9	12.3
Queue Delay	0.0	0.1		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	5.2	10.5		26.1	11.7		86.8	36.6		98.0	96.9	12.3
LOS	A	B		C	B		F	D		F	F	B
Approach Delay (s/veh)		10.4			12.1			45.4			61.6	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	11	371		10	259		13	6		45	44	0
Queue Length 95th (ft)	m22	383		m30	329		37	56		91	88	32
Internal Link Dist (ft)		255			1480			675			511	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	366	3643		180	3533		190	214		261	264	268
Starvation Cap Reductn	0	226		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	756		0	0		0	0	9
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.17	0.75		0.21	0.48		0.06	0.24		0.14	0.14	0.20

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 13.0	Intersection LOS: B
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

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

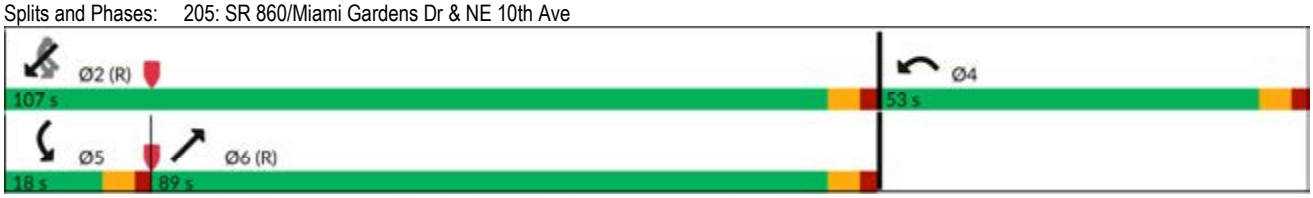
Splits and Phases: 202: NE 2nd Ct & SR 860/Miami Gardens Dr



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	235	135	1885	55	135	1540
Future Volume (vph)	235	135	1885	55	135	1540
Satd. Flow (prot)	1711	1531	3408	0	1711	3421
Flt Permitted	0.950				0.038	
Satd. Flow (perm)	1711	1531	3408	0	68	3421
Satd. Flow (RTOR)		142	3			
Lane Group Flow (vph)	247	142	2042	0	142	1621
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		2			2	
Total Split (s)	53.0	107.0	89.0		18.0	107.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	28.2	119.8	100.3		119.8	119.8
Actuated g/C Ratio	0.18	0.75	0.63		0.75	0.75
v/c Ratio	0.82	0.12	0.96		0.75	0.63
Control Delay (s/veh)	84.3	1.3	40.0		63.1	11.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	84.3	1.3	40.0		63.1	11.8
LOS	F	A	D		E	B
Approach Delay (s/veh)	54.0		40.0			15.9
Approach LOS	D		D			B
Queue Length 50th (ft)	252	0	1002		96	385
Queue Length 95th (ft)	335	22	#1428		177	561
Internal Link Dist (ft)	511		839			1474
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	502	1182	2138		202	2562
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.49	0.12	0.96		0.70	0.63

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 131 (82%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 31.2	Intersection LOS: C
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

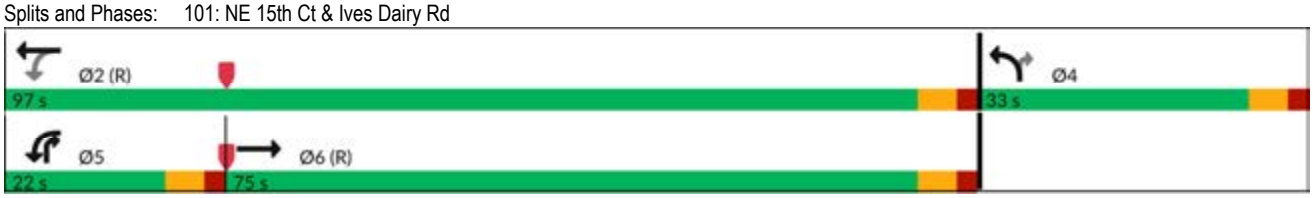
Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1330	40	240	1710	110	175
Future Volume (vph)	1330	40	240	1710	110	175
Satd. Flow (prot)	4896	0	1711	4916	1711	1531
Flt Permitted			0.137		0.950	
Satd. Flow (perm)	4896	0	247	4916	1711	1531
Satd. Flow (RTOR)	5					31
Lane Group Flow (vph)	1442	0	253	1800	116	184
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	75.0		22.0	97.0	33.0	22.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	84.9		104.3	104.3	13.7	33.1
Actuated g/C Ratio	0.65		0.80	0.80	0.11	0.25
v/c Ratio	0.45		0.72	0.46	0.64	0.45
Control Delay (s/veh)	12.8		41.7	1.5	71.6	35.1
Queue Delay	0.0		0.3	0.1	0.0	0.0
Total Delay (s/veh)	12.8		41.9	1.6	71.6	35.1
LOS	B		D	A	E	D
Approach Delay (s/veh)	12.8			6.6	49.2	
Approach LOS	B			A	D	
Queue Length 50th (ft)	198		77	27	95	109
Queue Length 95th (ft)	317		157	37	154	154
Internal Link Dist (ft)	922			255	470	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3199		393	3945	355	457
Starvation Cap Reductn	0		10	607	0	0
Spillback Cap Reductn	40		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.46		0.66	0.54	0.33	0.40

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 129 (99%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 12.3	Intersection LOS: B
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

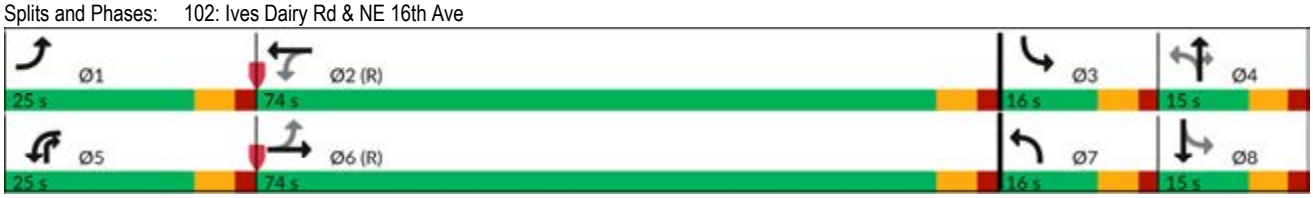
Splits and Phases: 101: NE 15th Ct & Ives Dairy Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1400	50	75	1805	85	70	5	160	115	5	75
Future Volume (vph)	55	1400	50	75	1805	85	70	5	160	115	5	75
Satd. Flow (prot)	1711	4891	0	1711	4881	0	1711	1801	1531	1711	1547	0
Flt Permitted	0.070			0.111						0.513		
Satd. Flow (perm)	126	4891	0	200	4881	0	1801	1801	1531	924	1547	0
Satd. Flow (RTOR)		6			8				76		79	
Lane Group Flow (vph)	58	1527	0	79	1989	0	74	5	168	121	84	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	25.0	74.0		25.0	74.0		16.0	15.0	25.0	16.0	15.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	86.9	80.8		96.9	88.0		10.6	7.4	14.1	18.9	7.7	
Actuated g/C Ratio	0.67	0.62		0.75	0.68		0.08	0.06	0.11	0.15	0.06	
v/c Ratio	0.37	0.50		0.28	0.60		0.53	0.05	0.72	0.51	0.51	
Control Delay (s/veh)	21.2	8.5		7.6	14.0		67.8	58.6	46.1	56.9	25.0	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	21.2	8.5		7.6	14.0		67.8	58.6	46.1	56.9	25.0	
LOS	C	A		A	B		E	E	D	E	C	
Approach Delay (s/veh)		9.0			13.7			52.9			43.8	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	9	106		17	346		61	4	76	91	4	
Queue Length 95th (ft)	48	114		33	438		99	18	139	150	57	
Internal Link Dist (ft)		255			1207			420			487	
Turn Bay Length (ft)	110			350			60		50			
Base Capacity (vph)	325	3040		371	3305		156	124	322	243	180	
Starvation Cap Reductn	0	255		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.18	0.55		0.21	0.60		0.47	0.04	0.52	0.50	0.47	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 120 (92%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 15.7	Intersection LOS: B
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

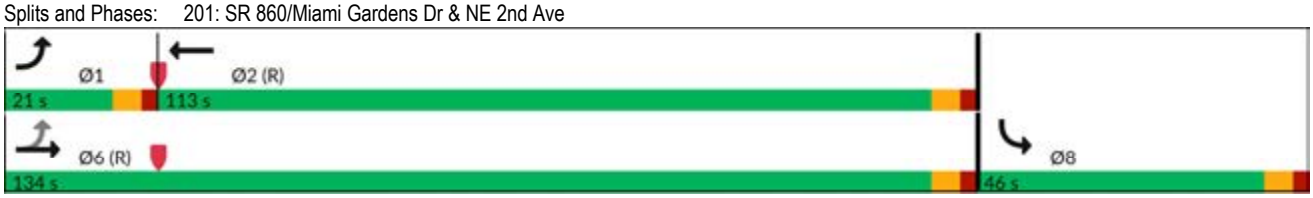
Splits and Phases: 102: Ives Dairy Rd & NE 16th Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	1485	1355	320	290	95
Future Volume (vph)	100	1485	1355	320	290	95
Satd. Flow (prot)	1652	4916	4773	0	3243	0
Flt Permitted	0.096				0.964	
Satd. Flow (perm)	167	4916	4773	0	3243	0
Satd. Flow (RTOR)			54		24	
Lane Group Flow (vph)	105	1563	1763	0	405	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	141.8	141.8	128.1		26.2	
Actuated g/C Ratio	0.79	0.79	0.71		0.15	
v/c Ratio	0.54	0.40	0.52		0.82	
Control Delay (s/veh)	15.2	6.6	1.4		84.1	
Queue Delay	0.0	0.1	0.0		0.0	
Total Delay (s/veh)	15.2	6.6	1.4		84.1	
LOS	B	A	A		F	
Approach Delay (s/veh)		7.2	1.4		84.1	
Approach LOS		A	A		F	
Queue Length 50th (ft)	25	187	18		229	
Queue Length 95th (ft)	48	248	31		282	
Internal Link Dist (ft)		1221	255		952	
Turn Bay Length (ft)	180					
Base Capacity (vph)	255	3872	3413		739	
Starvation Cap Reductn	0	0	66		0	
Spillback Cap Reductn	0	572	0		2	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.41	0.47	0.53		0.55	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 12.6	Intersection LOS: B
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

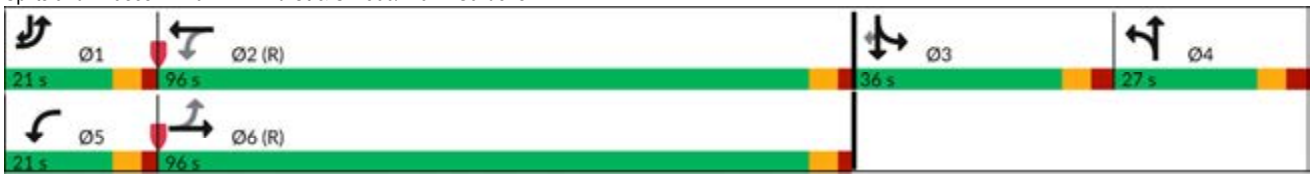


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1740	10	15	1570	50	20	5	75	95	5	85
Future Volume (vph)	25	1740	10	15	1570	50	20	5	75	95	5	85
Satd. Flow (prot)	1711	4911	0	1652	4891	0	1711	1547	0	1625	1637	1531
Flt Permitted	0.107			0.094			0.950			0.950	0.957	
Satd. Flow (perm)	193	4911	0	163	4891	0	1711	1547	0	1625	1637	1531
Satd. Flow (RTOR)		1			4			79				89
Lane Group Flow (vph)	26	1843	0	16	1706	0	21	84	0	52	53	89
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	21.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	6.0
Act Effct Green (s)	137.4	134.1		134.7	129.5		8.3	8.3		10.9	10.9	17.2
Actuated g/C Ratio	0.76	0.75		0.75	0.72		0.05	0.05		0.06	0.06	0.10
v/c Ratio	0.14	0.50		0.10	0.48		0.27	0.58		0.53	0.54	0.39
Control Delay (s/veh)	5.8	12.1		5.4	11.8		90.6	33.1		100.3	100.8	14.2
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	5.8	12.2		5.4	11.8		90.6	33.1		100.3	100.8	14.2
LOS	A	B		A	B		F	C		F	F	B
Approach Delay (s/veh)		12.1			11.8			44.6			61.0	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	5	438		4	319		25	6		64	65	0
Queue Length 95th (ft)	m12	539		m8	375		58	67		116	117	48
Internal Link Dist (ft)		255			1480			675			511	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	277	3658		251	3521		190	242		261	263	304
Starvation Cap Reductn	0	549		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.09	0.59		0.06	0.48		0.11	0.35		0.20	0.20	0.29

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay (s/veh): 15.3	Intersection LOS: B
Intersection Capacity Utilization 58.4%	ICU Level of Service B
Analysis Period (min) 15	

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

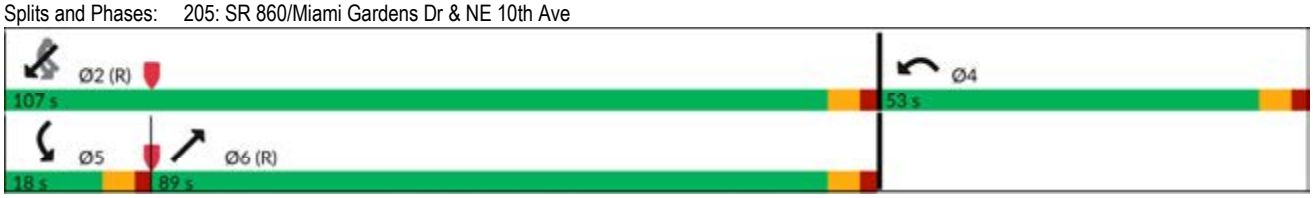
Splits and Phases: 202: NE 2nd Ct & SR 860/Miami Gardens Dr



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	220	115	1480	30	115	1515
Future Volume (vph)	220	115	1480	30	115	1515
Satd. Flow (prot)	1711	1531	3411	0	1711	3421
Flt Permitted	0.950				0.089	
Satd. Flow (perm)	1711	1531	3411	0	160	3421
Satd. Flow (RTOR)		121	2			
Lane Group Flow (vph)	232	121	1590	0	121	1595
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		2			2	
Total Split (s)	53.0	107.0	89.0		18.0	107.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	26.8	121.2	104.2		121.2	121.2
Actuated g/C Ratio	0.17	0.76	0.65		0.76	0.76
v/c Ratio	0.81	0.10	0.72		0.53	0.62
Control Delay (s/veh)	84.8	1.3	22.4		17.4	10.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	84.8	1.3	22.4		17.4	10.8
LOS	F	A	C		B	B
Approach Delay (s/veh)	56.1		22.4			11.3
Approach LOS	E		C			B
Queue Length 50th (ft)	237	0	537		30	358
Queue Length 95th (ft)	319	20	812		80	524
Internal Link Dist (ft)	511		839			1474
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	502	1189	2222		250	2591
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.46	0.10	0.72		0.48	0.62

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 131 (82%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 20.4	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

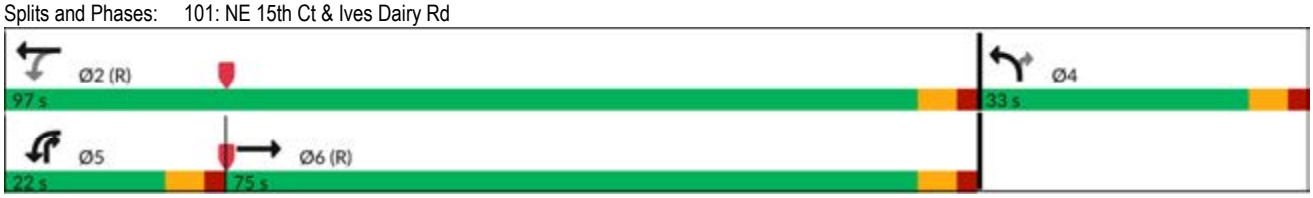
Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2385	65	110	1055	75	195
Future Volume (vph)	2385	65	110	1055	75	195
Satd. Flow (prot)	4896	0	1711	4916	1711	1531
Flt Permitted			0.042		0.950	
Satd. Flow (perm)	4896	0	76	4916	1711	1531
Satd. Flow (RTOR)	5					1
Lane Group Flow (vph)	2579	0	116	1111	79	205
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	75.0		22.0	97.0	33.0	22.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	91.3		109.6	110.8	11.0	26.7
Actuated g/C Ratio	0.70		0.84	0.85	0.08	0.21
v/c Ratio	0.75		0.53	0.27	0.54	0.65
Control Delay (s/veh)	15.2		52.8	0.9	70.4	55.9
Queue Delay	0.1		0.0	0.1	0.0	0.0
Total Delay (s/veh)	15.3		52.8	1.0	70.4	55.9
LOS	B		D	A	E	E
Approach Delay (s/veh)	15.3			5.9	59.9	
Approach LOS	B			A	E	
Queue Length 50th (ft)	470		56	19	65	157
Queue Length 95th (ft)	650		126	32	115	224
Internal Link Dist (ft)	922			255	470	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3441		265	4189	355	359
Starvation Cap Reductn	0		0	1337	0	0
Spillback Cap Reductn	127		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.78		0.44	0.39	0.22	0.57

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 129 (99%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay (s/veh): 15.6	Intersection LOS: B
Intersection Capacity Utilization 74.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 101: NE 15th Ct & Ives Dairy Rd

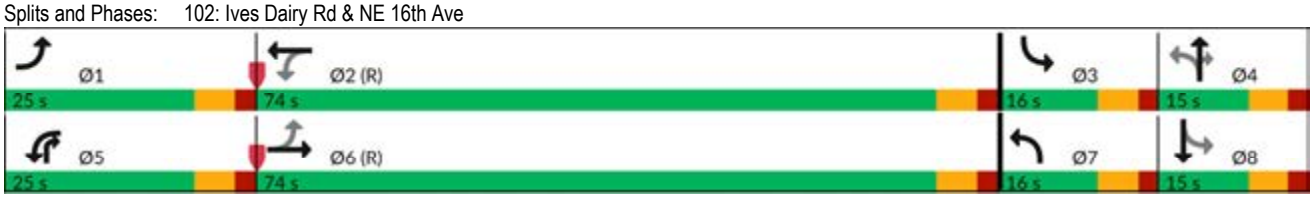


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	2405	40	105	1040	470	20	10	70	290	20	105
Future Volume (vph)	135	2405	40	105	1040	470	20	10	70	290	20	105
Satd. Flow (prot)	1711	4906	0	1711	4685	0	1711	1801	1531	1711	1574	0
Flt Permitted	0.116			0.049						0.435		
Satd. Flow (perm)	209	4906	0	88	4685	0	1801	1801	1531	783	1574	0
Satd. Flow (RTOR)		3			131				76		111	
Lane Group Flow (vph)	142	2574	0	111	1590	0	21	11	74	305	132	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	25.0	74.0		25.0	74.0		16.0	15.0	25.0	16.0	15.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	95.2	86.2		94.0	85.7		9.3	7.4	14.0	16.1	9.7	
Actuated g/C Ratio	0.73	0.66		0.72	0.66		0.07	0.06	0.11	0.12	0.07	
v/c Ratio	0.56	0.79		0.66	0.51		0.17	0.11	0.32	1.69	0.60	
Control Delay (s/veh)	20.7	9.9		42.5	12.2		51.4	60.1	12.5	364.8	26.7	
Queue Delay	0.0	0.3		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	20.7	10.2		42.5	12.2		51.4	60.1	12.5	364.8	26.7	
LOS	C	B		D	B		D	E	B	F	C	
Approach Delay (s/veh)		10.7			14.2			25.1			262.7	
Approach LOS		B			B			C			F	
Queue Length 50th (ft)	17	159		41	217		17	9	0	~315	17	
Queue Length 95th (ft)	m72	336		106	331		39	29	39	#482	82	
Internal Link Dist (ft)		255			1207			420			487	
Turn Bay Length (ft)	110			350			60		50			
Base Capacity (vph)	381	3255		305	3132		175	124	351	181	225	
Starvation Cap Reductn	0	177		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.37	0.84		0.36	0.51		0.12	0.09	0.21	1.69	0.59	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 120 (92%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.69	
Intersection Signal Delay (s/veh): 34.4	Intersection LOS: C
Intersection Capacity Utilization 90.9%	ICU Level of Service E
Analysis Period (min) 15	

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

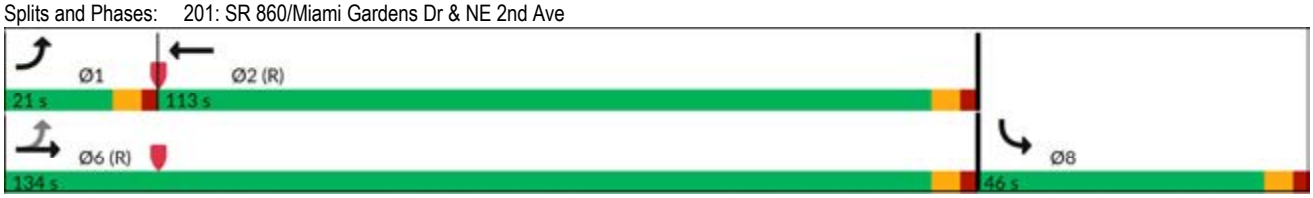
Splits and Phases: 102: Ives Dairy Rd & NE 16th Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	2375	1130	260	460	60
Future Volume (vph)	135	2375	1130	260	460	60
Satd. Flow (prot)	1652	4916	4778	0	3290	0
Flt Permitted	0.134				0.958	
Satd. Flow (perm)	233	4916	4778	0	3290	0
Satd. Flow (RTOR)			52		7	
Lane Group Flow (vph)	142	2500	1463	0	547	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	133.9	133.9	119.0		34.1	
Actuated g/C Ratio	0.74	0.74	0.66		0.19	
v/c Ratio	0.58	0.68	0.46		0.87	
Control Delay (s/veh)	16.8	13.7	25.8		84.9	
Queue Delay	0.0	0.0	0.3		59.1	
Total Delay (s/veh)	16.8	13.7	26.1		144.0	
LOS	B	B	C		F	
Approach Delay (s/veh)		13.9	26.1		144.0	
Approach LOS		B	C		F	
Queue Length 50th (ft)	44	523	580		323	
Queue Length 95th (ft)	76	636	627		381	
Internal Link Dist (ft)		1221	255		952	
Turn Bay Length (ft)	180					
Base Capacity (vph)	291	3657	3175		736	
Starvation Cap Reductn	0	0	892		0	
Spillback Cap Reductn	0	0	0		467	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.49	0.68	0.64		2.03	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 32 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 33.0	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

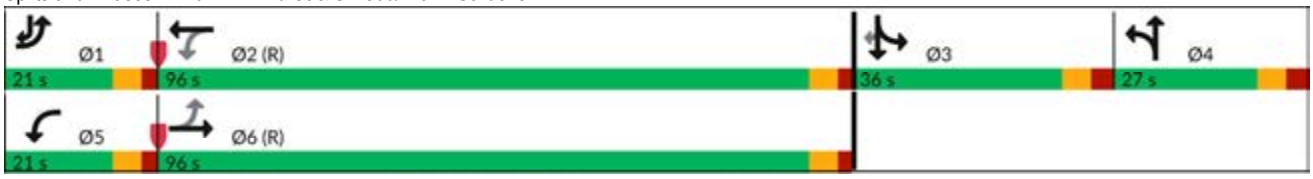


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	2745	20	40	1320	105	15	10	50	70	10	55
Future Volume (vph)	70	2745	20	40	1320	105	15	10	50	70	10	55
Satd. Flow (prot)	1711	4911	0	1652	4862	0	1711	1577	0	1625	1649	1531
Flt Permitted	0.140			0.031			0.950			0.950	0.964	
Satd. Flow (perm)	252	4911	0	54	4862	0	1711	1577	0	1625	1649	1531
Satd. Flow (RTOR)		1			10			53				61
Lane Group Flow (vph)	74	2910	0	42	1500	0	16	64	0	42	43	58
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	21.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	6.0
Act Effct Green (s)	137.6	132.3		135.3	129.6		8.2	8.2		9.9	9.9	17.2
Actuated g/C Ratio	0.76	0.74		0.75	0.72		0.05	0.05		0.06	0.06	0.10
v/c Ratio	0.30	0.81		0.46	0.43		0.21	0.52		0.47	0.48	0.29
Control Delay (s/veh)	6.2	12.4		33.2	13.1		88.0	40.4		98.8	98.9	13.8
Queue Delay	0.0	0.5		0.0	0.2		0.0	0.0		0.0	0.0	0.1
Total Delay (s/veh)	6.2	12.9		33.2	13.2		88.0	40.4		98.8	98.9	13.9
LOS	A	B		C	B		F	D		F	F	B
Approach Delay (s/veh)		12.7			13.8			49.9			64.4	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	14	429		11	313		19	13		51	52	0
Queue Length 95th (ft)	m22	579		m29	366		47	68		100	101	38
Internal Link Dist (ft)		255			1480			675			511	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	320	3610		175	3502		190	222		261	265	272
Starvation Cap Reductn	0	269		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	895		0	0		0	0	11
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.23	0.87		0.24	0.58		0.08	0.29		0.16	0.16	0.22

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 15.2	Intersection LOS: B
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 202: NE 2nd Ct & SR 860/Miami Gardens Dr

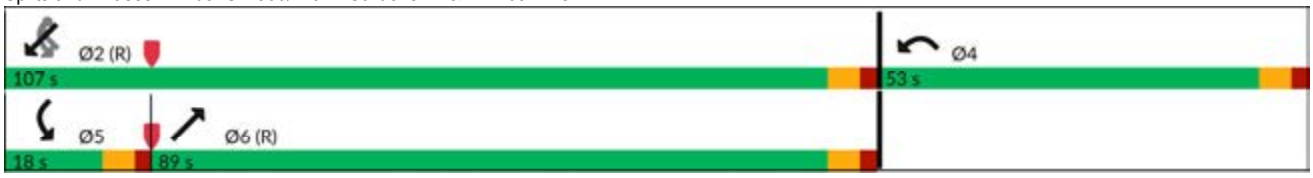


Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	295	155	2130	85	140	1710
Future Volume (vph)	295	155	2130	85	140	1710
Satd. Flow (prot)	1711	1531	3401	0	1711	3421
Flt Permitted	0.950				0.040	
Satd. Flow (perm)	1711	1531	3401	0	72	3421
Satd. Flow (RTOR)		163	4			
Lane Group Flow (vph)	311	163	2331	0	147	1800
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		2			2	
Total Split (s)	53.0	107.0	89.0		18.0	107.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	34.1	113.9	94.5		113.9	113.9
Actuated g/C Ratio	0.21	0.71	0.59		0.71	0.71
v/c Ratio	0.85	0.14	1.16		0.78	0.74
Control Delay (s/veh)	81.4	1.6	109.0		67.0	17.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	81.4	1.6	109.0		67.0	17.6
LOS	F	A	F		E	B
Approach Delay (s/veh)	53.9		109.0			21.3
Approach LOS	D		F			C
Queue Length 50th (ft)	316	0	~1535		101	560
Queue Length 95th (ft)	405	27	#1781		#209	795
Internal Link Dist (ft)	511		839			1474
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	502	1136	2010		197	2434
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.62	0.14	1.16		0.75	0.74

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 131 (82%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay (s/veh): 67.6	Intersection LOS: E
Intersection Capacity Utilization 100.7%	ICU Level of Service G
Analysis Period (min) 15	

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

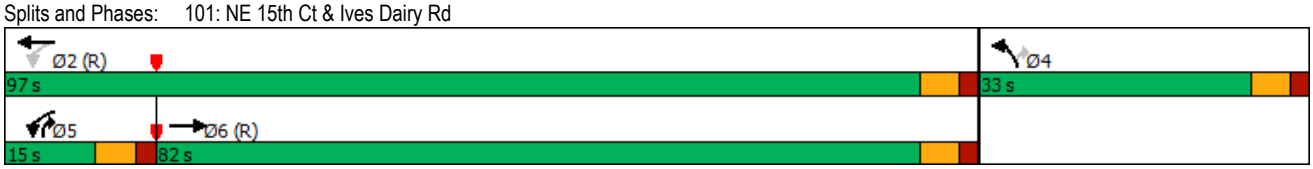
Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1495	75	270	1865	150	195
Future Volume (vph)	1495	75	270	1865	150	195
Satd. Flow (prot)	4881	0	1711	4916	1711	1531
Flt Permitted			0.092		0.950	
Satd. Flow (perm)	4881	0	166	4916	1711	1531
Satd. Flow (RTOR)	10					28
Lane Group Flow (vph)	1653	0	284	1963	158	205
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	82.0		15.0	97.0	33.0	15.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	76.0		101.2	101.2	16.8	42.0
Actuated g/C Ratio	0.58		0.78	0.78	0.13	0.32
v/c Ratio	0.58		0.80	0.51	0.71	0.40
Control Delay	17.8		55.1	4.2	71.4	32.1
Queue Delay	0.2		0.0	0.3	0.0	0.0
Total Delay	18.0		55.1	4.5	71.4	32.1
LOS	B		E	A	E	C
Approach Delay	18.0			10.9	49.2	
Approach LOS	B			B	D	
Queue Length 50th (ft)	303		181	126	130	115
Queue Length 95th (ft)	347		#352	131	195	188
Internal Link Dist (ft)	922			255	470	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	2857		357	3825	355	513
Starvation Cap Reductn	0		0	968	0	0
Spillback Cap Reductn	375		0	0	0	2
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.67		0.80	0.69	0.45	0.40

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 82 (63%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 16.9	Intersection LOS: B
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 101: NE 15th Ct & Ives Dairy Rd

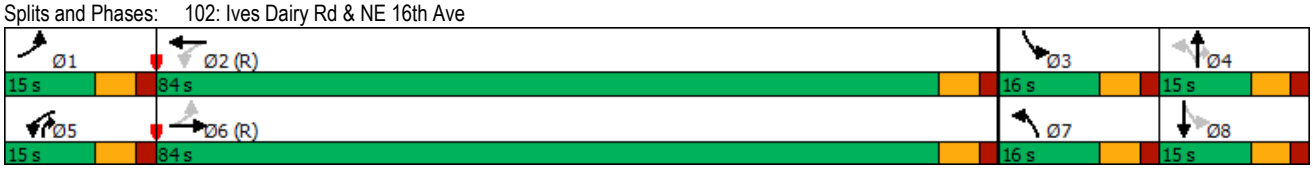


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	1575	55	85	1960	95	85	10	175	125	10	90
Future Volume (vph)	60	1575	55	85	1960	95	85	10	175	125	10	90
Satd. Flow (prot)	1711	4891	0	1711	4881	0	1711	1801	1531	1711	1559	0
Flt Permitted	0.052			0.086						0.421		
Satd. Flow (perm)	94	4891	0	155	4881	0	1801	1801	1531	758	1559	0
Satd. Flow (RTOR)		7			10				76		95	
Lane Group Flow (vph)	63	1716	0	89	2163	0	89	11	184	132	106	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	15.0	84.0		15.0	84.0		16.0	15.0	15.0	16.0	15.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	86.4	80.1		93.1	85.1		12.6	7.7	15.0	20.4	7.7	
Actuated g/C Ratio	0.66	0.62		0.72	0.65		0.10	0.06	0.12	0.16	0.06	
v/c Ratio	0.45	0.57		0.40	0.68		0.53	0.10	0.75	0.55	0.59	
Control Delay	40.7	9.1		12.4	16.2		63.0	59.6	50.2	57.4	27.7	
Queue Delay	0.0	0.2		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	40.7	9.3		12.4	16.2		63.0	59.6	50.2	57.4	27.7	
LOS	D	A		B	B		E	E	D	E	C	
Approach Delay		10.4			16.0			54.5			44.2	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	16	380		19	401		74	9	93	100	9	
Queue Length 95th (ft)	m46	439		42	510		116	29	161	#186	68	
Internal Link Dist (ft)		255			1207			420			487	
Turn Bay Length (ft)	110			350			60		50			
Base Capacity (vph)	176	3014		228	3198		179	124	251	242	196	
Starvation Cap Reductn	0	461		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.36	0.67		0.39	0.68		0.50	0.09	0.73	0.55	0.54	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 95 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 17.7 Intersection LOS: B
Intersection Capacity Utilization 72.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Ives Dairy Rd & NE 16th Ave



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	1715	1520	375	350	120
Future Volume (vph)	135	1715	1520	375	350	120
Satd. Flow (prot)	1652	4916	4768	0	1711	1531
Flt Permitted	0.064				0.950	
Satd. Flow (perm)	111	4916	4768	0	1711	1531
Satd. Flow (RTOR)			73			44
Lane Group Flow (vph)	142	1805	1995	0	368	126
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Total Split (s)	17.0	135.0	118.0		35.0	35.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	129.0	129.0	113.3		29.0	29.0
Actuated g/C Ratio	0.76	0.76	0.67		0.17	0.17
v/c Ratio	0.83	0.48	0.62		1.26	0.42
Control Delay	59.7	8.3	13.3		197.2	45.4
Queue Delay	0.0	0.0	0.2		0.8	0.0
Total Delay	59.7	8.4	13.4		198.0	45.4
LOS	E	A	B		F	D
Approach Delay		12.1	13.4		159.1	
Approach LOS		B	B		F	
Queue Length 50th (ft)	65	254	560		~512	82
Queue Length 95th (ft)	#180	279	603		#729	154
Internal Link Dist (ft)		1221	255		952	
Turn Bay Length (ft)	180					100
Base Capacity (vph)	183	3730	3201		291	297
Starvation Cap Reductn	0	0	347		0	0
Spillback Cap Reductn	0	231	0		18	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.78	0.52	0.70		1.35	0.42

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 61 (36%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay: 29.1	Intersection LOS: C
Intersection Capacity Utilization 79.6%	ICU Level of Service D
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

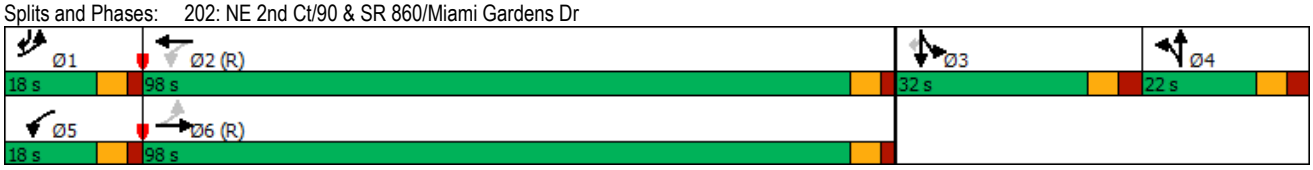
Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	2020	15	20	1780	55	25	10	80	95	10	90
Future Volume (vph)	30	2020	15	20	1780	55	25	10	80	95	10	90
Satd. Flow (prot)	1711	4911	0	1652	4891	0	1711	1561	0	1625	1644	1531
Flt Permitted	0.078			0.061			0.950			0.950	0.961	
Satd. Flow (perm)	140	4911	0	106	4891	0	1711	1561	0	1625	1644	1531
Satd. Flow (RTOR)		1			4			84				95
Lane Group Flow (vph)	32	2142	0	21	1932	0	26	95	0	55	56	95
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4		3	3	1
Permitted Phases	6			2								3
Total Split (s)	18.0	98.0		18.0	98.0		22.0	22.0		32.0	32.0	18.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	6.0
Act Effct Green (s)	127.1	123.7		124.3	119.1		8.6	8.6		10.8	10.8	17.3
Actuated g/C Ratio	0.75	0.73		0.73	0.70		0.05	0.05		0.06	0.06	0.10
v/c Ratio	0.21	0.60		0.17	0.56		0.30	0.60		0.53	0.54	0.40
Control Delay	6.8	11.0		8.8	13.9		85.8	34.3		94.7	94.9	13.2
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0		0.0	0.0	0.1
Total Delay	6.8	11.0		8.8	14.1		85.8	34.3		94.7	94.9	13.3
LOS	A	B		A	B		F	C		F	F	B
Approach Delay		11.0			14.0			45.3			57.2	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	5	273		5	351		29	12		64	65	0
Queue Length 95th (ft)	m13	m633		15	482		64	75		115	117	48
Internal Link Dist (ft)		255			1480			675			511	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	218	3573		190	3427		150	214		238	241	296
Starvation Cap Reductn	0	132		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	586		0	0		0	0	11
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.15	0.62		0.11	0.68		0.17	0.44		0.23	0.23	0.33

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 61 (36%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 15.4	Intersection LOS: B
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

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

Splits and Phases: 202: NE 2nd Ct/90 & SR 860/Miami Gardens Dr

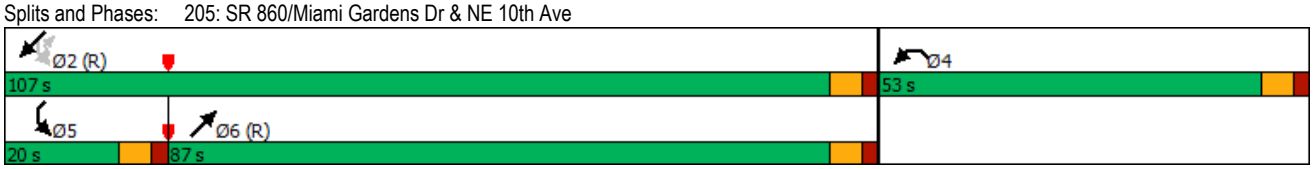


Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	270	130	1675	55	120	1690
Future Volume (vph)	270	130	1675	55	120	1690
Satd. Flow (prot)	1711	1531	3404	0	1711	3421
Flt Permitted	0.950				0.043	
Satd. Flow (perm)	1711	1531	3404	0	77	3421
Satd. Flow (RTOR)		137	3			
Lane Group Flow (vph)	284	137	1821	0	126	1779
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		2			2	
Total Split (s)	53.0	107.0	87.0		20.0	107.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	31.6	116.4	99.2		116.4	116.4
Actuated g/C Ratio	0.20	0.73	0.62		0.73	0.73
v/c Ratio	0.84	0.12	0.86		0.74	0.72
Control Delay	82.5	1.5	31.8		58.9	15.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	82.5	1.5	31.8		58.9	15.5
LOS	F	A	C		E	B
Approach Delay	56.2		31.8			18.4
Approach LOS	E		C			B
Queue Length 50th (ft)	289	0	778		74	511
Queue Length 95th (ft)	375	23	#1204		152	732
Internal Link Dist (ft)	511		839			1474
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	502	1150	2110		206	2487
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.57	0.12	0.86		0.61	0.72

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 31 (19%), Referenced to phase 2:SWTL and 6:NET, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 28.1 — Intersection LOS: C
Intersection Capacity Utilization 84.7% — ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave



APPENDIX M

Synchro Opening Year 2030 and Design Year 2050 Build Alternative 1 Traffic Operational Analysis SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road

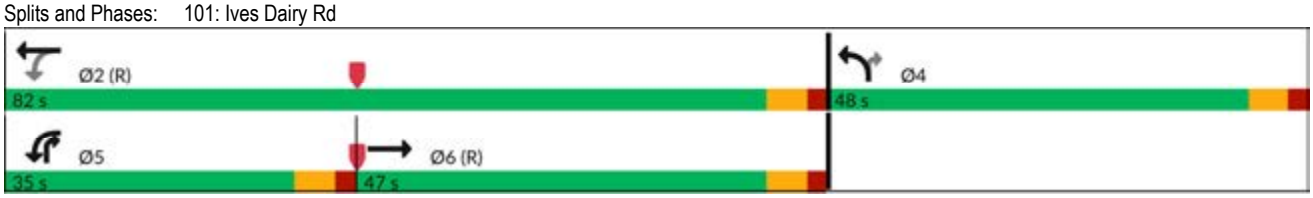
APPENDIX

M2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2115	30	110	970	50	175
Future Volume (vph)	2115	30	110	970	50	175
Satd. Flow (prot)	4906	0	1711	4916	1711	1531
Flt Permitted			0.047		0.950	
Satd. Flow (perm)	4906	0	85	4916	1711	1531
Satd. Flow (RTOR)	2					
Lane Group Flow (vph)	2258	0	116	1021	53	184
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	47.0		35.0	82.0	48.0	35.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	91.9		110.9	112.1	9.4	26.1
Actuated g/C Ratio	0.71		0.85	0.86	0.07	0.20
v/c Ratio	0.65		0.49	0.24	0.43	0.60
Control Delay (s/veh)	12.5		33.8	2.1	67.5	54.1
Queue Delay	1.4		0.0	0.2	0.0	0.0
Total Delay (s/veh)	14.0		33.8	2.3	67.5	54.1
LOS	B		C	A	E	D
Approach Delay (s/veh)	14.0			5.5	57.1	
Approach LOS	B			A	E	
Queue Length 50th (ft)	354		57	49	44	140
Queue Length 95th (ft)	495		130	69	85	203
Internal Link Dist (ft)	861			265	215	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3467		435	4240	552	495
Starvation Cap Reductn	0		0	2005	0	0
Spillback Cap Reductn	941		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.89		0.27	0.46	0.10	0.37

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 129 (99%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 14.1	Intersection LOS: B
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Ives Dairy Rd

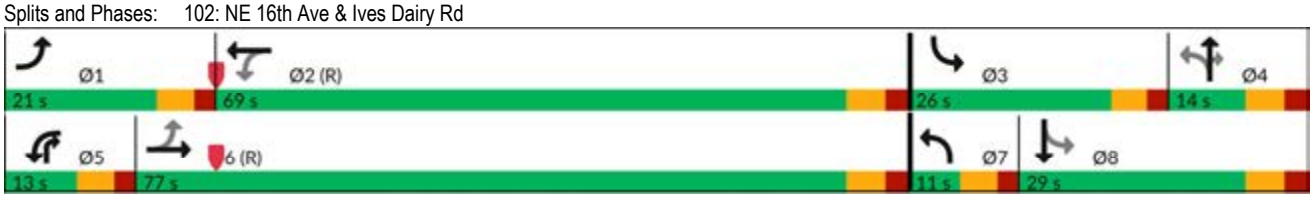


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	2145	25	100	970	430	15	5	65	260	15	95
Future Volume (vph)	120	2145	25	100	970	430	15	5	65	260	15	95
Satd. Flow (prot)	1711	4906	0	1711	4690	0	1711	1801	1531	1711	1568	0
Flt Permitted	0.130			0.052						0.563		
Satd. Flow (perm)	234	4906	0	94	4690	0	1801	1801	1531	1014	1568	0
Satd. Flow (RTOR)		2			119				170		100	
Lane Group Flow (vph)	126	2284	0	105	1474	0	16	5	68	274	116	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	21.0	77.0		13.0	69.0		11.0	14.0	13.0	26.0	29.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1		5.7	6.3	5.7	5.7	6.3	
Act Effct Green (s)	91.3	82.9		89.7	82.1		6.7	7.0	9.9	22.4	17.4	
Actuated g/C Ratio	0.70	0.64		0.69	0.63		0.05	0.05	0.08	0.17	0.13	
v/c Ratio	0.50	0.73		0.68	0.49		0.18	0.05	0.25	0.98	0.39	
Control Delay (s/veh)	11.0	19.6		44.3	13.2		54.5	59.6	2.2	100.8	17.1	
Queue Delay	0.0	1.8		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	11.0	21.4		44.3	13.2		54.5	59.6	2.2	100.8	17.1	
LOS	B	C		D	B		D	E	A	F	B	
Approach Delay (s/veh)		20.9			15.3			14.8			75.9	
Approach LOS		C			B			B			E	
Queue Length 50th (ft)	11	554		31	192		13	4	0	~246	12	
Queue Length 95th (ft)	m35	773		#129	333		30	18	0	#306	66	
Internal Link Dist (ft)		265			551			365			496	
Turn Bay Length (ft)	110			275			60		50			
Base Capacity (vph)	346	3129		162	3007		90	106	279	288	356	
Starvation Cap Reductn	0	635		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.36	0.92		0.65	0.49		0.18	0.05	0.24	0.95	0.33	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay (s/veh): 23.6 Intersection LOS: C
Intersection Capacity Utilization 83.7% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

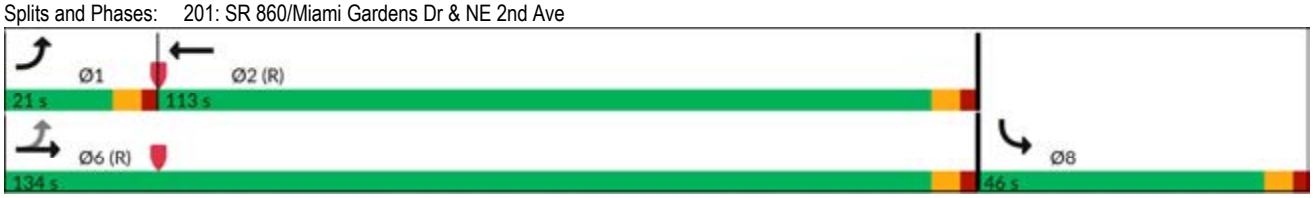
Splits and Phases: 102: NE 16th Ave & Ives Dairy Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	2090	990	230	390	40
Future Volume (vph)	95	2090	990	230	390	40
Satd. Flow (prot)	1711	4916	4778	0	3296	0
Flt Permitted	0.174				0.957	
Satd. Flow (perm)	313	4916	4778	0	3296	0
Satd. Flow (RTOR)			52		6	
Lane Group Flow (vph)	100	2200	1284	0	453	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	138.7	138.7	125.5		29.3	
Actuated g/C Ratio	0.77	0.77	0.70		0.16	
v/c Ratio	0.34	0.58	0.38		0.84	
Control Delay (s/veh)	8.7	9.7	12.7		85.9	
Queue Delay	0.0	0.0	0.2		56.4	
Total Delay (s/veh)	8.7	9.7	12.9		142.3	
LOS	A	A	B		F	
Approach Delay (s/veh)		9.7	12.9		142.3	
Approach LOS		A	B		F	
Queue Length 50th (ft)	26	357	273		268	
Queue Length 95th (ft)	50	457	338		321	
Internal Link Dist (ft)		1221	276		951	
Turn Bay Length (ft)	180					
Base Capacity (vph)	357	3788	3348		737	
Starvation Cap Reductn	0	0	1048		0	
Spillback Cap Reductn	0	0	0		367	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.28	0.58	0.56		1.22	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 32 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 25.6	Intersection LOS: C
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

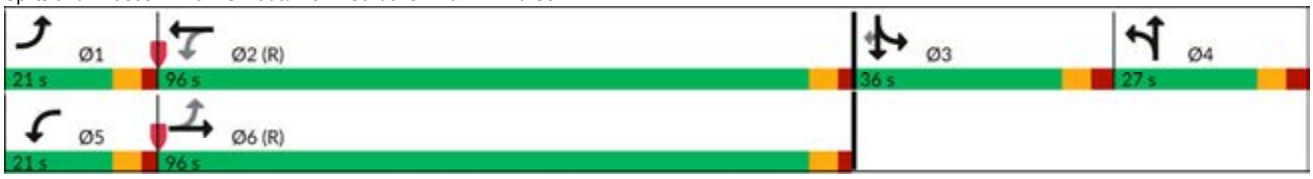


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	2405	15	35	1160	100	10	5	45	65	5	50
Future Volume (vph)	60	2405	15	35	1160	100	10	5	45	65	5	50
Satd. Flow (prot)	1711	4911	0	1652	4857	0	1711	1556	0	1625	1640	1531
Flt Permitted	0.174			0.035			0.950			0.950	0.959	
Satd. Flow (perm)	313	4911	0	61	4857	0	1711	1556	0	1625	1640	1531
Satd. Flow (RTOR)		1			11			47				97
Lane Group Flow (vph)	63	2548	0	37	1326	0	11	52	0	37	36	53
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	36.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Act Effct Green (s)	140.8	135.0		138.5	132.1		8.0	8.0		9.8	9.8	9.8
Actuated g/C Ratio	0.78	0.75		0.77	0.73		0.04	0.04		0.05	0.05	0.05
v/c Ratio	0.21	0.69		0.36	0.37		0.15	0.46		0.42	0.41	0.30
Control Delay (s/veh)	5.1	10.5		28.4	17.4		86.2	35.9		95.9	95.0	4.5
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	5.1	10.6		28.4	17.4		86.2	35.9		95.9	95.0	4.5
LOS	A	B		C	B		F	D		F	F	A
Approach Delay (s/veh)		10.5			17.7			44.7			57.2	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	12	384		17	263		13	6		45	44	0
Queue Length 95th (ft)	m23	397		m48	287		37	56		91	88	0
Internal Link Dist (ft)		276			757			675			496	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	368	3682		181	3567		190	214		261	264	328
Starvation Cap Reductn	0	193		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	188		0	0		0	0	3
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.17	0.73		0.20	0.39		0.06	0.24		0.14	0.14	0.16

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 14.8	Intersection LOS: B
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

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

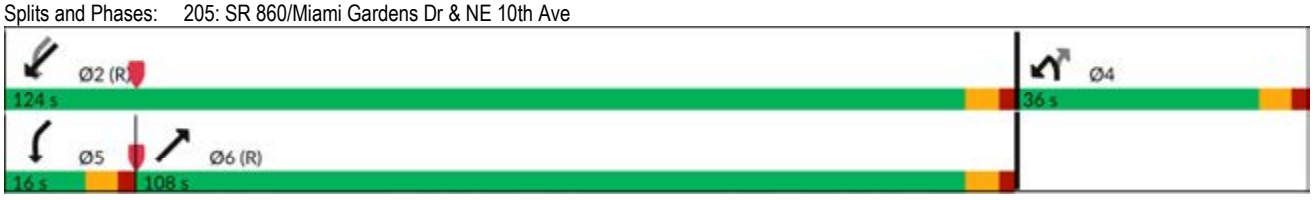
Splits and Phases: 202: SR 860/Miami Gardens Dr & NE 2nd Ct



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	235	135	1885	55	135	1540
Future Volume (vph)	235	135	1885	55	135	1540
Satd. Flow (prot)	1711	1531	3408	0	1711	3421
Flt Permitted	0.950				0.036	
Satd. Flow (perm)	1711	1531	3408	0	65	3421
Satd. Flow (RTOR)		112	4			
Lane Group Flow (vph)	247	142	2042	0	142	1621
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	36.0	36.0	108.0		16.0	124.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	26.5	26.5	104.5		121.5	121.5
Actuated g/C Ratio	0.17	0.17	0.65		0.76	0.76
v/c Ratio	0.87	0.41	0.92		0.88	0.62
Control Delay (s/veh)	93.6	18.7	32.5		85.0	10.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	93.6	18.7	32.5		85.0	10.5
LOS	F	B	C		F	B
Approach Delay (s/veh)	66.3		32.5			16.5
Approach LOS	E		C			B
Queue Length 50th (ft)	252	27	966		100	386
Queue Length 95th (ft)	#374	95	1113		#249	467
Internal Link Dist (ft)	503		531			1483
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	320	378	2227		163	2597
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.77	0.38	0.92		0.87	0.62

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 28.9	Intersection LOS: C
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave

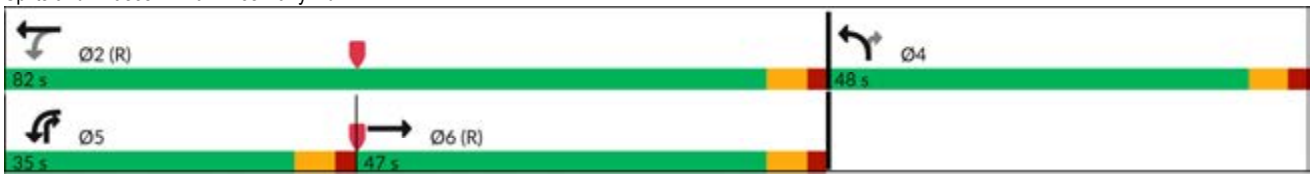


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1325	40	240	1710	110	175
Future Volume (vph)	1325	40	240	1710	110	175
Satd. Flow (prot)	4896	0	1711	4916	1711	1531
Flt Permitted			0.134		0.950	
Satd. Flow (perm)	4896	0	241	4916	1711	1531
Satd. Flow (RTOR)	4					2
Lane Group Flow (vph)	1437	0	253	1800	116	184
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	47.0		35.0	82.0	48.0	35.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	81.4		103.8	103.8	14.2	36.6
Actuated g/C Ratio	0.63		0.80	0.80	0.11	0.28
v/c Ratio	0.46		0.67	0.45	0.62	0.42
Control Delay (s/veh)	14.8		34.4	4.4	69.0	38.7
Queue Delay	0.0		0.3	0.2	0.0	0.0
Total Delay (s/veh)	14.9		34.8	4.7	69.0	38.7
LOS	B		C	A	E	D
Approach Delay (s/veh)	14.9			8.4	50.4	
Approach LOS	B			A	D	
Queue Length 50th (ft)	219		117	127	95	126
Queue Length 95th (ft)	342		m228	172	153	165
Internal Link Dist (ft)	861			265	215	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3068		520	3924	552	580
Starvation Cap Reductn	0		54	1208	0	0
Spillback Cap Reductn	278		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.52		0.54	0.66	0.21	0.32

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 129 (99%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 14.2	Intersection LOS: B
Intersection Capacity Utilization 60.9%	ICU Level of Service B
Analysis Period (min) 15	

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

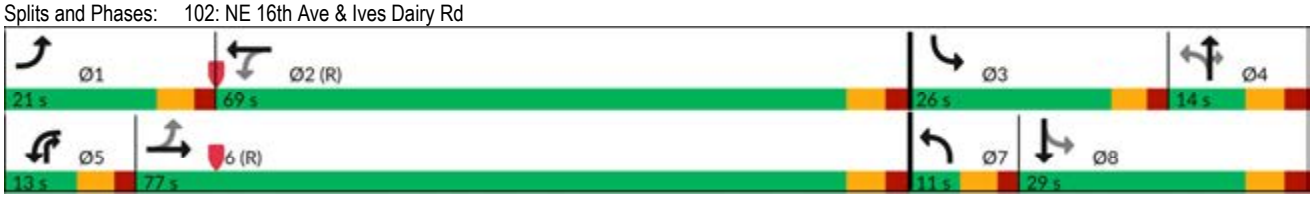
Splits and Phases: 101: Ives Dairy Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1395	50	75	1805	85	70	5	160	115	5	75
Future Volume (vph)	55	1395	50	75	1805	85	70	5	160	115	5	75
Satd. Flow (prot)	1711	4891	0	1711	4881	0	1711	1801	1531	1711	1547	0
Flt Permitted	0.068			0.127						0.563		
Satd. Flow (perm)	122	4891	0	229	4881	0	1801	1801	1531	1014	1547	0
Satd. Flow (RTOR)		6			7				170		79	
Lane Group Flow (vph)	58	1521	0	79	1989	0	74	5	168	121	84	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	21.0	77.0		13.0	69.0		11.0	14.0	13.0	26.0	29.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1		5.7	6.3	5.7	5.7	6.3	
Act Effct Green (s)	93.5	87.1		95.5	89.7		6.8	7.0	9.1	19.0	9.6	
Actuated g/C Ratio	0.72	0.67		0.73	0.69		0.05	0.05	0.07	0.15	0.07	
v/c Ratio	0.36	0.46		0.32	0.59		0.82	0.05	0.63	0.51	0.44	
Control Delay (s/veh)	23.8	8.0		8.6	13.2		111.1	59.6	18.3	57.0	20.4	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	23.8	8.2		8.6	13.2		111.1	59.6	18.3	57.0	20.4	
LOS	C	A		A	B		F	E	B	E	C	
Approach Delay (s/veh)		8.8			13.1			47.0			42.0	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	9	272		14	302		~69	4	0	95	4	
Queue Length 95th (ft)	34	409		38	486		93	18	62	142	52	
Internal Link Dist (ft)		265			551			365			496	
Turn Bay Length (ft)	110			275			60		50			
Base Capacity (vph)	280	3278		255	3369		90	106	277	283	335	
Starvation Cap Reductn	0	730		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.21	0.60		0.31	0.59		0.82	0.05	0.61	0.43	0.25	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 14.9	Intersection LOS: B
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	

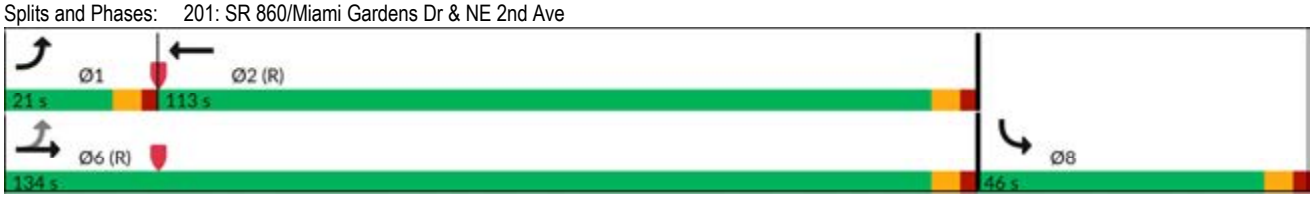
Splits and Phases: 102: NE 16th Ave & Ives Dairy Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	1480	1350	320	290	95
Future Volume (vph)	100	1480	1350	320	290	95
Satd. Flow (prot)	1711	4916	4773	0	3243	0
Flt Permitted	0.097				0.964	
Satd. Flow (perm)	175	4916	4773	0	3243	0
Satd. Flow (RTOR)			54		24	
Lane Group Flow (vph)	105	1558	1758	0	405	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	141.8	141.8	128.4		26.2	
Actuated g/C Ratio	0.79	0.79	0.71		0.15	
v/c Ratio	0.52	0.40	0.51		0.82	
Control Delay (s/veh)	14.2	6.5	1.9		84.0	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	14.2	6.6	1.9		84.0	
LOS	B	A	A		F	
Approach Delay (s/veh)		7.1	2.0		84.1	
Approach LOS		A	A		F	
Queue Length 50th (ft)	25	186	24		229	
Queue Length 95th (ft)	48	246	45		282	
Internal Link Dist (ft)		1221	276		951	
Turn Bay Length (ft)	180					
Base Capacity (vph)	265	3872	3419		739	
Starvation Cap Reductn	0	0	34		0	
Spillback Cap Reductn	0	580	0		2	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.40	0.47	0.52		0.55	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 12.9	Intersection LOS: B
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

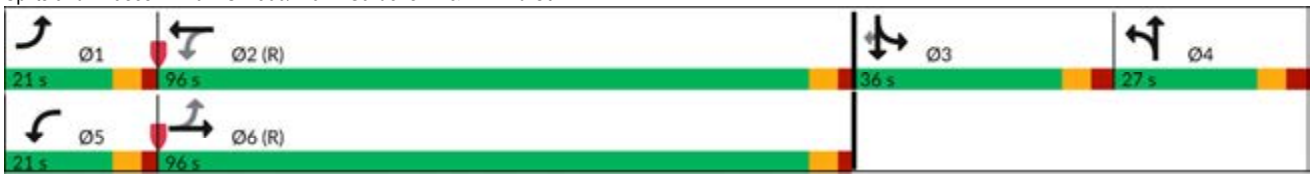


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1740	10	15	1570	50	20	5	75	95	5	85
Future Volume (vph)	25	1740	10	15	1570	50	20	5	75	95	5	85
Satd. Flow (prot)	1711	4911	0	1652	4891	0	1711	1547	0	1625	1637	1531
Flt Permitted	0.109			0.092			0.950			0.950	0.957	
Satd. Flow (perm)	196	4911	0	160	4891	0	1711	1547	0	1625	1637	1531
Satd. Flow (RTOR)		1			4			79				97
Lane Group Flow (vph)	26	1843	0	16	1706	0	21	84	0	52	53	89
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	36.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Act Effct Green (s)	136.7	132.8		136.3	132.6		8.6	8.6		11.3	11.3	11.3
Actuated g/C Ratio	0.76	0.74		0.76	0.74		0.05	0.05		0.06	0.06	0.06
v/c Ratio	0.13	0.50		0.09	0.47		0.25	0.56		0.50	0.51	0.47
Control Delay (s/veh)	5.9	12.5		10.3	16.9		89.5	32.2		98.0	98.4	18.9
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	5.9	12.6		10.3	16.9		89.5	32.2		98.0	98.4	18.9
LOS	A	B		B	B		F	C		F	F	B
Approach Delay (s/veh)		12.6			16.9			43.7			61.9	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	6	449		7	321		25	6		64	65	0
Queue Length 95th (ft)	m13	552		m12	358		58	66		116	117	51
Internal Link Dist (ft)		276			746			675			496	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	278	3624		248	3604		190	242		261	263	328
Starvation Cap Reductn	0	532		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.09	0.60		0.06	0.47		0.11	0.35		0.20	0.20	0.27

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 17.8	Intersection LOS: B
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

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

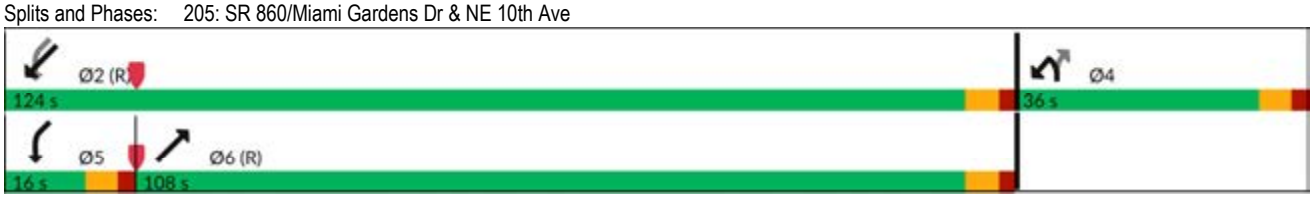
Splits and Phases: 202: SR 860/Miami Gardens Dr & NE 2nd Ct



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	220	115	1480	30	115	1515
Future Volume (vph)	220	115	1480	30	115	1515
Satd. Flow (prot)	1711	1531	3411	0	1711	3421
Flt Permitted	0.950				0.097	
Satd. Flow (perm)	1711	1531	3411	0	175	3421
Satd. Flow (RTOR)		121	2			
Lane Group Flow (vph)	232	121	1590	0	121	1595
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	36.0	36.0	108.0		16.0	124.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	25.5	25.5	109.0		122.5	122.5
Actuated g/C Ratio	0.16	0.16	0.68		0.77	0.77
v/c Ratio	0.85	0.35	0.68		0.58	0.60
Control Delay (s/veh)	92.2	11.3	18.0		18.4	9.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	92.2	11.3	18.0		18.4	9.9
LOS	F	B	B		B	A
Approach Delay (s/veh)	64.5		18.0			10.5
Approach LOS	E		B			B
Queue Length 50th (ft)	238	0	498		30	355
Queue Length 95th (ft)	334	58	652		62	453
Internal Link Dist (ft)	503		521			1483
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	320	385	2323		230	2619
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.73	0.31	0.68		0.53	0.61

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 19.0	Intersection LOS: B
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

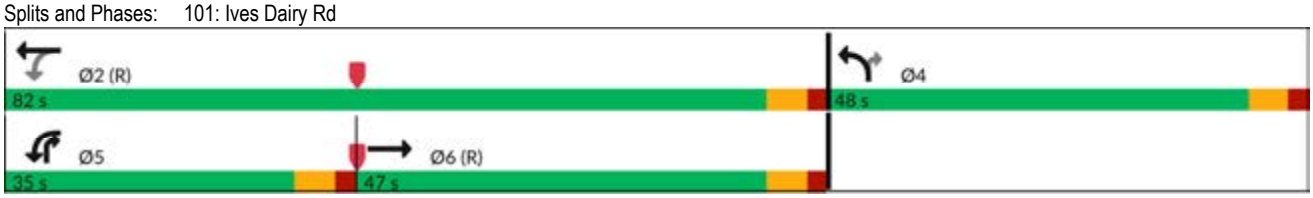
Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2385	65	110	1055	75	195
Future Volume (vph)	2385	65	110	1055	75	195
Satd. Flow (prot)	4896	0	1711	4916	1711	1531
Flt Permitted			0.042		0.950	
Satd. Flow (perm)	4896	0	76	4916	1711	1531
Satd. Flow (RTOR)	3					
Lane Group Flow (vph)	2579	0	116	1111	79	205
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	47.0		35.0	82.0	48.0	35.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	90.1		109.2	110.4	11.4	27.9
Actuated g/C Ratio	0.69		0.84	0.85	0.09	0.21
v/c Ratio	0.76		0.51	0.27	0.53	0.63
Control Delay (s/veh)	16.2		34.8	3.1	68.5	53.6
Queue Delay	18.6		0.0	0.2	0.0	0.0
Total Delay (s/veh)	34.8		34.8	3.3	68.5	53.6
LOS	C		C	A	E	D
Approach Delay (s/veh)	34.8			6.3	57.7	
Approach LOS	C			A	E	
Queue Length 50th (ft)	486		63	61	65	156
Queue Length 95th (ft)	673		133	115	114	221
Internal Link Dist (ft)	861			265	215	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3395		428	4173	552	516
Starvation Cap Reductn	0		0	1913	0	0
Spillback Cap Reductn	893		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.03		0.27	0.49	0.14	0.40

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 129 (99%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 27.8	Intersection LOS: C
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Ives Dairy Rd

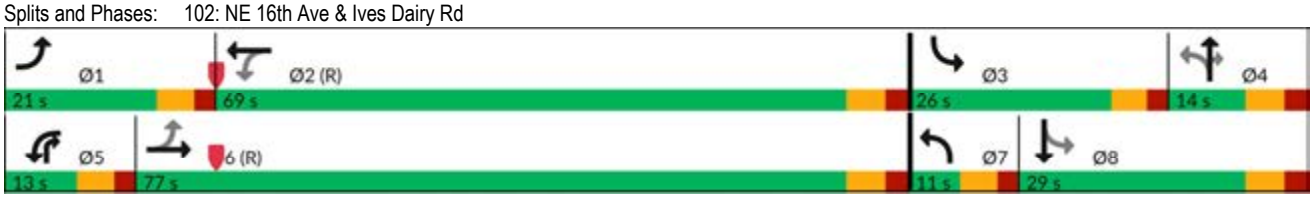


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	2405	40	105	1040	470	20	10	70	290	20	105
Future Volume (vph)	135	2405	40	105	1040	470	20	10	70	290	20	105
Satd. Flow (prot)	1711	4906	0	1711	4685	0	1711	1801	1531	1711	1574	0
Flt Permitted	0.101			0.055						0.465		
Satd. Flow (perm)	182	4906	0	99	4685	0	1801	1801	1531	837	1574	0
Satd. Flow (RTOR)		3			121				170		111	
Lane Group Flow (vph)	142	2574	0	111	1590	0	21	11	74	305	132	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	21.0	77.0		13.0	69.0		11.0	14.0	13.0	26.0	29.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1		5.7	6.3	5.7	5.7	6.3	
Act Effct Green (s)	89.4	79.7		84.7	77.1		8.3	7.1	12.5	25.7	18.5	
Actuated g/C Ratio	0.69	0.61		0.65	0.59		0.06	0.05	0.10	0.20	0.14	
v/c Ratio	0.59	0.86		0.73	0.56		0.19	0.11	0.25	1.01	0.42	
Control Delay (s/veh)	19.8	24.2		50.8	17.1		47.7	61.2	1.9	104.8	16.7	
Queue Delay	0.0	43.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	19.8	67.4		50.8	17.1		47.7	61.2	1.9	104.8	16.7	
LOS	B	E		D	B		D	E	A	F	B	
Approach Delay (s/veh)		64.9			19.3			17.1			78.2	
Approach LOS		E			B			B			E	
Queue Length 50th (ft)	16	708		35	229		18	9	0	~300	17	
Queue Length 95th (ft)	m49	#897		#144	394		36	30	0	#329	74	
Internal Link Dist (ft)		265			551			365			496	
Turn Bay Length (ft)	110			275			60		50			
Base Capacity (vph)	309	3008		158	2829		112	106	305	301	366	
Starvation Cap Reductn	0	652		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.46	1.09		0.70	0.56		0.19	0.10	0.24	1.01	0.36	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay (s/veh): 49.4	Intersection LOS: D
Intersection Capacity Utilization 91.0%	ICU Level of Service E
Analysis Period (min) 15	

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

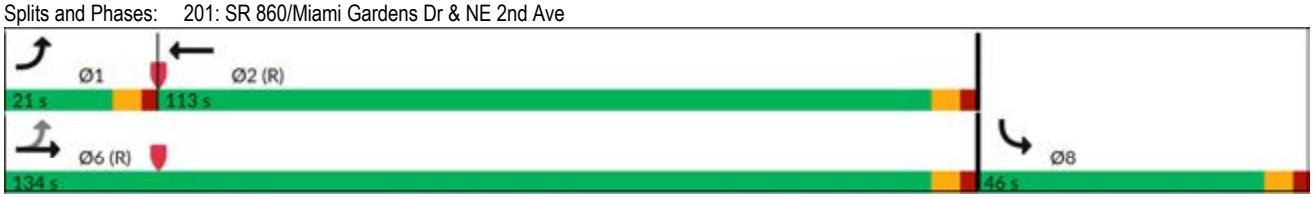
Splits and Phases: 102: NE 16th Ave & Ives Dairy Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	2375	1130	260	460	60
Future Volume (vph)	135	2375	1130	260	460	60
Satd. Flow (prot)	1711	4916	4778	0	3290	0
Flt Permitted	0.134				0.958	
Satd. Flow (perm)	241	4916	4778	0	3290	0
Satd. Flow (RTOR)			52		7	
Lane Group Flow (vph)	142	2500	1463	0	547	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	133.9	133.9	119.2		34.1	
Actuated g/C Ratio	0.74	0.74	0.66		0.19	
v/c Ratio	0.57	0.68	0.46		0.87	
Control Delay (s/veh)	16.0	13.7	15.8		84.9	
Queue Delay	0.0	0.0	0.2		58.5	
Total Delay (s/veh)	16.0	13.7	16.1		143.4	
LOS	B	B	B		F	
Approach Delay (s/veh)		13.8	16.1		143.4	
Approach LOS		B	B		F	
Queue Length 50th (ft)	43	523	371		323	
Queue Length 95th (ft)	75	636	476		381	
Internal Link Dist (ft)		1221	276		951	
Turn Bay Length (ft)	180					
Base Capacity (vph)	301	3657	3180		736	
Starvation Cap Reductn	0	0	796		0	
Spillback Cap Reductn	0	0	0		452	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.47	0.68	0.61		1.93	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 32 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 29.7	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

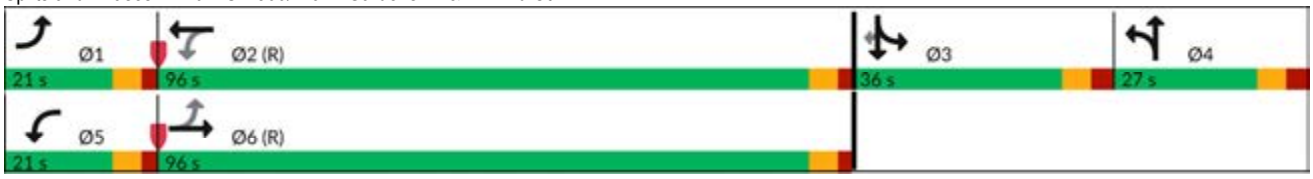


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	2745	20	40	1320	105	15	10	50	70	10	55
Future Volume (vph)	70	2745	20	40	1320	105	15	10	50	70	10	55
Satd. Flow (prot)	1711	4911	0	1652	4862	0	1711	1577	0	1625	1649	1531
Flt Permitted	0.139			0.031			0.950			0.950	0.964	
Satd. Flow (perm)	250	4911	0	54	4862	0	1711	1577	0	1625	1649	1531
Satd. Flow (RTOR)		1			10			53				97
Lane Group Flow (vph)	74	2910	0	42	1500	0	16	64	0	42	43	58
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	36.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Act Effct Green (s)	137.0	130.9		134.6	128.0		8.4	8.4		10.3	10.3	10.3
Actuated g/C Ratio	0.76	0.73		0.75	0.71		0.05	0.05		0.06	0.06	0.06
v/c Ratio	0.30	0.81		0.42	0.43		0.20	0.52		0.45	0.46	0.32
Control Delay (s/veh)	6.3	13.4		34.7	18.5		87.3	39.7		96.6	96.7	6.1
Queue Delay	0.0	0.4		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	6.3	13.8		34.7	18.5		87.3	39.7		96.6	96.7	6.1
LOS	A	B		C	B		F	D		F	F	A
Approach Delay (s/veh)		13.6			19.0			49.2			59.9	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	14	444		19	290		19	13		51	52	0
Queue Length 95th (ft)	m23	682		m52	316		47	68		100	101	7
Internal Link Dist (ft)		276			757			675			496	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	318	3572		175	3459		190	222		261	265	328
Starvation Cap Reductn	0	239		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	584		0	0		0	0	11
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.23	0.87		0.24	0.52		0.08	0.29		0.16	0.16	0.18

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 17.4	Intersection LOS: B
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 202: SR 860/Miami Gardens Dr & NE 2nd Ct

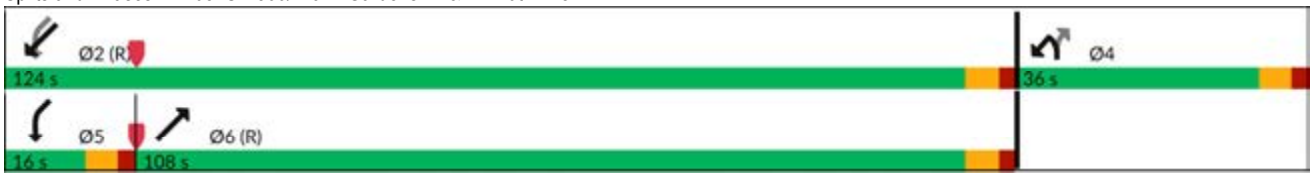


Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	295	155	2130	85	140	1710
Future Volume (vph)	295	155	2130	85	140	1710
Satd. Flow (prot)	1711	1531	3401	0	1711	3421
Flt Permitted	0.950				0.037	
Satd. Flow (perm)	1711	1531	3401	0	67	3421
Satd. Flow (RTOR)		105	5			
Lane Group Flow (vph)	311	163	2331	0	147	1800
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	36.0	36.0	108.0		16.0	124.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	30.0	30.0	102.0		118.0	118.0
Actuated g/C Ratio	0.19	0.19	0.64		0.74	0.74
v/c Ratio	0.97	0.44	1.07		0.97	0.71
Control Delay (s/veh)	107.0	25.3	71.7		106.4	13.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	107.0	25.3	71.7		106.4	13.7
LOS	F	C	E		F	B
Approach Delay (s/veh)	78.9		71.7			20.7
Approach LOS	E		E			C
Queue Length 50th (ft)	327	52	~1422		106	500
Queue Length 95th (ft)	#528	129	#1545		#259	575
Internal Link Dist (ft)	503		531			1483
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	320	372	2169		152	2522
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.97	0.44	1.07		0.97	0.71

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 51.5	Intersection LOS: D
Intersection Capacity Utilization 100.7%	ICU Level of Service G
Analysis Period (min) 15	

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

Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave

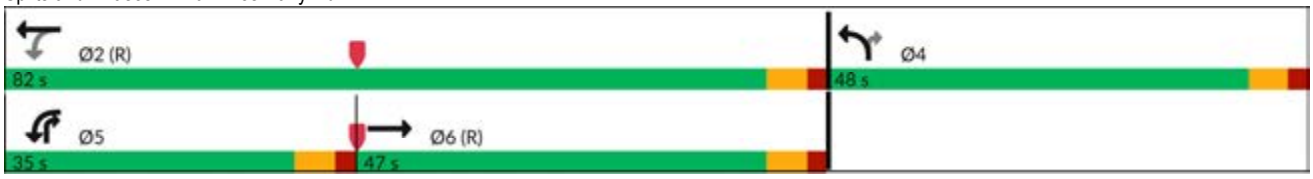


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1495	75	270	1865	150	195
Future Volume (vph)	1495	75	270	1865	150	195
Satd. Flow (prot)	4881	0	1711	4916	1711	1531
Flt Permitted			0.091		0.950	
Satd. Flow (perm)	4881	0	164	4916	1711	1531
Satd. Flow (RTOR)	6					1
Lane Group Flow (vph)	1653	0	284	1963	158	205
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	47.0		35.0	82.0	48.0	35.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	75.5		100.6	100.6	17.4	42.5
Actuated g/C Ratio	0.58		0.77	0.77	0.13	0.33
v/c Ratio	0.58		0.80	0.51	0.68	0.40
Control Delay (s/veh)	20.2		51.9	6.1	68.6	34.1
Queue Delay	0.0		0.9	0.3	0.0	0.0
Total Delay (s/veh)	20.3		52.8	6.5	68.6	34.1
LOS	C		D	A	E	C
Approach Delay (s/veh)	20.3			12.4	49.2	
Approach LOS	C			B	D	
Queue Length 50th (ft)	307		183	138	129	133
Queue Length 95th (ft)	472		m288	249	194	165
Internal Link Dist (ft)	861			265	215	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	2835		472	3803	552	618
Starvation Cap Reductn	0		52	1118	0	0
Spillback Cap Reductn	190		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.62		0.68	0.73	0.29	0.33

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 129 (99%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 18.6	Intersection LOS: B
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 101: Ives Dairy Rd

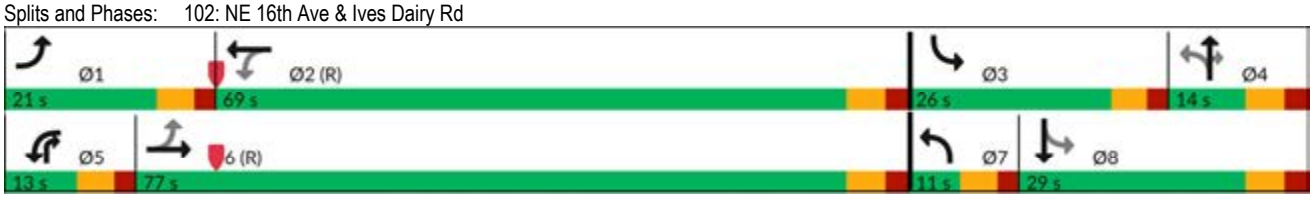


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	1575	55	85	1960	95	85	10	175	125	10	90
Future Volume (vph)	60	1575	55	85	1960	95	85	10	175	125	10	90
Satd. Flow (prot)	1711	4891	0	1711	4881	0	1711	1801	1531	1711	1559	0
Flt Permitted	0.051			0.092						0.465		
Satd. Flow (perm)	92	4891	0	166	4881	0	1801	1801	1531	837	1559	0
Satd. Flow (RTOR)		6			8				170		95	
Lane Group Flow (vph)	63	1716	0	89	2163	0	89	11	184	132	106	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	21.0	77.0		13.0	69.0		11.0	14.0	13.0	26.0	29.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1		5.7	6.3	5.7	5.7	6.3	
Act Effct Green (s)	89.4	82.7		91.1	85.2		8.4	7.1	11.9	23.2	11.6	
Actuated g/C Ratio	0.69	0.64		0.70	0.66		0.06	0.05	0.09	0.18	0.09	
v/c Ratio	0.44	0.55		0.45	0.67		0.79	0.11	0.62	0.49	0.47	
Control Delay (s/veh)	42.2	7.9		14.2	16.8		95.8	61.2	18.7	52.6	19.2	
Queue Delay	0.0	0.3		0.0	0.0		5.8	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	42.2	8.2		14.2	16.9		101.6	61.2	18.7	52.6	19.3	
LOS	D	A		B	B		F	E	B	D	B	
Approach Delay (s/veh)		9.4			16.8			46.4			37.8	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	15	117		16	351		~95	9	12	105	9	
Queue Length 95th (ft)	m53	130		44	579		108	30	78	152	62	
Internal Link Dist (ft)		265			551			365			496	
Turn Bay Length (ft)	110			275			60		50			
Base Capacity (vph)	258	3114		207	3200		112	106	305	292	350	
Starvation Cap Reductn	0	688		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	53		7	0	0	0	17	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.24	0.71		0.43	0.69		0.85	0.10	0.60	0.45	0.32	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 16.9	Intersection LOS: B
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

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

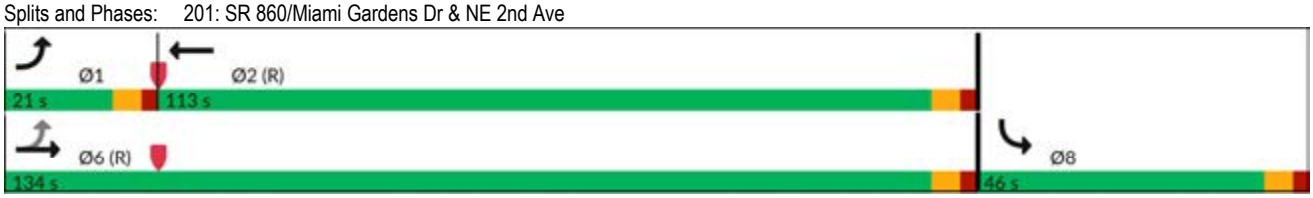
Splits and Phases: 102: NE 16th Ave & Ives Dairy Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	1685	1520	375	350	120
Future Volume (vph)	135	1685	1520	375	350	120
Satd. Flow (prot)	1711	4916	4768	0	3240	0
Flt Permitted	0.063				0.964	
Satd. Flow (perm)	113	4916	4768	0	3240	0
Satd. Flow (RTOR)			58		25	
Lane Group Flow (vph)	142	1774	1995	0	494	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	136.9	136.9	118.8		31.1	
Actuated g/C Ratio	0.76	0.76	0.66		0.17	
v/c Ratio	0.73	0.47	0.63		0.85	
Control Delay (s/veh)	47.1	8.9	4.1		82.7	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	47.1	8.9	4.1		82.7	
LOS	D	A	A		F	
Approach Delay (s/veh)		11.8	4.2		82.7	
Approach LOS		B	A		F	
Queue Length 50th (ft)	67	262	28		282	
Queue Length 95th (ft)	156	339	58		337	
Internal Link Dist (ft)		1221	276		951	
Turn Bay Length (ft)	180					
Base Capacity (vph)	223	3739	3166		739	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	542	0		2	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.64	0.55	0.63		0.67	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 16.3	Intersection LOS: B
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

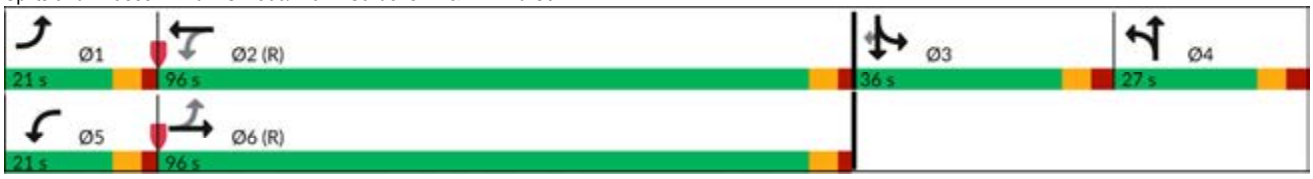


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1990	15	20	1780	55	25	10	80	95	10	90
Future Volume (vph)	30	1990	15	20	1780	55	25	10	80	95	10	90
Satd. Flow (prot)	1711	4911	0	1652	4891	0	1711	1561	0	1625	1644	1531
Flt Permitted	0.079			0.064			0.950			0.950	0.961	
Satd. Flow (perm)	142	4911	0	111	4891	0	1711	1561	0	1625	1644	1531
Satd. Flow (RTOR)		1			4			84				97
Lane Group Flow (vph)	32	2111	0	21	1932	0	26	95	0	55	56	95
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	36.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Act Effct Green (s)	136.1	132.0		134.3	129.3		9.0	9.0		11.6	11.6	11.6
Actuated g/C Ratio	0.76	0.73		0.75	0.72		0.05	0.05		0.06	0.06	0.06
v/c Ratio	0.19	0.58		0.15	0.54		0.30	0.60		0.52	0.53	0.50
Control Delay (s/veh)	7.1	13.2		11.0	18.3		90.6	35.1		98.7	98.7	21.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	7.1	13.3		11.0	18.3		90.6	35.1		98.7	98.7	21.5
LOS	A	B		B	B		F	D		F	F	C
Approach Delay (s/veh)		13.2			18.2			47.1			63.2	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	7	566		9	369		30	13		67	68	0
Queue Length 95th (ft)	m15	689		m14	410		67	78		122	123	60
Internal Link Dist (ft)		276			746			675			496	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	240	3601		214	3514		190	248		261	264	328
Starvation Cap Reductn	0	132		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	56		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.13	0.61		0.10	0.56		0.14	0.38		0.21	0.21	0.29

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 18.7	Intersection LOS: B
Intersection Capacity Utilization 63.9%	ICU Level of Service B
Analysis Period (min) 15	

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

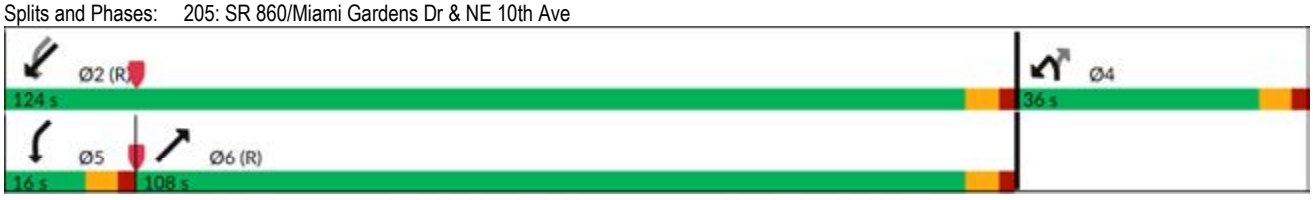
Splits and Phases: 202: SR 860/Miami Gardens Dr & NE 2nd Ct



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	270	130	1675	55	120	1690
Future Volume (vph)	270	130	1675	55	120	1690
Satd. Flow (prot)	1711	1531	3404	0	1711	3421
Flt Permitted	0.950				0.053	
Satd. Flow (perm)	1711	1531	3404	0	95	3421
Satd. Flow (RTOR)		121	4			
Lane Group Flow (vph)	284	137	1821	0	126	1779
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	36.0	36.0	108.0		16.0	124.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	28.7	28.7	104.3		119.3	119.3
Actuated g/C Ratio	0.18	0.18	0.65		0.75	0.75
v/c Ratio	0.92	0.36	0.81		0.78	0.69
Control Delay (s/veh)	99.6	14.7	25.3		56.8	12.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	99.6	14.7	25.3		56.8	12.8
LOS	F	B	C		E	B
Approach Delay (s/veh)	72.0		25.3			15.8
Approach LOS	E		C			B
Queue Length 50th (ft)	293	14	743		59	488
Queue Length 95th (ft)	#463	78	854		#162	560
Internal Link Dist (ft)	503		521			1483
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	320	385	2221		172	2550
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.89	0.36	0.82		0.73	0.70

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 25.7	Intersection LOS: C
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave



APPENDIX M

Synchro Opening Year 2030 and Design Year 2050 Build Alternative 2 Traffic Operational Analysis SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road

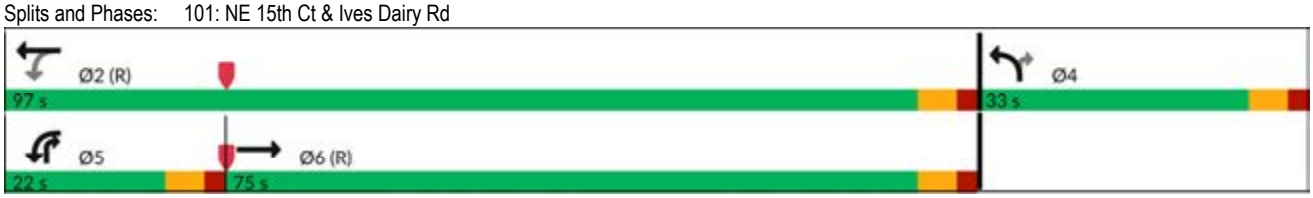
APPENDIX

M3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2120	30	110	970	50	175
Future Volume (vph)	2120	30	110	970	50	175
Satd. Flow (prot)	5075	0	1770	5085	1711	1531
Flt Permitted			0.047		0.950	
Satd. Flow (perm)	5075	0	88	5085	1711	1531
Satd. Flow (RTOR)						
Lane Group Flow (vph)	2264	0	116	1021	53	184
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	75.0		22.0	97.0	33.0	22.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	92.9		111.3	112.5	9.3	25.1
Actuated g/C Ratio	0.71		0.86	0.87	0.07	0.19
v/c Ratio	0.62		0.49	0.23	0.44	0.62
Control Delay (s/veh)	11.5		46.9	0.8	68.4	56.3
Queue Delay	0.1		0.0	0.1	0.0	0.0
Total Delay (s/veh)	11.6		46.9	0.9	68.4	56.3
LOS	B		D	A	E	E
Approach Delay (s/veh)	11.6			5.6	59.0	
Approach LOS	B			A	E	
Queue Length 50th (ft)	337		54	31	44	142
Queue Length 95th (ft)	466		122	9	86	206
Internal Link Dist (ft)	922			255	470	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3628		282	4402	355	337
Starvation Cap Reductn	0		0	1608	0	0
Spillback Cap Reductn	342		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.69		0.41	0.37	0.15	0.55

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 126 (97%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay (s/veh): 12.8	Intersection LOS: B
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: NE 15th Ct & Ives Dairy Rd



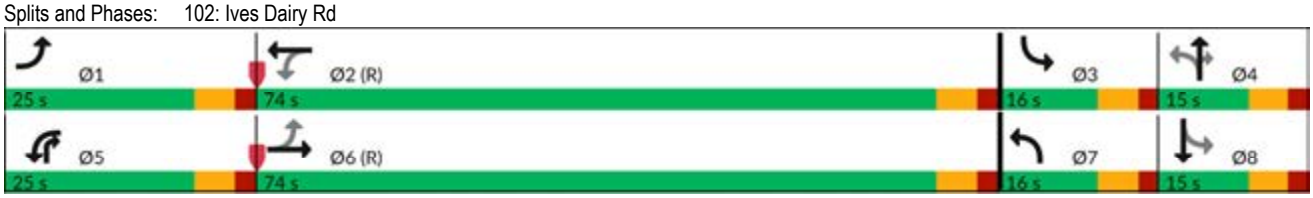
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	2145	30	100	970	425	15	5	65	260	15	95
Future Volume (vph)	120	2145	30	100	970	425	15	5	65	260	15	95
Satd. Flow (prot)	1711	4906	0	1711	4690	0	1711	1801	1531	1711	1568	0
Flt Permitted	0.130			0.053			0.682			0.511		
Satd. Flow (perm)	234	4906	0	95	4690	0	1228	1801	1531	920	1568	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	126	2290	0	105	1468	0	16	5	68	274	116	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	25.0	74.0		25.0	74.0		16.0	15.0	25.0	16.0	15.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	86.6	78.8		87.4	79.2		14.7	9.0	23.2	23.9	19.9	
Actuated g/C Ratio	0.67	0.61		0.67	0.61		0.11	0.07	0.18	0.18	0.15	
v/c Ratio	0.52	0.77		0.64	0.51		0.10	0.04	0.25	1.19	0.48	
Control Delay (s/veh)	17.2	13.9		38.2	15.5		44.8	57.4	47.5	165.3	59.8	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	17.2	14.0		38.2	15.5		44.8	57.4	47.5	165.3	59.8	
LOS	B	B		D	B		D	E	D	F	E	
Approach Delay (s/veh)		14.2			17.0			47.5			133.9	
Approach LOS		B			B			D			F	
Queue Length 50th (ft)	18	521		35	241		11	4	50	~261	86	
Queue Length 95th (ft)	62	350		95	304		33	18	91	#394	#205	
Internal Link Dist (ft)		255			1401			418			487	
Turn Bay Length (ft)	110			350			60		50			
Base Capacity (vph)	383	2973		304	2856		216	124	400	230	240	
Starvation Cap Reductn	0	70		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.33	0.79		0.35	0.51		0.07	0.04	0.17	1.19	0.48	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 120 (92%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay (s/veh): 26.3	Intersection LOS: C
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	

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

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

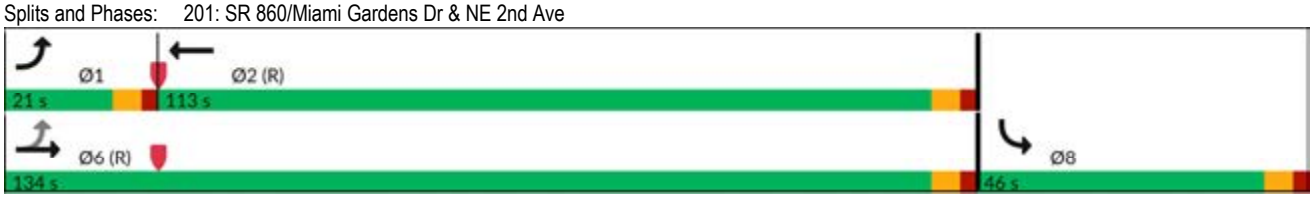
Splits and Phases: 102: Ives Dairy Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	2090	990	230	390	40
Future Volume (vph)	95	2090	990	230	390	40
Satd. Flow (prot)	1770	5085	4778	0	3296	0
Flt Permitted	0.174				0.957	
Satd. Flow (perm)	324	5085	4778	0	3296	0
Satd. Flow (RTOR)						
Lane Group Flow (vph)	100	2200	1284	0	453	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	138.4	138.4	125.4		29.6	
Actuated g/C Ratio	0.77	0.77	0.70		0.16	
v/c Ratio	0.33	0.56	0.39		0.84	
Control Delay (s/veh)	8.5	9.5	9.5		86.7	
Queue Delay	0.0	0.0	0.2		60.9	
Total Delay (s/veh)	8.5	9.5	9.7		147.6	
LOS	A	A	A		F	
Approach Delay (s/veh)		9.5	9.7		147.6	
Approach LOS		A	A		F	
Queue Length 50th (ft)	26	351	283		271	
Queue Length 95th (ft)	50	446	331		325	
Internal Link Dist (ft)		706	270		785	
Turn Bay Length (ft)	180					
Base Capacity (vph)	369	3910	3327		732	
Starvation Cap Reductn	0	0	963		0	
Spillback Cap Reductn	0	34	0		480	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.27	0.57	0.54		1.80	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 32 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 25.0	Intersection LOS: C
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

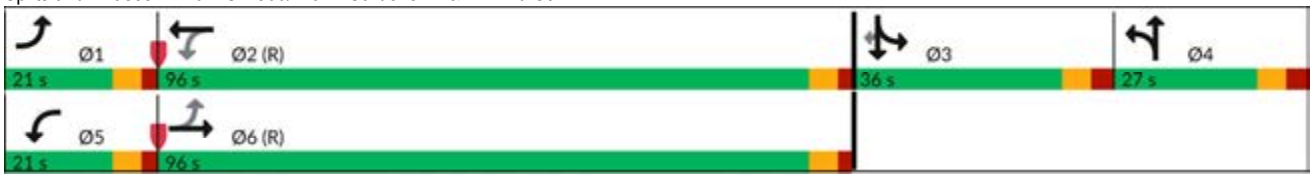


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	2405	15	35	1160	100	10	5	45	65	5	50
Future Volume (vph)	60	2405	15	35	1160	100	10	5	45	65	5	50
Satd. Flow (prot)	1770	5080	0	1711	4857	0	1770	1609	0	1681	1697	1583
Flt Permitted	0.171			0.032			0.950			0.950	0.959	
Satd. Flow (perm)	319	5080	0	58	4857	0	1770	1609	0	1681	1697	1583
Satd. Flow (RTOR)												
Lane Group Flow (vph)	63	2548	0	37	1326	0	11	52	0	37	36	53
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	36.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Act Effct Green (s)	135.9	129.9		133.5	127.0		11.3	11.3		11.5	11.5	11.5
Actuated g/C Ratio	0.76	0.72		0.74	0.71		0.06	0.06		0.06	0.06	0.06
v/c Ratio	0.21	0.70		0.36	0.39		0.10	0.52		0.35	0.34	0.53
Control Delay (s/veh)	6.3	14.3		28.9	6.6		79.5	98.7		88.2	87.6	99.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	6.3	14.3		28.9	6.7		79.5	98.7		88.2	87.6	99.4
LOS	A	B		C	A		E	F		F	F	F
Approach Delay (s/veh)		14.1			7.3			95.4			92.7	
Approach LOS		B			A			F			F	
Queue Length 50th (ft)	13	782		3	142		13	61		45	44	62
Queue Length 95th (ft)	m27	929		m38	317		36	111		89	86	112
Internal Link Dist (ft)		270			752			675			539	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	369	3665		183	3426		196	178		270	273	255
Starvation Cap Reductn	0	77		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	440		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.17	0.71		0.20	0.44		0.06	0.29		0.14	0.13	0.21

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay (s/veh): 15.5	Intersection LOS: B
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

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

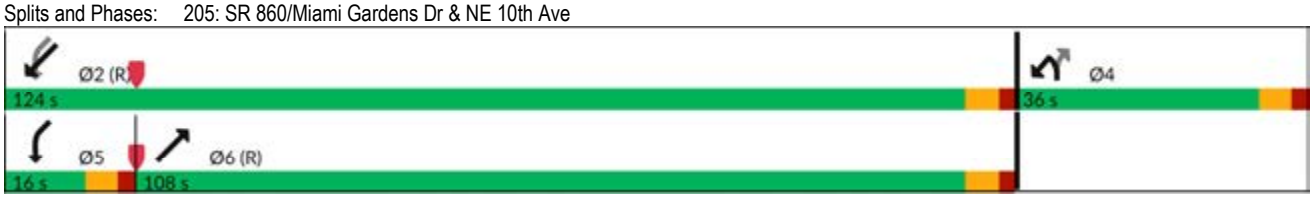
Splits and Phases: 202: SR 860/Miami Gardens Dr & NE 2nd Ct



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	235	135	1885	55	135	1540
Future Volume (vph)	235	135	1885	55	135	1540
Satd. Flow (prot)	1711	1531	3408	0	1711	3421
Flt Permitted	0.950				0.036	
Satd. Flow (perm)	1711	1531	3408	0	65	3421
Satd. Flow (RTOR)						
Lane Group Flow (vph)	247	142	2042	0	142	1621
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	36.0	36.0	108.0		16.0	124.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	26.5	26.5	104.5		121.5	121.5
Actuated g/C Ratio	0.17	0.17	0.65		0.76	0.76
v/c Ratio	0.87	0.56	0.92		0.88	0.62
Control Delay (s/veh)	93.6	69.7	32.6		85.0	10.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	93.6	69.7	32.6		85.0	10.5
LOS	F	E	C		F	B
Approach Delay (s/veh)	84.9		32.6			16.5
Approach LOS	F		C			B
Queue Length 50th (ft)	252	137	968		100	386
Queue Length 95th (ft)	#374	212	1115		#249	467
Internal Link Dist (ft)	512		579			264
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	320	287	2225		163	2597
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.77	0.49	0.92		0.87	0.62

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 30.7	Intersection LOS: C
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

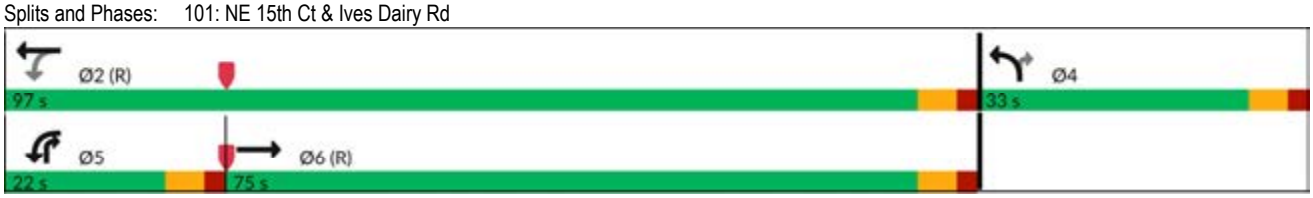
Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1330	40	240	1710	110	175
Future Volume (vph)	1330	40	240	1710	110	175
Satd. Flow (prot)	5065	0	1770	5085	1711	1531
Flt Permitted			0.138		0.950	
Satd. Flow (perm)	5065	0	257	5085	1711	1531
Satd. Flow (RTOR)						
Lane Group Flow (vph)	1442	0	253	1800	116	184
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	75.0		22.0	97.0	33.0	22.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	85.7		104.3	104.3	13.7	32.3
Actuated g/C Ratio	0.66		0.80	0.80	0.11	0.25
v/c Ratio	0.43		0.71	0.44	0.64	0.48
Control Delay (s/veh)	12.1		40.4	1.2	71.5	44.3
Queue Delay	0.0		0.1	0.0	0.0	0.0
Total Delay (s/veh)	12.1		40.5	1.2	71.5	44.3
LOS	B		D	A	E	D
Approach Delay (s/veh)	12.2			6.1	54.9	
Approach LOS	B			A	D	
Queue Length 50th (ft)	191		80	26	95	134
Queue Length 95th (ft)	308		171	45	154	178
Internal Link Dist (ft)	922			255	470	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3340		403	4080	355	431
Starvation Cap Reductn	0		6	669	0	0
Spillback Cap Reductn	108		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.45		0.64	0.53	0.33	0.43

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 126 (97%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay (s/veh): 12.3	Intersection LOS: B
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

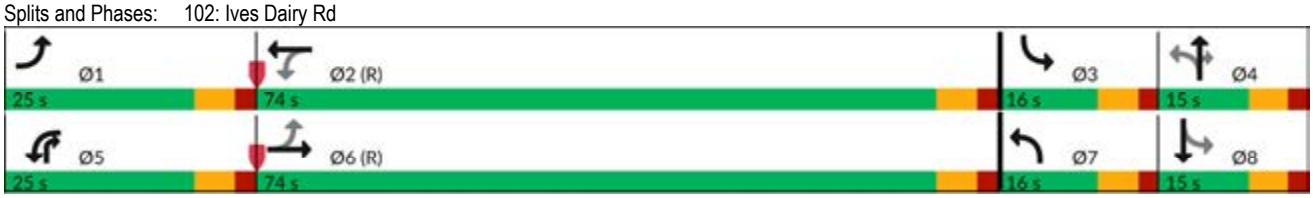
Splits and Phases: 101: NE 15th Ct & Ives Dairy Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1400	50	75	1805	85	70	5	160	115	5	75
Future Volume (vph)	55	1400	50	75	1805	85	70	5	160	115	5	75
Satd. Flow (prot)	1711	4891	0	1711	4881	0	1711	1801	1531	1711	1547	0
Flt Permitted	0.067			0.111			0.702			0.631		
Satd. Flow (perm)	121	4891	0	200	4881	0	1264	1801	1531	1136	1547	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	58	1527	0	79	1989	0	74	5	168	121	84	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	25.0	74.0		25.0	74.0		16.0	15.0	25.0	16.0	15.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	83.0	76.8		91.6	83.1		18.0	9.5	25.7	20.8	12.8	
Actuated g/C Ratio	0.64	0.59		0.70	0.64		0.14	0.07	0.20	0.16	0.10	
v/c Ratio	0.38	0.52		0.30	0.63		0.36	0.03	0.55	0.54	0.55	
Control Delay (s/veh)	23.0	10.1		8.6	16.0		50.0	57.2	53.8	56.0	72.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	23.0	10.1		8.6	16.0		50.0	57.2	53.8	56.0	72.1	
LOS	C	B		A	B		D	E	D	E	E	
Approach Delay (s/veh)		10.6			15.8			52.8			62.6	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	10	102		18	365		53	4	130	90	71	
Queue Length 95th (ft)	48	111		33	439		99	18	193	150	#164	
Internal Link Dist (ft)		255			1401			418			487	
Turn Bay Length (ft)	110			350			60		50			
Base Capacity (vph)	317	2891		363	3119		224	131	406	226	152	
Starvation Cap Reductn	0	259		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.18	0.58		0.22	0.64		0.33	0.04	0.41	0.54	0.55	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 120 (92%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay (s/veh): 18.4	Intersection LOS: B
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

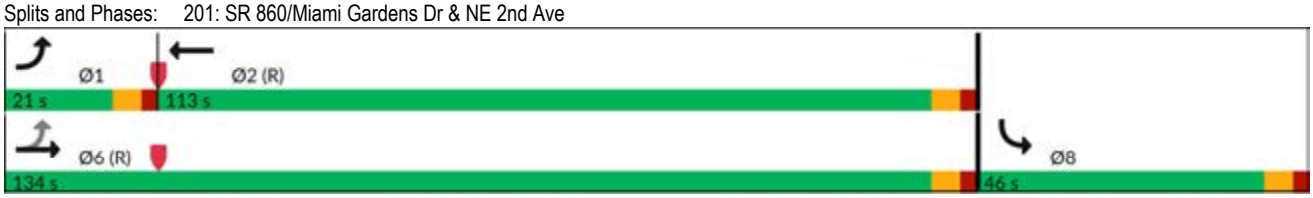
Splits and Phases: 102: Ives Dairy Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	1485	1355	320	290	95
Future Volume (vph)	100	1485	1355	320	290	95
Satd. Flow (prot)	1770	5085	4773	0	3243	0
Flt Permitted	0.095				0.964	
Satd. Flow (perm)	177	5085	4773	0	3243	0
Satd. Flow (RTOR)						
Lane Group Flow (vph)	105	1563	1763	0	405	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	140.6	140.6	127.3		27.4	
Actuated g/C Ratio	0.78	0.78	0.71		0.15	
v/c Ratio	0.51	0.39	0.52		0.82	
Control Delay (s/veh)	14.2	6.8	5.7		87.7	
Queue Delay	0.0	0.1	0.0		0.0	
Total Delay (s/veh)	14.2	6.9	5.7		87.7	
LOS	B	A	A		F	
Approach Delay (s/veh)		7.4	5.8		87.8	
Approach LOS		A	A		F	
Queue Length 50th (ft)	26	191	87		242	
Queue Length 95th (ft)	49	251	145		295	
Internal Link Dist (ft)		706	270		785	
Turn Bay Length (ft)	180					
Base Capacity (vph)	271	3972	3374		720	
Starvation Cap Reductn	0	0	34		0	
Spillback Cap Reductn	0	958	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.39	0.52	0.53		0.56	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 15.1	Intersection LOS: B
Intersection Capacity Utilization 65.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

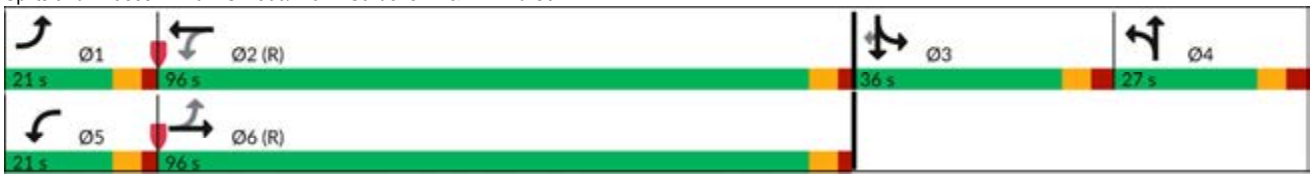


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1740	10	15	1570	50	20	5	75	95	5	85
Future Volume (vph)	25	1740	10	15	1570	50	20	5	75	95	5	85
Satd. Flow (prot)	1770	5080	0	1711	4891	0	1770	1600	0	1681	1694	1583
Flt Permitted	0.101			0.084			0.950			0.950	0.957	
Satd. Flow (perm)	188	5080	0	151	4891	0	1770	1600	0	1681	1694	1583
Satd. Flow (RTOR)												
Lane Group Flow (vph)	26	1843	0	16	1706	0	21	84	0	52	53	89
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	36.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Act Effct Green (s)	126.4	122.4		125.9	122.1		14.8	14.8		15.5	15.5	15.5
Actuated g/C Ratio	0.70	0.68		0.70	0.68		0.08	0.08		0.09	0.09	0.09
v/c Ratio	0.13	0.53		0.10	0.51		0.14	0.64		0.36	0.36	0.65
Control Delay (s/veh)	9.0	19.4		4.8	9.2		76.6	100.9		83.1	83.2	100.9
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	9.0	19.5		4.8	9.2		76.6	100.9		83.1	83.2	100.9
LOS	A	B		A	A		E	F		F	F	F
Approach Delay (s/veh)		19.5			9.2			96.1			91.3	
Approach LOS		B			A			F			F	
Queue Length 50th (ft)	7	514		2	388		24	98		62	63	104
Queue Length 95th (ft)	m21	633		m8	440		55	158		112	113	165
Internal Link Dist (ft)		270			752			675			539	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	267	3453		238	3318		197	178		270	272	255
Starvation Cap Reductn	0	558		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.10	0.64		0.07	0.51		0.11	0.47		0.19	0.19	0.35

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 20.6	Intersection LOS: C
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

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

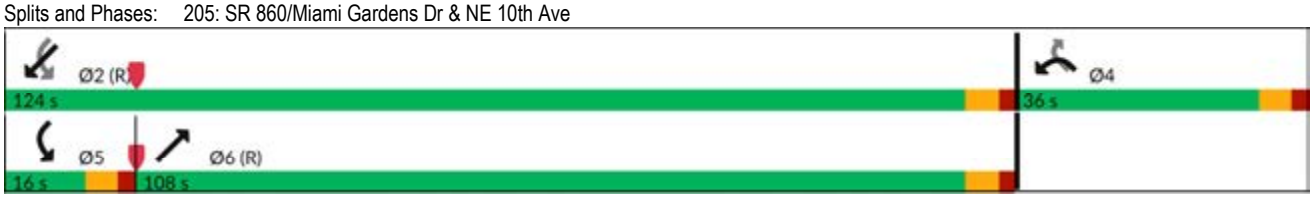
Splits and Phases: 202: SR 860/Miami Gardens Dr & NE 2nd Ct



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	220	115	1480	30	115	1515
Future Volume (vph)	220	115	1480	30	115	1515
Satd. Flow (prot)	1711	1531	3411	0	1711	3421
Flt Permitted	0.950				0.097	
Satd. Flow (perm)	1711	1531	3411	0	175	3421
Satd. Flow (RTOR)						
Lane Group Flow (vph)	232	121	1590	0	121	1595
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	36.0	36.0	108.0		16.0	124.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	25.5	25.5	109.0		122.5	122.5
Actuated g/C Ratio	0.16	0.16	0.68		0.77	0.77
v/c Ratio	0.85	0.49	0.68		0.58	0.60
Control Delay (s/veh)	92.2	67.7	18.0		18.4	9.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	92.2	67.7	18.0		18.4	9.9
LOS	F	E	B		B	A
Approach Delay (s/veh)	83.8		18.1			10.5
Approach LOS	F		B			B
Queue Length 50th (ft)	238	116	500		30	355
Queue Length 95th (ft)	334	182	652		62	453
Internal Link Dist (ft)	516		579			264
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	320	287	2323		230	2619
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.73	0.42	0.68		0.53	0.61

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 20.9	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave

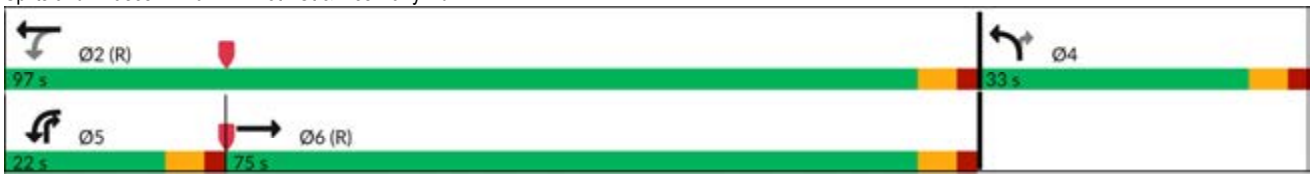


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2385	65	110	1055	75	195
Future Volume (vph)	2385	65	110	1055	75	195
Satd. Flow (prot)	5065	0	1770	5085	1711	1531
Flt Permitted			0.042		0.950	
Satd. Flow (perm)	5065	0	78	5085	1711	1531
Satd. Flow (RTOR)						
Lane Group Flow (vph)	2579	0	116	1111	79	205
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	75.0		22.0	97.0	33.0	22.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	91.2		109.6	110.8	11.0	26.8
Actuated g/C Ratio	0.70		0.84	0.85	0.08	0.21
v/c Ratio	0.73		0.51	0.26	0.54	0.65
Control Delay (s/veh)	14.6		51.7	1.1	70.4	55.9
Queue Delay	0.2		0.0	0.1	0.0	0.0
Total Delay (s/veh)	14.8		51.7	1.2	70.4	55.9
LOS	B		D	A	E	E
Approach Delay (s/veh)	14.8			5.9	59.9	
Approach LOS	B			A	E	
Queue Length 50th (ft)	455		57	21	65	158
Queue Length 95th (ft)	627		m128	36	115	224
Internal Link Dist (ft)	922			255	470	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3553		273	4333	355	358
Starvation Cap Reductn	0		0	1561	0	0
Spillback Cap Reductn	281		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.79		0.42	0.40	0.22	0.57

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 129 (99%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 15.3	Intersection LOS: B
Intersection Capacity Utilization 74.5%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 101: NE 15th Ct & Ives Dairy Rd

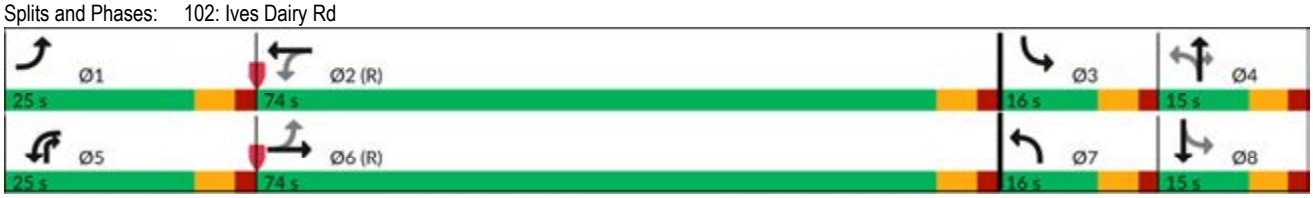


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	2405	40	105	1040	470	20	10	70	290	20	105
Future Volume (vph)	135	2405	40	105	1040	470	20	10	70	290	20	105
Satd. Flow (prot)	1711	4906	0	1711	4685	0	1711	1801	1531	1711	1574	0
Flt Permitted	0.107			0.053			0.673			0.492		
Satd. Flow (perm)	193	4906	0	95	4685	0	1212	1801	1531	886	1574	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	142	2574	0	111	1590	0	21	11	74	305	132	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	25.0	74.0		25.0	74.0		16.0	15.0	25.0	16.0	15.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	87.6	78.3		86.4	77.8		15.0	9.0	23.7	23.4	17.4	
Actuated g/C Ratio	0.67	0.60		0.66	0.60		0.12	0.07	0.18	0.18	0.13	
v/c Ratio	0.60	0.87		0.65	0.57		0.13	0.09	0.27	1.37	0.63	
Control Delay (s/veh)	26.8	15.5		40.6	17.2		45.3	58.5	47.3	232.1	68.9	
Queue Delay	0.0	0.4		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	26.8	15.9		40.6	17.2		45.3	58.5	47.3	232.1	68.9	
LOS	C	B		D	B		D	E	D	F	E	
Approach Delay (s/veh)		16.5			18.8			48.1			182.8	
Approach LOS		B			B			D			F	
Queue Length 50th (ft)	25	652		40	277		15	9	55	~260	111	
Queue Length 95th (ft)	m85	201		102	362		39	29	96	#466	#244	
Internal Link Dist (ft)		255			1401			418			487	
Turn Bay Length (ft)	110			350			60		50			
Base Capacity (vph)	359	2956		304	2803		215	124	400	222	210	
Starvation Cap Reductn	0	98		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.40	0.90		0.37	0.57		0.10	0.09	0.19	1.37	0.63	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 120 (92%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay (s/veh): 32.6	Intersection LOS: C
Intersection Capacity Utilization 90.9%	ICU Level of Service E
Analysis Period (min) 15	

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

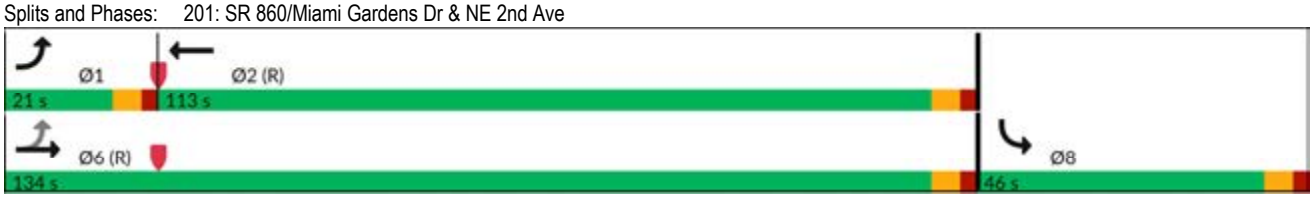
Splits and Phases: 102: Ives Dairy Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	2375	1130	260	460	60
Future Volume (vph)	135	2375	1130	260	460	60
Satd. Flow (prot)	1711	4916	4778	0	3290	0
Flt Permitted	0.134				0.958	
Satd. Flow (perm)	241	4916	4778	0	3290	0
Satd. Flow (RTOR)						
Lane Group Flow (vph)	142	2500	1463	0	547	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	133.7	133.7	118.9		34.3	
Actuated g/C Ratio	0.74	0.74	0.66		0.19	
v/c Ratio	0.57	0.68	0.46		0.87	
Control Delay (s/veh)	16.1	13.8	14.9		85.8	
Queue Delay	0.0	0.0	0.2		69.1	
Total Delay (s/veh)	16.1	13.8	15.1		154.9	
LOS	B	B	B		F	
Approach Delay (s/veh)		13.9	15.1		154.9	
Approach LOS		B	B		F	
Queue Length 50th (ft)	44	527	346		327	
Queue Length 95th (ft)	75	636	529		386	
Internal Link Dist (ft)		462	255		407	
Turn Bay Length (ft)	180					
Base Capacity (vph)	301	3650	3155		731	
Starvation Cap Reductn	0	0	736		0	
Spillback Cap Reductn	0	28	0		588	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.47	0.69	0.60		3.83	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 32 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 30.9	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

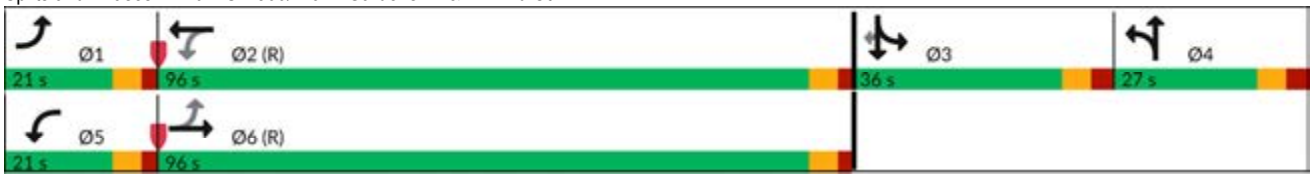


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	2745	20	40	1320	105	15	10	50	70	10	55
Future Volume (vph)	70	2745	20	40	1320	105	15	10	50	70	10	55
Satd. Flow (prot)	1711	4911	0	1711	4862	0	1711	1577	0	1625	1649	1531
Flt Permitted	0.134			0.033			0.950			0.950	0.964	
Satd. Flow (perm)	241	4911	0	59	4862	0	1711	1577	0	1625	1649	1531
Satd. Flow (RTOR)												
Lane Group Flow (vph)	74	2910	0	42	1500	0	16	64	0	42	43	58
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	36.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Act Effct Green (s)	131.1	124.7		128.3	121.5		12.6	12.6		12.2	12.2	12.2
Actuated g/C Ratio	0.73	0.69		0.71	0.68		0.07	0.07		0.07	0.07	0.07
v/c Ratio	0.31	0.86		0.40	0.46		0.13	0.58		0.38	0.39	0.56
Control Delay (s/veh)	7.9	19.3		26.7	16.7		78.8	100.7		88.8	88.9	100.7
Queue Delay	0.0	0.4		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	7.9	19.7		26.7	16.9		78.8	100.7		88.8	88.9	100.7
LOS	A	B		C	B		E	F		F	F	F
Approach Delay (s/veh)		19.5			17.1			96.4			93.6	
Approach LOS		B			B			F			F	
Queue Length 50th (ft)	16	1063		12	300		18	75		50	52	68
Queue Length 95th (ft)	m28	1270		m46	384		46	130		97	98	120
Internal Link Dist (ft)		255			754			335			247	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	303	3401		181	3281		190	175		261	265	246
Starvation Cap Reductn	0	138		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	657		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.24	0.89		0.23	0.57		0.08	0.37		0.16	0.16	0.24

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 22.2	Intersection LOS: C
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 202: SR 860/Miami Gardens Dr & NE 2nd Ct

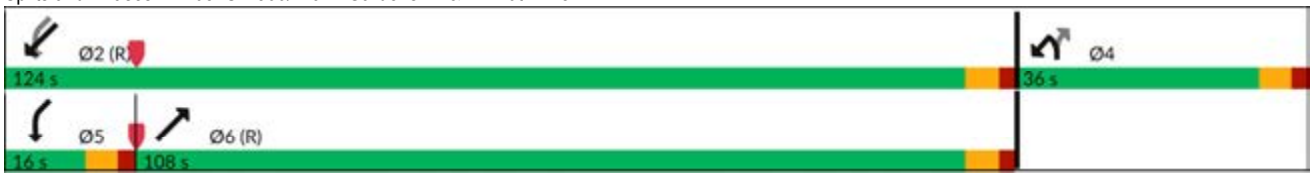


Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	295	155	2130	85	140	1710
Future Volume (vph)	295	155	2130	85	140	1710
Satd. Flow (prot)	1711	1531	3401	0	1711	3421
Flt Permitted	0.950				0.037	
Satd. Flow (perm)	1711	1531	3401	0	67	3421
Satd. Flow (RTOR)						
Lane Group Flow (vph)	311	163	2331	0	147	1800
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	36.0	36.0	108.0		16.0	124.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	30.0	30.0	102.0		118.0	118.0
Actuated g/C Ratio	0.19	0.19	0.64		0.74	0.74
v/c Ratio	0.97	0.57	1.08		0.97	0.71
Control Delay (s/veh)	107.0	67.8	72.0		106.4	13.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	107.0	67.8	72.0		106.4	13.7
LOS	F	E	E		F	B
Approach Delay (s/veh)	93.6		72.0			20.7
Approach LOS	F		E			C
Queue Length 50th (ft)	327	157	~1422		106	500
Queue Length 95th (ft)	#528	242	#1543		#259	575
Internal Link Dist (ft)	226		598			310
Turn Bay Length (ft)					50	
Base Capacity (vph)	320	287	2168		152	2522
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.97	0.57	1.08		0.97	0.71

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay (s/veh): 53.1	Intersection LOS: D
Intersection Capacity Utilization 100.7%	ICU Level of Service G
Analysis Period (min) 15	

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

Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave

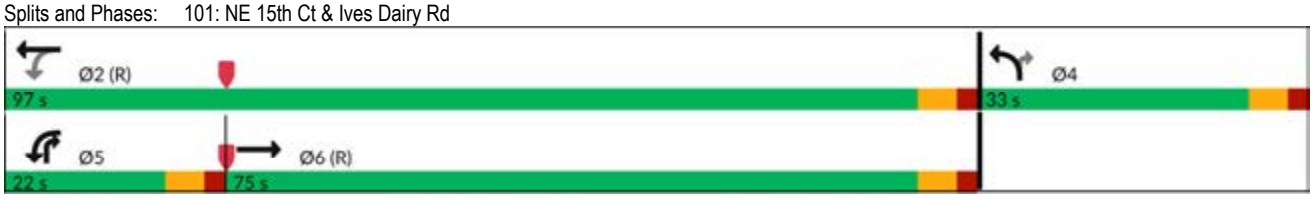


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1495	75	270	1865	150	195
Future Volume (vph)	1495	75	270	1865	150	195
Satd. Flow (prot)	5050	0	1770	5085	1711	1531
Flt Permitted			0.092		0.950	
Satd. Flow (perm)	5050	0	171	5085	1711	1531
Satd. Flow (RTOR)						
Lane Group Flow (vph)	1653	0	284	1963	158	205
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	75.0		22.0	97.0	33.0	22.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	76.4		101.2	101.2	16.8	41.6
Actuated g/C Ratio	0.59		0.78	0.78	0.13	0.32
v/c Ratio	0.55		0.78	0.49	0.71	0.41
Control Delay (s/veh)	18.4		57.4	1.5	71.4	36.0
Queue Delay	0.0		0.3	0.1	0.0	0.0
Total Delay (s/veh)	18.4		57.7	1.6	71.4	36.0
LOS	B		E	A	E	D
Approach Delay (s/veh)	18.4			8.7	51.5	
Approach LOS	B			A	D	
Queue Length 50th (ft)	310		153	41	130	132
Queue Length 95th (ft)	393		m#253	57	195	191
Internal Link Dist (ft)	922			255	470	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	2967		373	3957	355	499
Starvation Cap Reductn	0		5	645	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.56		0.77	0.59	0.45	0.41

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 126 (97%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 16.1	Intersection LOS: B
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 101: NE 15th Ct & Ives Dairy Rd

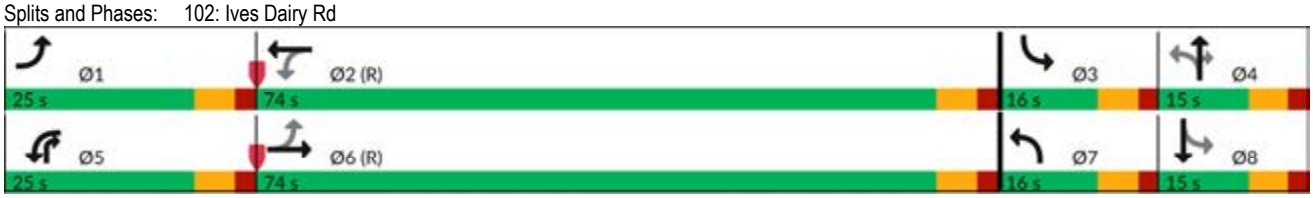


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	1575	55	85	1960	95	85	10	175	125	10	90
Future Volume (vph)	60	1575	55	85	1960	95	85	10	175	125	10	90
Satd. Flow (prot)	1711	4891	0	1711	4881	0	1711	1801	1531	1711	1559	0
Flt Permitted	0.053			0.083			0.630			0.698		
Satd. Flow (perm)	95	4891	0	149	4881	0	1134	1801	1531	1257	1559	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	63	1716	0	89	2163	0	89	11	184	132	106	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	25.0	74.0		25.0	74.0		16.0	15.0	25.0	16.0	15.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	82.1	75.7		92.1	82.8		18.3	9.4	26.7	19.7	10.1	
Actuated g/C Ratio	0.63	0.58		0.71	0.64		0.14	0.07	0.21	0.15	0.08	
v/c Ratio	0.45	0.60		0.36	0.69		0.44	0.08	0.58	0.59	0.88	
Control Delay (s/veh)	35.3	8.9		10.3	17.5		52.6	58.3	53.8	58.5	114.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.3	8.9		10.3	17.5		52.6	58.3	53.8	58.5	114.4	
LOS	D	A		B	B		D	E	D	E	F	
Approach Delay (s/veh)		9.9			17.3			53.6			83.5	
Approach LOS		A			B			D			F	
Queue Length 50th (ft)	15	112		20	423		65	9	142	98	91	
Queue Length 95th (ft)	m62	123		39	513		116	29	207	163	#214	
Internal Link Dist (ft)		255			1401			418			487	
Turn Bay Length (ft)	110			350			60		50			
Base Capacity (vph)	303	2847		334	3109		214	130	405	229	120	
Starvation Cap Reductn	0	100		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	25		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.21	0.62		0.27	0.70		0.42	0.08	0.45	0.58	0.88	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 120 (92%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay (s/veh): 20.1	Intersection LOS: C
Intersection Capacity Utilization 72.7%	ICU Level of Service C
Analysis Period (min) 15	

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

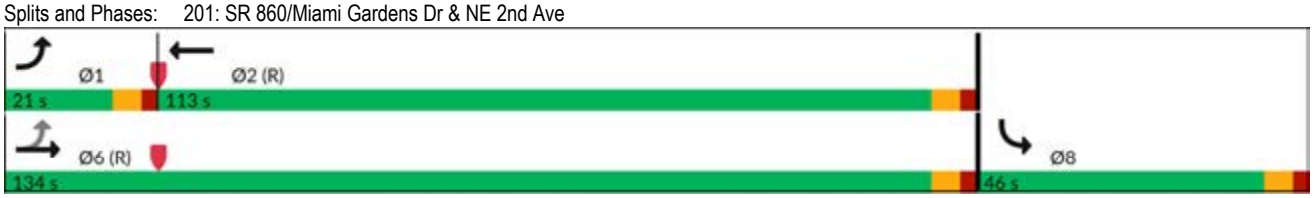
Splits and Phases: 102: Ives Dairy Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	1685	1520	375	350	120
Future Volume (vph)	135	1685	1520	375	350	120
Satd. Flow (prot)	1770	5085	4768	0	3240	0
Flt Permitted	0.063				0.964	
Satd. Flow (perm)	117	5085	4768	0	3240	0
Satd. Flow (RTOR)						
Lane Group Flow (vph)	142	1774	1995	0	494	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	135.8	135.8	118.3		32.2	
Actuated g/C Ratio	0.75	0.75	0.66		0.18	
v/c Ratio	0.73	0.46	0.63		0.85	
Control Delay (s/veh)	46.3	9.1	8.8		85.8	
Queue Delay	0.0	0.1	0.0		0.0	
Total Delay (s/veh)	46.3	9.3	8.8		85.8	
LOS	D	A	A		F	
Approach Delay (s/veh)		12.1	8.8		85.8	
Approach LOS		B	A		F	
Queue Length 50th (ft)	65	265	135		295	
Queue Length 95th (ft)	153	340	165		350	
Internal Link Dist (ft)		706	270		785	
Turn Bay Length (ft)	180					
Base Capacity (vph)	227	3835	3133		720	
Starvation Cap Reductn	0	0	14		0	
Spillback Cap Reductn	0	944	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.63	0.61	0.64		0.69	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 18.9	Intersection LOS: B
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

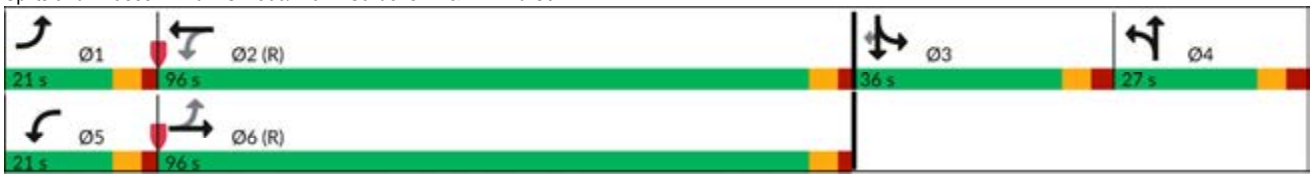


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1990	15	20	1780	55	25	10	80	95	10	90
Future Volume (vph)	30	1990	15	20	1780	55	25	10	80	95	10	90
Satd. Flow (prot)	1770	5080	0	1711	4891	0	1770	1615	0	1681	1701	1583
Flt Permitted	0.070			0.056			0.950			0.950	0.961	
Satd. Flow (perm)	130	5080	0	101	4891	0	1770	1615	0	1681	1701	1583
Satd. Flow (RTOR)												
Lane Group Flow (vph)	32	2111	0	21	1932	0	26	95	0	55	56	95
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	36.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Act Effct Green (s)	124.7	120.4		122.9	117.8		15.9	15.9		16.1	16.1	16.1
Actuated g/C Ratio	0.69	0.67		0.68	0.65		0.09	0.09		0.09	0.09	0.09
v/c Ratio	0.21	0.62		0.16	0.60		0.16	0.66		0.36	0.36	0.67
Control Delay (s/veh)	10.8	21.4		7.4	12.3		76.0	100.8		82.5	82.5	101.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	10.8	21.5		7.4	12.3		76.0	100.8		82.5	82.5	101.3
LOS	B	C		A	B		E	F		F	F	F
Approach Delay (s/veh)		21.3			12.3			95.5			91.2	
Approach LOS		C			B			F			F	
Queue Length 50th (ft)	7	647		2	447		29	111		65	67	111
Queue Length 95th (ft)	m20	790		m11	524		63	175		116	117	174
Internal Link Dist (ft)		270			752			675			539	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	229	3399		206	3200		200	183		270	274	255
Starvation Cap Reductn	0	192		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.14	0.66		0.10	0.60		0.13	0.52		0.20	0.20	0.37

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 22.6	Intersection LOS: C
Intersection Capacity Utilization 63.9%	ICU Level of Service B
Analysis Period (min) 15	

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

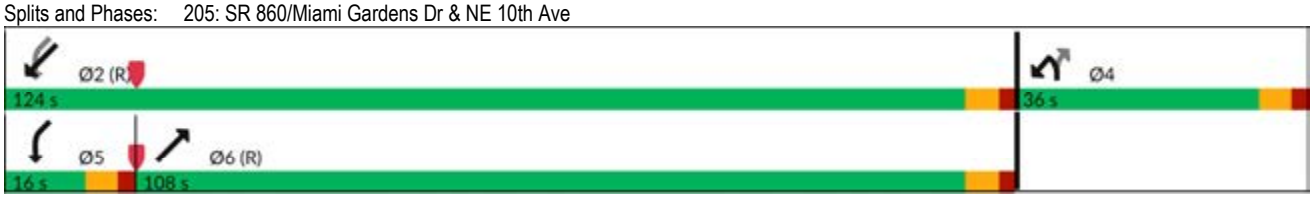
Splits and Phases: 202: SR 860/Miami Gardens Dr & NE 2nd Ct



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	270	130	1675	55	120	1690
Future Volume (vph)	270	130	1675	55	120	1690
Satd. Flow (prot)	1711	1531	3404	0	1711	3421
Flt Permitted	0.950				0.053	
Satd. Flow (perm)	1711	1531	3404	0	95	3421
Satd. Flow (RTOR)						
Lane Group Flow (vph)	284	137	1821	0	126	1779
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	36.0	36.0	108.0		16.0	124.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	28.7	28.7	104.3		119.3	119.3
Actuated g/C Ratio	0.18	0.18	0.65		0.75	0.75
v/c Ratio	0.92	0.50	0.82		0.78	0.69
Control Delay (s/veh)	99.6	65.7	25.3		56.8	12.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	99.6	65.7	25.3		56.8	12.8
LOS	F	E	C		E	B
Approach Delay (s/veh)	88.6		25.4			15.8
Approach LOS	F		C			B
Queue Length 50th (ft)	293	130	745		59	488
Queue Length 95th (ft)	#463	204	856		#162	560
Internal Link Dist (ft)	517		579			264
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	320	287	2220		172	2550
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.89	0.48	0.82		0.73	0.70

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay (s/veh): 27.4	Intersection LOS: C
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave



APPENDIX M

Synchro Opening Year 2030 and Design Year 2050 Build Alternative 3 Traffic Operational Analysis SR 860/Miami Gardens Drive and CR 854/Ives Dairy Road

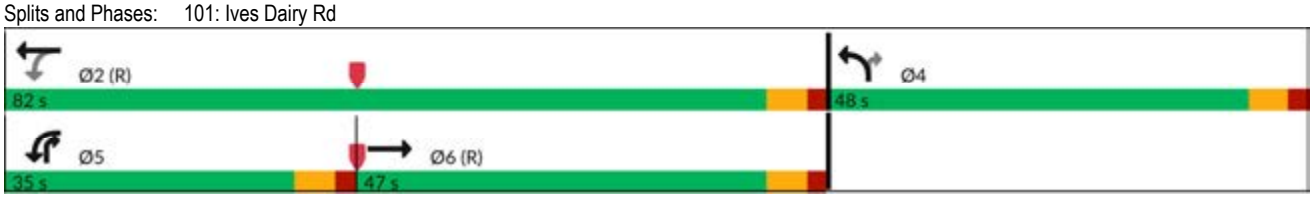
APPENDIX

M4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2120	30	110	965	50	175
Future Volume (vph)	2120	30	110	965	50	175
Satd. Flow (prot)	4906	0	1711	4916	1711	1531
Flt Permitted			0.046		0.950	
Satd. Flow (perm)	4906	0	83	4916	1711	1531
Satd. Flow (RTOR)	2					
Lane Group Flow (vph)	2264	0	116	1016	53	184
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	47.0		35.0	82.0	48.0	35.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	91.9		110.9	112.1	9.4	26.1
Actuated g/C Ratio	0.71		0.85	0.86	0.07	0.20
v/c Ratio	0.65		0.50	0.24	0.43	0.60
Control Delay (s/veh)	12.6		34.2	2.1	67.5	54.1
Queue Delay	1.5		0.0	0.2	0.0	0.0
Total Delay (s/veh)	14.1		34.2	2.3	67.5	54.1
LOS	B		C	A	E	D
Approach Delay (s/veh)	14.1			5.6	57.1	
Approach LOS	B			A	E	
Queue Length 50th (ft)	356		57	48	44	140
Queue Length 95th (ft)	498		131	68	85	203
Internal Link Dist (ft)	861			265	215	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3467		434	4240	552	495
Starvation Cap Reductn	0		0	2009	0	0
Spillback Cap Reductn	941		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.90		0.27	0.46	0.10	0.37

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 129 (99%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay (s/veh): 14.2	Intersection LOS: B
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Ives Dairy Rd

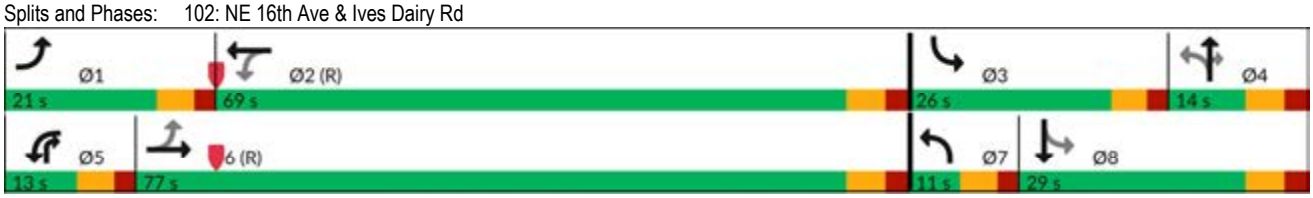


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	2145	30	100	965	430	15	5	65	260	15	95
Future Volume (vph)	120	2145	30	100	965	430	15	5	65	260	15	95
Satd. Flow (prot)	1711	4906	0	1711	4690	0	1711	1801	1531	1711	1568	0
Flt Permitted	0.131			0.052						0.563		
Satd. Flow (perm)	236	4906	0	94	4690	0	1801	1801	1531	1014	1568	0
Satd. Flow (RTOR)		2			120				170		100	
Lane Group Flow (vph)	126	2290	0	105	1469	0	16	5	68	274	116	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	21.0	77.0		13.0	69.0		11.0	14.0	13.0	26.0	29.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1		5.7	6.3	5.7	5.7	6.3	
Act Effct Green (s)	91.2	82.9		89.8	82.2		6.7	7.0	9.9	22.4	17.4	
Actuated g/C Ratio	0.70	0.64		0.69	0.63		0.05	0.05	0.08	0.17	0.13	
v/c Ratio	0.49	0.73		0.68	0.49		0.18	0.05	0.25	0.98	0.39	
Control Delay (s/veh)	10.9	19.7		44.3	13.2		54.5	59.6	2.2	100.8	17.1	
Queue Delay	0.0	1.8		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	10.9	21.5		44.3	13.2		54.5	59.6	2.2	100.8	17.1	
LOS	B	C		D	B		D	E	A	F	B	
Approach Delay (s/veh)		20.9			15.3			14.8			75.9	
Approach LOS		C			B			B			E	
Queue Length 50th (ft)	11	557		31	191		13	4	0	~246	12	
Queue Length 95th (ft)	m35	775		#129	331		30	18	0	#306	66	
Internal Link Dist (ft)		265			551			365			496	
Turn Bay Length (ft)	110			275			60		50			
Base Capacity (vph)	348	3129		162	3008		90	106	279	288	356	
Starvation Cap Reductn	0	635		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.36	0.92		0.65	0.49		0.18	0.05	0.24	0.95	0.33	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay (s/veh): 23.6 Intersection LOS: C
Intersection Capacity Utilization 83.8% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

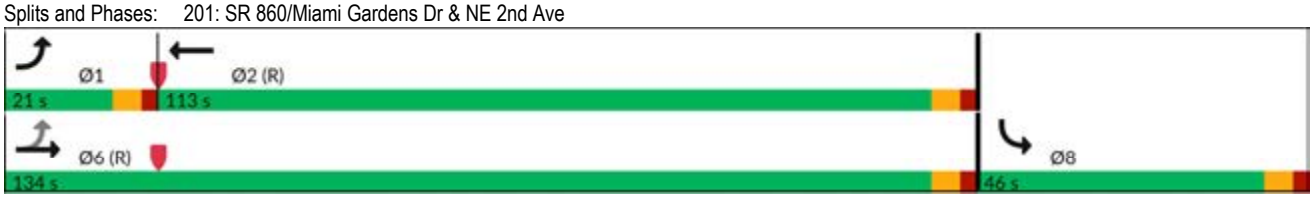
Splits and Phases: 102: NE 16th Ave & Ives Dairy Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	2090	990	230	390	40
Future Volume (vph)	95	2090	990	230	390	40
Satd. Flow (prot)	1711	4916	4778	0	3296	0
Flt Permitted	0.174				0.957	
Satd. Flow (perm)	313	4916	4778	0	3296	0
Satd. Flow (RTOR)			52		6	
Lane Group Flow (vph)	100	2200	1284	0	453	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	138.7	138.7	125.5		29.3	
Actuated g/C Ratio	0.77	0.77	0.70		0.16	
v/c Ratio	0.34	0.58	0.38		0.84	
Control Delay (s/veh)	8.7	9.7	11.5		85.9	
Queue Delay	0.0	0.0	0.2		56.4	
Total Delay (s/veh)	8.7	9.7	11.7		142.3	
LOS	A	A	B		F	
Approach Delay (s/veh)		9.7	11.7		142.3	
Approach LOS		A	B		F	
Queue Length 50th (ft)	26	357	283		268	
Queue Length 95th (ft)	50	457	335		321	
Internal Link Dist (ft)		1221	276		951	
Turn Bay Length (ft)	180					
Base Capacity (vph)	357	3788	3348		737	
Starvation Cap Reductn	0	0	1048		0	
Spillback Cap Reductn	0	0	0		367	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.28	0.58	0.56		1.22	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 32 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 25.2	Intersection LOS: C
Intersection Capacity Utilization 62.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

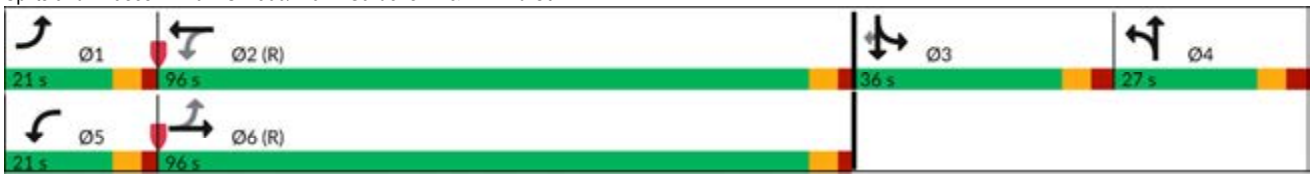


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	2405	15	35	1160	100	10	5	45	65	5	50
Future Volume (vph)	60	2405	15	35	1160	100	10	5	45	65	5	50
Satd. Flow (prot)	1711	4911	0	1652	4857	0	1711	1556	0	1625	1640	1531
Flt Permitted	0.174			0.035			0.950			0.950	0.959	
Satd. Flow (perm)	313	4911	0	61	4857	0	1711	1556	0	1625	1640	1531
Satd. Flow (RTOR)		1			11			47				97
Lane Group Flow (vph)	63	2548	0	37	1326	0	11	52	0	37	36	53
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	36.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Act Effct Green (s)	140.8	135.0		138.5	132.1		8.0	8.0		9.8	9.8	9.8
Actuated g/C Ratio	0.78	0.75		0.77	0.73		0.04	0.04		0.05	0.05	0.05
v/c Ratio	0.21	0.69		0.36	0.37		0.15	0.46		0.42	0.41	0.30
Control Delay (s/veh)	5.1	10.5		27.8	5.7		86.2	35.9		95.9	95.0	4.5
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	5.1	10.6		27.8	5.7		86.2	35.9		95.9	95.0	4.5
LOS	A	B		C	A		F	D		F	F	A
Approach Delay (s/veh)		10.5			6.3			44.7			57.2	
Approach LOS		B			A			D			E	
Queue Length 50th (ft)	12	384		5	120		13	6		45	44	0
Queue Length 95th (ft)	m23	397		m32	217		37	56		91	88	0
Internal Link Dist (ft)		276			749			675			496	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	368	3682		181	3567		190	214		261	264	328
Starvation Cap Reductn	0	193		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	217		0	0		0	0	4
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.17	0.73		0.20	0.40		0.06	0.24		0.14	0.14	0.16

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 11.1	Intersection LOS: B
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

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

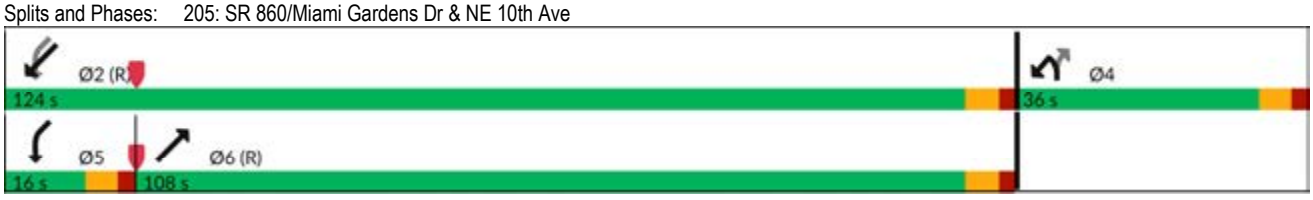
Splits and Phases: 202: SR 860/Miami Gardens Dr & NE 2nd Ct



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	235	135	1885	55	135	1540
Future Volume (vph)	235	135	1885	55	135	1540
Satd. Flow (prot)	1711	1531	3408	0	1711	3421
Flt Permitted	0.950				0.036	
Satd. Flow (perm)	1711	1531	3408	0	65	3421
Satd. Flow (RTOR)		112	4			
Lane Group Flow (vph)	247	142	2042	0	142	1621
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	36.0	36.0	108.0		16.0	124.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	26.5	26.5	104.5		121.5	121.5
Actuated g/C Ratio	0.17	0.17	0.65		0.76	0.76
v/c Ratio	0.87	0.41	0.92		0.88	0.62
Control Delay (s/veh)	93.6	18.7	32.5		85.0	10.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	93.6	18.7	32.5		85.0	10.5
LOS	F	B	C		F	B
Approach Delay (s/veh)	66.3		32.5			16.5
Approach LOS	E		C			B
Queue Length 50th (ft)	252	27	966		100	386
Queue Length 95th (ft)	#374	95	1113		#249	467
Internal Link Dist (ft)	503		619			1483
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	320	378	2227		163	2597
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.77	0.38	0.92		0.87	0.62

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 28.9	Intersection LOS: C
Intersection Capacity Utilization 89.4%	ICU Level of Service E
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

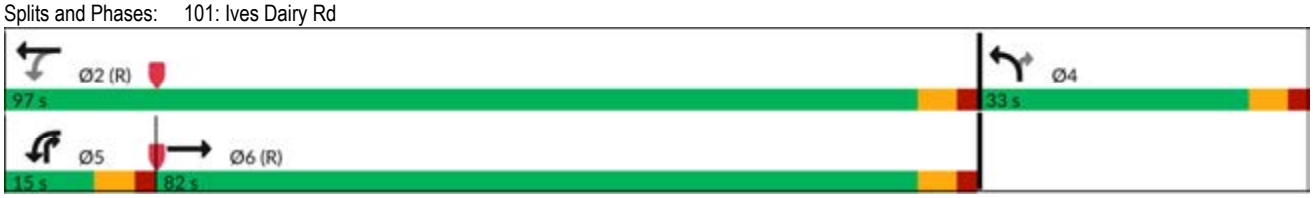
Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1330	40	240	1710	110	175
Future Volume (vph)	1330	40	240	1710	110	175
Satd. Flow (prot)	4896	0	1711	4916	1711	1531
Flt Permitted			0.134		0.950	
Satd. Flow (perm)	4896	0	241	4916	1711	1531
Satd. Flow (RTOR)	6					44
Lane Group Flow (vph)	1442	0	253	1800	116	184
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	82.0		15.0	97.0	33.0	15.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	82.2		103.9	103.9	14.1	35.8
Actuated g/C Ratio	0.63		0.80	0.80	0.11	0.28
v/c Ratio	0.46		0.68	0.45	0.62	0.40
Control Delay (s/veh)	13.5		40.7	2.4	69.4	30.5
Queue Delay	0.0		0.5	0.0	0.0	0.0
Total Delay (s/veh)	13.6		41.3	2.4	69.4	30.5
LOS	B		D	A	E	C
Approach Delay (s/veh)	13.6			7.3	45.6	
Approach LOS	B			A	D	
Queue Length 50th (ft)	216		101	64	95	95
Queue Length 95th (ft)	287		200	65	153	155
Internal Link Dist (ft)	861			265	215	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3096		369	3927	355	454
Starvation Cap Reductn	0		14	689	0	0
Spillback Cap Reductn	129		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.49		0.71	0.56	0.33	0.41

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 129 (99%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay (s/veh): 12.7	Intersection LOS: B
Intersection Capacity Utilization 61.0%	ICU Level of Service B
Analysis Period (min) 15	

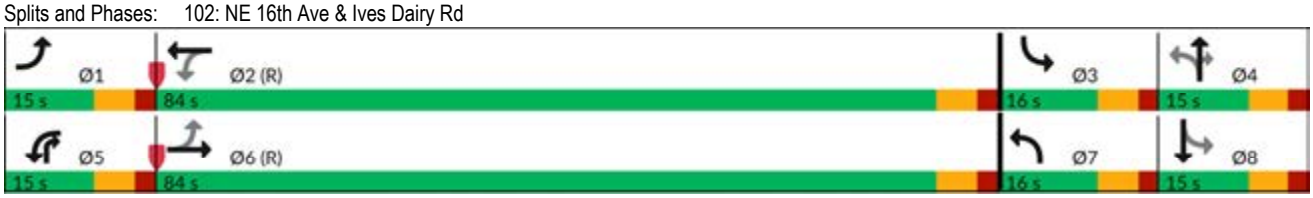
Splits and Phases: 101: Ives Dairy Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1400	50	75	1805	85	70	5	160	115	5	75
Future Volume (vph)	55	1400	50	75	1805	85	70	5	160	115	5	75
Satd. Flow (prot)	1711	4891	0	1711	4881	0	1711	1801	1531	1711	1547	0
Flt Permitted	0.068			0.116						0.513		
Satd. Flow (perm)	122	4891	0	209	4881	0	1801	1801	1531	924	1547	0
Satd. Flow (RTOR)		7			10				76		79	
Lane Group Flow (vph)	58	1527	0	79	1989	0	74	5	168	121	84	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	15.0	84.0		15.0	84.0		16.0	15.0	15.0	16.0	15.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	88.8	82.9		96.1	88.1		10.6	7.4	12.0	18.9	7.7	
Actuated g/C Ratio	0.68	0.64		0.74	0.68		0.08	0.06	0.09	0.15	0.06	
v/c Ratio	0.37	0.48		0.30	0.60		0.52	0.04	0.80	0.50	0.50	
Control Delay (s/veh)	21.6	5.7		8.1	13.8		67.7	58.6	56.9	56.8	24.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	21.6	5.7		8.1	13.8		67.7	58.6	56.9	56.8	24.9	
LOS	C	A		A	B		E	E	E	E	C	
Approach Delay (s/veh)		6.4			13.6			60.2			43.8	
Approach LOS		A			B			E			D	
Queue Length 50th (ft)	7	81		17	345		61	4	78	91	4	
Queue Length 95th (ft)	37	69		33	430		99	18	142	150	57	
Internal Link Dist (ft)		265			551			365			496	
Turn Bay Length (ft)	110			275			60		50			
Base Capacity (vph)	196	3120		267	3311		156	124	219	243	180	
Starvation Cap Reductn	0	211		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.30	0.52		0.30	0.60		0.47	0.04	0.77	0.50	0.47	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 15.1	Intersection LOS: B
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

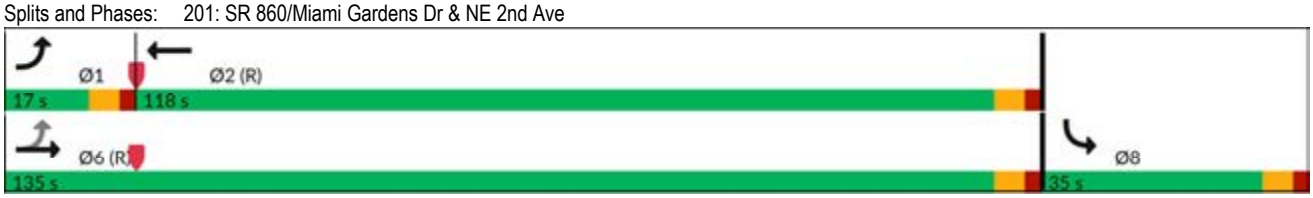
Splits and Phases: 102: NE 16th Ave & Ives Dairy Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	1480	1350	320	290	95
Future Volume (vph)	100	1480	1350	320	290	95
Satd. Flow (prot)	1711	4916	4773	0	3243	0
Flt Permitted	0.096				0.964	
Satd. Flow (perm)	173	4916	4773	0	3243	0
Satd. Flow (RTOR)			68		23	
Lane Group Flow (vph)	105	1558	1758	0	405	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	17.0	135.0	118.0		35.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	133.5	133.5	120.5		24.5	
Actuated g/C Ratio	0.79	0.79	0.71		0.14	
v/c Ratio	0.52	0.40	0.51		0.83	
Control Delay (s/veh)	14.2	6.3	3.6		81.6	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay (s/veh)	14.2	6.3	3.6		81.7	
LOS	B	A	A		F	
Approach Delay (s/veh)		6.9	3.6		81.7	
Approach LOS		A	A		F	
Queue Length 50th (ft)	24	179	46		217	
Queue Length 95th (ft)	44	225	57		272	
Internal Link Dist (ft)		1221	276		951	
Turn Bay Length (ft)	180					
Base Capacity (vph)	235	3861	3402		572	
Starvation Cap Reductn	0	0	1		0	
Spillback Cap Reductn	0	584	0		2	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.45	0.48	0.52		0.71	

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 13.3	Intersection LOS: B
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

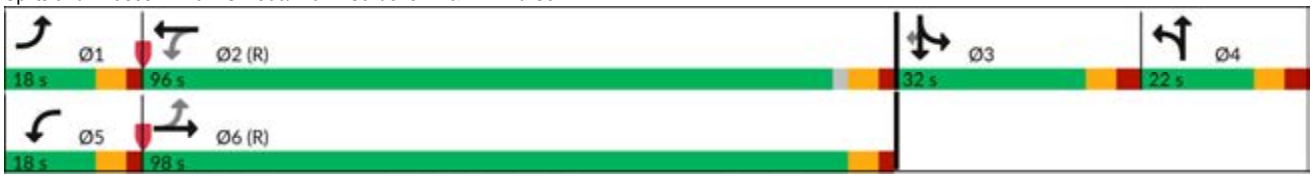


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1740	10	15	1570	50	20	5	75	95	5	85
Future Volume (vph)	25	1740	10	15	1570	50	20	5	75	95	5	85
Satd. Flow (prot)	1711	4911	0	1652	4891	0	1711	1547	0	1625	1637	1531
Flt Permitted	0.108			0.091			0.950			0.950	0.957	
Satd. Flow (perm)	194	4911	0	158	4891	0	1711	1547	0	1625	1637	1531
Satd. Flow (RTOR)		1			4			79				103
Lane Group Flow (vph)	26	1843	0	16	1706	0	21	84	0	52	53	89
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								3
Total Split (s)	18.0	98.0		18.0	96.0		22.0	22.0		32.0	32.0	32.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Act Effct Green (s)	127.1	123.2		126.7	123.0		8.5	8.5		11.0	11.0	11.0
Actuated g/C Ratio	0.75	0.72		0.75	0.72		0.05	0.05		0.06	0.06	0.06
v/c Ratio	0.13	0.51		0.09	0.48		0.24	0.55		0.49	0.50	0.45
Control Delay (s/veh)	6.0	12.6		6.8	11.5		83.9	30.4		91.9	92.2	15.8
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	6.0	12.7		6.8	11.5		83.9	30.4		91.9	92.2	15.8
LOS	A	B		A	B		F	C		F	F	B
Approach Delay (s/veh)		12.6			11.5			41.2			57.1	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	6	436		4	295		23	6		60	61	0
Queue Length 95th (ft)	m13	538		12	400		54	65		110	111	44
Internal Link Dist (ft)		276			749			675			496	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	255	3560		226	3541		150	208		238	240	313
Starvation Cap Reductn	0	509		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.10	0.60		0.07	0.48		0.14	0.40		0.22	0.22	0.28

Intersection Summary	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 20 (12%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 15.1	Intersection LOS: B
Intersection Capacity Utilization 59.8%	ICU Level of Service B
Analysis Period (min) 15	

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

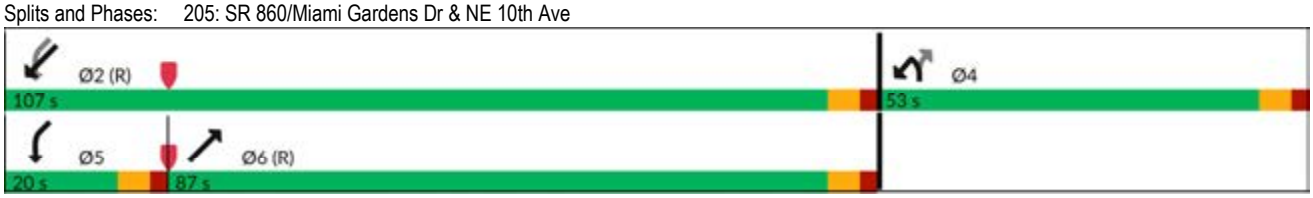
Splits and Phases: 202: SR 860/Miami Gardens Dr & NE 2nd Ct



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	220	115	1480	30	115	1515
Future Volume (vph)	220	115	1480	30	115	1515
Satd. Flow (prot)	1711	1531	3411	0	1711	3421
Flt Permitted	0.950				0.089	
Satd. Flow (perm)	1711	1531	3411	0	160	3421
Satd. Flow (RTOR)		121	2			
Lane Group Flow (vph)	232	121	1590	0	121	1595
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	53.0	53.0	87.0		20.0	107.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	26.8	26.8	104.6		121.2	121.2
Actuated g/C Ratio	0.17	0.17	0.65		0.76	0.76
v/c Ratio	0.81	0.33	0.71		0.54	0.61
Control Delay (s/veh)	84.7	10.5	22.1		17.8	10.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	84.7	10.5	22.1		17.8	10.8
LOS	F	B	C		B	B
Approach Delay (s/veh)	59.3		22.1			11.3
Approach LOS	E		C			B
Queue Length 50th (ft)	237	0	531		30	358
Queue Length 95th (ft)	319	56	811		80	524
Internal Link Dist (ft)	503		619			1483
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	502	535	2231		262	2591
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.46	0.23	0.71		0.46	0.62

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 131 (82%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 20.7	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

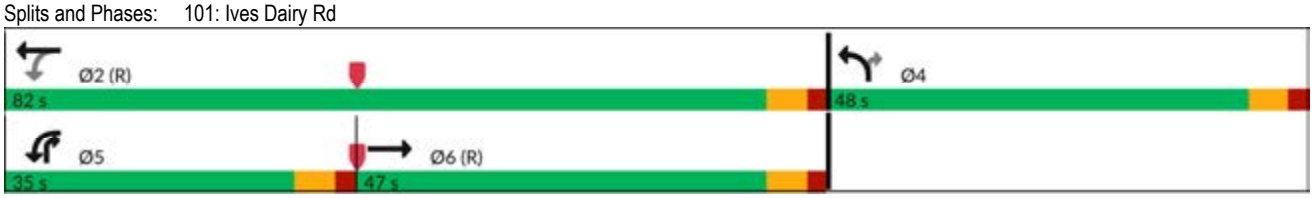
Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2385	65	110	1055	75	195
Future Volume (vph)	2385	65	110	1055	75	195
Satd. Flow (prot)	4896	0	1711	4916	1711	1531
Flt Permitted			0.042		0.950	
Satd. Flow (perm)	4896	0	76	4916	1711	1531
Satd. Flow (RTOR)	3					
Lane Group Flow (vph)	2579	0	116	1111	79	205
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	47.0		35.0	82.0	48.0	35.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	90.1		109.2	110.4	11.4	27.9
Actuated g/C Ratio	0.69		0.84	0.85	0.09	0.21
v/c Ratio	0.76		0.51	0.27	0.53	0.63
Control Delay (s/veh)	16.2		34.8	3.1	68.5	53.6
Queue Delay	18.6		0.0	0.2	0.0	0.0
Total Delay (s/veh)	34.8		34.8	3.3	68.5	53.6
LOS	C		C	A	E	D
Approach Delay (s/veh)	34.8			6.3	57.7	
Approach LOS	C			A	E	
Queue Length 50th (ft)	486		63	61	65	156
Queue Length 95th (ft)	673		133	115	114	221
Internal Link Dist (ft)	861			265	215	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	3395		428	4173	552	516
Starvation Cap Reductn	0		0	1913	0	0
Spillback Cap Reductn	893		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	1.03		0.27	0.49	0.14	0.40

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 129 (99%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay (s/veh): 27.8	Intersection LOS: C
Intersection Capacity Utilization 72.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Ives Dairy Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	2405	40	105	1040	470	20	10	70	290	20	105
Future Volume (vph)	135	2405	40	105	1040	470	20	10	70	290	20	105
Satd. Flow (prot)	1711	4906	0	1711	4685	0	1711	1801	1531	1711	1574	0
Flt Permitted	0.101			0.055						0.465		
Satd. Flow (perm)	182	4906	0	99	4685	0	1801	1801	1531	837	1574	0
Satd. Flow (RTOR)		3			121				170		111	
Lane Group Flow (vph)	142	2574	0	111	1590	0	21	11	74	305	132	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	21.0	77.0		13.0	69.0		11.0	14.0	13.0	26.0	29.0	
Total Lost Time (s)	5.7	6.1		5.7	6.1		5.7	6.3	5.7	5.7	6.3	
Act Effct Green (s)	89.4	79.7		84.7	77.1		8.3	7.1	12.5	25.7	18.5	
Actuated g/C Ratio	0.69	0.61		0.65	0.59		0.06	0.05	0.10	0.20	0.14	
v/c Ratio	0.59	0.86		0.73	0.56		0.19	0.11	0.25	1.01	0.42	
Control Delay (s/veh)	19.8	24.2		50.8	17.1		47.7	61.2	1.9	104.8	16.7	
Queue Delay	0.0	43.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	19.8	67.4		50.8	17.1		47.7	61.2	1.9	104.8	16.7	
LOS	B	E		D	B		D	E	A	F	B	
Approach Delay (s/veh)		64.9			19.3			17.1			78.2	
Approach LOS		E			B			B			E	
Queue Length 50th (ft)	16	708		35	229		18	9	0	~300	17	
Queue Length 95th (ft)	m49	#897		#144	394		36	30	0	#329	74	
Internal Link Dist (ft)		265			551			365			496	
Turn Bay Length (ft)	110			275			60		50			
Base Capacity (vph)	309	3008		158	2829		112	106	305	301	366	
Starvation Cap Reductn	0	652		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.46	1.09		0.70	0.56		0.19	0.10	0.24	1.01	0.36	

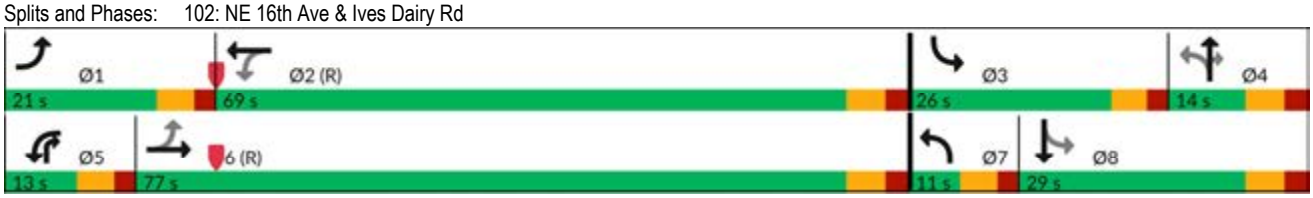
Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.01	
Intersection Signal Delay (s/veh): 49.4	Intersection LOS: D
Intersection Capacity Utilization 91.0%	ICU Level of Service E
Analysis Period (min) 15	

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

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

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

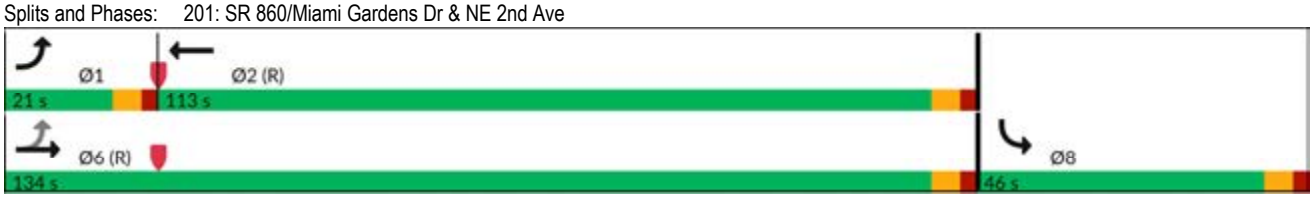
Splits and Phases: 102: NE 16th Ave & Ives Dairy Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	2375	1130	260	460	60
Future Volume (vph)	135	2375	1130	260	460	60
Satd. Flow (prot)	1711	4916	4778	0	3290	0
Flt Permitted	0.134				0.958	
Satd. Flow (perm)	241	4916	4778	0	3290	0
Satd. Flow (RTOR)			52		7	
Lane Group Flow (vph)	142	2500	1463	0	547	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	21.0	134.0	113.0		46.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	133.9	133.9	119.2		34.1	
Actuated g/C Ratio	0.74	0.74	0.66		0.19	
v/c Ratio	0.57	0.68	0.46		0.87	
Control Delay (s/veh)	16.0	13.7	15.5		84.9	
Queue Delay	0.0	0.0	0.2		58.5	
Total Delay (s/veh)	16.0	13.7	15.8		143.4	
LOS	B	B	B		F	
Approach Delay (s/veh)		13.8	15.8		143.4	
Approach LOS		B	B		F	
Queue Length 50th (ft)	43	523	363		323	
Queue Length 95th (ft)	75	636	415		381	
Internal Link Dist (ft)		1221	276		951	
Turn Bay Length (ft)	180					
Base Capacity (vph)	301	3657	3180		736	
Starvation Cap Reductn	0	0	796		0	
Spillback Cap Reductn	0	0	0		452	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.47	0.68	0.61		1.93	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 32 (18%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay (s/veh): 29.7	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

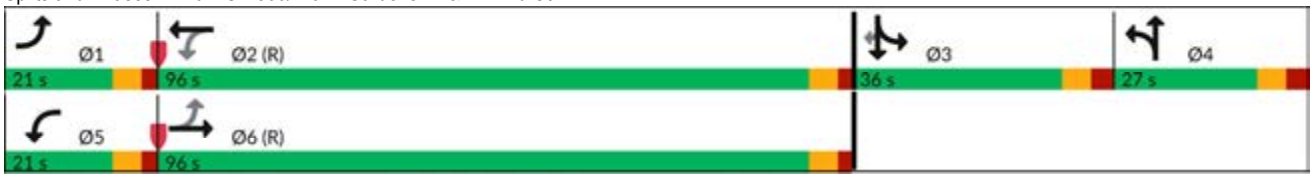


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	2745	20	40	1320	105	15	10	50	70	10	55
Future Volume (vph)	70	2745	20	40	1320	105	15	10	50	70	10	55
Satd. Flow (prot)	1711	4911	0	1652	4862	0	1711	1577	0	1625	1649	1531
Flt Permitted	0.139			0.031			0.950			0.950	0.964	
Satd. Flow (perm)	250	4911	0	54	4862	0	1711	1577	0	1625	1649	1531
Satd. Flow (RTOR)		1			10			53				97
Lane Group Flow (vph)	74	2910	0	42	1500	0	16	64	0	42	43	58
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								3
Total Split (s)	21.0	96.0		21.0	96.0		27.0	27.0		36.0	36.0	36.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Act Effct Green (s)	137.0	130.9		134.6	128.0		8.4	8.4		10.3	10.3	10.3
Actuated g/C Ratio	0.76	0.73		0.75	0.71		0.05	0.05		0.06	0.06	0.06
v/c Ratio	0.30	0.81		0.42	0.43		0.20	0.52		0.45	0.46	0.32
Control Delay (s/veh)	6.3	13.4		38.9	7.2		87.3	39.7		96.6	96.7	6.1
Queue Delay	0.0	0.4		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	6.3	13.8		38.9	7.3		87.3	39.7		96.6	96.7	6.1
LOS	A	B		D	A		F	D		F	F	A
Approach Delay (s/veh)		13.6			8.2			49.2			59.9	
Approach LOS		B			A			D			E	
Queue Length 50th (ft)	14	444		9	160		19	13		51	52	0
Queue Length 95th (ft)	m23	682		m44	345		47	68		100	101	7
Internal Link Dist (ft)		276			749			675			496	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	318	3572		175	3459		190	222		261	265	328
Starvation Cap Reductn	0	239		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	756		0	0		0	0	15
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.23	0.87		0.24	0.55		0.08	0.29		0.16	0.16	0.19

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 20 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 13.9	Intersection LOS: B
Intersection Capacity Utilization 77.9%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 202: SR 860/Miami Gardens Dr & NE 2nd Ct

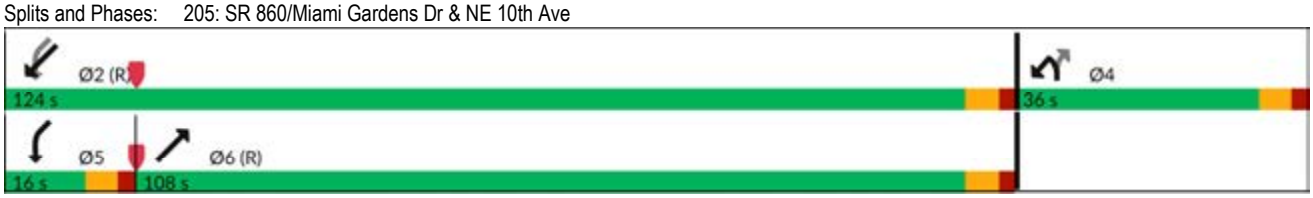


Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	295	155	2130	85	140	1710
Future Volume (vph)	295	155	2130	85	140	1710
Satd. Flow (prot)	1711	1531	3401	0	1711	3421
Flt Permitted	0.950				0.037	
Satd. Flow (perm)	1711	1531	3401	0	67	3421
Satd. Flow (RTOR)		105	5			
Lane Group Flow (vph)	311	163	2331	0	147	1800
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	36.0	36.0	108.0		16.0	124.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	30.0	30.0	102.0		118.0	118.0
Actuated g/C Ratio	0.19	0.19	0.64		0.74	0.74
v/c Ratio	0.97	0.44	1.07		0.97	0.71
Control Delay (s/veh)	107.0	25.3	71.7		106.4	13.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	107.0	25.3	71.7		106.4	13.7
LOS	F	C	E		F	B
Approach Delay (s/veh)	78.9		71.7			20.7
Approach LOS	E		E			C
Queue Length 50th (ft)	327	52	~1422		106	500
Queue Length 95th (ft)	#528	129	#1545		#259	575
Internal Link Dist (ft)	503		619			1483
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	320	372	2169		152	2522
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.97	0.44	1.07		0.97	0.71

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay (s/veh): 51.5	Intersection LOS: D
Intersection Capacity Utilization 100.7%	ICU Level of Service G
Analysis Period (min) 15	

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

Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1495	75	270	1865	150	195
Future Volume (vph)	1495	75	270	1865	150	195
Satd. Flow (prot)	4881	0	1711	4916	1711	1531
Flt Permitted			0.092		0.950	
Satd. Flow (perm)	4881	0	166	4916	1711	1531
Satd. Flow (RTOR)	10					28
Lane Group Flow (vph)	1653	0	284	1963	158	205
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	4	5
Permitted Phases			2			4
Total Split (s)	82.0		15.0	97.0	33.0	15.0
Total Lost Time (s)	6.0		6.0	6.0	6.0	6.0
Act Effct Green (s)	76.0		100.7	100.7	17.3	42.0
Actuated g/C Ratio	0.58		0.77	0.77	0.13	0.32
v/c Ratio	0.58		0.81	0.52	0.70	0.40
Control Delay (s/veh)	17.8		59.4	2.9	69.3	32.1
Queue Delay	0.0		0.0	0.1	0.0	0.0
Total Delay (s/veh)	17.8		59.4	3.0	69.3	32.1
LOS	B		E	A	E	C
Approach Delay (s/veh)	17.8			10.1	48.3	
Approach LOS	B			B	D	
Queue Length 50th (ft)	303		170	72	129	115
Queue Length 95th (ft)	347		#361	86	195	188
Internal Link Dist (ft)	861			265	215	
Turn Bay Length (ft)			100		105	
Base Capacity (vph)	2857		351	3808	355	513
Starvation Cap Reductn	0		0	582	0	0
Spillback Cap Reductn	8		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.58		0.81	0.61	0.45	0.40

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 129 (99%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay (s/veh): 16.4 Intersection LOS: B
Intersection Capacity Utilization 68.8% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

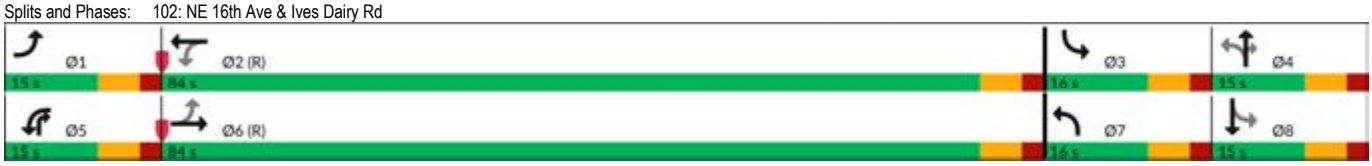
Splits and Phases: 101: Ives Dairy Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	1575	55	85	1960	95	85	10	175	125	10	90
Future Volume (vph)	60	1575	55	85	1960	95	85	10	175	125	10	90
Satd. Flow (prot)	1711	4891	0	1711	4881	0	1711	1801	1531	1711	1559	0
Flt Permitted	0.052			0.086						0.421		
Satd. Flow (perm)	94	4891	0	155	4881	0	1801	1801	1531	758	1559	0
Satd. Flow (RTOR)		7			10				76		95	
Lane Group Flow (vph)	63	1716	0	89	2163	0	89	11	184	132	106	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2			4		4	8		
Total Split (s)	15.0	84.0		15.0	84.0		16.0	15.0	15.0	16.0	15.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Act Effct Green (s)	86.4	80.1		93.1	85.1		12.6	7.7	15.0	20.4	7.7	
Actuated g/C Ratio	0.66	0.62		0.72	0.65		0.10	0.06	0.12	0.16	0.06	
v/c Ratio	0.45	0.57		0.40	0.68		0.53	0.10	0.75	0.55	0.59	
Control Delay (s/veh)	35.1	5.3		12.4	16.2		63.0	59.6	50.2	57.4	27.7	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	35.1	5.3		12.4	16.2		63.0	59.6	50.2	57.4	27.7	
LOS	D	A		B	B		E	E	D	E	C	
Approach Delay (s/veh)		6.4			16.0			54.5			44.2	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	11	71		19	401		74	9	93	100	9	
Queue Length 95th (ft)	m50	79		42	510		116	29	161	#186	68	
Internal Link Dist (ft)		265			551			365			496	
Turn Bay Length (ft)	110			275			60		50			
Base Capacity (vph)	176	3014		228	3198		179	124	251	242	196	
Starvation Cap Reductn	0	168		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.36	0.60		0.39	0.68		0.50	0.09	0.73	0.55	0.54	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay (s/veh): 16.1 Intersection LOS: B
Intersection Capacity Utilization 72.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: NE 16th Ave & Ives Dairy Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	135	1685	1520	375	350	120
Future Volume (vph)	135	1685	1520	375	350	120
Satd. Flow (prot)	1711	4916	4768	0	3240	0
Flt Permitted	0.066				0.964	
Satd. Flow (perm)	119	4916	4768	0	3240	0
Satd. Flow (RTOR)			73		25	
Lane Group Flow (vph)	142	1774	1995	0	494	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Total Split (s)	17.0	135.0	118.0		35.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Act Effct Green (s)	130.5	130.5	115.0		27.5	
Actuated g/C Ratio	0.77	0.77	0.68		0.16	
v/c Ratio	0.79	0.47	0.61		0.91	
Control Delay (s/veh)	51.1	7.8	4.7		87.2	
Queue Delay	0.0	0.1	0.0		0.1	
Total Delay (s/veh)	51.1	7.9	4.7		87.3	
LOS	D	A	A		F	
Approach Delay (s/veh)		11.1	4.7		87.3	
Approach LOS		B	A		F	
Queue Length 50th (ft)	58	247	53		266	
Queue Length 95th (ft)	#162	271	66		#355	
Internal Link Dist (ft)		1221	276		951	
Turn Bay Length (ft)	180					
Base Capacity (vph)	194	3773	3249		573	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	613	0		2	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.73	0.56	0.61		0.87	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay (s/veh): 16.7 — Intersection LOS: B
Intersection Capacity Utilization 74.0% — ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

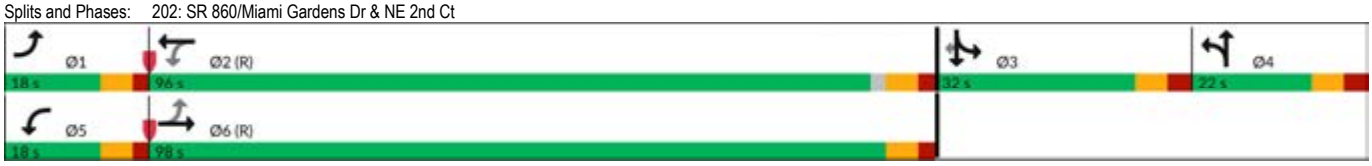
Splits and Phases: 201: SR 860/Miami Gardens Dr & NE 2nd Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1990	15	20	1780	55	25	10	80	95	10	90
Future Volume (vph)	30	1990	15	20	1780	55	25	10	80	95	10	90
Satd. Flow (prot)	1711	4911	0	1652	4891	0	1711	1561	0	1625	1644	1531
Flt Permitted	0.078			0.063			0.950			0.950	0.961	
Satd. Flow (perm)	140	4911	0	110	4891	0	1711	1561	0	1625	1644	1531
Satd. Flow (RTOR)		1			4			84				103
Lane Group Flow (vph)	32	2111	0	21	1932	0	26	95	0	55	56	95
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								3
Total Split (s)	18.0	98.0		18.0	96.0		22.0	22.0		32.0	32.0	32.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	7.0
Act Effct Green (s)	126.4	122.4		124.8	119.8		8.9	8.9		11.2	11.2	11.2
Actuated g/C Ratio	0.74	0.72		0.73	0.70		0.05	0.05		0.07	0.07	0.07
v/c Ratio	0.20	0.60		0.16	0.56		0.29	0.59		0.51	0.52	0.48
Control Delay (s/veh)	7.5	14.1		8.5	14.1		84.7	33.4		92.5	92.6	18.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	7.5	14.1		8.5	14.1		84.7	33.4		92.5	92.6	18.3
LOS	A	B		A	B		F	C		F	F	B
Approach Delay (s/veh)		14.1			14.0			44.4			58.3	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	6	549		5	367		29	12		63	65	0
Queue Length 95th (ft)	m15	673		15	500		64	75		115	117	52
Internal Link Dist (ft)		276			749			675			496	
Turn Bay Length (ft)	170			200			100					
Base Capacity (vph)	217	3535		192	3448		150	214		238	241	313
Starvation Cap Reductn	0	161		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	62		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.15	0.63		0.11	0.57		0.17	0.44		0.23	0.23	0.30

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 20 (12%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay (s/veh): 16.9 Intersection LOS: B
Intersection Capacity Utilization 63.9% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 202: SR 860/Miami Gardens Dr & NE 2nd Ct



Lane Group	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	270	130	1675	55	120	1690
Future Volume (vph)	270	130	1675	55	120	1690
Satd. Flow (prot)	1711	1531	3404	0	1711	3421
Flt Permitted	0.950				0.043	
Satd. Flow (perm)	1711	1531	3404	0	77	3421
Satd. Flow (RTOR)		137	3			
Lane Group Flow (vph)	284	137	1821	0	126	1779
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4			2	
Total Split (s)	53.0	53.0	87.0		20.0	107.0
Total Lost Time (s)	6.0	6.0	6.0		6.0	6.0
Act Effct Green (s)	31.6	31.6	99.2		116.4	116.4
Actuated g/C Ratio	0.20	0.20	0.62		0.73	0.73
v/c Ratio	0.84	0.33	0.86		0.74	0.72
Control Delay (s/veh)	82.5	9.1	31.8		58.9	15.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	82.5	9.1	31.8		58.9	15.5
LOS	F	A	C		E	B
Approach Delay (s/veh)	58.6		31.8			18.4
Approach LOS	E		C			B
Queue Length 50th (ft)	289	0	778		74	511
Queue Length 95th (ft)	375	56	#1204		152	732
Internal Link Dist (ft)	503		619			1483
Turn Bay Length (ft)		280			50	
Base Capacity (vph)	502	546	2110		206	2487
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.57	0.25	0.86		0.61	0.72

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 131 (82%), Referenced to phase 2:SWTL and 6:NET, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 28.3	Intersection LOS: C
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 205: SR 860/Miami Gardens Dr & NE 10th Ave

APPENDIX N

Network-Wide Analysis

APPENDIX

N

Ex2021_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	58.36	0.94	**41.93**	30.91	95462.23	**8197286.07**	**1423112.06**	**22981.00**	753761.67	2935.00	**21448.00**	**3443.89**	**1.00**
AVG	5400-9000	139.64	3.74	33.48	82.73	102778.49	11065148.08	3725824.74	99829.00	2207149.90	3119.00	23560.00	168539.40	108.70
AVG	9000-12600	150.01	3.32	33.61	102.92	97040.01	10406515.79	3785437.97	83878.00	2597177.67	2726.00	22499.00	538263.71	179.80
AVG	12600-16200	123.08	2.35	36.11	84.62	90429.31	9036139.20	2872880.02	54933.00	1975631.90	2468.00	20861.00	442073.98	106.90

Ex2021_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	74.05	1.10	**40.63**	45.15	96079.43	**8513644.70**	**1799255.54**	**26725.00**	1097149.80	2640.00	**21659.00**	**8890.45**	**19.90**
AVG	5400-9000	119.09	3.58	36.54	73.17	101886.42	10042618.58	3077704.33	92567.00	1890860.67	2880.00	22962.00	612394.78	323.90
AVG	9000-12600	152.67	8.56	33.70	82.82	98094.20	10511407.33	3853498.30	216281.00	2089800.15	2902.00	22329.00	1687663.41	605.50
AVG	12600-16200	199.41	17.62	30.13	87.69	97437.93	11702882.04	5084714.48	448261.00	2237500.33	3432.00	22081.00	3208855.01	1212.40

Ex2021_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	58.36	0.94	41.93	30.91	95462.23	8197286.07	1423112.06	22981.00	753761.67	2935.00	21448.00	3443.89	1.00
AVG	5400-9000	139.64	3.74	**33.48**	82.73	102778.49	**11065148.08**	**3725824.74**	**99829.00**	2207149.90	3119.00	**23560.00**	**168539.40**	**108.70**
AVG	9000-12600	150.01	3.32	33.61	102.92	97040.01	10406515.79	3785437.97	83878.00	2597177.67	2726.00	22499.00	538263.71	179.80
AVG	12600-16200	123.08	2.35	36.11	84.62	90429.31	9036139.20	2872880.02	54933.00	1975631.90	2468.00	20861.00	442073.98	106.90

Ex2021_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	74.05	1.10	40.63	45.15	96079.43	8513644.70	1799255.54	26725.00	1097149.80	2640.00	21659.00	8890.45	19.90
AVG	5400-9000	119.09	3.58	**36.54**	73.17	101886.42	**10042618.58**	**3077704.33**	**92567.00**	1890860.67	2880.00	**22962.00**	**612394.78**	**323.90**
AVG	9000-12600	152.67	8.56	33.70	82.82	98094.20	10511407.33	3853498.30	216281.00	2089800.15	2902.00	22329.00	1687663.41	605.50
AVG	12600-16200	199.41	17.62	30.13	87.69	97437.93	11702882.04	5084714.48	448261.00	2237500.33	3432.00	22081.00	3208855.01	1212.40

Ex2021_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	58.36	0.94	41.93	30.91	95462.23	8197286.07	1423112.06	22981.00	753761.67	2935.00	21448.00	3443.89	1.00
AVG	5400-9000	139.64	3.74	33.48	82.73	102778.49	11065148.08	3725824.74	99829.00	2207149.90	3119.00	23560.00	168539.40	108.70
AVG	9000-12600	150.01	3.32	**33.61**	102.92	97040.01	**10406515.79**	**3785437.97**	**83878.00**	2597177.67	2726.00	**22499.00**	**538263.71**	**179.80**
AVG	12600-16200	123.08	2.35	36.11	84.62	90429.31	9036139.20	2872880.02	54933.00	1975631.90	2468.00	20861.00	442073.98	106.90

Ex2021_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	74.05	1.10	40.63	45.15	96079.43	8513644.70	1799255.54	26725.00	1097149.80	2640.00	21659.00	8890.45	19.90
AVG	5400-9000	119.09	3.58	36.54	73.17	101886.42	10042618.58	3077704.33	92567.00	1890860.67	2880.00	22962.00	612394.78	323.90
AVG	9000-12600	152.67	8.56	**33.70**	82.82	98094.20	**10511407.33**	**3853498.30**	**216281.00**	2089800.15	2902.00	**22329.00**	**1687663.41**	**605.50**
AVG	12600-16200	199.41	17.62	30.13	87.69	97437.93	11702882.04	5084714.48	448261.00	2237500.33	3432.00	22061.00	3208855.01	1212.40

Ex2021_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	58.36	0.94	41.93	30.91	95462.23	8197286.07	1423112.06	22981.00	753761.67	2935.00	21448.00	3443.89	1.00
AVG	5400-9000	139.64	3.74	33.48	82.73	102778.49	11065148.08	3725824.74	99829.00	2207149.90	3119.00	23560.00	168539.40	108.70
AVG	9000-12600	150.01	3.32	33.61	102.92	97040.01	10406515.79	3785437.97	83878.00	2597177.67	2726.00	22499.00	538263.71	179.80
AVG	12600-16200	123.08	2.35	**36.11**	84.62	90429.31	**9036139.20**	**2872880.02**	**54933.00**	1975631.90	2468.00	**20861.00**	**442073.98**	**106.90**

Ex2021_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	SPEEDAVG(ALL)	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	74.05	1.10	40.63	45.15	96079.43	8513644.70	1799255.54	26725.00	1097149.80	2640.00	21659.00	8890.45	19.90
AVG	5400-9000	119.09	3.58	36.54	73.17	101886.42	10042618.58	3077704.33	92567.00	1890860.67	2880.00	22962.00	612394.78	323.90
AVG	9000-12600	152.67	8.56	33.70	82.82	98094.20	10511407.33	3853498.30	216281.00	2089800.15	2902.00	22329.00	1687663.41	605.50
AVG	12600-16200	199.41	17.62	**30.13**	87.69	97437.93	**11702882.04**	**5084714.48**	**448261.00**	2237500.33	3432.00	**22081.00**	**3208855.01**	**1212.40**

NoB_2030_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	75.70	2.62	**39.71**	35.79	99611.53	**9034083.17**	**1952724.53**	**67586.00**	923283.96	3309.00	**22487.00**	**5376.90**	**2.70**
AVG	5400-9000	202.44	11.86	28.66	101.85	106104.79	13340536.24	5743792.54	336511.00	2889656.94	3883.00	24488.00	147288.21	133.30
AVG	9000-12600	254.32	14.56	26.31	147.46	100377.92	13743203.93	6891606.93	394499.00	3995941.03	3805.00	23292.00	1040919.19	339.50
AVG	12600-16200	235.24	13.13	27.46	135.56	95533.81	12547094.41	6024400.07	336229.00	3472087.44	3382.00	22217.00	904851.71	228.00
NoB_2030_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	89.53	1.49	**38.85**	54.55	100354.81	**9300105.53**	**2287696.74**	**38156.00**	1393829.46	2822.00	**22731.00**	**104405.93**	**159.80**
AVG	5400-9000	127.54	3.54	35.70	78.76	106232.64	10716239.52	3452358.53	95762.00	2132262.12	3026.00	24048.00	1538483.33	708.00
AVG	9000-12600	145.54	6.08	34.28	83.71	102456.29	10765884.01	3816205.66	159400.00	2195446.07	2851.00	23377.00	3741763.13	1389.70
AVG	12600-16200	154.43	7.52	33.55	86.08	103033.35	11058984.81	4069926.66	198125.00	2268665.20	3010.00	23346.00	6632947.97	2385.10
BAlt1_2030_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	46.588425	0.816881	**44.798279**	23.127128	100029.1066	**8039248.808**	**1193900.065**	**20935**	592659.8538	2650	**22976**	**1771.47**	**0.6**
AVG	5400-9000	109.939513	2.927942	36.913896	65.758339	107351.2646	10479525.34	3053060.608	81310	1826144.838	3128	24641	91761.74	73.8
AVG	9000-12600	174.577771	5.132552	32.13	114.854128	100616.3619	11313059.97	4611220.97	135655.00	3033339.51	3135.00	23266.00	548968.30	221.00
AVG	12600-16200	149.498081	3.913812	34.126351	97.611335	94782.3907	10050678.83	3717754.69	97445.00	2426955.49	2679.00	22148.00	748766.28	211.30
BAlt1_2030_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	93.881987	2.691438	**39.12291**	54.423135	99222.37051	**9132344.124**	**2380069.515**	**68231**	1379692.689	2923	**22429**	**167539.48**	**213.2**
AVG	5400-9000	160.418052	7.592537	32.657193	90.702622	104653.221	11544620.12	4353684.794	206050	2461579.179	3502	23636	1798596.21	798.4
AVG	9000-12600	251.973146	19.951403	27.31	129.15	100148.54	13336698.11	6708917.47	531606.00	3437750.97	4012.00	22593.00	4288787.09	1578.90
AVG	12600-16200	461.620399	55.165813	19.87	246.95	93355.35	18295653.74	12168941.90	1443002.00	6471244.19	6034.00	20720.00	7902035.30	3336.70
BAlt2_2030_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	70.392885	7.413021	**39.834339**	26.679612	100899.6959	**9122203.474**	**1814653.446**	**191131**	687751.5364	3082	**22695**	**2034.2**	**0.8**
AVG	5400-9000	173.315445	39.673529	30.242072	58.796916	106860.5667	12754002.87	4901572.746	1122145	1662879.099	4184	24087	2535.44	0.7
AVG	9000-12600	521.622892	120.295336	15.84	208.97	87042.91	20092307.38	13945081.05	3217253.00	5580571.92	7368.00	19407.00	612578.40	828.90
AVG	12600-16200	951.147501	200.178567	9.37	428.97	72852.39	28017606.26	22937321.49	4824296.00	10337193.10	7939.00	16180.00	10835566.59	5759.50
BAlt2_2030_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	59.209415	4.022104	**41.308859**	25.658316	101904.4656	**8884335.805**	**1515084.078**	**102946**	656524.3662	2785	**22801**	**2145.58**	**0.6**
AVG	5400-9000	118.608451	19.598065	34.862779	42.198615	108171.5429	11185710.35	3272123.117	540827	1164053.314	3361	24218	3020.18	2.3
AVG	9000-12600	249.573653	55.985925	26.59	92.73	100939.73	13910329.03	6772914.98	1519536.00	2516192.08	4624.00	22515.00	81315.54	106.20
AVG	12600-16200	582.397513	114.468172	15.127281	245.597043	90198.3043	21948963.61	15632376.32	3074549	6588107.041	7373	19589	3029506.01	2264.7
BAlt3_2030_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	35.18	0.53	**44.10**	15.94	101729.52	**8305250.34**	**903906.25**	**13728.00**	409584.20	2670.00	**23027.00**	**2033.68**	**0.80**
AVG	5400-9000	39.40	0.58	43.07	17.22	110859.32	9266009.28	1097608.41	16105.00	479613.29	2453.00	25405.00	2534.40	0.70
AVG	9000-12600	34.59	0.54	45.156434	16.39264	103108.7045	8220212.788	894922.6702	14035	424129.3368	2208	23665	2023.5	0.1
AVG	12600-16200	31.79	0.51	45.58	15.22	95265.75	7524447.72	759388.69	12225.00	363596.53	2129.00	21759.00	1558.13	0.40
BAlt3_2030_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	41.29	0.57	**43.36**	21.19	102311.85	**8494369.73**	**1055243.47**	**14575.00**	541632.00	2572.00	**22986.00**	**2156.83**	**0.60**
AVG	5400-9000	46.86	0.64	42.23	24.05	109558.85	9338996.81	1282536.41	17402.00	658097.10	2582.00	24786.00	2618.18	0.90
AVG	9000-12600	43.20	0.61	44.02	23.22	106300.85	8694343.98	1143364.19	16264.00	614435.18	2221.00	24243.00	2335.13	0.90
AVG	12600-16200	45.40	0.65	43.75	24.81	107864.29	8875392.18	1213013.38	17335.00	662764.45	2375.00	24342.00	2564.04	0.70

NoB_2030_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	75.70	2.62	39.71	35.79	99611.53	9034083.17	1952724.53	67586.00	923283.96	3309.00	22487.00	5376.90	2.70
AVG	5400-9000	202.44	11.86	**28.66**	101.85	106104.79	**13340536.24**	**5743792.54**	**336511.00**	2889656.94	3883.00	**24488.00**	**147288.21**	**133.30**
AVG	9000-12600	254.32	14.56	26.31	147.46	100377.92	13743203.93	6891606.93	394499.00	3995941.03	3805.00	23292.00	1040919.19	339.50
AVG	12600-16200	235.24	13.13	27.46	135.56	95533.81	12547094.41	6024400.07	336229.00	3472087.44	3382.00	22217.00	904851.71	228.00

NoB_2030_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	89.53	1.49	38.85	54.55	100354.81	9300105.53	2287696.74	38156.00	1393829.46	2822.00	22731.00	104405.93	159.80
AVG	5400-9000	127.54	3.54	**35.70**	78.76	106232.64	**10716239.52**	**3452358.53**	**95762.00**	2132262.12	3026.00	**24048.00**	**1538483.33**	**708.00**
AVG	9000-12600	145.54	6.08	34.28	83.71	102456.29	10765884.01	3816205.66	159400.00	2195446.07	2851.00	23377.00	3741763.13	1389.70
AVG	12600-16200	154.43	7.52	33.55	86.08	103033.35	11058984.81	4069926.66	198125.00	2268665.20	3010.00	23346.00	6632947.97	2385.10

BAlt1_2030_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	46.588425	0.816881	44.798279	23.127128	100029.1066	8039248.808	1193900.065	20935	592659.8538	2650	22976	1771.47	0.6
AVG	5400-9000	109.939513	2.927942	**36.913896**	65.758339	107351.2646	**10479525.34**	**3053060.608**	**81310**	1826144.838	3128	**24641**	**91761.74**	**73.8**
AVG	9000-12600	174.577771	5.132552	32.131491	114.854128	100616.3619	11313059.97	4611220.971	135655	3033339.513	3135	23266	548968.3	221
AVG	12600-16200	149.498081	3.913812	34.126351	97.611335	94782.3907	10050678.83	3717754.693	97445	2426955.49	2679	22148	748766.28	211.3

BAlt1_2030_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	93.881987	2.691438	39.12291	54.423135	99222.37051	9132344.124	2380069.515	68231	1379692.689	2923	22429	167539.48	213.2
AVG	5400-9000	160.418052	7.592537	**32.657193**	90.702622	104653.221	**11544620.12**	**4353684.794**	**206050**	2461579.179	3502	**23636**	**1798596.21**	**798.4**
AVG	9000-12600	251.973146	19.951403	27.306881	129.150947	100148.5351	13336698.11	6708917.468	531606	3437750.971	4012	22593	4288787.09	1578.9
AVG	12600-16200	461.620399	55.165813	19.865739	246.946678	93355.35334	18295653.74	12168941.9	1443002	6471244.186	6034	20720	7902035.3	3336.7

BAlt2_2030_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	70.392885	7.413021	39.834339	26.679612	100899.6959	9122203.474	1814653.446	191131	687751.5364	3082	22695	2034.2	0.8
AVG	5400-9000	173.315445	39.673529	**30.242072**	58.796916	106860.5667	**12754002.87**	**4901572.746**	**1122145**	1662879.099	4184	**24087**	**2535.44**	**0.7**
AVG	9000-12600	521.622892	120.295336	15.840733	208.966346	87042.90819	20092307.38	13945081.05	3217253	5580571.921	7368	19407	612578.4	828.9
AVG	12600-16200	951.147501	200.178567	9.368792	428.973407	72852.39106	28017606.26	22937321.49	4824296	10337193.1	7939	16180	10835566.59	5759.5

BAlt2_2030_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	59.209415	4.022104	41.308859	25.658316	101904.4656	8884335.805	1515084.078	102946	656524.3662	2785	22801	2145.58	0.6
AVG	5400-9000	118.608451	19.598065	**34.862779**	42.198615	108171.5429	**11185710.35**	**3272123.117**	**540827**	1164053.314	3361	**24218**	**3020.18**	**2.3**
AVG	9000-12600	249.573653	55.985925	26.586021	92.727129	100939.7315	13910329.03	6772914.979	1519536	2516192.083	4624	22515	81315.54	106.2
AVG	12600-16200	582.397513	114.468172	15.127281	245.597043	90198.3043	21948963.61	15632376.32	3074549	6588107.041	7373	19589	3029506.01	2264.7

BAlt3_2030_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	35.18	0.53	44.10	15.94	101729.52	8305250.34	903906.25	13728.00	409584.20	2670.00	23027.00	2033.68	0.80
AVG	5400-9000	39.40	0.58	**43.07**	17.22	110859.32	**9266009.28**	**1097608.41**	**16105.00**	479613.29	2453.00	**25405.00**	**2534.40**	**0.70**
AVG	9000-12600	34.59	0.54	45.16	16.39	103108.70	8220212.79	894922.67	14035.00	424129.34	2208.00	23665.00	2023.50	0.10
AVG	12600-16200	31.79	0.51	45.58	15.22	95265.75	7524447.72	759388.69	12225.00	363596.53	2129.00	21759.00	1558.13	0.40

BAlt3_2030_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	41.29	0.57	43.36	21.19	102311.85	8494369.73	1055243.47	14575.00	541632.00	2572.00	22986.00	2156.83	0.60
AVG	5400-9000	46.86	0.64	**42.23**	24.05	109558.85	**9338996.81**	**1282536.41**	**17402.00**	658097.10	2582.00	**24786.00**	**2618.18**	**0.90**
AVG	9000-12600	43.20	0.61	44.02	23.22	106300.85	8694343.98	1143364.19	16264.00	614435.18	2221.00	24243.00	2335.13	0.90
AVG	12600-16200	45.40	0.65	43.75	24.81	107864.29	8875392.18	1213013.38	17335.00	662764.45	2375.00	24342.00	2564.04	0.70

NoB_2030_AM				**1**			**5**	**2**	**6**			**7**	**3**	**4**
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	SPEEDAVG(ALL)	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	TRAVTMTOT(ALL)	DELAYTOT(ALL)	STOPSTOT(ALL)	DELAYSTOPTOT(ALL)	VEHACT(ALL)	VEHARR(ALL)	DELAYLATENT	DEMANDLATENT
AVG	1800-5400	75.70	2.62	39.71	35.79	99611.53	9034083.17	1952724.53	67586.00	923283.96	3309.00	22487.00	5376.90	2.70
AVG	5400-9000	202.44	11.86	28.66	101.85	106104.79	13340536.24	5743792.54	336511.00	2889656.94	3883.00	24488.00	147288.21	133.30
AVG	9000-12600	254.32	14.56	**26.31**	147.46	100377.92	**13743203.93**	**6891606.93**	**394499.00**	3995941.03	3805.00	**23292.00**	**1040919.19**	**339.50**
AVG	12600-16200	235.24	13.13	27.46	135.56	95533.81	12547094.41	6024400.07	336229.00	3472087.44	3382.00	22217.00	904851.71	228.00

NoB_2030_PM				**1**			**5**	**2**	**6**			**7**	**3**	**4**
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	SPEEDAVG(ALL)	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	TRAVTMTOT(ALL)	DELAYTOT(ALL)	STOPSTOT(ALL)	DELAYSTOPTOT(ALL)	VEHACT(ALL)	VEHARR(ALL)	DELAYLATENT	DEMANDLATENT
AVG	1800-5400	89.53	1.49	38.85	54.55	100354.81	9300105.53	2287696.74	38156.00	1393829.46	2822.00	22731.00	104405.93	159.80
AVG	5400-9000	127.54	3.54	35.70	78.76	106232.64	10716239.52	3452358.53	95762.00	2132262.12	3026.00	24048.00	1538483.33	708.00
AVG	9000-12600	145.54	6.08	**34.28**	83.71	102456.29	**10765884.01**	**3816205.66**	**159400.00**	2195446.07	2851.00	**23377.00**	**3741763.13**	**1389.70**
AVG	12600-16200	154.43	7.52	33.55	86.08	103033.35	11058984.81	4069926.66	198125.00	2268665.20	3010.00	23346.00	6632947.97	2385.10

BAlt1_2030_AM				**1**			**5**	**2**	**6**			**7**	**3**	**4**
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	SPEEDAVG(ALL)	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	TRAVTMTOT(ALL)	DELAYTOT(ALL)	STOPSTOT(ALL)	DELAYSTOPTOT(ALL)	VEHACT(ALL)	VEHARR(ALL)	DELAYLATENT	DEMANDLATENT
AVG	1800-5400	46.588425	0.816881	44.798279	23.127128	100029.1066	8039248.808	1193900.065	20935	592659.8538	2650	22976	1771.47	0.6
AVG	5400-9000	109.939513	2.927942	36.913896	65.758339	107351.2646	10479525.34	3053060.608	81310	1826144.838	3128	24641	91761.74	73.8
AVG	9000-12600	174.577771	5.132552	**32.131491**	114.854128	100616.3619	**11313059.97**	**4611220.971**	**135655**	3033339.513	3135	**23266**	**548968.3**	**221**
AVG	12600-16200	149.498081	3.913812	34.126351	97.611335	94782.3907	10050678.83	3717754.693	97445	2426955.49	2679	22148	748766.28	211.3

BAlt1_2030_PM				**1**			**5**	**2**	**6**			**7**	**3**	**4**
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	SPEEDAVG(ALL)	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	TRAVTMTOT(ALL)	DELAYTOT(ALL)	STOPSTOT(ALL)	DELAYSTOPTOT(ALL)	VEHACT(ALL)	VEHARR(ALL)	DELAYLATENT	DEMANDLATENT
AVG	1800-5400	93.881987	2.691438	39.12291	54.423135	99222.37051	9132344.124	2380069.515	68231	1379692.689	2923	22429	167539.48	213.2
AVG	5400-9000	160.418052	7.592537	32.657193	90.702622	104653.221	11544620.12	4353684.794	206050	2461579.179	3502	23636	1798596.21	798.4
AVG	9000-12600	251.973146	19.951403	**27.306881**	129.150947	100148.5351	**13336698.11**	**6708917.468**	**531606**	3437750.971	4012	**22593**	**4288787.09**	**1578.9**
AVG	12600-16200	461.620399	55.165813	19.865739	246.946678	93355.35334	18295653.74	12168941.9	1443002	6471244.186	6034	20720	7902035.3	3336.7

BAlt2_2030_AM				**1**			**5**	**2**	**6**			**7**	**3**	**4**
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	SPEEDAVG(ALL)	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	TRAVTMTOT(ALL)	DELAYTOT(ALL)	STOPSTOT(ALL)	DELAYSTOPTOT(ALL)	VEHACT(ALL)	VEHARR(ALL)	DELAYLATENT	DEMANDLATENT
AVG	1800-5400	70.392885	7.413021	39.834339	26.679612	100899.6959	9122203.474	1814653.446	191131	687751.5364	3082	22695	2034.2	0.8
AVG	5400-9000	173.315445	39.673529	30.242072	58.796916	106860.5667	12754002.87	4901572.746	1122145	1662879.099	4184	24087	2535.44	0.7
AVG	9000-12600	521.622892	120.295336	**15.840733**	208.966346	87042.90819	**20092307.38**	**13945081.05**	**3217253**	5580571.921	7368	**19407**	**612578.4**	**828.9**
AVG	12600-16200	951.147501	200.178567	9.368792	428.973407	72852.39106	28017606.26	22937321.49	4824296	10337193.1	7939	16180	10835566.59	5759.5

BAlt2_2030_PM				**1**			**5**	**2**	**6**			**7**	**3**	**4**
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	SPEEDAVG(ALL)	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	TRAVTMTOT(ALL)	DELAYTOT(ALL)	STOPSTOT(ALL)	DELAYSTOPTOT(ALL)	VEHACT(ALL)	VEHARR(ALL)	DELAYLATENT	DEMANDLATENT
AVG	1800-5400	59.209415	4.022104	41.308859	25.658316	101904.4656	8884335.805	1515084.078	102946	656524.3662	2785	22801	2145.58	0.6
AVG	5400-9000	118.608451	19.598065	34.862779	42.198615	108171.5429	11185710.35	3272123.117	540827	1164053.314	3361	24218	3020.18	2.3
AVG	9000-12600	249.573653	55.985925	**26.586021**	92.727129	100939.7315	**13910329.03**	**6772914.979**	**1519536**	2516192.083	4624	**22515**	**81315.54**	**106.2**
AVG	12600-16200	582.397513	114.468172	15.127281	245.597043	90198.3043	21948963.61	15632376.32	3074549	6588107.041	7373	19589	3029506.01	2264.7

BAlt3_2030_AM				**1**			**5**	**2**	**6**			**7**	**3**	**4**
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	SPEEDAVG(ALL)	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	TRAVTMTOT(ALL)	DELAYTOT(ALL)	STOPSTOT(ALL)	DELAYSTOPTOT(ALL)	VEHACT(ALL)	VEHARR(ALL)	DELAYLATENT	DEMANDLATENT
AVG	1800-5400	35.18	0.53	44.10	15.94	101729.52	8305250.34	903906.25	13728.00	409584.20	2670.00	23027.00	2033.68	0.80
AVG	5400-9000	39.40	0.58	43.07	17.22	110859.32	9266009.28	1097608.41	16105.00	479613.29	2453.00	25405.00	2534.40	0.70
AVG	9000-12600	34.59	0.54	**45.16**	16.39	103108.70	**8220212.79**	**894922.67**	**14035.00**	424129.34	2208.00	**23665.00**	**2023.50**	**0.10**
AVG	12600-16200	31.79	0.51	45.58	15.22	95265.75	7524447.72	759388.69	12225.00	363596.53	2129.00	21759.00	1558.13	0.40

BAlt3_2030_PM				**1**			**5**	**2**	**6**			**7**	**3**	**4**
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	SPEEDAVG(ALL)	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	TRAVTMTOT(ALL)	DELAYTOT(ALL)	STOPSTOT(ALL)	DELAYSTOPTOT(ALL)	VEHACT(ALL)	VEHARR(ALL)	DELAYLATENT	DEMANDLATENT
AVG	1800-5400	41.29	0.57	43.36	21.19	102311.85	8494369.73	1055243.47	14575.00	541632.00	2572.00	22986.00	2156.83	0.60
AVG	5400-9000	46.86	0.64	42.23	24.05	109558.85	9338996.81	1282536.41	17402.00	658097.10	2582.00	24786.00	2618.18	0.90
AVG	9000-12600	43.20	0.61	**44.02**	23.22	106300.85	**8694343.98**	**1143364.19**	**16264.00**	614435.18	2221.00	**24243.00**	**2335.13**	**0.90**
AVG	12600-16200	45.40	0.65	43.75	24.81	107864.29	8875392.18	1213013.38	17335.00	662764.45	2375.00	24342.00	2564.04	0.70

NoB_2030_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	89.53	1.49	38.85	54.55	100354.81	9300105.53	2287696.74	38156.00	1393829.46	2822.00	22731.00	104405.93	159.80
AVG	5400-9000	127.54	3.54	35.70	78.76	106232.64	10716239.52	3452358.53	95762.00	2132262.12	3026.00	24048.00	1538483.33	708.00
AVG	9000-12600	145.54	6.08	34.28	83.71	102456.29	10765884.01	3816205.66	159400.00	2195446.07	2851.00	23377.00	3741763.13	1389.70
AVG	12600-16200	154.43	7.52	**33.55**	86.08	103033.35	**11058984.81**	**4069926.66**	**198125.00**	2268665.20	3010.00	**23346.00**	**6632947.97**	**2385.10**

BAlt1_2030_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	46.588425	0.816881	44.798279	23.127128	100029.1066	8039248.808	1193900.065	20935	592659.8538	2650	22976	1771.47	0.6
AVG	5400-9000	109.939513	2.927942	36.913896	65.758339	107351.2646	10479525.34	3053060.608	81310	1826144.838	3128	24641	91761.74	73.8
AVG	9000-12600	174.577771	5.132552	32.131491	114.854128	100616.3619	11313059.97	4611220.971	135655	3033339.513	3135	23266	548968.3	221
AVG	12600-16200	149.498081	3.913812	**34.126351**	97.611335	94782.3907	**10050678.83**	**3717754.693**	**97445**	2426955.49	2679	**22148**	**748766.28**	**211.3**

BAlt1_2030_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	93.881987	2.691438	39.12291	54.423135	99222.37051	9132344.124	2380069.515	68231	1379692.689	2923	22429	167539.48	213.2
AVG	5400-9000	160.418052	7.592537	32.657193	90.702622	104653.221	11544620.12	4353684.794	206050	2461579.179	3502	23636	1798596.21	798.4
AVG	9000-12600	251.973146	19.951403	27.306881	129.150947	100148.5351	13336698.11	6708917.468	531606	3437750.971	4012	22593	4288787.09	1578.9
AVG	12600-16200	461.620399	55.165813	**19.865739**	246.946678	93355.35334	**18295653.74**	**12168941.9**	**1443002**	6471244.186	6034	**20720**	**7902035.3**	**3336.7**

BAlt2_2030_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	70.392885	7.413021	39.834339	26.679612	100899.6959	**9122203.474**	**1814653.446**	**191131**	687751.5364	3082	22695	2034.2	0.8
AVG	5400-9000	173.315445	39.673529	30.242072	58.796916	106860.5667	12754002.87	4901572.746	1122145	1662879.099	4184	24087	2535.44	0.7
AVG	9000-12600	521.622892	120.295336	15.840733	208.966346	87042.90819	20092307.38	13945081.05	3217253	5580571.921	7368	19407	612578.4	828.9
AVG	12600-16200	951.147501	200.178567	**9.368792**	428.973407	72852.39106	**28017606.26**	**22937321.49**	**4824296**	10337193.1	7939	**16180**	**10835566.59**	**5759.5**

BAlt2_2030_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	59.209415	4.022104	41.308859	25.658316	101904.4656	8884335.805	1515084.078	102946	656524.3662	2785	22801	2145.58	0.6
AVG	5400-9000	118.608451	19.598065	34.862779	42.198615	108171.5429	11185710.35	3272123.117	540827	1164053.314	3361	24218	3020.18	2.3
AVG	9000-12600	249.573653	55.985925	26.586021	92.727129	100939.7315	13910329.03	6772914.979	1519536	2516192.083	4624	22515	81315.54	106.2
AVG	12600-16200	582.397513	114.468172	**15.127281**	245.597043	90198.3043	**21948963.61**	**15632376.32**	**3074549**	6588107.041	7373	**19589**	**3029506.01**	**2264.7**

BAlt3_2030_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	35.18	0.53	44.10	15.94	101729.52	8305250.34	903906.25	13728.00	409584.20	2670.00	23027.00	2033.68	0.80
AVG	5400-9000	39.40	0.58	43.07	17.22	110859.32	9266009.28	1097608.41	16105.00	479613.29	2453.00	25405.00	2534.40	0.70
AVG	9000-12600	34.59	0.54	45.16	16.39	103108.70	8220212.79	894922.67	14035.00	424129.34	2208.00	23665.00	2023.50	0.10
AVG	12600-16200	31.79	0.51	**45.58**	15.22	95265.75	**7524447.72**	**759388.69**	**12225.00**	363596.53	2129.00	**21759.00**	**1558.13**	**0.40**

BAlt3_2030_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	41.29	0.57	43.36	21.19	102311.85	8494369.73	1055243.47	14575.00	541632.00	2572.00	22986.00	2156.83	0.60
AVG	5400-9000	46.86	0.64	42.23	24.05	109558.85	9338996.81	1282536.41	17402.00	658097.10	2582.00	24786.00	2618.18	0.90
AVG	9000-12600	43.20	0.61	44.02	23.22	106300.85	8694343.98	1143364.19	16264.00	614435.18	2221.00	24243.00	2335.13	0.90
AVG	12600-16200	45.40	0.65	**43.75**	24.81	107864.29	**8875392.18**	**1213013.38**	**17335.00**	662764.45	2375.00	**24342.00**	**2564.04**	**0.70**

NoB_2050_AM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	166.60	8.52	**31.19**	87.25	107288.45	**12389586.83**	**4784237.83**	**244763.00**	2505549.50	4814.00	**23902.00**	**175675.83**	**309.70**
AVG	5400-9000	401.91	29.96	19.47	184.93	108010.92	19984955.71	12269394.93	914030.00	5645717.64	5662.00	24870.00	4846796.02	2763.40
AVG	9000-12600	434.78	38.73	18.91	191.18	102945.65	19674454.94	12646526.27	1122602.00	5565729.18	5240.00	23884.00	15157910.77	5497.40
AVG	12600-16200	405.34	39.83	19.68	179.61	98743.30	18087046.50	11335399.10	1110579.00	5025787.17	5075.00	22908.00	22231629.82	7004.60

NoB_2050_PM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	SPEEDAVG(ALL)	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	TRAVTMTOT(ALL)	DELAYTOT(ALL)	STOPSTOT(ALL)	DELAYSTOPTOT(ALL)	VEHACT(ALL)	VEHARR(ALL)	DELAYLATENT	DEMANDLATENT
AVG	1800-5400	144.10	4.61	**33.69**	85.18	109697.74	**11724314.58**	**4073390.72**	**130170.00**	2407843.38	3596.00	**24674.00**	**8051992.53**	**3943.20**
AVG	5400-9000	240.75	15.27	27.31	128.92	110008.73	14523816.00	7004775.13	443793.00	3752061.81	4325.00	24784.00	22485407.97	8599.00
AVG	9000-12600	312.08	26.67	23.72	147.05	105498.96	16053941.13	8895348.34	758425.00	4192126.98	4562.00	23946.00	39973156.53	13468.50
AVG	12600-16200	337.33	26.50	22.80	155.62	108279.00	17182764.18	9855586.61	773851.00	4546803.81	4856.00	24365.00	57743328.12	18606.50

BAlt1_2050_AM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	102.639228	2.637508	**37.92232**	59.928403	109441.1896	**10405965.87**	**2937867.524**	**75500**	1715412.27	3768	**24852**	**94228.86**	**138.3**
AVG	5400-9000	268.753867	14.199344	25.635412	150.608902	113063.3387	15962166.17	8187569.94	432419	4588650.492	4794	25679	2681970.66	1604
AVG	9000-12600	355.231483	26.330108	22.05	179.116499	106803.4703	17547968.34	10459136.82	775661.00	5270571.98	4887.00	24528.00	8728805.25	3178.20
AVG	12600-16200	354.416784	26.698141	22.000813	179.157509	102643.4582	16899002.39	10075442.05	759445.00	5089676.78	4723.00	23682.00	12383715.88	3911.10

BAlt1_2050_PM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	149.246929	6.418614	**33.791279**	85.262556	108298.938	**11544502.27**	**4199982.64**	**180613**	2399386.337	3902	**24240**	**709509.42**	**558.7**
AVG	5400-9000	348.486706	33.439505	21.763523	158.917232	106286.2752	17663329.29	10371118.56	993559	4732068.393	6165	23612	5082212.83	2362.1
AVG	9000-12600	657.489452	84.843876	13.45	277.72	93892.25	25419812.21	19197179.24	2474447.00	8098031.75	8252.00	21022.00	14617944.71	5909.60
AVG	12600-16200	1128.879723	184.973341	7.93	600.47	73103.29	33414403.07	28716615.56	4699660.00	15226627.76	9304.00	16304.00	37429309.54	15894.70

BAlt2_2050_AM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	TRAVTMTOT(ALL)	DELAYTOT(ALL)	STOPSTOT(ALL)	DELAYSTOPTOT(ALL)	VEHACT(ALL)	VEHARR(ALL)	DELAYLATENT	DEMANDLATENT
AVG	1800-5400	98.180314	14.722	**36.754639**	36.617354	111288.4984	**10907511.57**	**2838436.085**	**425668**	1058594.183	3956	**24952**	**3063.26**	**0.8**
AVG	5400-9000	395.195904	82.304784	18.900034	147.497153	104203.556	19981370.74	12290605.22	2559462	4586937.73	7591	23531	963883.85	1005.8
AVG	9000-12600	906.087619	183.436277	9.83	399.04	81682.95	29917623.05	24202466.69	4898795.00	10655433.49	8388.00	18331.00	15564800.48	8070.30
AVG	12600-16200	987.887775	202.732576	8.96	463.93	75837.17	30464476.53	25155802.19	5160487.00	11809743.44	8537.00	16938.00	40877801.95	15229.30

BAlt2_2050_PM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	92.404185	9.664286	**37.576888**	38.122082	112637.1387	**10792569.65**	**2647136.111**	**276896**	1092009.489	3566	**25080**	**8111.14**	**14.5**
AVG	5400-9000	256.295472	51.257057	25.334917	101.548968	114308.2805	16291917.18	7926633.505	1585287	3140244.676	5768	25166	380083.6	322.6
AVG	9000-12600	740.52358	154.369718	12.05	334.92	89835.22	26896515.50	20631498.89	4302151.00	9327432.48	8203.00	19687.00	6714880.05	4853.10
AVG	12600-16200	896.447809	180.991693	10.113952	434.757471	85353.90994	30400998.05	24439889.28	4932158	11845564.1	8504	18770	32048416.92	13118.6

BAlt3_2050_AM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	40.39	0.60	**43.29**	18.23	112379.59	**9345168.25**	**1153342.76**	**17238.00**	520696.52	3059.00	**25499.00**	**3028.80**	**0.70**
AVG	5400-9000	70.54	1.28	39.27	39.69	121947.95	11180740.33	2188801.85	39635.00	1231625.86	3099.00	27928.00	19290.42	10.00
AVG	9000-12600	86.08	1.61	38.64915	55.494731	114070.7639	10626761.28	2506895.223	46923	1616218.997	2856	26265	16110.84	2.2
AVG	12600-16200	68.48	1.25	40.67	42.62	105924.54	9379204.15	1844940.38	33790.00	1148341.43	2587.00	24352.00	4473.15	0.40

BAlt3_2050_PM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	49.69	0.69	**42.19**	25.94	112499.55	**9599325.86**	**1404876.50**	**19449.00**	733323.46	2943.00	**25332.00**	**3033.49**	**0.50**
AVG	5400-9000	79.95	1.16	38.38	49.00	119899.22	11247139.32	2425432.93	35248.00	1486475.40	3228.00	27109.00	15474.80	6.10
AVG	9000-12600	101.54	1.37	37.12	72.08	116230.65	11274979.94	3005997.50	40592.00	2133900.70	3053.00	26551.00	78667.19	14.00
AVG	12600-16200	109.74	1.43	36.40	79.02	118183.48	11688776.35	3287200.70	42857.00	2367033.56	3201.00	26753.00	441238.36	177.70

NoB_2050_AM

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$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	166.60	8.52	31.19	87.25	107288.45	12389586.83	4784237.83	244763.00	2505549.50	4814.00	23902.00	175675.83	309.70
AVG	5400-9000	401.91	29.96	**19.47**	184.93	108010.92	**19984955.71**	**12269394.93**	**914030.00**	5645717.64	5662.00	**24870.00**	**4846796.02**	**2763.40**
AVG	9000-12600	434.78	38.73	18.91	191.18	102945.65	19674454.94	12646526.27	1122602.00	5565729.18	5240.00	23884.00	15157910.77	5497.40
AVG	12600-16200	405.34	39.83	19.68	179.61	98743.30	18087046.50	11335399.10	1110579.00	5025787.17	5075.00	22908.00	22231629.82	7004.60

NoB_2050_PM

				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	144.10	4.61	33.69	85.18	109697.74	11724314.58	4073390.72	130170.00	2407843.38	3596.00	24674.00	8051992.53	3943.20
AVG	5400-9000	240.75	15.27	**27.31**	128.92	110008.73	**14523816.00**	**7004775.13**	**443793.00**	3752061.81	4325.00	**24784.00**	**22485407.97**	**8599.00**
AVG	9000-12600	312.08	26.67	23.72	147.05	105498.96	16053941.13	8895348.34	758425.00	4192126.98	4562.00	23946.00	39973156.53	13468.50
AVG	12600-16200	337.33	26.50	22.80	155.62	108279.00	17182764.18	9855586.61	773851.00	4546803.81	4856.00	24365.00	57743328.12	18606.50

BAlt1_2050_AM

				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	102.639228	2.637508	37.92232	59.928403	109441.1896	10405965.87	2937867.524	75500	1715412.27	3768	24852	94228.86	138.3
AVG	5400-9000	268.753867	14.199344	**25.635412**	150.608902	113063.3387	**15962166.17**	**8187569.94**	**432419**	4588650.492	4794	**25679**	**2681970.66**	**1604**
AVG	9000-12600	355.231483	26.330108	22.05	179.116499	106803.4703	17547968.34	10459136.82	775661.00	5270571.98	4887.00	24528.00	8728805.25	3178.20
AVG	12600-16200	354.416784	26.698141	22.000813	179.157509	102643.4582	16899002.39	10075442.05	759445.00	5089676.78	4723.00	23682.00	12383715.88	3911.10

BAlt1_2050_PM

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$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	149.246929	6.418614	33.791279	85.262556	108298.938	11544502.27	4199982.64	180613	2399386.337	3902	24240	709509.42	558.7
AVG	5400-9000	348.486706	33.439505	**21.763523**	158.917232	106286.2752	**17663329.29**	**10371118.56**	**993559**	4732068.393	6165	**23612**	**5082212.83**	**2362.1**
AVG	9000-12600	657.489452	84.843876	13.45	277.72	93892.25	25419812.21	19197179.24	2474447.00	8098031.75	8252.00	21022.00	14617944.71	5909.60
AVG	12600-16200	1128.879723	184.973341	7.93	600.47	73103.29	33414403.07	28716615.56	4699660.00	15226627.76	9304.00	16304.00	37429309.54	15894.70

BAlt2_2050_AM

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$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	98.180314	14.722	36.754639	36.617354	111288.4984	10907511.57	2838436.085	425668	1058594.183	3956	24952	3063.26	0.8
AVG	5400-9000	395.195904	82.304784	**18.900034**	147.497153	104203.556	**19981370.74**	**12290605.22**	**2559462**	4586937.73	7591	**23531**	**963883.85**	**1005.8**
AVG	9000-12600	906.087619	183.436277	9.83	399.04	81682.95	29917623.05	24202466.69	4898795.00	10655433.49	8388.00	18331.00	15564800.48	8070.30
AVG	12600-16200	987.887775	202.732576	8.96	463.93	75837.17	30464476.53	25155802.19	5160487.00	11809743.44	8537.00	16938.00	40877801.95	15229.30

BAlt2_2050_PM

				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	92.404185	9.664286	37.576888	38.122082	112637.1387	10792569.65	2647136.111	276896	1092009.489	3566	25080	8111.14	14.5
AVG	5400-9000	256.295472	51.257057	**25.334917**	101.548968	114308.2805	**16291917.18**	**7926633.505**	**1585287**	3140244.676	5768	**25166**	**380083.6**	**322.6**
AVG	9000-12600	740.52358	154.369718	12.05	334.92	89835.22	26896515.50	20631498.89	4302151.00	9327432.48	8203.00	19687.00	6714880.05	4853.10
AVG	12600-16200	896.447809	180.991693	10.113952	434.757471	85353.90994	30400998.05	24439889.28	4932158	11845564.1	8504	18770	32048416.92	13118.6

BAlt3_2050_AM

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$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	40.39	0.60	43.29	18.23	112379.59	9345168.25	1153342.76	17238.00	520696.52	3059.00	25499.00	3028.80	0.70
AVG	5400-9000	70.54	1.28	**39.27**	39.69	121947.95	**11180740.33**	**2188801.85**	**39635.00**	1231625.86	3099.00	**27928.00**	**19290.42**	**10.00**
AVG	9000-12600	86.08	1.61	38.64915	55.494731	114070.7639	10626761.28	2506895.223	46923	1616218.997	2856	26265	16110.84	2.2
AVG	12600-16200	68.48	1.25	40.67	42.62	105924.54	9379204.15	1844940.38	33790.00	1148341.43	2587.00	24352.00	4473.15	0.40

BAlt3_2050_PM

				1			5	2	6			7	3	4
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$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	49.69	0.69	42.19	25.94	112499.55	9599325.86	1404876.50	19449.00	733323.46	2943.00	25332.00	3033.49	0.50
AVG	5400-9000	79.95	1.16	**38.38**	49.00	119899.22	**11247139.32**	**2425432.93**	**35248.00**	1486475.40	3228.00	**27109.00**	**15474.80**	**6.10**
AVG	9000-12600	101.54	1.37	37.12	72.08	116230.65	11274979.94	3005997.50	40592.00	2133900.70	3053.00	26551.00	78667.19	14.00
AVG	12600-16200	109.74	1.43	36.40	79.02	118183.48	11688776.35	3287200.70	42857.00	2367033.56	3201.00	26753.00	441238.36	177.70

NoB_2050_AM				1			5	2	6			7	3	4
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$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	166.60	8.52	31.19	87.25	107288.45	12389586.83	4784237.83	244763.00	2505549.50	4814.00	23902.00	175675.83	309.70
AVG	5400-9000	401.91	29.96	19.47	184.93	108010.92	19984955.71	12269394.93	914030.00	5645717.64	5662.00	24870.00	4846796.02	2763.40
AVG	9000-12600	434.78	38.73	**18.91**	191.18	102945.65	**19674454.94**	**12646526.27**	**1122602.00**	5565729.18	5240.00	**23884.00**	**15157910.77**	**5497.40**
AVG	12600-16200	405.34	39.83	19.68	179.61	98743.30	18087046.50	11335399.10	1110579.00	5025787.17	5075.00	22908.00	22231629.82	7004.60

NoB_2050_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	144.10	4.61	33.69	85.18	109697.74	11724314.58	4073390.72	130170.00	2407843.38	3596.00	24674.00	8051992.53	3943.20
AVG	5400-9000	240.75	15.27	27.31	128.92	110008.73	14523816.00	7004775.13	443793.00	3752061.81	4325.00	24784.00	22485407.97	8599.00
AVG	9000-12600	312.08	26.67	**23.72**	147.05	105498.96	**16053941.13**	**8895348.34**	**758425.00**	4192126.98	4562.00	**23946.00**	**39973156.53**	**13468.50**
AVG	12600-16200	337.33	26.50	22.80	155.62	108279.00	17182764.18	9855586.61	773851.00	4546803.81	4856.00	24365.00	57743328.12	18606.50

BAlt1_2050_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	102.639228	2.637508	37.92232	59.928403	109441.1896	10405965.87	2937867.524	75500	1715412.27	3768	24852	94228.86	138.3
AVG	5400-9000	268.753867	14.199344	25.635412	150.608902	113063.3387	15962166.17	8187569.94	432419	4588650.492	4794	25679	2681970.66	1604
AVG	9000-12600	355.231483	26.330108	**22.05**	179.116499	106803.4703	**17547968.34**	**10459136.82**	**775661.00**	5270571.98	4887.00	**24528.00**	**8728805.25**	**3178.20**
AVG	12600-16200	354.416784	26.698141	22.000813	179.157509	102643.4582	16899002.39	10075442.05	759445.00	5089676.78	4723.00	23682.00	12383715.88	3911.10

BAlt1_2050_PM				1			5	2	6			7	3	4
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$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	149.246929	6.418614	33.791279	85.262556	108298.938	11544502.27	4199982.64	180613	2399386.337	3902	24240	709509.42	558.7
AVG	5400-9000	348.486706	33.439505	21.763523	158.917232	106286.2752	17663329.29	10371118.56	993559	4732068.393	6165	23612	5082212.83	2362.1
AVG	9000-12600	657.489452	84.843876	**13.45**	277.72	93892.25	**25419812.21**	**19197179.24**	**2474447.00**	8098031.75	8252.00	**21022.00**	**14617944.71**	**5909.60**
AVG	12600-16200	1128.879723	184.973341	7.93	600.47	73103.29	33414403.07	28716615.56	4699660.00	15226627.76	9304.00	16304.00	37429309.54	15894.70

BAlt2_2050_AM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	98.180314	14.722	36.754639	36.617354	111288.4984	10907511.57	2838436.085	425668	1058594.183	3956	24952	3063.26	0.8
AVG	5400-9000	395.195904	82.304784	18.900034	147.497153	104203.556	19981370.74	12290605.22	2559462	4586937.73	7591	23531	963883.85	1005.8
AVG	9000-12600	906.087619	183.436277	**9.83**	399.04	81682.95	**29917623.05**	**24202466.69**	**4898795.00**	10655433.49	8388.00	**18331.00**	**15564800.48**	**8070.30**
AVG	12600-16200	987.887775	202.732576	8.96	463.93	75837.17	30464476.53	25155802.19	5160487.00	11809743.44	8537.00	16938.00	40877801.95	15229.30

BAlt2_2050_PM				1			5	2	6			7	3	4
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$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	92.404185	9.664286	37.576888	38.122082	112637.1387	10792569.65	2647136.111	276896	1092009.489	3566	25080	8111.14	14.5
AVG	5400-9000	256.295472	51.257057	25.334917	101.548968	114308.2805	16291917.18	7926633.505	1585287	3140244.676	5768	25166	380083.6	322.6
AVG	9000-12600	740.52358	154.369718	**12.05**	334.92	89835.22	**26896515.50**	**20631498.89**	**4302151.00**	9327432.48	8203.00	**19687.00**	**6714880.05**	**4853.10**
AVG	12600-16200	896.447809	180.991693	10.113952	434.757471	85353.90994	30400998.05	24439889.28	4932158	11845564.1	8504	18770	32048416.92	13118.6

BAlt3_2050_AM				1			5	2	6			7	3	4
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$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	40.39	0.60	43.29	18.23	112379.59	9345168.25	1153342.76	17238.00	520696.52	3059.00	25499.00	3028.80	0.70
AVG	5400-9000	70.54	1.28	39.27	39.69	121947.95	11180740.33	2188801.85	39635.00	1231625.86	3099.00	27928.00	19290.42	10.00
AVG	9000-12600	86.08	1.61	**38.64915**	**55.494731**	114070.7639	**10626761.28**	**2506895.223**	**46923**	1616218.997	2856	**26265**	**16110.84**	**2.2**
AVG	12600-16200	68.48	1.25	40.67	42.62	105924.54	9379204.15	1844940.38	33790.00	1148341.43	2587.00	24352.00	4473.15	0.40

BAlt3_2050_PM				1			5	2	6			7	3	4
$VISION														
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	49.69	0.69	42.19	25.94	112499.55	9599325.86	1404876.50	19449.00	733323.46	2943.00	25332.00	3033.49	0.50
AVG	5400-9000	79.95	1.16	38.38	49.00	119899.22	11247139.32	2425432.93	35248.00	1486475.40	3228.00	27109.00	15474.80	6.10
AVG	9000-12600	101.54	1.37	**37.12**	**72.08**	116230.65	**11274979.94**	**3005997.50**	**40592.00**	2133900.70	3053.00	**26551.00**	**78667.19**	**14.00**
AVG	12600-16200	109.74	1.43	36.40	79.02	118183.48	11688776.35	3287200.70	42857.00	2367033.56	3201.00	26753.00	441238.36	177.70

NoB_2050_AM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	166.60	8.52	31.19	87.25	107288.45	12389586.83	4784237.83	244763.00	2505549.50	4814.00	23902.00	175675.83	309.70
AVG	5400-9000	401.91	29.96	19.47	184.93	108010.92	19984955.71	12269394.93	914030.00	5645717.64	5662.00	24870.00	4846796.02	2763.40
AVG	9000-12600	434.78	38.73	18.91	191.18	102945.65	19674454.94	12646526.27	1122602.00	5565729.18	5240.00	23884.00	15157910.77	5497.40
AVG	12600-16200	405.34	39.83	**19.68**	179.61	98743.30	**18087046.50**	**11335399.10**	**1110579.00**	5025787.17	5075.00	**22908.00**	**22231629.82**	**7004.60**

NoB_2050_PM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	144.10	4.61	33.69	85.18	109697.74	11724314.58	4073390.72	130170.00	2407843.38	3596.00	24674.00	8051992.53	3943.20
AVG	5400-9000	240.75	15.27	27.31	128.92	110008.73	14523816.00	7004775.13	443793.00	3752061.81	4325.00	24784.00	22485407.97	8599.00
AVG	9000-12600	312.08	26.67	23.72	147.05	105498.96	16053941.13	8895348.34	758425.00	4192126.98	4562.00	23946.00	39973156.53	13468.50
AVG	12600-16200	337.33	26.50	**22.80**	155.62	108279.00	**17182764.18**	**9855586.61**	**773851.00**	4546803.81	4856.00	**24365.00**	**57743328.12**	**18606.50**

BAlt1_2050_AM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	102.639228	2.637508	37.92232	59.928403	109441.1896	10405965.87	2937867.524	75500	1715412.27	3768	24852	94228.86	138.3
AVG	5400-9000	268.753867	14.199344	25.635412	150.608902	113063.3387	15962166.17	8187569.94	432419	4588650.492	4794	25679	2681970.66	1604
AVG	9000-12600	355.231483	26.330108	22.05	179.116499	106803.4703	17547968.34	10459136.82	775661.00	5270571.98	4887.00	24528.00	8728805.25	3178.20
AVG	12600-16200	354.416784	26.698141	**22.000813**	179.157509	102643.4582	**16899002.39**	**10075442.05**	**759445.00**	5089676.78	4723.00	**23682.00**	**12383715.88**	**3911.10**

BAlt1_2050_PM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	149.246929	6.418614	33.791279	85.262556	108298.938	11544502.27	4199982.64	180613	2399386.337	3902	24240	709509.42	558.7
AVG	5400-9000	348.486706	33.439505	21.763523	158.917232	106286.2752	17663329.29	10371118.56	993559	4732068.393	6165	23612	5082212.83	2362.1
AVG	9000-12600	657.489452	84.843876	13.45	277.72	93892.25	25419812.21	19197179.24	2474447.00	8098031.75	8252.00	21022.00	14617944.71	5909.60
AVG	12600-16200	1128.879723	184.973341	**7.93**	600.47	73103.29	**33414403.07**	**28716615.56**	**4699660.00**	15226627.76	9304.00	**16304.00**	**37429309.54**	**15894.70**

BAlt2_2050_AM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	98.180314	14.722	36.754639	36.617354	111288.4984	10907511.57	2838436.085	425668	1058594.183	3956	24952	3063.26	0.8
AVG	5400-9000	395.195904	82.304784	18.900034	147.497153	104203.556	19981370.74	12290605.22	2559462	4586937.73	7591	23531	963883.85	1005.8
AVG	9000-12600	906.087619	183.436277	9.83	399.04	81682.95	29917623.05	24202466.69	4898795.00	10655433.49	8388.00	18331.00	15564800.48	8070.30
AVG	12600-16200	987.887775	202.732576	**8.96**	463.93	75837.17	**30464476.53**	**25155802.19**	**5160487.00**	11809743.44	8537.00	**16938.00**	**40877801.95**	**15229.30**

BAlt2_2050_PM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	92.404185	9.664286	37.576888	38.122082	112637.1387	10792569.65	2647136.111	276896	1092009.489	3566	25080	8111.14	14.5
AVG	5400-9000	256.295472	51.257057	25.334917	101.548968	114308.2805	16291917.18	7926633.505	1585287	3140244.676	5768	25166	380083.6	322.6
AVG	9000-12600	740.52358	154.369718	12.05	334.92	89835.22	26896515.50	20631498.89	4302151.00	9327432.48	8203.00	19687.00	6714880.05	4853.10
AVG	12600-16200	896.447809	180.991693	**10.113952**	434.757471	85353.90994	**30400998.05**	**24439889.28**	**4932158**	11845564.1	8504	**18770**	**32048416.92**	**13118.6**

BAlt3_2050_AM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	40.39	0.60	43.29	18.23	112379.59	9345168.25	1153342.76	17238.00	520696.52	3059.00	25499.00	3028.80	0.70
AVG	5400-9000	70.54	1.28	39.27	39.69	121947.95	11180740.33	2188801.85	39635.00	1231625.86	3099.00	27928.00	19290.42	10.00
AVG	9000-12600	86.08	1.61	38.64915	55.494731	114070.7639	10626761.28	2506895.223	46923	1616218.997	2856	26265	16110.84	2.2
AVG	12600-16200	68.48	1.25	**40.67**	42.62	105924.54	**9379204.15**	**1844940.38**	**33790.00**	1148341.43	2587.00	**24352.00**	**4473.15**	**0.40**

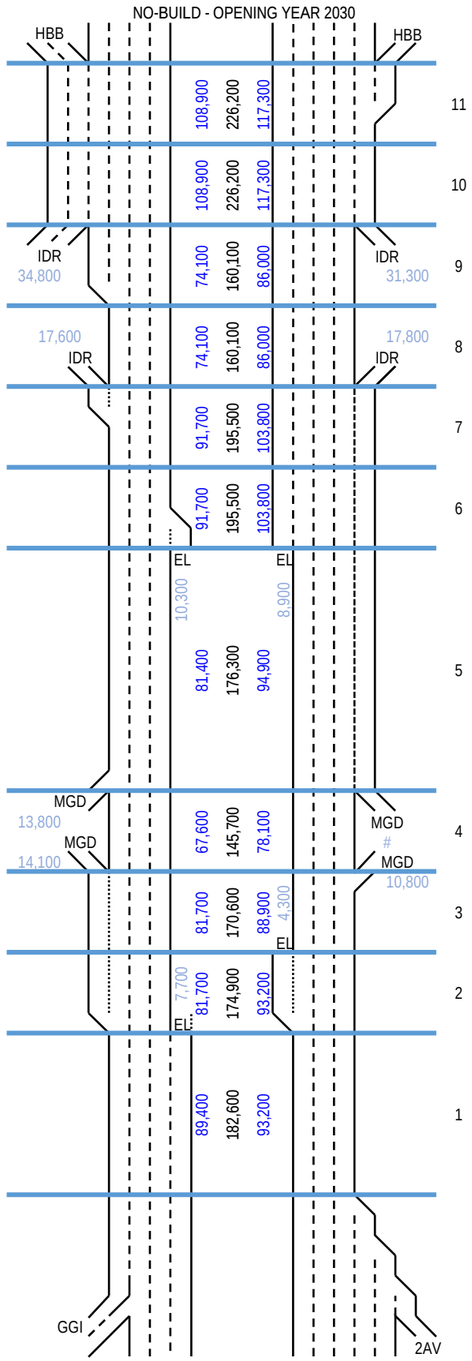
BAlt3_2050_PM

$VISION				1			5	2	6			7	3	4
$VEHICLENETWORKPERFORMANCEMEASUREMENTEVALUATION:SIMRUN	TIMEINT	DELAYAVG(ALL)	STOPSAVG(ALL)	**SPEEDAVG(ALL)**	DELAYSTOPAVG(ALL)	DISTTOT(ALL)	**TRAVTMTOT(ALL)**	**DELAYTOT(ALL)**	**STOPSTOT(ALL)**	DELAYSTOPTOT(ALL)	VEHACT(ALL)	**VEHARR(ALL)**	**DELAYLATENT**	**DEMANDLATENT**
AVG	1800-5400	49.69	0.69	42.19	25.94	112499.55	9599325.86	1404876.50	19449.00	733323.46	2943.00	25332.00	3033.49	0.50
AVG	5400-9000	79.95	1.16	38.38	49.00	119899.22	11247139.32	2425432.93	35248.00	1486475.40	3228.00	27109.00	15474.80	6.10
AVG	9000-12600	101.54	1.37	37.12	72.08	116230.65	11274979.94	3005997.50	40592.00	2133900.70	3053.00	26551.00	78667.19	14.00
AVG	12600-16200	109.74	1.43	**36.40**	79.02	118183.48	**11688776.35**	**3287200.70**	**42857.00**	2367033.56	3201.00	**26753.00**	**441238.36**	**177.70**

APPENDIX O

No-Build and Build Alternatives Safety Analysis

APPENDIX O


NO-BUILD - OPENING YEAR 2030
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HBB
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226,200
117,300
11
108,900
226,200
117,300
10
IDR
34,800
74,100
160,100
86,000
IDR
31,300
9
17,600
IDR
74,100
160,100
86,000
17,800
IDR
8
91,700
195,500
103,800
7
91,700
195,500
103,800
6
EL
10,300
EL
8,900
81,400
176,300
94,900
5
MGD
13,800
MGD
14,100
67,600
145,700
78,100
MGD
#
MGD
10,800
4
81,700
170,600
88,900
4,300
3
EL
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EL
81,700
174,900
93,200
2
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182,600
93,200
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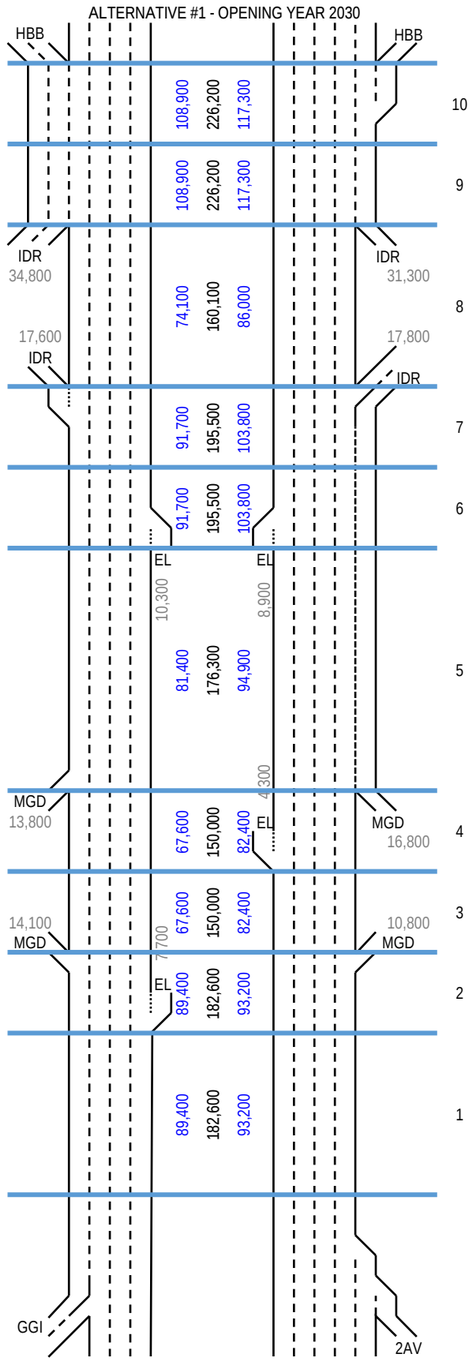
GGI
2AV


ALTERNATIVE #1 - OPENING YEAR 2030
HBB
HBB
108,900
226,200
117,300
10
108,900
226,200
117,300
9
IDR
34,800
74,100
160,100
86,000
IDR
31,300
8
17,600
IDR
74,100
160,100
86,000
17,800
IDR
7
91,700
195,500
103,800
6
EL
10,300
EL
8,900
81,400
176,300
94,900
5
4,300
MGD
13,800
EL
67,600
150,000
82,400
MGD
16,800
4
14,100
MGD
7,700
67,600
150,000
82,400
10,800
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182,600
93,200
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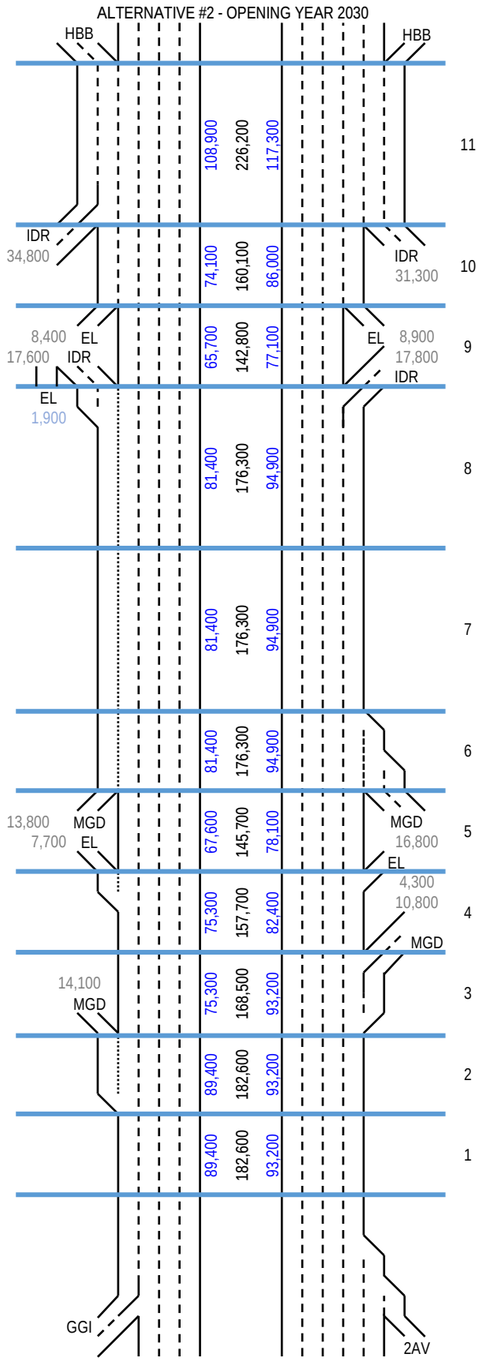
2AV


ALTERNATIVE #2 - OPENING YEAR 2030
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HBB
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117,300
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74,100
160,100
86,000
IDR
31,300
10
8,400
EL
17,600
IDR
65,700
142,800
77,100
EL
8,900
17,800
IDR
9
EL
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94,900
8
81,400
176,300
94,900
7
6
13,800
MGD
7,700
EL
67,600
145,700
78,100
MGD
16,800
5
EL
75,300
157,700
82,400
4,300
10,800
4
MGD
14,100
MGD
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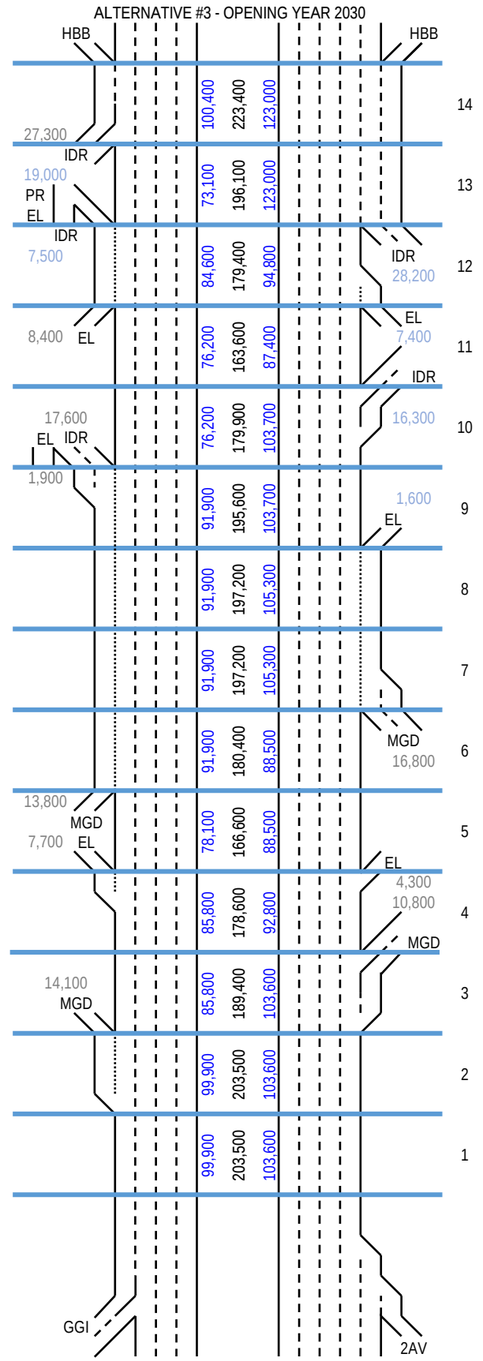
ALTERNATIVE #3 - OPENING YEAR 2030
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223,400
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14
19,000
PR
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IDR
7,500
73,100
196,100
123,000
13
IDR
84,600
179,400
94,800
28,200
12
8,400
EL
EL
7,400
76,200
163,600
87,400
11
IDR
17,600
EL
IDR
1,900
76,200
179,900
103,700
16,300
10
1,600
EL
91,900
195,600
103,700
9
91,900
197,200
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7
MGD
16,800
91,900
180,400
88,500
6
13,800
MGD
7,700
EL
78,100
166,600
88,500
5
EL
4,300
10,800
85,800
178,600
92,800
4
MGD
14,100
MGD
85,800
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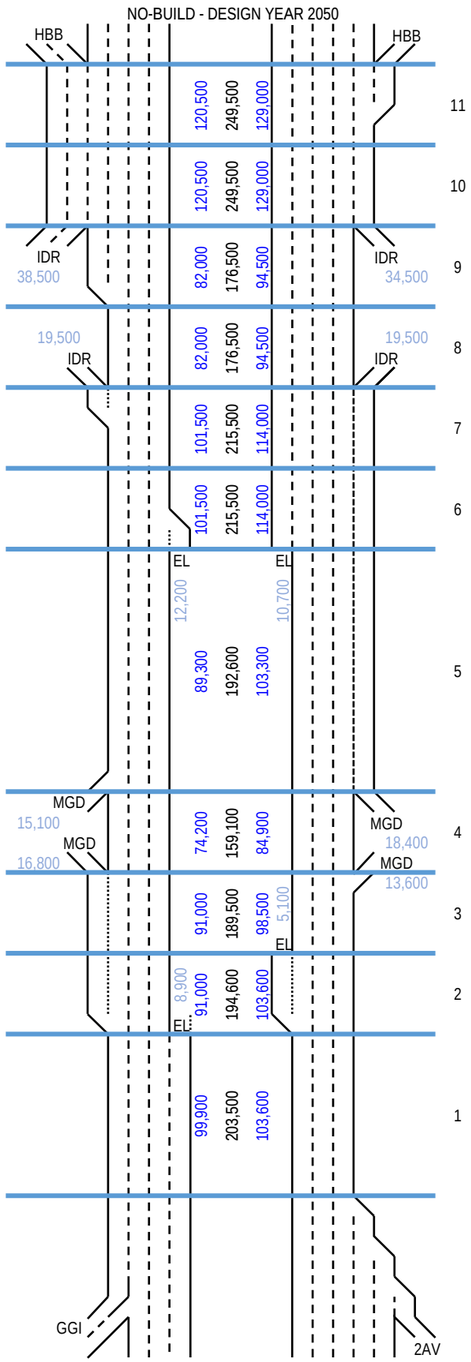
2AV


NO-BUILD - DESIGN YEAR 2050
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HBB
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129,000
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249,500
129,000
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38,500
82,000
176,500
94,500
IDR
34,500
9
19,500
IDR
82,000
176,500
94,500
19,500
IDR
8
101,500
215,500
114,000
7
101,500
215,500
114,000
6
EL
12,200
EL
10,700
89,300
192,600
103,300
5
MGD
15,100
MGD
74,200
159,100
84,900
MGD
18,400
4
MGD
16,800
MGD
13,600
91,000
189,500
98,500
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103,600
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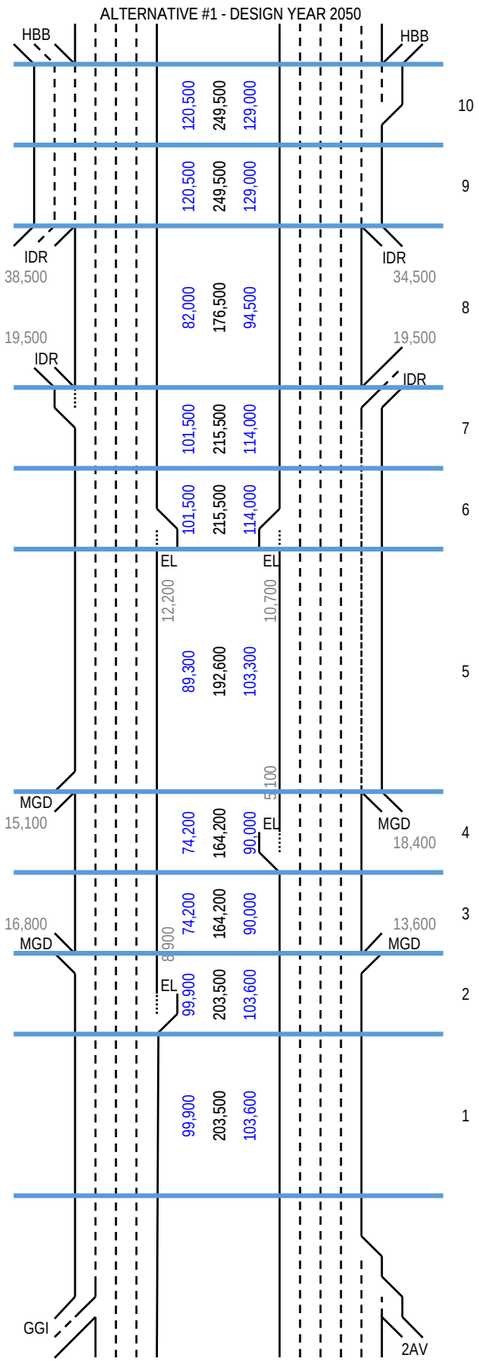
2AV


ALTERNATIVE #1 - DESIGN YEAR 2050
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249,500
129,000
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120,500
249,500
129,000
IDR
38,500
82,000
176,500
94,500
IDR
34,500
8
19,500
IDR
19,500
IDR
7
101,500
215,500
114,000
6
101,500
215,500
114,000
EL
12,200
EL
10,700
89,300
192,600
103,300
5
5,100
MGD
15,100
EL
74,200
164,200
90,000
MGD
18,400
4
16,800
MGD
8,900
13,600
MGD
74,200
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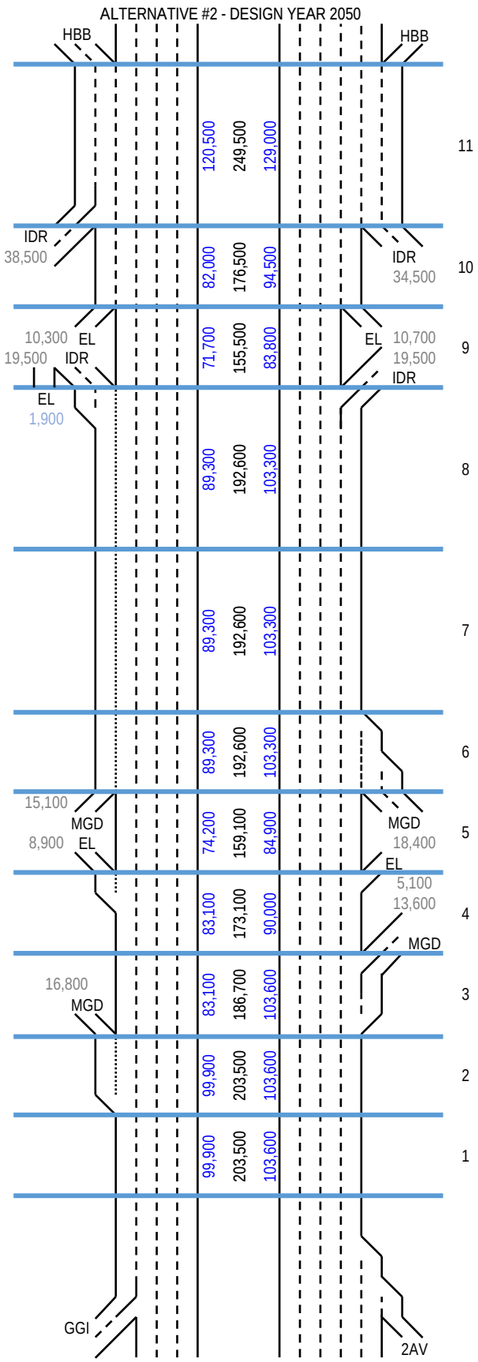
ALTERNATIVE #2 - DESIGN YEAR 2050
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HBB
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129,000
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10
82,000
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155,500
83,800
EL
1,900
8
89,300
192,600
103,300
7
89,300
192,600
103,300
6
15,100
MGD
8,900
EL
74,200
159,100
84,900
MGD
18,400
5
EL
5,100
13,600
MGD
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16,800
MGD
83,100
173,100
90,000
3
83,100
186,700
103,600
99,900
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103,600
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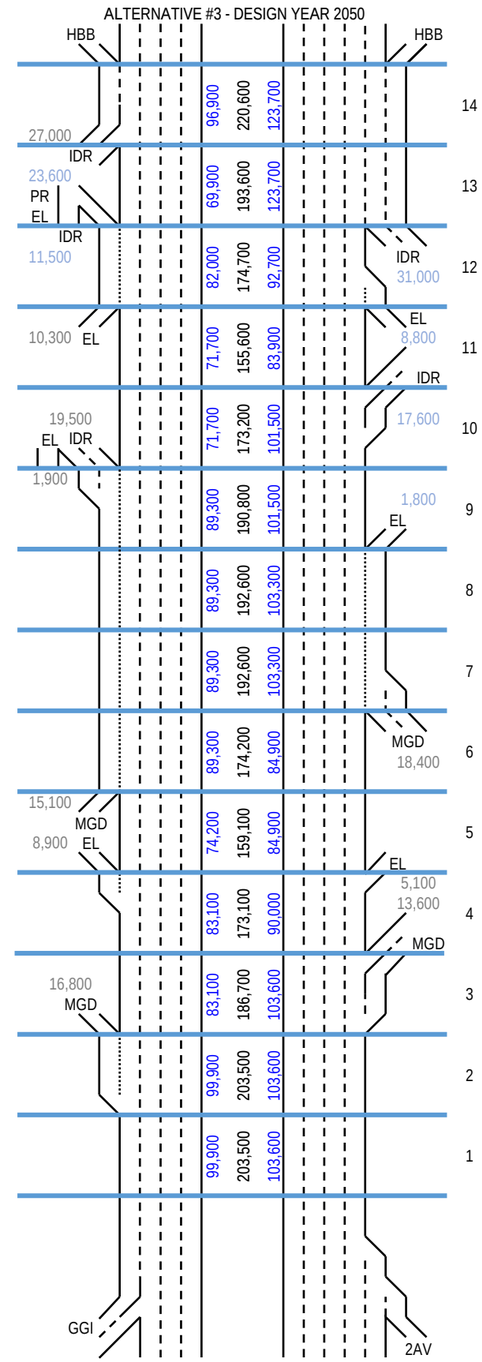
GGI
2AV


ALTERNATIVE #3 - DESIGN YEAR 2050
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EL
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EL
IDR
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EL
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7
MGD
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6
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MGD
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EL
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MGD
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MGD
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90,000
3
83,100
186,700
103,600
99,900
203,500
103,600
2
99,900
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1
GGI
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APPENDIX O1

FHWA Interchange Configuration Safety Comparison Tool

APPENDIX

O1

PDO Crash Frequency

User Input

Input Characteristic	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
Urban area type *(1 = yes, 0 = no)*	1	0	1	0	0	1	0
Intersection skew angle >30 degrees *(1 = yes, 0 = no)*	0	0	0	0	0	0	0
Nearest interchange gore distance within 0.5 mi *(1 = yes, 0 = no)*	0	0	0	0	0	0	0
Managed lanes on freeway *(1 = yes, 0 = no)*	1	0	1	0	0	1	0
Freeway AADT *(value in vehicles/day)*	66,500	60,000	164,400	60,000	60,000	166,600	60,000
Freeway no. of through lanes (bidirectional total) *(no.)*	8	4	8	4	4	8	4
XR AADT *(value in vehicles/day)*	62,300	5,000	71,300	5,000	5,000	79,250	5,000
XR no. of through lanes (bidirectional total) *(no.)*	5	4	8	4	4	7	4
Total ramp AADT *(value in vehicles/day)*	112,000	20,000	108,200	20,000	20,000	108,200	20,000
COV of ramp volumes (see below) *(decimal #; calculation)*	0.36	0	0.41	0	0	0.41	0
Number of LT lanes on the XR at intersections *(no.)*	4	0	3	0	0	6	0

This is the base condition. Analysts must fill out the entire column even if this interchange type is not under consideration.

NOTE: Changes to the table above will be reflected on the KABC worksheet.

Coefficient of Variation (COV) of Ramp Calculation Tool

Ramp 1 AADT =	19500			
Ramp 2 AADT =	19500	Std. Deviation	9949.87	
Ramp 3 AADT =	38500	Mean	28000	NOTE: range of acceptable COV values is 0 to 1.15.
Ramp 4 AADT =	34500	COV	0.36	*Use this value for COV inputs in table*
Ramp 5 AADT =				
Ramp 6 AADT =				

NOTE: leave input cells blank for any ramps not included in analysis.

Model Output (Do Not Edit)

Predicted Crash Frequency	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
95 percent CI LB *(crashes/year)*	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Expected PDO crash frequency *(crashes/year)*	168.61	15.52	129.33	20.95	17.11	275.85	17.17
95 percent CI UB *(crashes/year)*	338.87	32.83	260.38	43.71	36.02	553.21	36.14
95 percent CI LB *(crashes/year)*	0.01	0.00	0.49	0.00	0.00	1.77	0.00
Expected KABC crash frequency (from KABC sheet) *(crashes/year)*	55.37	4.95	69.17	7.58	7.12	105.61	3.98
95 percent CI UB *(crashes/year)*	110.74	11.42	137.85	16.67	15.75	209.45	9.47
95 percent CI LB *(crashes/year)*	44.93	1.99	50.55	4.02	3.44	85.30	1.41
Expected total crash frequency (KABC + PDO) *(crashes/year)*	223.98	20.47	198.50	28.53	24.23	381.46	21.15
95 percent CI UB *(crashes/year)*	403.02	38.95	346.46	53.04	45.02	677.63	40.90

Calculations (Do Not Edit)

Calculation	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
Constant term (accounting for interchange type)	-6.642	-6.882	-3.408	-5.398	-5.600	-10.880	-9.560
Freeway/ramp exposure term	0.415	0.415	0.237	0.354	0.354	0.622	0.557
XR exposure term	0.215	0.215	0.215	0.215	0.215	0.215	0.215
Expected KABC crash frequency considering exposure (only)	51.712	15.516	38.596	20.950	17.111	92.168	17.169
Freeway lane adjustment	2.108	1.000	2.108	1.000	1.000	2.108	1.000
XR lane adjustment	1.215	1.000	1.215	1.000	1.000	1.215	1.000
Area type adjustment	1.261	1.000	1.261	1.000	1.000	1.261	1.000
Intersection skew adjustment	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Nearby interchange adjustment	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Managed lane adjustment	1.264	1.000	1.264	1.000	1.000	1.264	1.000
Ramp variation adjustment	0.928	1.000	0.919	1.000	1.000	0.919	1.000
XR LT lane adjustment	0.860	1.000	0.893	1.000	1.000	0.798	1.000
Overdispersion parameter	0.260	0.260	0.260	0.260	0.260	0.260	0.260

Applicability

Interchanges studied in building this model had volumes falling into the following ranges:

Interchange Component	Diamond	Compressed Diamond	Roundabout Diamond	DDI	Parclo Type AB	Parclo Type A or B	SPDI	TDI
Freeway AADT *(minimum)*	5,000	23,100	5,000	29,000	5,500	6,400	21,000	17,000
Freeway AADT *(maximum)*	210,000	236,000	94,600	191,000	300,000	144,000	261,000	207,300
XR AADT *(minimum)*	350	11,000	750	2,000	200	200	3,700	3,200
XR AADT *(maximum)*	40,500	52,900	22,500	47,000	57,000	68,000	64,000	55,000
Total entrance volume *(minimum)*	100	6,800	850	2,000	200	50	3,100	4,000
Total entrance volume *(maximum)*	33,400	25,500	20,400	38,500	29,100	34,400	70,000	36,500
Total exit volume *(minimum)*	125	4,250	800	2,000	175	50	3,200	4,500
Total exit volume *(maximum)*	24,500	22,500	20,900	45,000	27,200	39,600	75,000	36,700

SDF Model

User Input

Input Characteristic	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo (All Types)	SPDI	TDI
Freeway AADT ≥ 200,000 vpd *(1 = yes, 0 = no; Value in vpd)*	0	0	0	0	0	0
XR AADT ≥ 30,000 vpd *(1 = yes, 0 = no; Value in vpd)*	1	0	1	0	0	0
Freeway posted speed limit *(Value in mph)*	55	55	55	55	55	55
XR posted speed limit *(Value in mph)*	35	45	35	45	35	45
Nearest XR adjacent intersection (signal or roundabout) within 0.10 mi of ramp terminal *(1 = yes, 0 = no)*	0	0	0	0	0	0
Nearest interchange gore distance within 0.25 mi *(1 = yes, 0 = no)*	0	0	0	0	0	0
Number of pedestrian crossings conflicting with right-turning vehicles across interchange *(Ranges from 0 to 7)*	2	0	2	0	2	0
Freeway has eight or more lanes (bidirectional total) *(1 = yes, 0 = no)*	1	0	1	0	1	0
XR has four or more lanes (bidirectional total) *(1 = yes, 0 = no)*	1	1	1	1	1	1
Type A or B parclo interchange (includes A2/A4/B2/B4) *(1 = yes, 0 = no)*				1		
Type AB parclo interchange (includes AB2/AB4) *(1 = yes, 0 = no)*				0		

This is the base condition. Analysts must fill out the entire column even if this interchange type isn't under consideration.

SDF Model Output (Do Not Edit)

Crash Severity Probability	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo	SPDI	TDI
Probability of KA severity outcome	0.0561	0.0258	0.0301	0.0366	0.0357	0.0276
Probability of B severity outcome	0.2110	0.0813	0.1420	0.1155	0.1412	0.1094
Probability of C severity outcome	0.7329	0.8929	0.8280	0.8479	0.8232	0.8630

Calculations (Do Not Edit)

Calculation	Diamond/ Compressed KA	Diamond/ Compressed B	Roundabout Diamond KA	Roundabout Diamond B	DDI KA	DDI B	Parclo (All Types) KA	Parclo (All Types) B	SPDI KA	SPDI B	TDI KA	TDI B
Constant	-3.1043	-1.9561	-3.1043	-1.9561	-3.1043	-1.9561	-3.1043	-1.9561	-3.1043	-1.9561	-3.1043	-1.9561
Freeway AADT ≥ 200,000 vpd	0.0000		0.0000		0.0000		0.0000		0.0000		0.0000	
Crossroad AADT ≥ 30,000 vpd	-0.1770		0.0000		-0.1770		0.0000		0.0000		0.0000	
Freeway posted speed limit is 65 mph or greater	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
XR posted speed limit is 45 mph or greater	0.0000	0.0000	0.2314	0.2314	0.0000	0.0000	0.2314	0.2314	0.0000	0.0000	0.2314	0.2314
Type A or B parclo interchange (includes A2/A4/B2/B4)							-0.4463	-0.4463				
Type AB parclo interchange (includes AB2/AB4)							0.0000	0.0000				
SPDI, DDI, or TDI					-0.7454	-0.5181			-0.7454	-0.5181	-0.7454	-0.5181
Roundabout diamond interchange			-0.8484	-0.8484								
Nearest XR adjacent intersection (signal or roundabout) within 0.10 mi of ramp terminal	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Nearest interchange gore distance within 0.25 miles	0.0000		0.0000		0.0000		0.0000		0.0000		0.0000	
Number of pedestrian crossings conflicting with right-turning vehicles across interchange	0.0508	0.0508	0.0000	0.0000	0.0508	0.0508	0.0000	0.0000	0.0508	0.0508	0.0000	0.0000
Freeway has eight or more lanes (bidirectional total)	0.4829	0.4829	0.0000	0.0000	0.4829	0.4829	0.0000	0.0000	0.4829	0.4829	0.0000	0.0000
XR has four or more lanes (bidirectional total)	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772
V	0.0765	0.2879	0.0289	0.0911	0.0363	0.1715	0.0432	0.1362	0.0433	0.1715	0.0320	0.1267

KABC Crash Frequency

User Input (Do Not Edit)

Input Characteristic	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
Urban area type *(1 = yes, 0 = no)*	1	0	1	0	0	1	0
Intersection skew angle >30 degrees *(1 = yes, 0 = no)*	0	0	0	0	0	0	0
Nearest interchange gore distance within 0.5 mi *(1 = yes, 0 = no)*	0	0	0	0	0	0	0
Managed lanes on freeway *(1 = yes, 0 = no)*	1	0	1	0	0	1	0
Freeway AADT *(Value in vehicles/day)*	66,500	60,000	164,400	60,000	60,000	166,600	60,000
Freeway no. of through lanes (bidirectional total) *(no.)*	8	4	8	4	4	8	4
XR AADT *(Value in vehicles/day)*	62,300	5,000	71,300	5,000	5,000	79,250	5,000
XR no. of through lanes (bidirectional total) *(no.)*	5	4	8	4	4	7	4
Total ramp AADT *(Value in vehicles/day)*	112,000	20,000	108,200	20,000	20,000	108,200	20,000
COV of ramp volumes *(no.)*	0.36	0	0.41	0	0	0.41	0
Number of LT lanes on the XR at intersections *(no.)*	4	0	3	0	0	6	0

NOTE: Inputs are linked to the PDO worksheet. Do not make changes to this worksheet.

Model Output (Do Not Edit)

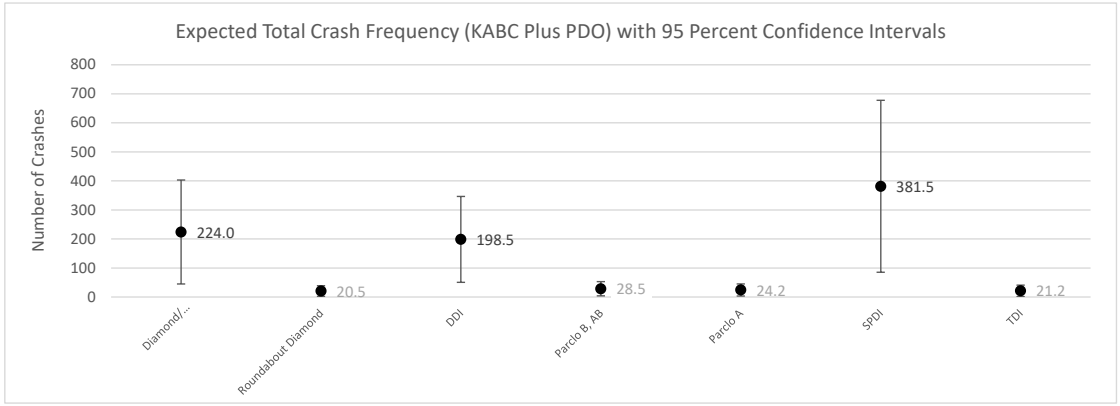
Predicted Crash Frequency by Severity	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
Expected KABC crash frequency *(crashes/year)*	55.37	4.95	69.17	7.58	7.12	105.61	3.98
KA crash frequency (SDF Model 2) *(crashes/year)*	3.10	1.04	1.78	0.62	0.21	14.99	0.15
B crash frequency (SDF Model 2) *(crashes/year)*	11.68	0.13	5.63	0.23	1.01	3.87	0.46
C crash frequency (SDF Model 2) *(crashes/year)*	40.58	3.78	61.76	6.73	5.90	86.75	3.38

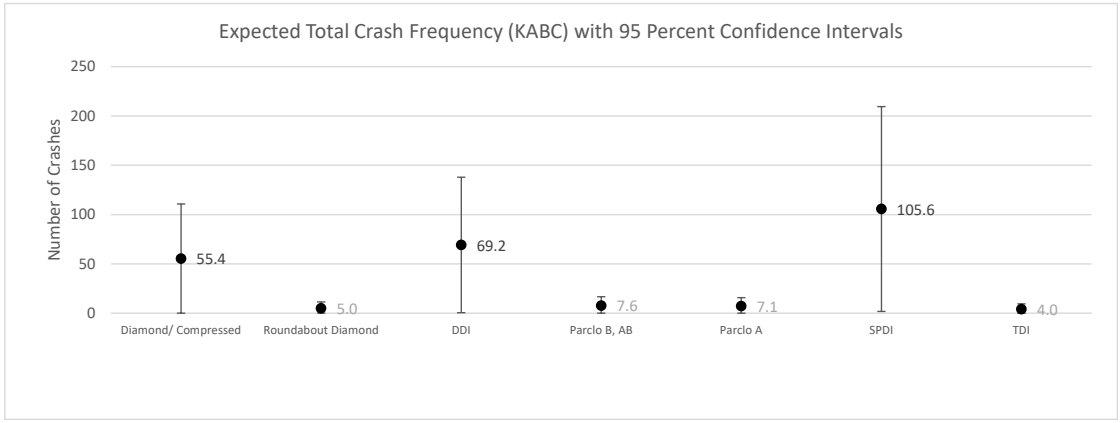
Calculations (Do Not Edit)

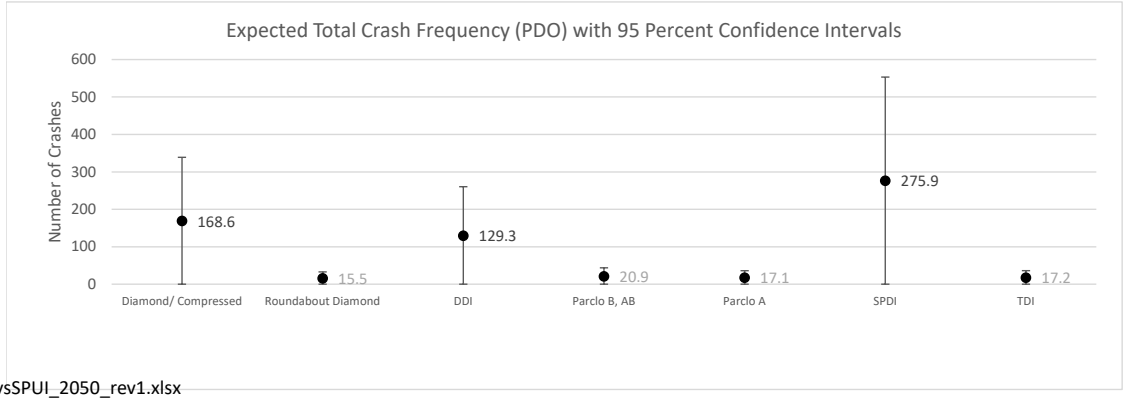
Calculation	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
Constant term (accounting for interchange type)	-6.814	-7.082	-6.897	-6.656	-6.718	-12.377	-9.879
Freeway/ramp exposure term	0.376	0.376	0.376	0.376	0.376	0.590	0.376
XR exposure term	0.189	0.189	0.189	0.189	0.189	0.340	0.551
Expected KABC crash freq. considering exposure (only)	15.290	4.951	18.324	7.579	7.120	33.135	3.983
Freeway lane adjustment	2.105	1.000	2.105	1.000	1.000	2.105	1.000
XR lane adjustment	1.254	1.000	1.254	1.000	1.000	1.254	1.000
Area type adjustment	1.444	1.000	1.444	1.000	1.000	1.444	1.000
Intersection skew adjustment	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Nearby interchange adjustment	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Managed lane adjustment	1.326	1.000	1.326	1.000	1.000	1.326	1.000
Ramp variation adjustment	0.898	1.000	0.885	1.000	1.000	0.885	1.000
XR LT lane adjustment	0.798	1.000	0.844	1.000	1.000	0.713	1.000
Overdispersion parameter	0.242	0.242	0.242	0.242	0.242	0.242	0.242

Information pulls from pdo tab

Column 1	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
PDO	168.6053	15.5160	129.3291	20.9496	17.1110	275.8524	17.1694
	170.2685	17.3101	131.0471	22.7611	18.9117	277.3610	18.9703
KABC	55.3656	4.9515	68.6828	7.5792	7.1204	103.8417	3.9828
	55.3656	6.4678	68.6828	9.0864	8.6328	103.8417	5.4826
KABCO	179.0439	18.4790	147.9550	24.5078	20.7889	296.1624	19.7467
	179.0439	18.4790	147.9550	24.5078	20.7889	296.1624	19.7467







PDO Crash Frequency

User Input

Input Characteristic	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
Urban area type *(1 = yes, 0 = no)*	1	0	1	0	0	1	0
Intersection skew angle >30 degrees *(1 = yes, 0 = no)*	0	0	0	0	0	0	0
Nearest interchange gore distance within 0.5 mi *(1 = yes, 0 = no)*	0	0	0	0	0	0	0
Managed lanes on freeway *(1 = yes, 0 = no)*	1	0	1	0	0	1	0
Freeway AADT *(value in vehicles/day)*	66,500	60,000	148,700	60,000	60,000	148,700	60,000
Freeway no. of through lanes (bidirectional total) *(no.)*	8	4	8	4	4	8	4
XR AADT *(value in vehicles/day)*	62,300	5,000	65,100	5,000	5,000	72,300	5,000
XR no. of through lanes (bidirectional total) *(no.)*	5	4	8	4	4	7	4
Total ramp AADT *(value in vehicles/day)*	112,000	20,000	103,450	20,000	20,000	103,450	20,000
COV of ramp volumes (see below) *(decimal #; calculation)*	0.36	0	0.33	0	0	0.33	0
Number of LT lanes on the XR at intersections *(no.)*	4	0	3	0	0	6	0

This is the base condition. Analysts must fill out the entire column even if this interchange type is not under consideration.

NOTE: Changes to the table above will be reflected on the KABC worksheet.

Coefficient of Variation (COV) of Ramp Calculation Tool

Ramp 1 AADT =	17800
Ramp 2 AADT =	19500
Ramp 3 AADT =	34850
Ramp 4 AADT =	31300
Ramp 5 AADT =	
Ramp 6 AADT =	

Std. Deviation	8481.88
Mean	25862.5
COV	0.33

NOTE: range of acceptable COV values is 0 to 1.15.
Use this value for COV inputs in table

NOTE: leave input cells blank for any ramps not included in analysis.

Model Output (Do Not Edit)

Predicted Crash Frequency	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
95 percent CI LB *(crashes/year)*	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Expected PDO crash frequency *(crashes/year)*	168.61	15.52	124.57	20.95	17.11	249.14	17.17
95 percent CI UB *(crashes/year)*	338.87	32.83	250.86	43.71	36.02	499.83	36.14
95 percent CI LB *(crashes/year)*	0.01	0.00	0.38	0.00	0.00	1.41	0.00
Expected KABC crash frequency (from KABC sheet) *(crashes/year)*	55.37	4.95	65.94	7.58	7.12	95.48	3.98
95 percent CI UB *(crashes/year)*	110.74	11.42	131.50	16.67	15.75	189.55	9.47
95 percent CI LB *(crashes/year)*	44.93	1.99	48.21	4.02	3.44	76.86	1.41
Expected total crash frequency (KABC + PDO) *(crashes/year)*	223.98	20.47	190.51	28.53	24.23	344.62	21.15
95 percent CI UB *(crashes/year)*	403.02	38.95	332.80	53.04	45.02	612.38	40.90

Calculations (Do Not Edit)

Calculation	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
Constant term (accounting for interchange type)	-6.642	-6.882	-3.408	-5.398	-5.600	-10.880	-9.560
Freeway/ramp exposure term	0.415	0.415	0.237	0.354	0.354	0.622	0.557
XR exposure term	0.215	0.215	0.215	0.215	0.215	0.215	0.215
Expected KABC crash frequency considering exposure (only)	51.712	15.516	36.567	20.950	17.111	81.880	17.169
Freeway lane adjustment	2.108	1.000	2.108	1.000	1.000	2.108	1.000
XR lane adjustment	1.215	1.000	1.215	1.000	1.000	1.215	1.000
Area type adjustment	1.261	1.000	1.261	1.000	1.000	1.261	1.000
Intersection skew adjustment	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Nearby interchange adjustment	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Managed lane adjustment	1.264	1.000	1.264	1.000	1.000	1.264	1.000
Ramp variation adjustment	0.928	1.000	0.934	1.000	1.000	0.934	1.000
XR LT lane adjustment	0.860	1.000	0.893	1.000	1.000	0.798	1.000
Overdispersion parameter	0.260	0.260	0.260	0.260	0.260	0.260	0.260

Applicability

Interchanges studied in building this model had volumes falling into the following ranges:

Interchange Component	Diamond	Compressed Diamond	Roundabout Diamond	DDI	Parclo Type AB	Parclo Type A or B	SPDI	TDI
Freeway AADT *(minimum)*	5,000	23,100	5,000	29,000	5,500	6,400	21,000	17,000
Freeway AADT *(maximum)*	210,000	236,000	94,600	191,000	300,000	144,000	261,000	207,300
XR AADT *(minimum)*	350	11,000	750	2,000	200	200	3,700	3,200
XR AADT *(maximum)*	40,500	52,900	22,500	47,000	57,000	68,000	64,000	55,000
Total entrance volume *(minimum)*	100	6,800	850	2,000	200	50	3,100	4,000
Total entrance volume *(maximum)*	33,400	25,500	20,400	38,500	29,100	34,400	70,000	36,500
Total exit volume *(minimum)*	125	4,250	800	2,000	175	50	3,200	4,500
Total exit volume *(maximum)*	24,500	22,500	20,900	45,000	27,200	39,600	75,000	36,700

KABC Crash Frequency

User Input (Do Not Edit)

Input Characteristic	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
Urban area type *(1 = yes, 0 = no)*	1	0	1	0	0	1	0
Intersection skew angle >30 degrees *(1 = yes, 0 = no)*	0	0	0	0	0	0	0
Nearest interchange gore distance within 0.5 mi *(1 = yes, 0 = no)*	0	0	0	0	0	0	0
Managed lanes on freeway *(1 = yes, 0 = no)*	1	0	1	0	0	1	0
Freeway AADT *(Value in vehicles/day)*	66,500	60,000	148,700	60,000	60,000	148,700	60,000
Freeway no. of through lanes (bidirectional total) *(no.)*	8	4	8	4	4	8	4
XR AADT *(Value in vehicles/day)*	62,300	5,000	65,100	5,000	5,000	72,300	5,000
XR no. of through lanes (bidirectional total) *(no.)*	5	4	8	4	4	7	4
Total ramp AADT *(Value in vehicles/day)*	112,000	20,000	103,450	20,000	20,000	103,450	20,000
COV of ramp volumes *(no.)*	0.36	0	0.33	0	0	0.33	0
Number of LT lanes on the XR at intersections *(no.)*	4	0	3	0	0	6	0

NOTE: Inputs are linked to the PDO worksheet. Do not make changes to this worksheet.

Model Output (Do Not Edit)

Predicted Crash Frequency by Severity	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
Expected KABC crash frequency *(crashes/year)*	55.37	4.95	65.94	7.58	7.12	95.48	3.98
KA crash frequency (SDF Model 2) *(crashes/year)*	3.10	1.04	1.70	0.62	0.21	13.56	0.15
B crash frequency (SDF Model 2) *(crashes/year)*	11.68	0.13	5.36	0.23	1.01	3.50	0.46
C crash frequency (SDF Model 2) *(crashes/year)*	40.58	3.78	58.87	6.73	5.90	78.43	3.38

Calculations (Do Not Edit)

Calculation	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
Constant term (accounting for interchange type)	-6.814	-7.082	-6.897	-6.656	-6.718	-12.377	-9.879
Freeway/ramp exposure term	0.376	0.376	0.376	0.376	0.376	0.590	0.376
XR exposure term	0.189	0.189	0.189	0.189	0.189	0.340	0.551
Expected KABC crash freq. considering exposure (only)	15.290	4.951	17.055	7.579	7.120	29.249	3.983
Freeway lane adjustment	2.105	1.000	2.105	1.000	1.000	2.105	1.000
XR lane adjustment	1.254	1.000	1.254	1.000	1.000	1.254	1.000
Area type adjustment	1.444	1.000	1.444	1.000	1.000	1.444	1.000
Intersection skew adjustment	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Nearby interchange adjustment	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Managed lane adjustment	1.326	1.000	1.326	1.000	1.000	1.326	1.000
Ramp variation adjustment	0.898	1.000	0.906	1.000	1.000	0.906	1.000
XR LT lane adjustment	0.798	1.000	0.844	1.000	1.000	0.713	1.000
Overdispersion parameter	0.242	0.242	0.242	0.242	0.242	0.242	0.242

SDF Model

User Input

Input Characteristic	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo (All Types)	SPDI	TDI
Freeway AADT ≥ 200,000 vpd *(1 = yes, 0 = no; Value in vpd)*	0	0	0	0	0	0
XR AADT ≥ 30,000 vpd *(1 = yes, 0 = no; Value in vpd)*	1	0	1	0	0	0
Freeway posted speed limit *(Value in mph)*	55	55	55	55	55	55
XR posted speed limit *(Value in mph)*	35	45	35	45	35	45
Nearest XR adjacent intersection (signal or roundabout) within 0.10 mi of ramp terminal *(1 = yes, 0 = no)*	0	0	0	0	0	0
Nearest interchange gore distance within 0.25 mi *(1 = yes, 0 = no)*	0	0	0	0	0	0
Number of pedestrian crossings conflicting with right-turning vehicles across interchange *(Ranges from 0 to 7)*	2	0	2	0	2	0
Freeway has eight or more lanes (bidirectional total) *(1 = yes, 0 = no)*	1	0	1	0	1	0
XR has four or more lanes (bidirectional total) *(1 = yes, 0 = no)*	1	1	1	1	1	1
Type A or B parclo interchange (includes A2/A4/B2/B4) *(1 = yes, 0 = no)*				1		
Type AB parclo interchange (includes AB2/AB4) *(1 = yes, 0 = no)*				0		

This is the base condition. Analysts must fill out the entire column even if this interchange type isn't under consideration.

SDF Model Output (Do Not Edit)

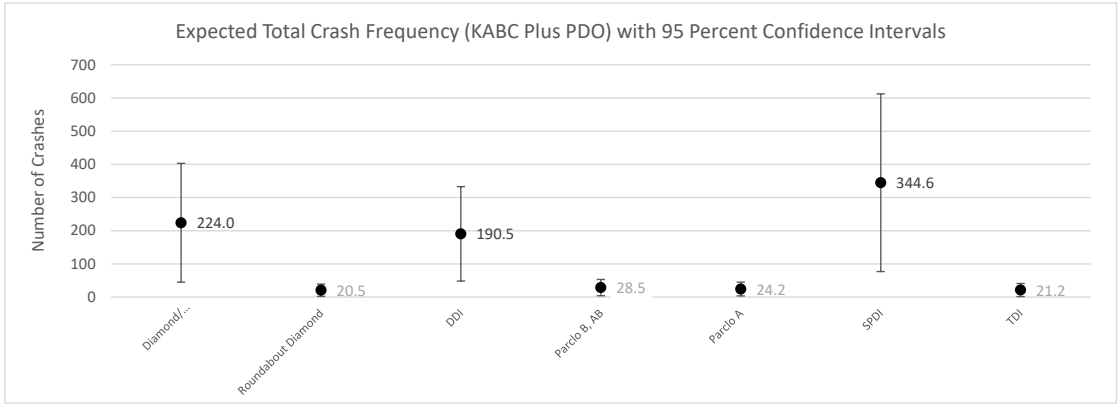
Crash Severity Probability	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo	SPDI	TDI
Probability of KA severity outcome	0.0561	0.0258	0.0301	0.0366	0.0357	0.0276
Probability of B severity outcome	0.2110	0.0813	0.1420	0.1155	0.1412	0.1094
Probability of C severity outcome	0.7329	0.8929	0.8280	0.8479	0.8232	0.8630

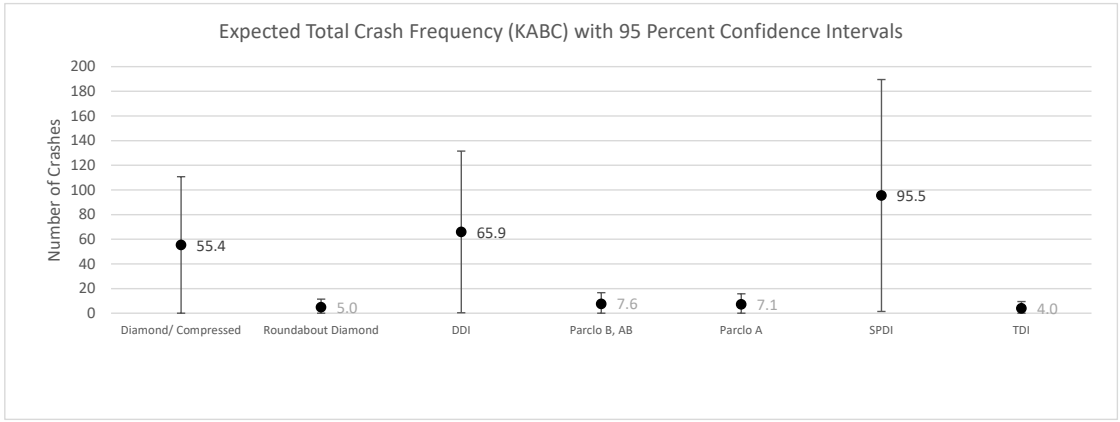
Calculations (Do Not Edit)

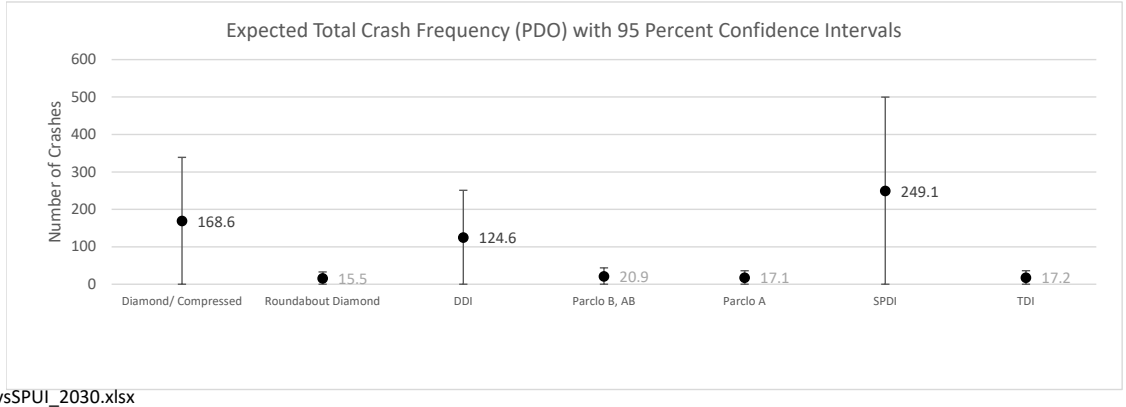
Calculation	Diamond/ Compressed KA	Diamond/ Compressed B	Roundabout Diamond KA	Roundabout Diamond B	DDI KA	DDI B	Parclo (All Types) KA	Parclo (All Types) B	SPDI KA	SPDI B	TDI KA	TDI B
Constant	-3.1043	-1.9561	-3.1043	-1.9561	-3.1043	-1.9561	-3.1043	-1.9561	-3.1043	-1.9561	-3.1043	-1.9561
Freeway AADT ≥ 200,000 vpd	0.0000		0.0000		0.0000		0.0000		0.0000		0.0000	
Crossroad AADT ≥ 30,000 vpd	-0.1770		0.0000		-0.1770		0.0000		0.0000		0.0000	
Freeway posted speed limit is 65 mph or greater	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
XR posted speed limit is 45 mph or greater	0.0000	0.0000	0.2314	0.2314	0.0000	0.0000	0.2314	0.2314	0.0000	0.0000	0.2314	0.2314
Type A or B parclo interchange (includes A2/A4/B2/B4)							-0.4463	-0.4463				
Type AB parclo interchange (includes AB2/AB4)							0.0000	0.0000				
SPDI, DDI, or TDI					-0.7454	-0.5181			-0.7454	-0.5181	-0.7454	-0.5181
Roundabout diamond interchange			-0.8484	-0.8484								
Nearest XR adjacent intersection (signal or roundabout) within 0.10 mi of ramp terminal	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Nearest interchange gore distance within 0.25 miles	0.0000		0.0000		0.0000		0.0000		0.0000		0.0000	
Number of pedestrian crossings conflicting with right-turning vehicles across interchange	0.0508	0.0508	0.0000	0.0000	0.0508	0.0508	0.0000	0.0000	0.0508	0.0508	0.0000	0.0000
Freeway has eight or more lanes (bidirectional total)	0.4829	0.4829	0.0000	0.0000	0.4829	0.4829	0.0000	0.0000	0.4829	0.4829	0.0000	0.0000
XR has four or more lanes (bidirectional total)	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772	0.1772
V	0.0765	0.2879	0.0289	0.0911	0.0363	0.1715	0.0432	0.1362	0.0433	0.1715	0.0320	0.1267

Information pulls from pdo tab

Column 1	Diamond/ Compressed	Roundabout Diamond	DDI	Parclo B, AB	Parclo A	SPDI	TDI
PDO	168.6053	15.5160	124.5696	20.9496	17.1110	249.1424	17.1694
	170.2685	17.3101	126.2942	22.7611	18.9117	250.6898	18.9703
KABC	55.3656	4.9515	65.5624	7.5792	7.1204	94.0670	3.9828
	55.3656	6.4678	65.5624	9.0864	8.6328	94.0670	5.4826
KABCO	179.0439	18.4790	142.2977	24.5078	20.7889	267.7573	19.7467
	179.0439	18.4790	142.2977	24.5078	20.7889	267.7573	19.7467







APPENDIX O2

Safety Performance for Intersection Control Evaluation Tool (SPICE)

APPENDIX

O2

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information			
Project Name:	I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	MGD NoBuild WS	**Opening Year**	2030
Agency:		**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:		**Number of Legs**	4-leg
State:		**1-Way/2-Way**	2-way Intersecting 2-way
Date:		**# of Major Street Lanes (both directions)**	6 or more
Analyst:		**Major Street Approach Speed**	Less than 50 mph

Crash Prediction Summary									SSI Score		
Control Strategy	**Crash Type**	**Opening Year**	**Design Year**	**Total Project Life Cycle**	**Crash Prediction Rank**	**AADT Within SPF Prediction Range?**		**Source of Prediction**	**Opening Year**	**Design Year**	**Rank**
						(Open Year)	**(Design Year)**				
Traffic Signal	Total	13.75	14.56	297.32	1	Yes	Yes	Uncalibrated SPF	46	38	1
	Fatal & Injury	7.38	7.86	160.10							

Legend	
	AADT >= 75%
	AADT >= 50%
	AADT >= 25%
	AADT >= 10%
	AADT > 0%

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Please complete the Opening/Design Year Inputs and AADTs Before Viewing Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	I-95 PD&E	**Intersection Type**	Ramp Terminal Intersection
Intersection:	IVDR NoBuild	**Opening Year**	2030
Agency:		**Design Year**	2050
Project Reference:		**Area Type**	Urban
City:			
State:			
Date:			
Analyst:			

Legend	
	AADT >= 75%
	AADT >= 50%
	AADT >= 25%
	AADT >= 10%
	AADT > 0%

Crash Prediction Summary

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Rank	AADT Within range?		SSI Score		
						Opening Year	Design Year	Open	Design	Rank
Diamond Signalized	Total	404.26	688.92	11206.75	1	No	No	1	0	1
	Fatal & Injury	345.57	621.80	9886.37						

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information			
Project Name:	I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	MGD ES NoBuild	**Opening Year**	2030
Agency:		**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:		**Number of Legs**	3-leg
State:		**1-Way/2-Way**	2-way Intersecting 2-way
Date:		**# of Major Street Lanes (both directions)**	5 or fewer
Analyst:		**Major Street Approach Speed**	Less than 50 mph

Crash Prediction Summary									SSI Score		
Control Strategy	**Crash Type**	**Opening Year**	**Design Year**	**Total Project Life Cycle**	**Crash Prediction Rank**	**AADT Within SPF Prediction Range?**		**Source of Prediction**	**Opening Year**	**Design Year**	**Rank**
						(Open Year)	**(Design Year)**				
Continuous Green-T Intersection	Total	23.53	26.51	525.17	1	N/A	N/A	CMF	100	35	1
	Fatal & Injury	5.95	6.61	131.89							

Legend	
	AADT >= 75%
	AADT >= 50%
	AADT >= 25%
	AADT >= 10%
	AADT > 0%

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information			
Project Name:	I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	MGD WS Alt1	**Opening Year**	2030
Agency:		**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:		**Number of Legs**	3-leg
State:		**1-Way/2-Way**	2-way Intersecting 2-way
Date:		**# of Major Street Lanes (both directions)**	6 or more
Analyst:		**Major Street Approach Speed**	Less than 50 mph

Crash Prediction Summary									SSI Score		
Control Strategy	**Crash Type**	**Opening Year**	**Design Year**	**Total Project Life Cycle**	**Crash Prediction Rank**	**AADT Within SPF Prediction Range?**		**Source of Prediction**	**Opening Year**	**Design Year**	**Rank**
						(Open Year)	**(Design Year)**				
Continuous Green-T Intersection	Total	8.39	8.93	181.92	1	N/A	N/A	CMF	86	84	1
	Fatal & Injury	4.03	4.33	87.77							

Legend	
	AADT >= 75%
	AADT >= 50%
	AADT >= 25%
	AADT >= 10%
	AADT > 0%

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information

Project Name:	I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	MGD ES Alt1	**Opening Year**	2030
Agency:		**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:		**Number of Legs**	3-leg
State:		**1-Way/2-Way**	2-way Intersecting 2-way
Date:		**# of Major Street Lanes (both directions)**	6 or more
Analyst:		**Major Street Approach Speed**	Less than 50 mph

Crash Prediction Summary

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Crash Prediction Rank	AADT Within SPF Prediction Range?		Source of Prediction	SSI Score		
						(Open Year)	(Design Year)		Opening Year	Design Year	Rank
Continuous Green-T Intersection	Total	7.49	8.12	163.88	1	N/A	N/A	CMF	88	86	1
	Fatal & Injury	3.59	3.93	79.08							

Legend	
	AADT >= 75%
	AADT >= 50%
	AADT >= 25%
	AADT >= 10%
	AADT > 0%

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information			
Project Name:	I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	MGD WS Alt2	**Opening Year**	2030
Agency:		**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:		**Number of Legs**	3-leg
State:		**1-Way/2-Way**	2-way Intersecting 2-way
Date:		**# of Major Street Lanes (both directions)**	6 or more
Analyst:		**Major Street Approach Speed**	Less than 50 mph

Crash Prediction Summary									SSI Score		
Control Strategy	**Crash Type**	**Opening Year**	**Design Year**	**Total Project Life Cycle**	**Crash Prediction Rank**	**AADT Within SPF Prediction Range?**		**Source of Prediction**	**Opening Year**	**Design Year**	**Rank**
						(Open Year)	**(Design Year)**				
Continuous Green-T Intersection	Total	8.39	8.93	181.92	1	N/A	N/A	CMF	86	84	1
	Fatal & Injury	4.03	4.33	87.77							

Legend	
	AADT >= 75%
	AADT >= 50%
	AADT >= 25%
	AADT >= 10%
	AADT > 0%

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information			
Project Name:	I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	MGD ES Alt2	**Opening Year**	2030
Agency:		**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:		**Number of Legs**	3-leg
State:		**1-Way/2-Way**	2-way Intersecting 2-way
Date:		**# of Major Street Lanes (both directions)**	6 or more
Analyst:		**Major Street Approach Speed**	Less than 50 mph

Crash Prediction Summary									SSI Score		
Control Strategy	**Crash Type**	**Opening Year**	**Design Year**	**Total Project Life Cycle**	**Crash Prediction Rank**	**AADT Within SPF Prediction Range?**		**Source of Prediction**	**Opening Year**	**Design Year**	**Rank**
						(Open Year)	**(Design Year)**				
Continuous Green-T Intersection	Total	5.47	5.93	119.63	1	N/A	N/A	CMF	88	86	1
	Fatal & Injury	2.62	2.87	57.73							

Legend	
	AADT >= 75%
	AADT >= 50%
	AADT >= 25%
	AADT >= 10%
	AADT > 0%

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information			
Project Name:	I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	MGD WS Alt3	**Opening Year**	2030
Agency:		**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:		**Number of Legs**	3-leg
State:		**1-Way/2-Way**	2-way Intersecting 2-way
Date:		**# of Major Street Lanes (both directions)**	6 or more
Analyst:		**Major Street Approach Speed**	Less than 50 mph

Legend	
	AADT >= 75%
	AADT >= 50%
	AADT >= 25%
	AADT >= 10%
	AADT > 0%

Crash Prediction Summary									SSI Score		
Control Strategy	**Crash Type**	**Opening Year**	**Design Year**	**Total Project Life Cycle**	**Crash Prediction Rank**	**AADT Within SPF Prediction Range?**		**Source of Prediction**	**Opening Year**	**Design Year**	**Rank**
						(Open Year)	**(Design Year)**				
Continuous Green-T Intersection	Total	8.25	8.88	179.91	1	N/A	N/A	CMF	87	84	1
	Fatal & Injury	3.95	4.30	86.67							

Florida Department of Transportation
Safety Performance for Intersection Control Evaluation Tool

Results

Summary of crash prediction results for each alternative

Project Information			
Project Name:	I-95 PD&E	**Intersection Type**	At-Grade Intersection
Intersection:	MGD ES Alt3	**Opening Year**	2030
Agency:		**Design Year**	2050
Project Reference:		**Facility Type**	On Urban and Suburban Arterial
City:		**Number of Legs**	3-leg
State:		**1-Way/2-Way**	2-way Intersecting 2-way
Date:		**# of Major Street Lanes (both directions)**	6 or more
Analyst:		**Major Street Approach Speed**	Less than 50 mph

Legend	
	AADT >= 75%
	AADT >= 50%
	AADT >= 25%
	AADT >= 10%
	AADT > 0%

Crash Prediction Summary									SSI Score		
Control Strategy	**Crash Type**	**Opening Year**	**Design Year**	**Total Project Life Cycle**	**Crash Prediction Rank**	**AADT Within SPF Prediction Range?**		**Source of Prediction**	**Opening Year**	**Design Year**	**Rank**
						(Open Year)	**(Design Year)**				
Continuous Green-T Intersection	Total	5.47	5.93	119.63	1	N/A	N/A	CMF	88	86	1
	Fatal & Injury	2.62	2.87	57.73							

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 463

CMF Name: Convert at-grade intersection into grade-separated interchange

Description:

Prior Condition: No Prior Condition(s)

Category: Interchange design

Study ID: *Revision of the Hand Book of Road Safety Measures*, Elvik, R. and Erke, A. 2007

Star Quality Rating	
Star Quality Rating:	1 Star

Crash Modification Factor (CMF)	
Value:	0.73
Adjusted Standard Error:	0.08
Unadjusted Standard Error:	0.05

Crash Reduction Factor	
Value:	27
Adjusted Standard Error:	8
Unadjusted Standard Error:	5

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Not Specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (interchange ramp terminal)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Regression cross-section

Other Details

Included in HSM:	Yes. HSM lists this CMF in bold font to indicate that it has the highest
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

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APPENDIX O3

No-Build Interactive Highway Safety Design Model (IHSDM)

APPENDIX

O3

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

Version v17.0.0 (Sep 22, 2021)

April 11, 2025

Disclaimer

The Interactive Highway Design Model (IHSDM) software is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its content or use thereof. This document does not constitute a standard, specification, or regulation.

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Table of Contents

Report Overview
  Disclaimer Regarding Crash Prediction Method
Section Types
  Section 1 Evaluation

List of Tables

Evaluation Freeway - Homogeneous Segments (Section 1)
Evaluation Freeway - Speed Change Lanes (Speed Change)
Predicted Freeway Crash Rates and Frequencies Summary (Section 1)
Predicted Freeway Speed Change Lane Crash Rates and Frequencies Summary (Speed Change)
Predicted Crash Frequencies and Rates by Freeway Segment/Intersection (Section 1)
Predicted Crash Frequencies and Rates by Freeway Speed Change Lane (Speed Change)
Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)
Predicted Crash Frequencies by Year (Section 1)
Predicted Crash Severity by Freeway Segment (Section 1)
Predicted Crash Severity by Speed Change Lane (Speed Change)
Predicted Freeway Crash Type Distribution (Section 1)
Predicted Exit Speed Change Lane Crash Type Distribution (Speed Change)
Predicted Entrance Speed Change Lane Crash Type Distribution (Speed Change)
Evaluation Message

List of Figures

Crash Prediction Summary (Section 1)

Report Overview

Report Generated: Apr 11, 2025 10:30 AM
Report Template: System: Single Page [System] (mlcpm3, Jun 22, 2023 3:05 PM)

Evaluation Date: Fri Apr 11 10:30:23 EDT 2025
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: andrija.milovanovic
Organization Name: Colliers Engineering & Design, Inc.
Phone: (757) 692-1021
E-Mail: andrija.milovanovic@collierseng.com

Project Title: I-95 Version 2 PD&E Project Miami Gardens Final
Project Comment: Created Mon Sep 18 12:23:55 EDT 2023
Project Unit System: U.S. Customary

Highway Title: I-95 Freeway
Highway Comment: Created Tue Sep 19 11:35:46 EDT 2023
Highway Version: 1

Evaluation Title: No_Build rev 2 4/11/25
Evaluation Comment: Created Fri Apr 11 10:29:53 EDT 2025

Minimum Location: 687+45.600
Maximum Location: 908+16.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

[Top]

Section Types

Section 1 Evaluation

Section: Section 1
Evaluation Start Location: 687+45.600
Evaluation End Location: 908+16.000
Functional Class: Freeway
Type of Alignment: Divided, Multilane
Model Category: Freeway Segment
Calibration Factor: FI_EN=1.0; FI_EX=1.0; FI_MV=1.0; FI_SV=1.0; PDO_EN=1.0; PDO_EX=1.0; PDO_MV=1.0; PDO_SV=1.0;

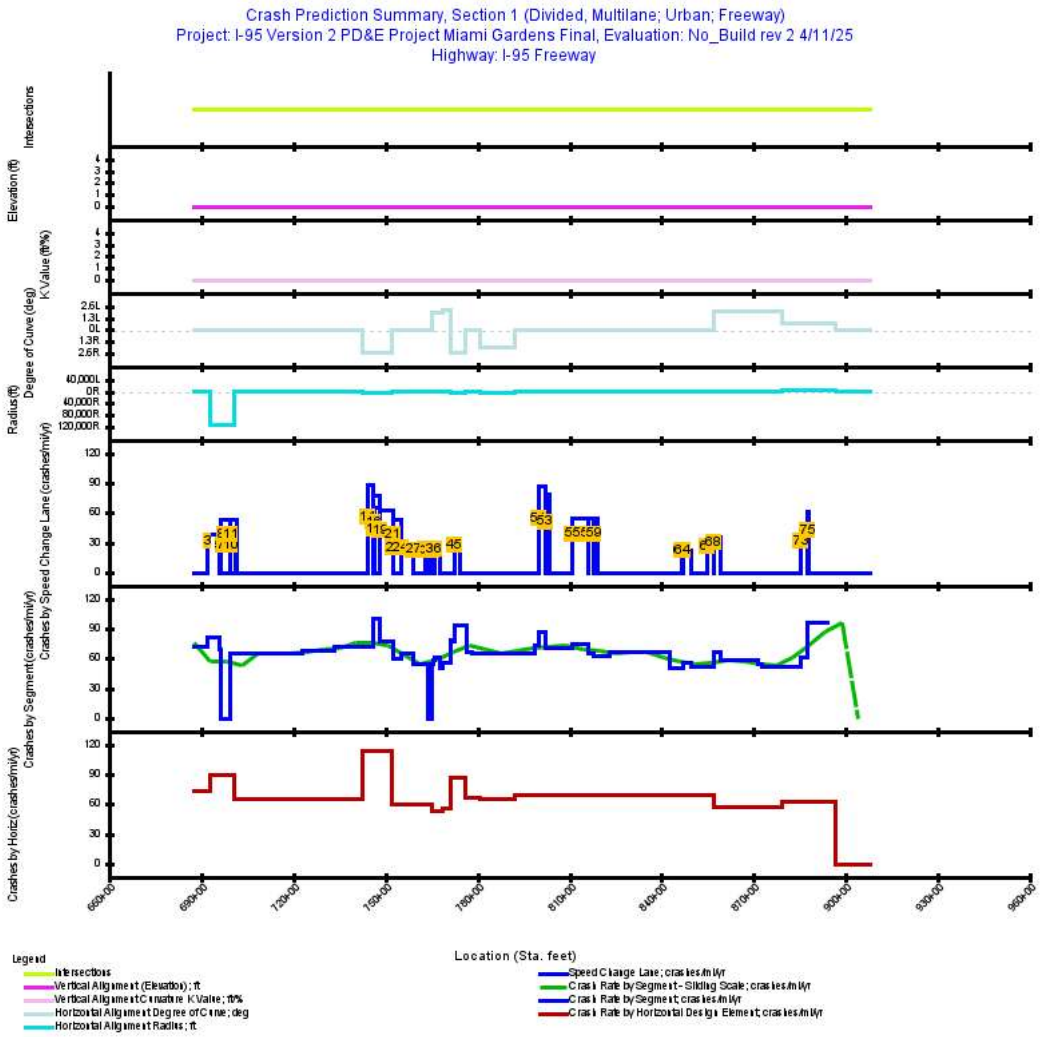

Figure Crash Prediction Summary (Section 1)

Table 1. Evaluation Freeway - Homogeneous Segments (Section 1)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
1	Six-lane Freeway	Urban	687+45.600	692+20.800	475.20	0.0900	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365;	4.00	Non-Traversable Median	19.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2048: 201,410; 2049: 202,455; 2050: 203,500			
2	Six-lane Freeway	Urban	692+20.800	695+90.600	369.80	0.0700	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	4.00	Non-Traversable Median	19.00
4	Eight-lane Freeway	Urban	695+90.600	696+43.200	52.60	0.0100	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	4.00	Non-Traversable Median	19.00
6	Eight-lane Freeway	Urban	696+43.200	699+60.600	317.40	0.0601	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185;	4.00	Non-Traversable Median	19.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500			
9	Eight-lane Freeway	Urban	699+60.600	722+83.600	2,323.00	0.4400	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	4.00	Non-Traversable Median	19.00
12	Seven-lane Freeway	Urban	722+83.600	733+39.200	1,055.60	0.1999	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	4.00	Non-Traversable Median	19.00
13	Seven-lane Freeway	Urban	733+39.200	746+06.400	1,267.20	0.2400	2030: 174,900; 2031: 175,885; 2032: 176,870; 2033: 177,855; 2034: 178,840; 2035: 179,825; 2036: 180,810; 2037: 181,795; 2038: 182,780; 2039: 183,765;	4.00	Non-Traversable Median	19.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2040: 184,750; 2041: 185,735; 2042: 186,720; 2043: 187,705; 2044: 188,690; 2045: 189,675; 2046: 190,660; 2047: 191,645; 2048: 192,630; 2049: 193,615; 2050: 194,600			
15	Eight-lane Freeway	Urban	746+06.400	748+17.600	211.20	0.0400	2030: 174,900; 2031: 175,885; 2032: 176,870; 2033: 177,855; 2034: 178,840; 2035: 179,825; 2036: 180,810; 2037: 181,795; 2038: 182,780; 2039: 183,765; 2040: 184,750; 2041: 185,735; 2042: 186,720; 2043: 187,705; 2044: 188,690; 2045: 189,675; 2046: 190,660; 2047: 191,645; 2048: 192,630; 2049: 193,615; 2050: 194,600	4.00	Non-Traversable Median	19.00
18	Eight-lane Freeway	Urban	748+17.600	752+40.000	422.40	0.0800	2030: 170,600; 2031: 171,545; 2032: 172,490; 2033: 173,435; 2034: 174,380; 2035: 175,325; 2036: 176,270; 2037: 177,215; 2038: 178,160; 2039: 179,105; 2040: 180,050; 2041: 180,995; 2042: 181,940; 2043: 182,885; 2044: 183,830; 2045: 184,775; 2046: 185,720; 2047: 186,665; 2048: 187,610; 2049: 188,555; 2050: 189,500	4.00	Non-Traversable Median	19.00
20	Seven-lane Freeway	Urban	752+40.000	755+04.600	264.60	0.0501	2030: 170,600; 2031: 171,545; 2032: 172,490; 2033: 173,435; 2034: 174,380; 2035: 175,325;	4.00	Non-Traversable Median	19.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2036: 176,270; 2037: 177,215; 2038: 178,160; 2039: 179,105; 2040: 180,050; 2041: 180,995; 2042: 181,940; 2043: 182,885; 2044: 183,830; 2045: 184,775; 2046: 185,720; 2047: 186,665; 2048: 187,610; 2049: 188,555; 2050: 189,500			
23	Seven-lane Freeway	Urban	755+04.600	759+26.400	421.80	0.0799	2030: 170,600; 2031: 171,545; 2032: 172,490; 2033: 173,435; 2034: 174,380; 2035: 175,325; 2036: 176,270; 2037: 177,215; 2038: 178,160; 2039: 179,105; 2040: 180,050; 2041: 180,995; 2042: 181,940; 2043: 182,885; 2044: 183,830; 2045: 184,775; 2046: 185,720; 2047: 186,665; 2048: 187,610; 2049: 188,555; 2050: 189,500	4.00	Non-Traversable Median	19.00
25	Seven-lane Freeway	Urban	759+26.400	764+01.600	475.20	0.0900	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	4.00	Non-Traversable Median	19.00
28	Eight-lane	Urban	764+01.600	765+07.600	106.00	0.0201	2030: 145,700; 2031: 146,370;	4.00	Non-Traversable	19.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
	Freeway						2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100		Median	
31	Eight-lane Freeway	Urban	765+07.600	765+60.000	52.40	0.0099	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	4.00	Non-Traversable Median	19.00
33	Seven-lane Freeway	Urban	765+60.000	765+99.600	39.60	0.0075	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760;	4.00	Non-Traversable Median	19.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2049: 158,430; 2050: 159,100			
35	Seven-lane Freeway	Urban	765+99.600	767+71.200	171.60	0.0325	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	4.00	Non-Traversable Median	19.00
37	Seven-lane Freeway	Urban	767+71.200	767+84.600	13.40	0.0025	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	4.00	Non-Traversable Median	19.00
38	Seven-lane Freeway	Urban	767+84.600	768+76.800	92.20	0.0175	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080;	4.00	Non-Traversable Median	19.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100			
39	Six-lane Freeway	Urban	768+76.800	769+69.600	92.80	0.0176	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	4.00	Non-Traversable Median	19.00
40	Six-lane Freeway	Urban	769+69.600	771+40.800	171.20	0.0324	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	4.00	Non-Traversable Median	19.00
41	Six-lane Freeway	Urban	771+40.800	771+54.600	13.80	0.0026	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450;	4.00	Non-Traversable Median	19.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600			
42	Six-lane Freeway	Urban	771+54.600	772+46.600	92.00	0.0174	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	4.00	Non-Traversable Median	22.50
44	Six-lane Freeway	Urban	772+46.600	776+68.800	422.20	0.0800	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	10.00	Non-Traversable Median	26.00
46	Seven-lane Freeway	Urban	776+68.800	778+27.200	158.40	0.0300	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190;	10.00	Non-Traversable Median	26.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600			
47	Seven-lane Freeway	Urban	778+27.200	798+86.400	2,059.20	0.3900	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	10.00	Non-Traversable Median	26.00
48	Seven-lane Freeway	Urban	798+86.400	799+92.600	106.20	0.0201	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500	10.00	Non-Traversable Median	18.00
50	Seven-lane Freeway	Urban	799+92.600	802+03.200	210.60	0.0399	2030: 195,500; 2031: 196,500; 2032: 197,500;	10.00	Non-Traversable Median	10.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500			
52	Eight-lane Freeway	Urban	802+03.200	811+00.800	897.60	0.1700	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500	10.00	Non-Traversable Median	10.00
54	Eight-lane Freeway	Urban	811+00.800	816+28.800	528.00	0.1000	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500;	10.00	Non-Traversable Median	10.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2049: 214,500; 2050: 215,500			
56	Nine-lane Freeway	Urban	816+28.800	817+87.200	158.40	0.0300	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500	10.00	Non-Traversable Median	10.00
58	Nine-lane Freeway	Urban	817+87.200	823+15.200	528.00	0.1000	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500	10.00	Non-Traversable Median	10.00
60	Eight-lane Freeway	Urban	823+15.200	842+68.800	1,953.60	0.3700	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500;	10.00	Non-Traversable Median	10.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500			
61	Eight-lane Freeway	Urban	842+68.800	846+91.200	422.40	0.0800	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	10.00	Non-Traversable Median	10.00
63	Eight-lane Freeway	Urban	846+91.200	849+55.200	264.00	0.0500	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	10.00	Non-Traversable Median	10.00
65	Eight-lane Freeway	Urban	849+55.200	856+94.400	739.20	0.1400	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300;	10.00	Non-Traversable Median	10.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500			
67	Seven-lane Freeway	Urban	856+94.400	859+05.600	211.20	0.0400	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	10.00	Non-Traversable Median	10.00
69	Seven-lane Freeway	Urban	859+05.600	871+20.000	1,214.40	0.2300	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	10.00	Non-Traversable Median	10.00
70	Eight-lane Freeway	Urban	871+20.000	872+78.400	158.40	0.0300	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020;	10.00	Non-Traversable Median	10.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500			
71	Eight-lane Freeway	Urban	872+78.400	885+45.600	1,267.20	0.2400	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	10.00	Non-Traversable Median	10.00
72	Eight-lane Freeway	Urban	885+45.600	887+56.800	211.20	0.0400	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	10.00	Non-Traversable Median	10.00
74	Eight-lane Freeway	Urban	887+56.800	893+90.400	633.60	0.1200	2030: 226,200; 2031: 227,365; 2032: 228,530;	10.00	Non-Traversable Median	10.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2033: 229,695; 2034: 230,860; 2035: 232,025; 2036: 233,190; 2037: 234,355; 2038: 235,520; 2039: 236,685; 2040: 237,850; 2041: 239,015; 2042: 240,180; 2043: 241,345; 2044: 242,510; 2045: 243,675; 2046: 244,840; 2047: 246,005; 2048: 247,170; 2049: 248,335; 2050: 249,500			
76	Unknown	Urban	893+90.400	907+10.400	1,320.00	0.2500	2030: 226,200; 2031: 227,365; 2032: 228,530; 2033: 229,695; 2034: 230,860; 2035: 232,025; 2036: 233,190; 2037: 234,355; 2038: 235,520; 2039: 236,685; 2040: 237,850; 2041: 239,015; 2042: 240,180; 2043: 241,345; 2044: 242,510; 2045: 243,675; 2046: 244,840; 2047: 246,005; 2048: 247,170; 2049: 248,335; 2050: 249,500	10.00	Non-Traversable Median	10.00
77	Unknown	Urban	907+10.400	908+16.000	105.60	0.0200	2030: 226,200; 2031: 227,365; 2032: 228,530; 2033: 229,695; 2034: 230,860; 2035: 232,025; 2036: 233,190; 2037: 234,355; 2038: 235,520; 2039: 236,685; 2040: 237,850; 2041: 239,015; 2042: 240,180; 2043: 241,345; 2044: 242,510; 2045: 243,675; 2046: 244,840; 2047: 246,005; 2048: 247,170;	10.00	Non-Traversable Median	10.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2049: 248,335; 2050: 249,500			

Table 2. Evaluation Freeway - Speed Change Lanes (Speed Change)

Seg. No.	Type	Ramp Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
3	Six-lane Freeway Speed Change	Entrance	692+20.800	695+90.600	369.80	0.0700	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	4.00	Non-Traversable Median	19.00
5	Eight-lane Freeway Speed Change	Entrance	695+90.600	696+43.200	52.60	0.0100	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	4.00	Non-Traversable Median	19.00
7	Eight-lane Freeway Speed Change	Entrance	696+43.200	699+60.600	317.40	0.0601	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825;	4.00	Non-Traversable Median	19.00

Seg. No.	Type	Ramp Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500			
8	Eight-lane Freeway Speed Change	Exit	696+43.200	699+60.600	317.40	0.0601	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	4.00	Non-Traversable Median	19.00
10	Eight-lane Freeway Speed Change	Entrance	699+60.600	701+00.800	140.20	0.0266	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	4.00	Non-Traversable Median	19.00
11	Eight-lane	Exit	699+60.600	701+43.200	182.60	0.0346	2030: 182,600; 2031: 183,645;	4.00	Non-Traversable	19.00

Seg. No.	Type	Ramp Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
	Freeway Speed Change						2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500		Median	
14	Seven-lane Freeway Speed Change	Entrance	744+16.600	746+06.400	189.80	0.0359	2030: 174,900; 2031: 175,885; 2032: 176,870; 2033: 177,855; 2034: 178,840; 2035: 179,825; 2036: 180,810; 2037: 181,795; 2038: 182,780; 2039: 183,765; 2040: 184,750; 2041: 185,735; 2042: 186,720; 2043: 187,705; 2044: 188,690; 2045: 189,675; 2046: 190,660; 2047: 191,645; 2048: 192,630; 2049: 193,615; 2050: 194,600	4.00	Non-Traversable Median	19.00
16	Eight-lane Freeway Speed Change	Entrance	746+06.400	748+17.600	211.20	0.0400	2030: 174,900; 2031: 175,885; 2032: 176,870; 2033: 177,855; 2034: 178,840; 2035: 179,825; 2036: 180,810; 2037: 181,795; 2038: 182,780; 2039: 183,765; 2040: 184,750; 2041: 185,735; 2042: 186,720; 2043: 187,705; 2044: 188,690; 2045: 189,675; 2046: 190,660; 2047: 191,645; 2048: 192,630;	4.00	Non-Traversable Median	19.00

Seg. No.	Type	Ramp Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2049: 193,615; 2050: 194,600			
17	Eight-lane Freeway Speed Change	Exit	746+36.000	748+17.600	181.60	0.0344	2030: 174,900; 2031: 175,885; 2032: 176,870; 2033: 177,855; 2034: 178,840; 2035: 179,825; 2036: 180,810; 2037: 181,795; 2038: 182,780; 2039: 183,765; 2040: 184,750; 2041: 185,735; 2042: 186,720; 2043: 187,705; 2044: 188,690; 2045: 189,675; 2046: 190,660; 2047: 191,645; 2048: 192,630; 2049: 193,615; 2050: 194,600	4.00	Non-Traversable Median	19.00
19	Eight-lane Freeway Speed Change	Exit	748+17.600	752+40.000	422.40	0.0800	2030: 170,600; 2031: 171,545; 2032: 172,490; 2033: 173,435; 2034: 174,380; 2035: 175,325; 2036: 176,270; 2037: 177,215; 2038: 178,160; 2039: 179,105; 2040: 180,050; 2041: 180,995; 2042: 181,940; 2043: 182,885; 2044: 183,830; 2045: 184,775; 2046: 185,720; 2047: 186,665; 2048: 187,610; 2049: 188,555; 2050: 189,500	4.00	Non-Traversable Median	19.00
21	Seven-lane Freeway Speed Change	Exit	752+40.000	755+04.000	264.00	0.0500	2030: 170,600; 2031: 171,545; 2032: 172,490; 2033: 173,435; 2034: 174,380; 2035: 175,325; 2036: 176,270; 2037: 177,215; 2038: 178,160; 2039: 179,105; 2040: 180,050; 2041: 180,995; 2042: 181,940; 2043: 182,885; 2044: 183,830;	4.00	Non-Traversable Median	19.00

Seg. No.	Type	Ramp Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2045: 184,775; 2046: 185,720; 2047: 186,665; 2048: 187,610; 2049: 188,555; 2050: 189,500			
22	Seven-lane Freeway Speed Change	Entrance	752+71.200	755+04.600	233.40	0.0442	2030: 170,600; 2031: 171,545; 2032: 172,490; 2033: 173,435; 2034: 174,380; 2035: 175,325; 2036: 176,270; 2037: 177,215; 2038: 178,160; 2039: 179,105; 2040: 180,050; 2041: 180,995; 2042: 181,940; 2043: 182,885; 2044: 183,830; 2045: 184,775; 2046: 185,720; 2047: 186,665; 2048: 187,610; 2049: 188,555; 2050: 189,500	4.00	Non-Traversable Median	19.00
24	Seven-lane Freeway Speed Change	Entrance	755+04.600	759+26.400	421.80	0.0799	2030: 170,600; 2031: 171,545; 2032: 172,490; 2033: 173,435; 2034: 174,380; 2035: 175,325; 2036: 176,270; 2037: 177,215; 2038: 178,160; 2039: 179,105; 2040: 180,050; 2041: 180,995; 2042: 181,940; 2043: 182,885; 2044: 183,830; 2045: 184,775; 2046: 185,720; 2047: 186,665; 2048: 187,610; 2049: 188,555; 2050: 189,500	4.00	Non-Traversable Median	19.00
26	Seven-lane Freeway Speed Change	Exit	762+95.200	764+01.600	106.40	0.0202	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400;	4.00	Non-Traversable Median	19.00

Seg. No.	Type	Ramp Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100			
27	Seven-lane Freeway Speed Change	Entrance	759+26.400	764+01.600	475.20	0.0900	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	4.00	Non-Traversable Median	19.00
29	Eight-lane Freeway Speed Change	Exit	764+01.600	765+07.200	105.60	0.0200	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	4.00	Non-Traversable Median	19.00
30	Eight-lane Freeway Speed Change	Entrance	764+01.600	765+07.600	106.00	0.0201	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720;	4.00	Non-Traversable Median	19.00

Seg. No.	Type	Ramp Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100			
32	Eight-lane Freeway Speed Change	Entrance	765+07.600	765+60.000	52.40	0.0099	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	4.00	Non-Traversable Median	19.00
34	Seven-lane Freeway Speed Change	Entrance	765+60.000	765+99.600	39.60	0.0075	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	4.00	Non-Traversable Median	19.00
36	Seven-lane Freeway	Entrance	765+99.600	767+71.200	171.60	0.0325	2030: 145,700; 2031: 146,370; 2032: 147,040;	4.00	Non-Traversable Median	19.00

Seg. No.	Type	Ramp Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
	Speed Change						2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100			
43	Six-lane Freeway Speed Change	Exit	772+46.400	772+46.600	0.20	0.0000	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	10.00	Non-Traversable Median	26.00
45	Six-lane Freeway Speed Change	Exit	772+46.600	774+12.400	165.80	0.0314	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970;	10.00	Non-Traversable Median	26.00

Seg. No.	Type	Ramp Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2049: 191,785; 2050: 192,600			
49	Seven-lane Freeway Speed Change	Entrance	799+92.000	799+92.600	0.60	0.0001	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500	10.00	Non-Traversable Median	10.00
51	Seven-lane Freeway Speed Change	Entrance	799+92.600	802+03.200	210.60	0.0399	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500	10.00	Non-Traversable Median	10.00
53	Eight-lane Freeway Speed Change	Entrance	802+03.200	803+57.000	153.80	0.0291	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500;	10.00	Non-Traversable Median	10.00

Seg. No.	Type	Ramp Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500			
55	Eight-lane Freeway Speed Change	Exit	811+00.800	816+28.800	528.00	0.1000	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500	10.00	Non-Traversable Median	10.00
57	Nine-lane Freeway Speed Change	Exit	816+28.800	817+87.200	158.40	0.0300	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500	10.00	Non-Traversable Median	10.00
59	Nine-lane Freeway Speed Change	Exit	817+87.200	818+98.800	111.60	0.0211	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500;	10.00	Non-Traversable Median	10.00

Seg. No.	Type	Ramp Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500			
62	Eight-lane Freeway Speed Change	Exit	846+41.200	846+91.200	50.00	0.0095	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	10.00	Non-Traversable Median	10.00
64	Eight-lane Freeway Speed Change	Exit	846+91.200	849+55.200	264.00	0.0500	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	10.00	Non-Traversable Median	10.00
66	Eight-lane Freeway Speed Change	Entrance	855+05.600	856+94.400	188.80	0.0358	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020;	10.00	Non-Traversable Median	10.00

Seg. No.	Type	Ramp Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500			
68	Seven-lane Freeway Speed Change	Entrance	856+94.400	859+05.600	211.20	0.0400	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	10.00	Non-Traversable Median	10.00
73	Eight-lane Freeway Speed Change	Entrance	885+45.600	887+56.800	211.20	0.0400	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	10.00	Non-Traversable Median	10.00
75	Eight-lane Freeway	Entrance	887+56.800	887+76.600	19.80	0.0037	2030: 226,200; 2031: 227,365; 2032: 228,530;	10.00	Non-Traversable Median	10.00

Seg. No.	Type	Ramp Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
	Speed Change						2033: 229,695; 2034: 230,860; 2035: 232,025; 2036: 233,190; 2037: 234,355; 2038: 235,520; 2039: 236,685; 2040: 237,850; 2041: 239,015; 2042: 240,180; 2043: 241,345; 2044: 242,510; 2045: 243,675; 2046: 244,840; 2047: 246,005; 2048: 247,170; 2049: 248,335; 2050: 249,500			

Table 3. Predicted Freeway Crash Rates and Frequencies Summary (Section 1)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Effective Length (mi)	**3.2816**
Average Future Road AADT (vpd)	**187,816**
Predicted Crashes	
Total Crashes	**4,557.56**
Fatal and Injury Crashes	**1,334.69**
Property-Damage-Only Crashes	**3,222.86**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**29**
Percent Property-Damage-Only Crashes (%)	**71**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**66.1334**
FI Crash Rate (crashes/mi/yr)	**19.3673**
PDO Crash Rate (crashes/mi/yr)	**46.7660**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**4,724.29**

Travel Crash Rate (crashes/million veh-mi)	**0.97**
Travel FI Crash Rate (crashes/million veh-mi)	**0.28**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.68**

Note: *Effective Length* is the *segment length* minus the length of the *speed change lanes* if present.

Table 4. Predicted Freeway Speed Change Lane Crash Rates and Frequencies Summary (Speed Change)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Length (mi)	**1.2566**
Average Future Road AADT (vpd)	**90,934**
Predicted Crashes	
Total Crashes	**1,165.81**
Fatal and Injury Crashes	**352.28**
Property-Damage-Only Crashes	**813.53**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**30**
Percent Property-Damage-Only Crashes (%)	**70**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**44.1774**
FI Crash Rate (crashes/mi/yr)	**13.3494**
PDO Crash Rate (crashes/mi/yr)	**30.8281**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**875.88**
Travel Crash Rate (crashes/million veh-mi)	**1.33**
Travel FI Crash Rate (crashes/million veh-mi)	**0.40**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.93**

Note: *Total Travel and Crash Rates/Million Vehicle Miles* for *Speed Change Lanes* reflect AADTs that are **half of the Freeway Segment AADTs** based on the assumption of 50/50 directional distribution.

Table 5. Predicted Crash Frequencies and Rates by Freeway Segment/Intersection (S

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Effective Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequenc (crashes/y
1	687+45.600	692+20.800	0.0900	136.795	6.5141	1.8338	4.68
2	692+20.800	695+90.600	0.0350	60.327	2.8727	0.8127	2.06
4	695+90.600	696+43.200	0.0050	7.267	0.3460	0.1072	0.23
6	696+43.200	699+60.600	0.0000	0.000	0.0000	0.0000	0.00
9	699+60.600	722+83.600	0.4094	558.909	26.6147	8.3164	18.29
12	722+83.600	733+39.200	0.1999	288.238	13.7256	4.1102	9.61
13	733+39.200	746+06.400	0.2220	336.070	16.0033	4.8162	11.18
15	746+06.400	748+17.600	0.0028	5.891	0.2805	0.0858	0.19
18	748+17.600	752+40.000	0.0400	65.265	3.1078	0.9887	2.11
20	752+40.000	755+04.600	0.0030	3.773	0.1797	0.0562	0.12
23	755+04.600	759+26.400	0.0399	54.957	2.6170	0.7858	1.83
25	759+26.400	764+01.600	0.0349	39.787	1.8946	0.5997	1.29
28	764+01.600	765+07.600	0.0000	0.000	0.0000	0.0000	0.00
31	765+07.600	765+60.000	0.0050	5.735	0.2731	0.0859	0.18
33	765+60.000	765+99.600	0.0037	4.663	0.2220	0.0661	0.15
35	765+99.600	767+71.200	0.0163	20.848	0.9928	0.2943	0.69
37	767+71.200	767+84.600	0.0025	2.726	0.1298	0.0388	0.09
38	767+84.600	768+76.800	0.0175	18.748	0.8928	0.2665	0.62
39	768+76.800	769+69.600	0.0176	20.747	0.9879	0.2790	0.70
40	769+69.600	771+40.800	0.0324	38.235	1.8207	0.5128	1.30
41	771+40.800	771+54.600	0.0026	4.349	0.2071	0.0542	0.15
42	771+54.600	772+46.600	0.0174	28.495	1.3569	0.3581	0.99
44	772+46.600	776+68.800	0.0643	126.375	6.0179	1.5931	4.42
46	776+68.800	778+27.200	0.0300	42.081	2.0038	0.5676	1.43
47	778+27.200	798+86.400	0.3900	538.514	25.6435	7.2583	18.38
48	798+86.400	799+92.600	0.0201	30.792	1.4663	0.3978	1.06
50	799+92.600	802+03.200	0.0199	36.164	1.7221	0.4718	1.25
52	802+03.200	811+00.800	0.1554	229.471	10.9272	3.0362	7.89
54	811+00.800	816+28.800	0.0500	79.126	3.7679	1.0484	2.71
56	816+28.800	817+87.200	0.0150	20.490	0.9757	0.2870	0.68
58	817+87.200	823+15.200	0.0894	118.949	5.6642	1.6636	4.00
60	823+15.200	842+68.800	0.3700	523.707	24.9385	6.9160	18.02
61	842+68.800	846+91.200	0.0753	80.639	3.8399	1.1343	2.70
63	846+91.200	849+55.200	0.0250	29.622	1.4106	0.4317	0.97
65	849+55.200	856+94.400	0.1221	132.324	6.3011	1.9242	4.37
67	856+94.400	859+05.600	0.0200	28.009	1.3337	0.3915	0.94
69	859+05.600	871+20.000	0.2300	280.901	13.3762	3.9397	9.43
70	871+20.000	872+78.400	0.0300	34.349	1.6357	0.5088	1.12
71	872+78.400	885+45.600	0.2400	260.453	12.4025	3.8990	8.50
72	885+45.600	887+56.800	0.0200	25.585	1.2183	0.3868	0.83
74	887+56.800	893+90.400	0.1181	238.183	11.3420	3.2326	8.10
Total			3.2816	4,557.556	217.0265	63.5568	153.46

Note: *Effective Length* is the *segment length* minus the length of the *speed change lanes* if present. This may create Freeway segments with zero effective length and zero crashes.

Table 6. Predicted Crash Frequencies and Rates by Freeway Speed Change Lane (Spee

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)
3	692+20.800	695+90.600	0.0700	57.038	2.7161	1.0348	1.6813
5	695+90.600	696+43.200	0.0100	6.699	0.3190	0.1196	0.1994
7	696+43.200	699+60.600	0.0601	40.421	1.9248	0.7215	1.2033
8	696+43.200	699+60.600	0.0601	66.950	3.1881	0.8327	2.3554
10	699+60.600	701+00.800	0.0266	17.290	0.8233	0.3025	0.5208
11	699+60.600	701+43.200	0.0346	38.328	1.8251	0.4701	1.3550
14	744+16.600	746+06.400	0.0359	66.214	3.1530	0.8922	2.2608
16	746+06.400	748+17.600	0.0400	65.630	3.1252	0.8627	2.2625
17	746+36.000	748+17.600	0.0344	47.081	2.2420	0.5189	1.7231
19	748+17.600	752+40.000	0.0800	104.783	4.9897	1.1644	3.8252
21	752+40.000	755+04.000	0.0500	56.124	2.6726	0.6650	2.0075
22	752+71.200	755+04.600	0.0442	25.228	1.2013	0.4404	0.7609
24	755+04.600	759+26.400	0.0799	45.414	2.1626	0.7875	1.3751
26	762+95.200	764+01.600	0.0202	9.671	0.4605	0.1567	0.3039
27	759+26.400	764+01.600	0.0900	41.886	1.9946	0.7295	1.2650
29	764+01.600	765+07.200	0.0200	9.627	0.4584	0.1569	0.3016
30	764+01.600	765+07.600	0.0201	8.335	0.3969	0.1430	0.2539
32	765+07.600	765+60.000	0.0099	4.579	0.2180	0.0755	0.1425
34	765+60.000	765+99.600	0.0075	3.887	0.1851	0.0653	0.1198
36	765+99.600	767+71.200	0.0325	16.843	0.8020	0.2831	0.5190
43	772+46.400	772+46.600	0.0000	0.025	0.0012	0.0004	0.0008
45	772+46.600	774+12.400	0.0314	20.521	0.9772	0.3323	0.6449
49	799+92.000	799+92.600	0.0001	0.207	0.0098	0.0031	0.0068
51	799+92.600	802+03.200	0.0399	72.603	3.4573	1.0747	2.3826
53	802+03.200	803+57.000	0.0291	48.344	2.3021	0.7052	1.5969
55	811+00.800	816+28.800	0.1000	114.718	5.4628	1.3766	4.0862
57	816+28.800	817+87.200	0.0300	34.402	1.6382	0.4123	1.2259
59	817+87.200	818+98.800	0.0211	24.238	1.1542	0.2905	0.8637
62	846+41.200	846+91.200	0.0095	4.380	0.2086	0.0676	0.1409
64	846+91.200	849+55.200	0.0500	23.125	1.1012	0.3572	0.7440
66	855+05.600	856+94.400	0.0358	21.818	1.0390	0.3986	0.6404
68	856+94.400	859+05.600	0.0400	30.555	1.4550	0.5488	0.9061
73	885+45.600	887+56.800	0.0400	34.020	1.6200	0.6888	0.9312
75	887+56.800	887+76.600	0.0037	4.826	0.2298	0.0969	0.1329
Total			1.2566	1,165.807	55.5146	16.7752	38.7394

Note: *Travel Crash Rates/Million Vehicle Miles* for *Speed Change Lanes* reflect AADTs that are **half of the Freeway Segment AADTs** based on the assumption of 50/50 directional distribution.

Table 7. Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Cra Rate (crashes/mi/
Tangent	687+45.600	692+73.600	0.1000	153.553	7.3120	2.0975	5.2145	73.1
Simple Curve 1	692+73.600	700+65.600	0.1500	282.195	13.4378	4.2373	9.2005	89.5
Tangent	700+65.600	742+36.800	0.7900	1,080.563	51.4554	15.7379	35.7175	65.1
Simple Curve 2	742+36.800	751+87.200	0.1800	431.629	20.5538	5.6483	14.9054	114.1
Tangent	751+87.200	765+07.200	0.2500	316.026	15.0489	4.7892	10.2596	60.1
Simple Curve 3	765+07.200	768+76.800	0.0700	78.060	3.7171	1.1761	2.5410	53.1
Simple Curve 4	768+76.800	771+40.800	0.0500	58.982	2.8087	0.7917	2.0169	56.1
Simple Curve 5	771+40.800	776+16.000	0.0900	163.961	7.8077	2.1389	5.6688	86.7
Tangent	776+16.000	780+91.200	0.0900	126.925	6.0441	1.6973	4.3467	67.1
Simple Curve 6	780+91.200	792+00.000	0.2100	289.969	13.8080	3.9083	9.8997	65.7
Tangent	792+00.000	856+94.400	1.2300	1,804.622	85.9344	24.4162	61.5182	69.8
Simple Curve 7	856+94.400	879+12.000	0.4200	504.039	24.0019	7.3384	16.6634	57.1
Simple Curve 8	879+12.000	896+54.400	0.3300	432.839	20.6114	6.3546	14.2567	62.4
Tangent	896+54.400	908+16.000	0.2200	0.000	0.0000	0.0000	0.0000	0.0

Table 8. Predicted Crash Frequencies by Year (Section 1)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	252.07	75.32	29.880	176.75	70.121
2031	254.08	75.81	29.840	178.26	70.160
2032	256.09	76.31	29.800	179.77	70.200
2033	258.11	76.81	29.760	181.29	70.240
2034	260.13	77.31	29.721	182.82	70.279
2035	262.16	77.81	29.681	184.35	70.319
2036	264.20	78.31	29.642	185.89	70.358
2037	266.25	78.82	29.602	187.43	70.397
2038	268.30	79.32	29.563	188.98	70.437
2039	270.36	79.82	29.524	190.54	70.476
2040	272.42	80.32	29.485	192.10	70.515
2041	274.49	80.83	29.446	193.67	70.554
2042	276.57	81.33	29.407	195.24	70.593
2043	278.65	81.84	29.368	196.82	70.632
2044	280.75	82.34	29.329	198.41	70.671

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2045	282.84	82.84	29.290	200.00	70.710
2046	284.94	83.35	29.251	201.59	70.749
2047	287.06	83.86	29.213	203.20	70.787
2048	289.17	84.36	29.174	204.81	70.826
2049	291.29	84.87	29.135	206.43	70.865
2050	293.42	85.37	29.096	208.05	70.904
Total	5,723.36	1,686.97	29.475	4,036.39	70.525
Average	272.54	80.33	29.475	192.21	70.525

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 9. Predicted Crash Severity by Freeway Segment (Section 1)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.4716	1.3021	7.3879	29.3472	98.2866
2	0.2222	0.6315	3.4701	12.7428	43.2600
4	0.0340	0.0852	0.4713	1.6598	5.0165
6	0.0000	0.0000	0.0000	0.0000	0.0000
9	2.1408	5.9101	33.5130	133.0800	384.2655
12	1.1760	2.9031	16.8029	65.4321	201.9238
13	1.4443	3.5949	20.1636	75.9379	234.9289
15	0.0312	0.0809	0.3919	1.2976	4.0896
18	0.2975	0.7673	4.2817	15.4164	44.5017
20	0.0148	0.0365	0.2246	0.9037	2.5932
23	0.2281	0.6073	3.2535	12.4126	38.4556
25	0.1741	0.4635	2.4830	9.4730	27.1937
28	0.0000	0.0000	0.0000	0.0000	0.0000
31	0.0312	0.0811	0.3926	1.2998	3.9301
33	0.0235	0.0624	0.3011	1.0009	3.2749
35	0.1047	0.2780	1.3405	4.4567	14.6682
37	0.0138	0.0366	0.1767	0.5875	1.9114
38	0.0948	0.2518	1.2140	4.0361	13.1516
39	0.1004	0.2634	1.2727	4.2220	14.8885
40	0.1845	0.4841	2.3394	7.7603	27.4666
41	0.0195	0.0512	0.2474	0.8208	3.2104
42	0.1289	0.3381	1.6337	5.4192	20.9751
44	0.5587	1.4578	7.1688	24.2705	92.9195
46	0.1707	0.4378	2.3612	8.9489	30.1621
47	2.4766	6.2362	31.8759	111.8351	386.0899
48	0.1239	0.3063	1.6628	6.2600	22.4390

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
50	0.1470	0.3633	1.9724	7.4259	26.2551
52	0.9336	2.3394	12.6693	47.8171	165.7117
54	0.3224	0.8078	4.3747	16.5112	57.1094
56	0.0873	0.2213	1.1960	4.5227	14.4622
58	0.5063	1.2825	6.9324	26.2150	84.0126
60	2.1266	5.3288	28.8593	108.9221	378.4707
61	0.3488	0.8740	4.7331	17.8639	56.8190
63	0.1328	0.3327	1.8016	6.7996	20.5558
65	0.5917	1.4826	8.0292	30.3043	91.9159
67	0.1442	0.3691	1.7915	5.9167	19.7870
69	1.4514	3.7142	18.0283	59.5405	198.1664
70	0.1908	0.4792	2.3338	7.6820	23.6633
71	1.4619	3.6719	17.8825	58.8635	178.5732
72	0.1450	0.3643	1.7741	5.8399	17.4614
74	1.2120	3.0443	14.8261	48.8028	170.2973
Total	20.0674	51.3422	271.6348	991.6480	3,222.8635

Table 10. Predicted Crash Severity by Speed Change Lane (Speed Change)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
3	0.3079	0.8760	4.5154	16.0310	35.3082
5	0.0412	0.1035	0.5372	1.8291	4.1877
7	0.2488	0.6244	3.2415	11.0367	25.2694
8	0.2871	0.7206	3.7409	12.7372	49.4639
10	0.0884	0.2505	1.3069	4.7064	10.9377
11	0.1334	0.3757	1.9989	7.3643	28.4555
14	0.3023	0.7729	3.9994	13.6620	47.4773
16	0.2885	0.7479	3.8606	13.2205	47.5126
17	0.1735	0.4498	2.3218	7.9508	36.1854
19	0.3813	0.9843	5.1523	17.9353	80.3301
21	0.1903	0.4697	2.7187	10.5867	42.1582
22	0.1260	0.3111	1.8005	7.0118	15.9788
24	0.2099	0.5582	3.1882	12.5810	28.8768
26	0.0418	0.1110	0.6343	2.5029	6.3809
27	0.1944	0.5171	2.9536	11.6550	26.5660
29	0.0443	0.1109	0.6401	2.4987	6.3329

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
30	0.0404	0.1012	0.5837	2.2772	5.3322
32	0.0275	0.0713	0.3450	1.1422	2.9928
34	0.0232	0.0617	0.2976	0.9893	2.5149
36	0.1007	0.2674	1.2895	4.2871	10.8980
43	0.0001	0.0004	0.0018	0.0061	0.0163
45	0.1196	0.3137	1.5159	5.0286	13.5437
49	0.0010	0.0024	0.0128	0.0482	0.1425
51	0.3349	0.8275	4.4926	16.9139	50.0344
53	0.2168	0.5434	2.9427	11.1063	33.5345
55	0.4233	1.0606	5.7441	21.6798	85.8100
57	0.1255	0.3179	1.7182	6.4973	25.7430
59	0.0884	0.2240	1.2105	4.5776	18.1371
62	0.0208	0.0521	0.2823	1.0653	2.9593
64	0.1098	0.2752	1.4904	5.6249	15.6250
66	0.1226	0.3071	1.6632	6.2775	13.4478
68	0.2022	0.5174	2.5115	8.2945	19.0291
73	0.2582	0.6487	3.1590	10.3986	19.5552
75	0.0363	0.0912	0.4444	1.4627	2.7909
Total	5.3103	13.6665	72.3154	260.9866	813.5283

Table 11. Predicted Freeway Crash Type Distribution (Section 1)

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Collision with Animal	1.04	0.0	9.58	0.2	10.62	0.2
Highway Segment	Collision with Fixed Object	188.06	4.1	311.67	6.8	499.74	11.0
Highway Segment	Collision with Other Object	13.28	0.3	60.51	1.3	73.79	1.6
Highway Segment	Other Single-vehicle Collision	54.18	1.2	46.58	1.0	100.76	2.2
Highway Segment	Collision with Parked Vehicle	3.91	0.1	6.96	0.2	10.87	0.2
Highway Segment	Total Single Vehicle Crashes	260.48	5.7	435.30	9.6	695.77	15.3
Highway Segment	Right-Angle Collision	33.30	0.7	50.18	1.1	83.48	1.8
Highway Segment	Head-on Collision	8.59	0.2	5.58	0.1	14.17	0.3

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Other Multi-vehicle Collision	33.30	0.7	66.90	1.5	100.20	2.2
Highway Segment	Rear-end Collision	805.66	17.7	1,923.42	42.2	2,729.08	59.9
Highway Segment	Sideswipe, Same Direction Collision	193.36	4.2	741.49	16.3	934.85	20.5
Highway Segment	Total Multiple Vehicle Crashes	1,074.21	23.6	2,787.57	61.2	3,861.78	84.7
Highway Segment	Total Highway Segment Crashes	1,334.69	29.3	3,222.86	70.7	4,557.56	100.0
	Total Crashes	1,334.69	29.3	3,222.86	70.7	4,557.56	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 12. Predicted Exit Speed Change Lane Crash Type Distribution (Speed Change)

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Collision with Animal	0.00	0.0	2.88	0.5	2.88	0.5
Highway Segment	Collision with Fixed Object	28.00	5.1	85.11	15.4	113.10	20.4
Highway Segment	Collision with Other Object	2.29	0.4	12.33	2.2	14.62	2.6
Highway Segment	Other Single-vehicle Collision	7.00	1.3	9.46	1.7	16.45	3.0
Highway Segment	Collision with Parked Vehicle	0.00	0.0	0.00	0.0	0.00	0.0
Highway Segment	Total Single Vehicle Crashes	37.28	6.7	109.78	19.8	147.05	26.5
Highway Segment	Right-Angle Collision	1.57	0.3	4.93	0.9	6.50	1.2
Highway Segment	Head-on Collision	0.71	0.1	0.82	0.1	1.54	0.3
Highway Segment	Other Multi-vehicle Collision	2.29	0.4	6.58	1.2	8.86	1.6
Highway Segment	Rear-end Collision	78.41	14.2	232.29	41.9	310.71	56.1
Highway Segment	Sideswipe, Same Direction Collision	22.57	4.1	56.74	10.2	79.31	14.3
Highway Segment	Total Multiple Vehicle Crashes	105.55	19.1	301.37	54.4	406.92	73.5
Highway Segment	Total Highway Segment Crashes	142.83	25.8	411.14	74.2	553.97	100.0
	Total Crashes	142.83	25.8	411.14	74.2	553.97	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had

been derived independently.

Table 13. Predicted Entrance Speed Change Lane Crash Type Distribution (Speed Change)

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Collision with Animal	0.00	0.0	0.81	0.1	0.81	0.1
Highway Segment	Collision with Fixed Object	40.63	6.6	51.91	8.5	92.54	15.1
Highway Segment	Collision with Other Object	3.98	0.7	14.49	2.4	18.46	3.0
Highway Segment	Other Single-vehicle Collision	14.03	2.3	6.44	1.1	20.47	3.3
Highway Segment	Collision with Parked Vehicle	0.84	0.1	1.21	0.2	2.04	0.3
Highway Segment	Total Single Vehicle Crashes	59.48	9.7	74.84	12.2	134.33	22.0
Highway Segment	Right-Angle Collision	3.98	0.7	6.44	1.1	10.42	1.7
Highway Segment	Head-on Collision	0.84	0.1	0.40	0.1	1.24	0.2
Highway Segment	Other Multi-vehicle Collision	3.56	0.6	6.04	1.0	9.60	1.6
Highway Segment	Rear-end Collision	113.73	18.6	213.26	34.9	327.00	53.4
Highway Segment	Sideswipe, Same Direction Collision	27.86	4.6	101.40	16.6	129.26	21.1
Highway Segment	Total Multiple Vehicle Crashes	149.97	24.5	327.54	53.5	477.51	78.0
Highway Segment	Total Highway Segment Crashes	209.45	34.2	402.39	65.8	611.84	100.0
	Total Crashes	209.45	34.2	402.39	65.8	611.84	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 14. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
687+45.600	692+20.800	Information: for segment #1 (687+45.600 to 692+20.800), Outside shoulder width (2.50 feet) is less than specified boundaries (4.00 feet); adjusted in CMF calculations.
687+45.600	692+20.800	Information: for segment #1 (687+45.600 to 692+20.800), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.

Start Location (Sta. ft)	End Location (Sta. ft)	Message
692+20.800	695+90.600	Information: for segment #2 (692+20.800 to 695+90.600), Outside shoulder width (2.50 feet) is less than specified boundaries (4.00 feet); adjusted in CMF calculations.
692+20.800	695+90.600	Information: for segment #2 (692+20.800 to 695+90.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
695+90.600	696+43.200	Information: for segment #4 (695+90.600 to 696+43.200), Outside shoulder width (2.50 feet) is less than specified boundaries (4.00 feet); adjusted in CMF calculations.
695+90.600	696+43.200	Information: for segment #4 (695+90.600 to 696+43.200), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
696+43.200	699+60.600	Information: for segment #6 (696+43.200 to 699+60.600), Outside shoulder width (2.50 feet) is less than specified boundaries (4.00 feet); adjusted in CMF calculations.
696+43.200	699+60.600	Information: for segment #6 (696+43.200 to 699+60.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
699+60.600	722+83.600	Information: for segment #9 (699+60.600 to 722+83.600), Outside shoulder width (2.50 feet) is less than specified boundaries (4.00 feet); adjusted in CMF calculations.
699+60.600	722+83.600	Information: for segment #9 (699+60.600 to 722+83.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
722+83.600	733+39.200	Information: for segment #12 (722+83.600 to 733+39.200), Outside shoulder width (2.50 feet) is less than specified boundaries (4.00 feet); adjusted in CMF calculations.
722+83.600	733+39.200	Information: for segment #12 (722+83.600 to 733+39.200), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		feet). This indicates there is problem with the input data.
733+39.200	746+06.400	Information: for segment #13 (733+39.200 to 746+06.400), Outside shoulder width (2.50 feet) is less than specified boundaries (4.00 feet); adjusted in CMF calculations.
733+39.200	746+06.400	Information: for segment #13 (733+39.200 to 746+06.400), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
746+06.400	748+17.600	Information: for segment #15 (746+06.400 to 748+17.600), Outside shoulder width (2.50 feet) is less than specified boundaries (4.00 feet); adjusted in CMF calculations.
746+06.400	748+17.600	Information: for segment #15 (746+06.400 to 748+17.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
748+17.600	752+40.000	Information: for segment #18 (748+17.600 to 752+40.000), Outside shoulder width (2.50 feet) is less than specified boundaries (4.00 feet); adjusted in CMF calculations.
748+17.600	752+40.000	Information: for segment #18 (748+17.600 to 752+40.000), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
752+40.000	755+04.600	Information: for segment #20 (752+40.000 to 755+04.600), Outside shoulder width (2.50 feet) is less than specified boundaries (4.00 feet); adjusted in CMF calculations.
752+40.000	755+04.600	Information: for segment #20 (752+40.000 to 755+04.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
755+04.600	759+26.400	Information: for segment #23 (755+04.600 to 759+26.400), Outside shoulder width (2.50 feet) is less than specified boundaries (4.00 feet); adjusted in CMF calculations.
755+04.600	759+26.400	Information: for segment #23 (755+04.600 to 759+26.400), Median barrier offset on the left side of roadway from edge of inside traveled

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
759+26.400	764+01.600	Information: for segment #25 (759+26.400 to 764+01.600), Outside shoulder width (2.50 feet) is less than specified boundaries (4.00 feet); adjusted in CMF calculations.
759+26.400	764+01.600	Information: for segment #25 (759+26.400 to 764+01.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
764+01.600	765+07.600	Information: for segment #28 (764+01.600 to 765+07.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
765+07.600	765+60.000	Information: for segment #31 (765+07.600 to 765+60.000), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
765+60.000	765+99.600	Information: for segment #33 (765+60.000 to 765+99.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
765+99.600	767+71.200	Information: for segment #35 (765+99.600 to 767+71.200), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
767+71.200	767+84.600	Information: for segment #37 (767+71.200 to 767+84.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
767+84.600	768+76.800	Information: for segment #38 (767+84.600 to 768+76.800), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
768+76.800	769+69.600	Information: for segment #39 (768+76.800 to 769+69.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
769+69.600	771+40.800	Information: for segment #40 (769+69.600 to 771+40.800), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
771+40.800	771+54.600	Information: for segment #41 (771+40.800 to 771+54.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
771+54.600	772+46.600	Information: for segment #42 (771+54.600 to 772+46.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.50 feet). This indicates there is problem with the input data.
798+86.400	799+92.600	Information: for segment #48 (798+86.400 to 799+92.600), Outside shoulder width (16.50 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
799+92.600	802+03.200	Information: for segment #50 (799+92.600 to 802+03.200), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
799+92.600	802+03.200	Information: for segment #50 (799+92.600 to 802+03.200), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
799+92.600	802+03.200	Information: for segment #50 (799+92.600 to 802+03.200), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
799+92.600	802+03.200	Information: for segment #50 (799+92.600 to 802+03.200), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
802+03.200	811+00.800	Information: for segment #52 (802+03.200 to 811+00.800), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
802+03.200	811+00.800	Information: for segment #52 (802+03.200 to 811+00.800), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
802+03.200	811+00.800	Information: for segment #52 (802+03.200 to 811+00.800), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
802+03.200	811+00.800	Information: for segment #52 (802+03.200 to 811+00.800), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
811+00.800	816+28.800	Information: for segment #54 (811+00.800 to 816+28.800), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
811+00.800	816+28.800	Information: for segment #54 (811+00.800 to 816+28.800), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
811+00.800	816+28.800	Information: for segment #54 (811+00.800 to 816+28.800), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
811+00.800	816+28.800	Information: for segment #54 (811+00.800 to 816+28.800), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
816+28.800	817+87.200	Information: for segment #56 (816+28.800 to 817+87.200), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
816+28.800	817+87.200	Information: for segment #56 (816+28.800 to 817+87.200), Outside shoulder width (22.00

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
816+28.800	817+87.200	Information: for segment #56 (816+28.800 to 817+87.200), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
816+28.800	817+87.200	Information: for segment #56 (816+28.800 to 817+87.200), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
817+87.200	823+15.200	Information: for segment #58 (817+87.200 to 823+15.200), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
817+87.200	823+15.200	Information: for segment #58 (817+87.200 to 823+15.200), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
817+87.200	823+15.200	Information: for segment #58 (817+87.200 to 823+15.200), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
817+87.200	823+15.200	Information: for segment #58 (817+87.200 to 823+15.200), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
823+15.200	842+68.800	Information: for segment #60 (823+15.200 to 842+68.800), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
823+15.200	842+68.800	Information: for segment #60 (823+15.200 to 842+68.800), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
823+15.200	842+68.800	Information: for segment #60 (823+15.200 to 842+68.800), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.

Start Location (Sta. ft)	End Location (Sta. ft)	Message
823+15.200	842+68.800	Information: for segment #60 (823+15.200 to 842+68.800), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
842+68.800	846+91.200	Information: for segment #61 (842+68.800 to 846+91.200), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
842+68.800	846+91.200	Information: for segment #61 (842+68.800 to 846+91.200), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
842+68.800	846+91.200	Information: for segment #61 (842+68.800 to 846+91.200), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
842+68.800	846+91.200	Information: for segment #61 (842+68.800 to 846+91.200), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
846+91.200	849+55.200	Information: for segment #63 (846+91.200 to 849+55.200), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
846+91.200	849+55.200	Information: for segment #63 (846+91.200 to 849+55.200), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
846+91.200	849+55.200	Information: for segment #63 (846+91.200 to 849+55.200), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
846+91.200	849+55.200	Information: for segment #63 (846+91.200 to 849+55.200), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
849+55.200	856+94.400	Information: for segment #65 (849+55.200 to 856+94.400), Inside shoulder width (0.00 feet)

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
849+55.200	856+94.400	Information: for segment #65 (849+55.200 to 856+94.400), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
849+55.200	856+94.400	Information: for segment #65 (849+55.200 to 856+94.400), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
849+55.200	856+94.400	Information: for segment #65 (849+55.200 to 856+94.400), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
856+94.400	859+05.600	Information: for segment #67 (856+94.400 to 859+05.600), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
856+94.400	859+05.600	Information: for segment #67 (856+94.400 to 859+05.600), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
856+94.400	859+05.600	Information: for segment #67 (856+94.400 to 859+05.600), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
856+94.400	859+05.600	Information: for segment #67 (856+94.400 to 859+05.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
859+05.600	871+20.000	Information: for segment #69 (859+05.600 to 871+20.000), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
859+05.600	871+20.000	Information: for segment #69 (859+05.600 to 871+20.000), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
859+05.600	871+20.000	Information: for segment #69 (859+05.600 to 871+20.000), Median barrier offset on the right side of roadway from edge of inside traveled

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
859+05.600	871+20.000	Information: for segment #69 (859+05.600 to 871+20.000), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
871+20.000	872+78.400	Information: for segment #70 (871+20.000 to 872+78.400), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
871+20.000	872+78.400	Information: for segment #70 (871+20.000 to 872+78.400), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
871+20.000	872+78.400	Information: for segment #70 (871+20.000 to 872+78.400), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
871+20.000	872+78.400	Information: for segment #70 (871+20.000 to 872+78.400), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
872+78.400	885+45.600	Information: for segment #71 (872+78.400 to 885+45.600), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
872+78.400	885+45.600	Information: for segment #71 (872+78.400 to 885+45.600), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
872+78.400	885+45.600	Information: for segment #71 (872+78.400 to 885+45.600), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
872+78.400	885+45.600	Information: for segment #71 (872+78.400 to 885+45.600), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		feet). This indicates there is problem with the input data.
885+45.600	887+56.800	Information: for segment #72 (885+45.600 to 887+56.800), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
885+45.600	887+56.800	Information: for segment #72 (885+45.600 to 887+56.800), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
885+45.600	887+56.800	Information: for segment #72 (885+45.600 to 887+56.800), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
885+45.600	887+56.800	Information: for segment #72 (885+45.600 to 887+56.800), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
887+56.800	893+90.400	Information: for segment #74 (887+56.800 to 893+90.400), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
887+56.800	893+90.400	Information: for segment #74 (887+56.800 to 893+90.400), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
887+56.800	893+90.400	Information: for segment #74 (887+56.800 to 893+90.400), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
887+56.800	893+90.400	Information: for segment #74 (887+56.800 to 893+90.400), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
893+90.400	907+10.400	Warning: for segment #76 (893+90.400 to 907+10.400), unknown/unsupported segment type, no crash prediction supported
893+90.400	907+10.400	Information: for segment #76 (893+90.400 to 907+10.400), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.

Start Location (Sta. ft)	End Location (Sta. ft)	Message
893+90.400	907+10.400	Information: for segment #76 (893+90.400 to 907+10.400), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
893+90.400	907+10.400	Information: for segment #76 (893+90.400 to 907+10.400), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
893+90.400	907+10.400	Information: for segment #76 (893+90.400 to 907+10.400), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
907+10.400	908+16.000	Warning: for segment #77 (907+10.400 to 908+16.000), unknown/unsupported segment type, no crash prediction supported
907+10.400	908+16.000	Information: for segment #77 (907+10.400 to 908+16.000), Inside shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
907+10.400	908+16.000	Information: for segment #77 (907+10.400 to 908+16.000), Outside shoulder width (22.00 feet) is greater than specified boundaries (14.00 feet); adjusted in CMF calculations.
907+10.400	908+16.000	Information: for segment #77 (907+10.400 to 908+16.000), Median barrier offset on the right side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
907+10.400	908+16.000	Information: for segment #77 (907+10.400 to 908+16.000), Median barrier offset on the left side of roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
696+43.200	699+60.600	Information: for segment #8 (696+43.200 to 699+60.600), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
699+60.600	701+43.200	Information: for segment #11 (699+60.600 to 701+43.200), Median barrier offset on the left side of Speed Change roadway from edge of

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
744+16.600	746+06.400	Information: for segment #14 (744+16.600 to 746+06.400), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
746+06.400	748+17.600	Information: for segment #16 (746+06.400 to 748+17.600), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
752+71.200	755+04.600	Information: for segment #22 (752+71.200 to 755+04.600), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
755+04.600	759+26.400	Information: for segment #24 (755+04.600 to 759+26.400), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
759+26.400	764+01.600	Information: for segment #27 (759+26.400 to 764+01.600), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
764+01.600	765+07.600	Information: for segment #30 (764+01.600 to 765+07.600), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
765+07.600	765+60.000	Information: for segment #32 (765+07.600 to 765+60.000), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.

Start Location (Sta. ft)	End Location (Sta. ft)	Message
765+60.000	765+99.600	Information: for segment #34 (765+60.000 to 765+99.600), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
765+99.600	767+71.200	Information: for segment #36 (765+99.600 to 767+71.200), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (9.00 feet). This indicates there is problem with the input data.
799+92.000	799+92.600	Information: for segment #49 (799+92.000 to 799+92.600), Median barrier offset on the right side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
799+92.600	802+03.200	Information: for segment #51 (799+92.600 to 802+03.200), Median barrier offset on the right side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
802+03.200	803+57.000	Information: for segment #53 (802+03.200 to 803+57.000), Median barrier offset on the right side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
811+00.800	816+28.800	Information: for segment #55 (811+00.800 to 816+28.800), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
816+28.800	817+87.200	Information: for segment #57 (816+28.800 to 817+87.200), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
817+87.200	818+98.800	Information: for segment #59 (817+87.200 to 818+98.800), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		median width (10.00 feet). This indicates there is problem with the input data.
846+41.200	846+91.200	Information: for segment #62 (846+41.200 to 846+91.200), Median barrier offset on the right side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
846+91.200	849+55.200	Information: for segment #64 (846+91.200 to 849+55.200), Median barrier offset on the right side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
855+05.600	856+94.400	Information: for segment #66 (855+05.600 to 856+94.400), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
856+94.400	859+05.600	Information: for segment #68 (856+94.400 to 859+05.600), Median barrier offset on the left side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
885+45.600	887+56.800	Information: for segment #73 (885+45.600 to 887+56.800), Median barrier offset on the right side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
887+56.800	887+76.600	Information: for segment #75 (887+56.800 to 887+76.600), Median barrier offset on the right side of Speed Change roadway from edge of inside traveled way to barrier face (12.00 feet) is greater than inside shoulder width plus median width (10.00 feet). This indicates there is problem with the input data.
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (182,600 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (183,645 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (184,690 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (185,735 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (186,780 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (187,825 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (188,870 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (189,915 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (190,960 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (192,005 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (193,050 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (194,095 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (195,140 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (196,185 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (197,230 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (198,275 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (199,320 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (200,365 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (201,410 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (202,455 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
687+45.600	692+20.800	Warning: for segment #1 (687+45.600 to 692+20.800), traffic volume (203,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (182,600 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (183,645 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (184,690 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (185,735 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (186,780 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (187,825 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (188,870 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (189,915 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (190,960 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (192,005 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (193,050 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (194,095 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (195,140 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (196,185 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (197,230 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (198,275 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (199,320 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (200,365 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (201,410 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (202,455 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
692+20.800	695+90.600	Warning: for segment #2 (692+20.800 to 695+90.600), traffic volume (203,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (182,600 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (183,645 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (184,690 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (185,735 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (186,780 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (187,825 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (188,870 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (189,915 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (190,960 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (192,005 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (193,050 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (194,095 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (195,140 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (196,185 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (197,230 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (198,275 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (199,320 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (200,365 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (201,410 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (202,455 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), traffic volume (203,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
695+90.600	696+43.200	Warning: for segment #4 (695+90.600 to 696+43.200), Freeway Segment of type 8F is using unbalanced lane processing with 5 + 3 lanes. While results are provided, the HSM specifies that this approach only applies when the number of lanes varies by no more than one lane between the two travel directions.
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (182,600 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (183,645 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (184,690 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (185,735 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (186,780 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (187,825 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (188,870 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (189,915 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (190,960 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (192,005 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (193,050 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (194,095 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (195,140 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (196,185 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (197,230 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (198,275 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (199,320 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (200,365 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (201,410 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (202,455 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), traffic volume (203,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
696+43.200	699+60.600	Warning: for segment #6 (696+43.200 to 699+60.600), Freeway Segment of type 8F is using unbalanced lane processing with 5 + 3 lanes. While results are provided, the HSM specifies that this approach only applies when the number of lanes varies by no more than one lane between the two travel directions.
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (182,600 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (183,645 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (184,690 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (185,735 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (186,780 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (187,825 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (188,870 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (189,915 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (190,960 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (192,005 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (193,050 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (194,095 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (195,140 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (196,185 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (197,230 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (198,275 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (199,320 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (200,365 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (201,410 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (202,455 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Warning: for segment #12 (722+83.600 to 733+39.200), traffic volume (203,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
722+83.600	733+39.200	Information: for segment #12 (722+83.600 to 733+39.200), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (180,810 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (181,795 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (182,780 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (183,765 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (184,750 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (185,735 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (186,720 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (187,705 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (188,690 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (189,675 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (190,660 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (191,645 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (192,630 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (193,615 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Warning: for segment #13 (733+39.200 to 746+06.400), traffic volume (194,600 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
733+39.200	746+06.400	Information: for segment #13 (733+39.200 to 746+06.400), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
752+40.000	755+04.600	Warning: for segment #20 (752+40.000 to 755+04.600), traffic volume (180,050 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
752+40.000	755+04.600	Warning: for segment #20 (752+40.000 to 755+04.600), traffic volume (180,995 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
752+40.000	755+04.600	Warning: for segment #20 (752+40.000 to 755+04.600), traffic volume (181,940 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
752+40.000	755+04.600	Warning: for segment #20 (752+40.000 to 755+04.600), traffic volume (182,885 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
752+40.000	755+04.600	Warning: for segment #20 (752+40.000 to 755+04.600), traffic volume (183,830 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
752+40.000	755+04.600	Warning: for segment #20 (752+40.000 to 755+04.600), traffic volume (184,775 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
752+40.000	755+04.600	Warning: for segment #20 (752+40.000 to 755+04.600), traffic volume (185,720 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
752+40.000	755+04.600	Warning: for segment #20 (752+40.000 to 755+04.600), traffic volume (186,665 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
752+40.000	755+04.600	Warning: for segment #20 (752+40.000 to 755+04.600), traffic volume (187,610 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
752+40.000	755+04.600	Warning: for segment #20 (752+40.000 to 755+04.600), traffic volume (188,555 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
752+40.000	755+04.600	Warning: for segment #20 (752+40.000 to 755+04.600), traffic volume (189,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
752+40.000	755+04.600	Information: for segment #20 (752+40.000 to 755+04.600), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
755+04.600	759+26.400	Warning: for segment #23 (755+04.600 to 759+26.400), traffic volume (180,050 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
755+04.600	759+26.400	Warning: for segment #23 (755+04.600 to 759+26.400), traffic volume (180,995 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
755+04.600	759+26.400	Warning: for segment #23 (755+04.600 to 759+26.400), traffic volume (181,940 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
755+04.600	759+26.400	Warning: for segment #23 (755+04.600 to 759+26.400), traffic volume (182,885 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
755+04.600	759+26.400	Warning: for segment #23 (755+04.600 to 759+26.400), traffic volume (183,830 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
755+04.600	759+26.400	Warning: for segment #23 (755+04.600 to 759+26.400), traffic volume (184,775 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
755+04.600	759+26.400	Warning: for segment #23 (755+04.600 to 759+26.400), traffic volume (185,720 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
755+04.600	759+26.400	Warning: for segment #23 (755+04.600 to 759+26.400), traffic volume (186,665 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
755+04.600	759+26.400	Warning: for segment #23 (755+04.600 to 759+26.400), traffic volume (187,610 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
755+04.600	759+26.400	Warning: for segment #23 (755+04.600 to 759+26.400), traffic volume (188,555 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
755+04.600	759+26.400	Warning: for segment #23 (755+04.600 to 759+26.400), traffic volume (189,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
755+04.600	759+26.400	Information: for segment #23 (755+04.600 to 759+26.400), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
759+26.400	764+01.600	Information: for segment #25 (759+26.400 to 764+01.600), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
765+60.000	765+99.600	Information: for segment #33 (765+60.000 to 765+99.600), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
765+99.600	767+71.200	Information: for segment #35 (765+99.600 to 767+71.200), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway

Start Location (Sta. ft)	End Location (Sta. ft)	Message
767+71.200	767+84.600	Information: for segment #37 (767+71.200 to 767+84.600), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
767+84.600	768+76.800	Information: for segment #38 (767+84.600 to 768+76.800), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (180,375 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (181,190 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (182,005 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (182,820 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (183,635 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (184,450 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (185,265 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (186,080 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (186,895 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (187,710 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (188,525 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (189,340 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (190,155 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (190,970 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (191,785 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+40.800	771+54.600	Warning: for segment #41 (771+40.800 to 771+54.600), traffic volume (192,600 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (180,375 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (181,190 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (182,005 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (182,820 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (183,635 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (184,450 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (185,265 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (186,080 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (186,895 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (187,710 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (188,525 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (189,340 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (190,155 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (190,970 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (191,785 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
771+54.600	772+46.600	Warning: for segment #42 (771+54.600 to 772+46.600), traffic volume (192,600 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (180,375 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (181,190 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (182,005 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (182,820 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (183,635 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (184,450 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (185,265 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (186,080 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (186,895 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (187,710 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (188,525 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (189,340 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (190,155 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (190,970 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (191,785 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
772+46.600	776+68.800	Warning: for segment #44 (772+46.600 to 776+68.800), traffic volume (192,600 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (180,375 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (181,190 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (182,005 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (182,820 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (183,635 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (184,450 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (185,265 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (186,080 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (186,895 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (187,710 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (188,525 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (189,340 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (190,155 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (190,970 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (191,785 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Warning: for segment #46 (776+68.800 to 778+27.200), traffic volume (192,600 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
776+68.800	778+27.200	Information: for segment #46 (776+68.800 to 778+27.200), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (180,375 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (181,190 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (182,005 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (182,820 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (183,635 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (184,450 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (185,265 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (186,080 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (186,895 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (187,710 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (188,525 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (189,340 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (190,155 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (190,970 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (191,785 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Warning: for segment #47 (778+27.200 to 798+86.400), traffic volume (192,600 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
778+27.200	798+86.400	Information: for segment #47 (778+27.200 to 798+86.400), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (195,500 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (196,500 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (197,500 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (198,500 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (199,500 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (200,500 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (201,500 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (202,500 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (203,500 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (204,500 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (205,500 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (206,500 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (207,500 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (208,500 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (209,500 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (210,500 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (211,500 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (212,500 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (213,500 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (214,500 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Warning: for segment #48 (798+86.400 to 799+92.600), traffic volume (215,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
798+86.400	799+92.600	Information: for segment #48 (798+86.400 to 799+92.600), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (195,500 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (196,500 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (197,500 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (198,500 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (199,500 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (200,500 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (201,500 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (202,500 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (203,500 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (204,500 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (205,500 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (206,500 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (207,500 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (208,500 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (209,500 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (210,500 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (211,500 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (212,500 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (213,500 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (214,500 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Warning: for segment #50 (799+92.600 to 802+03.200), traffic volume (215,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
799+92.600	802+03.200	Information: for segment #50 (799+92.600 to 802+03.200), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (195,500 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (196,500 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (197,500 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (198,500 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (199,500 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (200,500 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (201,500 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (202,500 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (203,500 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (204,500 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (205,500 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (206,500 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (207,500 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (208,500 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (209,500 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (210,500 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (211,500 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (212,500 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (213,500 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (214,500 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), traffic volume (215,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
802+03.200	811+00.800	Warning: for segment #52 (802+03.200 to 811+00.800), Freeway Segment of type 8F is using unbalanced lane processing with 5 + 3

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		lanes. While results are provided, the HSM specifies that this approach only applies when the number of lanes varies by no more than one lane between the two travel directions.
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (195,500 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (196,500 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (197,500 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (198,500 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (199,500 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (200,500 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (201,500 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (202,500 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (203,500 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (204,500 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (205,500 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (206,500 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (207,500 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (208,500 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (209,500 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (210,500 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (211,500 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (212,500 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (213,500 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (214,500 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), traffic volume (215,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
811+00.800	816+28.800	Warning: for segment #54 (811+00.800 to 816+28.800), Freeway Segment of type 8F is using unbalanced lane processing with 5 + 3 lanes. While results are provided, the HSM specifies that this approach only applies when the number of lanes varies by no more than one lane between the two travel directions.
816+28.800	817+87.200	Information: for segment #56 (816+28.800 to 817+87.200), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway

Start Location (Sta. ft)	End Location (Sta. ft)	Message
817+87.200	823+15.200	Information: for segment #58 (817+87.200 to 823+15.200), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (195,500 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (196,500 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (197,500 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (198,500 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (199,500 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (200,500 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (201,500 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (202,500 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (203,500 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (204,500 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (205,500 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (206,500 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (207,500 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (208,500 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (209,500 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (210,500 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (211,500 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (212,500 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (213,500 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (214,500 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), traffic volume (215,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
823+15.200	842+68.800	Warning: for segment #60 (823+15.200 to 842+68.800), Freeway Segment of type 8F is using unbalanced lane processing with 5 + 3 lanes. While results are provided, the HSM specifies that this approach only applies when the number of lanes varies by no more than one lane between the two travel directions.
842+68.800	846+91.200	Warning: for segment #61 (842+68.800 to 846+91.200), Freeway Segment of type 8F is using unbalanced lane processing with 5 + 3 lanes. While results are provided, the HSM specifies that this approach only applies when the number of lanes varies by no more than one lane between the two travel directions.

Start Location (Sta. ft)	End Location (Sta. ft)	Message
856+94.400	859+05.600	Information: for segment #67 (856+94.400 to 859+05.600), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
859+05.600	871+20.000	Information: for segment #69 (859+05.600 to 871+20.000), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (182,600 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (183,645 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (184,690 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (185,735 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (186,780 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (187,825 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (188,870 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (189,915 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (190,960 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (192,005 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC

Start Location (Sta. ft)	End Location (Sta. ft)	Message
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (193,050 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (194,095 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (195,140 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (196,185 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (197,230 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (198,275 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (199,320 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (200,365 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (201,410 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (202,455 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
692+20.800	695+90.600	Warning: for segment #3 (692+20.800 to 695+90.600), traffic volume (203,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (182,600 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (183,645 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (184,690 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (185,735 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (186,780 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (187,825 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (188,870 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (189,915 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (190,960 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (192,005 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (193,050 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (194,095 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (195,140 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (196,185 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC

Start Location (Sta. ft)	End Location (Sta. ft)	Message
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (197,230 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (198,275 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (199,320 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (200,365 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (201,410 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (202,455 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), traffic volume (203,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
695+90.600	696+43.200	Warning: for segment #5 (695+90.600 to 696+43.200), Freeway Speed Change Segment of type 8SC is using unbalanced lane processing with 5 + 3 lanes. While results are provided, the HSM specifies that this approach only applies when the number of lanes varies by no more than one lane between the two travel directions.
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (182,600 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (183,645 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (184,690 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (185,735 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC

Start Location (Sta. ft)	End Location (Sta. ft)	Message
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (186,780 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (187,825 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (188,870 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (189,915 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (190,960 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (192,005 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (193,050 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (194,095 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (195,140 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (196,185 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (197,230 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (198,275 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (199,320 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (200,365 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (201,410 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (202,455 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), traffic volume (203,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #7 (696+43.200 to 699+60.600), Freeway Speed Change Segment of type 8SC is using unbalanced lane processing with 5 + 3 lanes. While results are provided, the HSM specifies that this approach only applies when the number of lanes varies by no more than one lane between the two travel directions.
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (182,600 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (183,645 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (184,690 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (185,735 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (186,780 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (187,825 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (188,870 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (189,915 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (190,960 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (192,005 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (193,050 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (194,095 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (195,140 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (196,185 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (197,230 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (198,275 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (199,320 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (200,365 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (201,410 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC

Start Location (Sta. ft)	End Location (Sta. ft)	Message
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (202,455 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), traffic volume (203,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
696+43.200	699+60.600	Warning: for segment #8 (696+43.200 to 699+60.600), Freeway Speed Change Segment of type 8SC is using unbalanced lane processing with 5 + 3 lanes. While results are provided, the HSM specifies that this approach only applies when the number of lanes varies by no more than one lane between the two travel directions.
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (180,810 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (181,795 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (182,780 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (183,765 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (184,750 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (185,735 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (186,720 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (187,705 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (188,690 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC

Start Location (Sta. ft)	End Location (Sta. ft)	Message
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (189,675 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (190,660 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (191,645 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (192,630 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (193,615 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Warning: for segment #14 (744+16.600 to 746+06.400), traffic volume (194,600 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
744+16.600	746+06.400	Information: for segment #14 (744+16.600 to 746+06.400), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
752+40.000	755+04.000	Warning: for segment #21 (752+40.000 to 755+04.000), traffic volume (180,050 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+40.000	755+04.000	Warning: for segment #21 (752+40.000 to 755+04.000), traffic volume (180,995 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+40.000	755+04.000	Warning: for segment #21 (752+40.000 to 755+04.000), traffic volume (181,940 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+40.000	755+04.000	Warning: for segment #21 (752+40.000 to 755+04.000), traffic volume (182,885 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+40.000	755+04.000	Warning: for segment #21 (752+40.000 to 755+04.000), traffic volume (183,830 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC

Start Location (Sta. ft)	End Location (Sta. ft)	Message
752+40.000	755+04.000	Warning: for segment #21 (752+40.000 to 755+04.000), traffic volume (184,775 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+40.000	755+04.000	Warning: for segment #21 (752+40.000 to 755+04.000), traffic volume (185,720 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+40.000	755+04.000	Warning: for segment #21 (752+40.000 to 755+04.000), traffic volume (186,665 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+40.000	755+04.000	Warning: for segment #21 (752+40.000 to 755+04.000), traffic volume (187,610 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+40.000	755+04.000	Warning: for segment #21 (752+40.000 to 755+04.000), traffic volume (188,555 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+40.000	755+04.000	Warning: for segment #21 (752+40.000 to 755+04.000), traffic volume (189,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+40.000	755+04.000	Information: for segment #21 (752+40.000 to 755+04.000), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
752+71.200	755+04.600	Warning: for segment #22 (752+71.200 to 755+04.600), traffic volume (180,050 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+71.200	755+04.600	Warning: for segment #22 (752+71.200 to 755+04.600), traffic volume (180,995 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+71.200	755+04.600	Warning: for segment #22 (752+71.200 to 755+04.600), traffic volume (181,940 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+71.200	755+04.600	Warning: for segment #22 (752+71.200 to 755+04.600), traffic volume (182,885 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+71.200	755+04.600	Warning: for segment #22 (752+71.200 to 755+04.600), traffic volume (183,830 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC

Start Location (Sta. ft)	End Location (Sta. ft)	Message
752+71.200	755+04.600	Warning: for segment #22 (752+71.200 to 755+04.600), traffic volume (184,775 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+71.200	755+04.600	Warning: for segment #22 (752+71.200 to 755+04.600), traffic volume (185,720 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+71.200	755+04.600	Warning: for segment #22 (752+71.200 to 755+04.600), traffic volume (186,665 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+71.200	755+04.600	Warning: for segment #22 (752+71.200 to 755+04.600), traffic volume (187,610 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+71.200	755+04.600	Warning: for segment #22 (752+71.200 to 755+04.600), traffic volume (188,555 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+71.200	755+04.600	Warning: for segment #22 (752+71.200 to 755+04.600), traffic volume (189,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
752+71.200	755+04.600	Information: for segment #22 (752+71.200 to 755+04.600), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
755+04.600	759+26.400	Warning: for segment #24 (755+04.600 to 759+26.400), traffic volume (180,050 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
755+04.600	759+26.400	Warning: for segment #24 (755+04.600 to 759+26.400), traffic volume (180,995 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
755+04.600	759+26.400	Warning: for segment #24 (755+04.600 to 759+26.400), traffic volume (181,940 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
755+04.600	759+26.400	Warning: for segment #24 (755+04.600 to 759+26.400), traffic volume (182,885 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
755+04.600	759+26.400	Warning: for segment #24 (755+04.600 to 759+26.400), traffic volume (183,830 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC

Start Location (Sta. ft)	End Location (Sta. ft)	Message
755+04.600	759+26.400	Warning: for segment #24 (755+04.600 to 759+26.400), traffic volume (184,775 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
755+04.600	759+26.400	Warning: for segment #24 (755+04.600 to 759+26.400), traffic volume (185,720 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
755+04.600	759+26.400	Warning: for segment #24 (755+04.600 to 759+26.400), traffic volume (186,665 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
755+04.600	759+26.400	Warning: for segment #24 (755+04.600 to 759+26.400), traffic volume (187,610 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
755+04.600	759+26.400	Warning: for segment #24 (755+04.600 to 759+26.400), traffic volume (188,555 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
755+04.600	759+26.400	Warning: for segment #24 (755+04.600 to 759+26.400), traffic volume (189,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
755+04.600	759+26.400	Information: for segment #24 (755+04.600 to 759+26.400), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
762+95.200	764+01.600	Information: for segment #26 (762+95.200 to 764+01.600), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
759+26.400	764+01.600	Information: for segment #27 (759+26.400 to 764+01.600), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
765+60.000	765+99.600	Information: for segment #34 (765+60.000 to 765+99.600), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
765+99.600	767+71.200	Information: for segment #36 (765+99.600 to 767+71.200), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		Freeway Speed Change and Eight-lane Freeway Speed Change
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (180,375 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (181,190 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (182,005 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (182,820 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (183,635 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (184,450 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (185,265 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (186,080 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (186,895 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (187,710 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (188,525 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (189,340 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC

Start Location (Sta. ft)	End Location (Sta. ft)	Message
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (190,155 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (190,970 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (191,785 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.400	772+46.600	Warning: for segment #43 (772+46.400 to 772+46.600), traffic volume (192,600 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (180,375 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (181,190 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (182,005 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (182,820 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (183,635 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (184,450 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (185,265 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (186,080 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (186,895 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (187,710 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (188,525 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (189,340 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (190,155 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (190,970 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (191,785 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
772+46.600	774+12.400	Warning: for segment #45 (772+46.600 to 774+12.400), traffic volume (192,600 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (195,500 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (196,500 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (197,500 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (198,500 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (199,500 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC

Start Location (Sta. ft)	End Location (Sta. ft)	Message
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (200,500 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (201,500 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (202,500 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (203,500 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (204,500 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (205,500 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (206,500 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (207,500 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (208,500 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (209,500 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (210,500 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (211,500 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (212,500 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (213,500 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (214,500 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Warning: for segment #49 (799+92.000 to 799+92.600), traffic volume (215,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.000	799+92.600	Information: for segment #49 (799+92.000 to 799+92.600), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (195,500 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (196,500 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (197,500 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (198,500 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (199,500 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (200,500 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (201,500 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (202,500 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (203,500 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (204,500 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (205,500 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (206,500 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (207,500 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (208,500 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (209,500 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (210,500 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (211,500 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (212,500 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (213,500 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (214,500 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC

Start Location (Sta. ft)	End Location (Sta. ft)	Message
799+92.600	802+03.200	Warning: for segment #51 (799+92.600 to 802+03.200), traffic volume (215,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
799+92.600	802+03.200	Information: for segment #51 (799+92.600 to 802+03.200), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (195,500 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (196,500 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (197,500 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (198,500 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (199,500 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (200,500 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (201,500 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (202,500 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (203,500 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (204,500 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC

Start Location (Sta. ft)	End Location (Sta. ft)	Message
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (205,500 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (206,500 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (207,500 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (208,500 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (209,500 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (210,500 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (211,500 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (212,500 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (213,500 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (214,500 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), traffic volume (215,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
802+03.200	803+57.000	Warning: for segment #53 (802+03.200 to 803+57.000), Freeway Speed Change Segment of type 8SC is using unbalanced lane processing with 5 + 3 lanes. While results are provided, the HSM specifies that this approach only applies when the number of lanes varies by no more than one lane between the two travel directions.

Start Location (Sta. ft)	End Location (Sta. ft)	Message
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (195,500 vpd) for 2030 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (196,500 vpd) for 2031 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (197,500 vpd) for 2032 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (198,500 vpd) for 2033 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (199,500 vpd) for 2034 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (200,500 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (201,500 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (202,500 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (203,500 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (204,500 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (205,500 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (206,500 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (207,500 vpd) for

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (208,500 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (209,500 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (210,500 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (211,500 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (212,500 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (213,500 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (214,500 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), traffic volume (215,500 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
811+00.800	816+28.800	Warning: for segment #55 (811+00.800 to 816+28.800), Freeway Speed Change Segment of type 8SC is using unbalanced lane processing with 5 + 3 lanes. While results are provided, the HSM specifies that this approach only applies when the number of lanes varies by no more than one lane between the two travel directions.
816+28.800	817+87.200	Information: for segment #57 (816+28.800 to 817+87.200), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
817+87.200	818+98.800	Information: for segment #59 (817+87.200 to 818+98.800), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-

Start Location (Sta. ft)	End Location (Sta. ft)	Message
		lane Freeway Speed Change and Ten-lane Freeway Speed Change
846+41.200	846+91.200	Warning: for segment #62 (846+41.200 to 846+91.200), Freeway Speed Change Segment of type 8SC is using unbalanced lane processing with 5 + 3 lanes. While results are provided, the HSM specifies that this approach only applies when the number of lanes varies by no more than one lane between the two travel directions.
856+94.400	859+05.600	Information: for segment #68 (856+94.400 to 859+05.600), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change

[Top]

APPENDIX O4

Build Alternative 1 Interactive Highway Safety Design Model (IHSDM)

APPENDIX

O4

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

Version v17.0.0 (Sep 22, 2021)

November 3, 2023

Table of Contents

Report Overview
Disclaimer Regarding Crash Prediction Method
Section Types
Section 1 Evaluation

List of Tables

Evaluation Freeway - Homogeneous Segments (Section 1)
Evaluation Freeway - Speed Change Lanes (Speed Change)
Predicted Freeway Crash Rates and Frequencies Summary (Section 1)
Predicted Freeway Speed Change Lane Crash Rates and Frequencies Summary (Speed Change)
Predicted Crash Frequencies and Rates by Freeway Segment/Intersection (Section 1)
Predicted Crash Frequencies and Rates by Freeway Speed Change Lane (Speed Change)
Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)
Predicted Crash Frequencies by Year (Section 1)
Predicted Crash Severity by Freeway Segment (Section 1)
Predicted Crash Severity by Speed Change Lane (Speed Change)
Predicted Freeway Crash Type Distribution (Section 1)
Predicted Exit Speed Change Lane Crash Type Distribution (Speed Change)
Predicted Entrance Speed Change Lane Crash Type Distribution (Speed Change)
Evaluation Message

List of Figures

Crash Prediction Summary (Section 1)

Disclaimer

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Report Overview

Report Generated: Nov 3, 2023 10:50 AM
Report Template: System: Single Page [System] (mlcpm3, Jun 22, 2023 3:05 PM)

Evaluation Date: Fri Nov 03 10:50:12 EDT 2023
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: andrija.milovanovic
Organization Name: Colliers Engineering & Design, Inc.
Phone: (757) 692-1021
E-Mail: andrija.milovanovic@collierseng.com

Project Title: Alternative 1 I-95
Project Comment: Created Mon Oct 30 10:53:57 EDT 2023
Project Unit System: U.S. Customary

Highway Title: I-95
Highway Comment: Created Mon Oct 30 11:19:00 EDT 2023
Highway Version: 1

Evaluation Title: Evaluation 7
Evaluation Comment: Created Fri Nov 03 10:49:53 EDT 2023

Minimum Location: 0.0
Maximum Location: 3.94

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration

Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

[Top]

Section Types

Section 1 Evaluation

Section: Section 1
Evaluation Start Location: 0.0
Evaluation End Location: 3.94
Functional Class: Freeway
Type of Alignment: Divided, Multilane
Model Category: Freeway Segment
Calibration Factor: FI_EN=1.0; FI_EX=1.0; FI_MV=1.0; FI_SV=1.0; PDO_EN=1.0; PDO_EX=1.0; PDO_MV=1.0; PDO_SV=1.0;

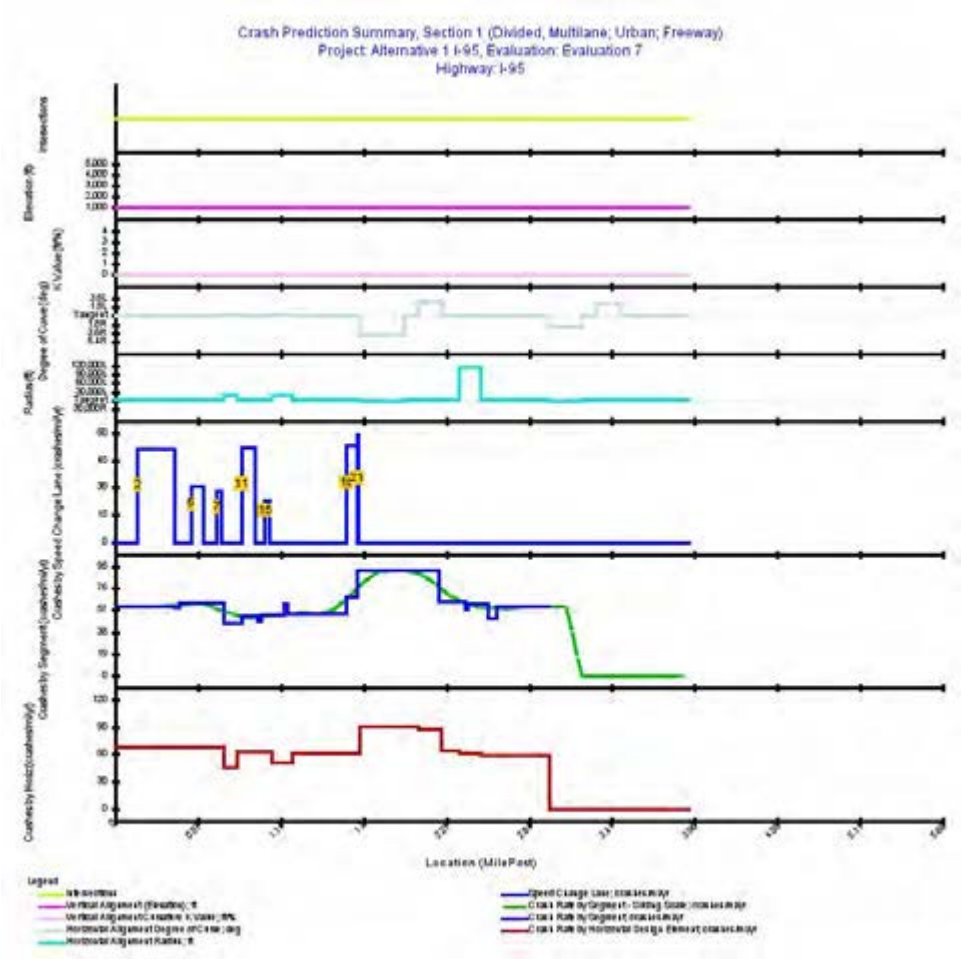

Figure Crash Prediction Summary (Section 1)

Table 1. Evaluation Freeway - Homogeneous Segments (Section 1)

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
1	Nine-lane Freeway	Urban	0.0	0.41	2,164.80	0.4100	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	13.00	Non-Traversable Median	33.00
3	Nine-lane Freeway	Urban	0.41	0.44	158.40	0.0300	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	13.00	Non-Traversable Median	33.00
4	Nine-lane Freeway	Urban	0.44	0.61	897.60	0.1700	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735;	13.00		33.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500		Non-Traversable Median	
6	Nine-lane Freeway	Urban	0.61	0.73	633.60	0.1200	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	13.00	Non-Traversable Median	33.00
8	Eight-lane Freeway	Urban	0.73	0.75	105.60	0.0200	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	13.00	Non-Traversable Median	33.00
9	Eight-lane Freeway	Urban	0.75	0.87	633.60	0.1200	2030: 150,000; 2031: 150,710; 2032: 151,420; 2033: 152,130; 2034: 152,840; 2035: 153,550; 2036: 154,260; 2037: 154,970; 2038: 155,680; 2039: 156,390; 2040: 157,100; 2041: 157,810; 2042: 158,520; 2043: 159,230; 2044: 159,940; 2045: 160,650; 2046: 161,360; 2047: 162,070; 2048: 162,780; 2049: 163,490; 2050: 164,200	13.00	Non-Traversable Median	33.00
10	Eight-lane Freeway	Urban	0.87	0.98	580.80	0.1100	2030: 150,000; 2031: 150,710; 2032: 151,420; 2033: 152,130; 2034: 152,840; 2035: 153,550; 2036: 154,260; 2037: 154,970; 2038: 155,680; 2039: 156,390; 2040: 157,100; 2041: 157,810; 2042: 158,520; 2043: 159,230; 2044: 159,940; 2045: 160,650; 2046: 161,360; 2047: 162,070; 2048: 162,780; 2049: 163,490; 2050: 164,200	13.00	Non-Traversable Median	33.00
12	Eight-lane Freeway	Urban	0.98	1.0	105.60	0.0200	2030: 150,000; 2031: 150,710; 2032: 151,420; 2033: 152,130; 2034: 152,840; 2035: 153,550; 2036: 154,260; 2037: 154,970; 2038: 155,680; 2039: 156,390; 2040: 157,100; 2041: 157,810; 2042: 158,520; 2043: 159,230; 2044: 159,940; 2045: 160,650; 2046: 161,360; 2047: 162,070; 2048: 162,780; 2049: 163,490; 2050: 164,200	13.00	Non-Traversable Median	33.00
13		Urban	1.0	1.03	158.40	0.0300	2030: 150,000; 2031: 150,710; 2032: 151,420; 2033: 152,130;	13.00		33.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
	Eight-lane Freeway						2034: 152,840; 2035: 153,550; 2036: 154,260; 2037: 154,970; 2038: 155,680; 2039: 156,390; 2040: 157,100; 2041: 157,810; 2042: 158,520; 2043: 159,230; 2044: 159,940; 2045: 160,650; 2046: 161,360; 2047: 162,070; 2048: 162,780; 2049: 163,490; 2050: 164,200		Non-Traversable Median	
14	Eight-lane Freeway	Urban	1.03	1.16	686.40	0.1300	2030: 150,000; 2031: 150,710; 2032: 151,420; 2033: 152,130; 2034: 152,840; 2035: 153,550; 2036: 154,260; 2037: 154,970; 2038: 155,680; 2039: 156,390; 2040: 157,100; 2041: 157,810; 2042: 158,520; 2043: 159,230; 2044: 159,940; 2045: 160,650; 2046: 161,360; 2047: 162,070; 2048: 162,780; 2049: 163,490; 2050: 164,200	13.00	Non-Traversable Median	33.00
16	Eight-lane Freeway	Urban	1.16	1.18	105.60	0.0200	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	33.00
17	Nine-lane Freeway	Urban	1.18	1.59	2,164.80	0.4100	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	33.00
18	Nine-lane Freeway	Urban	1.59	1.66	369.60	0.0700	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	33.00
20	Nine-lane Freeway	Urban	1.66	2.22	2,956.80	0.5600	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500	13.00	Non-Traversable Median	33.00
22	Ten-lane Freeway	Urban	2.22	2.4	950.40	0.1800	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500;	13.00		33.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500		Non-Traversable Median	
23	Ten-lane Freeway	Urban	2.4	2.42	105.60	0.0200	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500	13.00	Non-Traversable Median	33.00
24	Ten-lane Freeway	Urban	2.42	2.56	739.20	0.1400	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500; 2048: 213,500; 2049: 214,500; 2050: 215,500	13.00	Non-Traversable Median	33.00
25	Ten-lane Freeway	Urban	2.56	2.62	316.80	0.0600	2030: 195,500; 2031: 194,550; 2032: 193,600; 2033: 192,650; 2034: 191,700; 2035: 190,750; 2036: 189,800; 2037: 188,850; 2038: 187,900; 2039: 186,950; 2040: 186,000; 2041: 185,050; 2042: 184,100; 2043: 183,150; 2044: 182,200; 2045: 181,250; 2046: 180,300; 2047: 179,350; 2048: 178,400; 2049: 177,450; 2050: 176,500	13.00	Non-Traversable Median	33.00
26	Eight-lane Freeway	Urban	2.62	2.98	1,900.80	0.3600	2030: 195,500; 2031: 194,550; 2032: 193,600; 2033: 192,650; 2034: 191,700; 2035: 190,750; 2036: 189,800; 2037: 188,850; 2038: 187,900; 2039: 186,950; 2040: 186,000; 2041: 185,050; 2042: 184,100; 2043: 183,150; 2044: 182,200; 2045: 181,250; 2046: 180,300; 2047: 179,350; 2048: 178,400; 2049: 177,450; 2050: 176,500	13.00	Non-Traversable Median	33.00
27	Unknown	Urban	2.98	3.2	1,161.60	0.2200	2030: 195,500; 2031: 194,550; 2032: 193,600; 2033: 192,650; 2034: 191,700; 2035: 190,750; 2036: 189,800; 2037: 188,850; 2038: 187,900; 2039: 186,950; 2040: 186,000; 2041: 185,050; 2042: 184,100; 2043: 183,150; 2044: 182,200; 2045: 181,250; 2046: 180,300; 2047: 179,350; 2048: 178,400; 2049: 177,450; 2050: 176,500	13.00	Non-Traversable Median	33.00
28	Unknown	Urban	3.2	3.28	422.40	0.0800	2030: 195,500; 2031: 194,550; 2032: 193,600; 2033: 192,650;	13.00		33.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2034: 191,700; 2035: 190,750; 2036: 189,800; 2037: 188,850; 2038: 187,900; 2039: 186,950; 2040: 186,000; 2041: 185,050; 2042: 184,100; 2043: 183,150; 2044: 182,200; 2045: 181,250; 2046: 180,300; 2047: 179,350; 2048: 178,400; 2049: 177,450; 2050: 176,500		Non-Traversable Median	
29	Unknown	Urban	3.28	3.31	158.40	0.0300	2030: 195,500; 2031: 194,550; 2032: 193,600; 2033: 192,650; 2034: 191,700; 2035: 190,750; 2036: 189,800; 2037: 188,850; 2038: 187,900; 2039: 186,950; 2040: 186,000; 2041: 185,050; 2042: 184,100; 2043: 183,150; 2044: 182,200; 2045: 181,250; 2046: 180,300; 2047: 179,350; 2048: 178,400; 2049: 177,450; 2050: 176,500	13.00	Non-Traversable Median	33.00
30	Unknown	Urban	3.31	3.33	105.60	0.0200	2030-2050: 249,500	13.00	Non-Traversable Median	33.00
31	Unknown	Urban	3.33	3.94	3,220.80	0.6100	2030-2050: 249,500	13.00	Non-Traversable Median	33.00

Table 2. Evaluation Freeway - Speed Change Lanes (Speed Change)

Seg. No.	Type	Ramp Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
2	Nine-lane Freeway Speed Change	Entrance	0.16	0.41	1,338.00	0.2534	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	13.00	Non-Traversable Median	33.00
5	Nine-lane Freeway Speed Change	Entrance	0.52	0.61	458.00	0.0867	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	13.00	Non-Traversable Median	33.00
7	Nine-lane Freeway	Exit	0.7	0.73	172.00	0.0326	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034:	13.00	Non-Traversable Median	33.00

Seg. No.	Type	Ramp Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
	Speed Change						186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500			
11	Eight-lane Freeway Speed Change	Entrance	0.87	0.96	471.00	0.0892	2030: 150,000; 2031: 150,710; 2032: 151,420; 2033: 152,130; 2034: 152,840; 2035: 153,550; 2036: 154,260; 2037: 154,970; 2038: 155,680; 2039: 156,390; 2040: 157,100; 2041: 157,810; 2042: 158,520; 2043: 159,230; 2044: 159,940; 2045: 160,650; 2046: 161,360; 2047: 162,070; 2048: 162,780; 2049: 163,490; 2050: 164,200	13.00	Non-Traversable Median	33.00
15	Eight-lane Freeway Speed Change	Exit	1.03	1.06	172.00	0.0326	2030: 150,000; 2031: 150,710; 2032: 151,420; 2033: 152,130; 2034: 152,840; 2035: 153,550; 2036: 154,260; 2037: 154,970; 2038: 155,680; 2039: 156,390; 2040: 157,100; 2041: 157,810; 2042: 158,520; 2043: 159,230; 2044: 159,940; 2045: 160,650; 2046: 161,360; 2047: 162,070; 2048: 162,780; 2049: 163,490; 2050: 164,200	13.00	Non-Traversable Median	33.00
19	Nine-lane Freeway Speed Change	Exit	1.59	1.66	369.60	0.0700	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	33.00
21	Nine-lane Freeway Speed Change	Exit	1.66	1.67	40.40	0.0077	2030: 195,500; 2031: 196,500; 2032: 197,500; 2033: 198,500; 2034: 199,500; 2035: 200,500; 2036: 201,500; 2037: 202,500; 2038: 203,500; 2039: 204,500; 2040: 205,500; 2041: 206,500; 2042: 207,500; 2043: 208,500; 2044: 209,500; 2045: 210,500; 2046: 211,500; 2047: 212,500;	13.00	Non-Traversable Median	33.00

Seg. No.	Type	Ramp Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2048: 213,500; 2049: 214,500; 2050: 215,500			

Table 3. Predicted Freeway Crash Rates and Frequencies Summary (Section 1)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Effective Length (mi)	**2.6939**
Average Future Road AADT (vpd)	**189,949**
Predicted Crashes	
Total Crashes	**3,667.06**
Fatal and Injury Crashes	**1,116.77**
Property-Damage-Only Crashes	**2,550.28**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**30**
Percent Property-Damage-Only Crashes (%)	**70**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**64.8207**
FI Crash Rate (crashes/mi/yr)	**19.7406**
PDO Crash Rate (crashes/mi/yr)	**45.0801**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**3,922.24**
Travel Crash Rate (crashes/million veh-mi)	**0.94**
Travel FI Crash Rate (crashes/million veh-mi)	**0.28**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.65**

Note: *Effective Length* is the *segment length* minus the length of the *speed change lanes* if present.

Table 4. Predicted Freeway Speed Change Lane Crash Rates and Frequencies Summary (Speed Change)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Length (mi)	**0.5722**
Average Future Road AADT (vpd)	**92,256**
Predicted Crashes	
Total Crashes	**546.91**
Fatal and Injury Crashes	**154.16**

Property-Damage-Only Crashes	**392.76**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**28**
Percent Property-Damage-Only Crashes (%)	**72**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**45.5181**
FI Crash Rate (crashes/mi/yr)	**12.8300**
PDO Crash Rate (crashes/mi/yr)	**32.6881**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**404.60**
Travel Crash Rate (crashes/million veh-mi)	**1.35**
Travel FI Crash Rate (crashes/million veh-mi)	**0.38**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.97**

Note: *Total Travel and Crash Rates/Million Vehicle Miles* for *Speed Change Lanes* reflect AADTs that are **half of the Freeway Segment AADTs** based on the assumption of 50/50 directional distribution.

Table 5. Predicted Crash Frequencies and Rates by Freeway Segment/Intersection (Section 1)

Segment Number/Intersection Name/Cross Road	Start Location (MP)	End Location (MP)	Effective Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Cras Rate (crashes/mi/y
1	0.0	0.41	0.2833	358.332	17.0634	5.2673	11.7961	60.231
3	0.41	0.44	0.0300	37.161	1.7696	0.5472	1.2224	58.985
4	0.44	0.61	0.1266	167.796	7.9903	2.4669	5.5234	63.100
6	0.61	0.73	0.1037	138.613	6.6006	2.0338	4.5668	63.643
8	0.73	0.75	0.0200	26.685	1.2707	0.3817	0.8890	63.535
9	0.75	0.87	0.1200	115.179	5.4847	1.7597	3.7250	45.705
10	0.87	0.98	0.0654	71.077	3.3846	1.0835	2.3011	51.754
12	0.98	1.0	0.0200	20.154	0.9597	0.3084	0.6513	47.985
13	1.0	1.03	0.0300	32.923	1.5678	0.5013	1.0665	52.258
14	1.03	1.16	0.1137	125.177	5.9608	1.9115	4.0493	52.420
16	1.16	1.18	0.0200	26.119	1.2438	0.3800	0.8638	62.189
17	1.18	1.59	0.4100	466.447	22.2117	6.9661	15.2456	54.175
18	1.59	1.66	0.0350	50.181	2.3896	0.7437	1.6459	68.273
20	1.66	2.22	0.5562	1,067.018	50.8104	14.6582	36.1521	91.357
22	2.22	2.4	0.1800	240.885	11.4707	3.5600	7.9107	63.726
23	2.4	2.42	0.0200	24.176	1.1512	0.3597	0.7915	57.562
24	2.42	2.56	0.1400	182.790	8.7043	2.7147	5.9896	62.173
25	2.56	2.62	0.0600	63.063	3.0030	0.9702	2.0328	50.049
26	2.62	2.98	0.3600	453.283	21.5849	6.5657	15.0192	59.958
Total			2.6939	3,667.058	174.6218	53.1797	121.4421	64.820

Note: *Effective Length* is the *segment length* minus the length of the *speed change lanes* if present. This may create Freeway segments with zero effective length and zero crashes.

Table 6. Predicted Crash Frequencies and Rates by Freeway Speed Change Lane (Speed Change)

Segment Number/Intersection Name/Cross Road	Start Location (MP)	End Location (MP)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)
2	0.16	0.41	0.2534	270.900	12.9000	3.4918	9.4081	50.9058
5	0.52	0.61	0.0867	55.859	2.6600	0.9498	1.7102	30.6652
7	0.7	0.73	0.0326	19.084	0.9088	0.3195	0.5893	27.8976
11	0.87	0.96	0.0892	97.328	4.6347	1.2269	3.4077	51.9555
15	1.03	1.06	0.0326	15.783	0.7516	0.2652	0.4863	23.0716
19	1.59	1.66	0.0700	78.480	3.7372	0.9705	2.7667	53.3880
21	1.66	1.67	0.0077	9.480	0.4514	0.1170	0.3345	58.9970
Total			0.5722	546.915	26.0436	7.3408	18.7028	45.5181

Note: *Travel Crash Rates/Million Vehicle Miles* for *Speed Change Lanes* reflect AADTs that are **half of the Freeway Segment AADTs** based on the assumption of 50/50 directional distribution.

Table 7. Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)

Title	Start Location (MP)	End Location (MP)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Tra Crash Rate (crashes/milli veh-mi)
Tangent	0.0	0.75	0.7500	1,074.431	51.1634	15.4581	35.7053	68.2178	1
Simple Curve 1	0.75	0.84	0.0900	86.384	4.1135	1.3198	2.7937	45.7058	0
Tangent	0.84	1.08	0.2400	314.204	14.9621	4.5605	10.4016	62.3421	1
Simple Curve 2	1.08	1.22	0.1400	148.659	7.0790	2.2360	4.8430	50.5642	0
Tangent	1.22	1.68	0.4600	597.188	28.4375	8.6412	19.7964	61.8207	1
Simple Curve 3	1.68	1.86	0.1800	342.970	16.3319	4.7116	11.6203	90.7328	1
Simple Curve 4	1.86	1.98	0.1200	228.647	10.8879	3.1411	7.7469	90.7328	1
Tangent	1.98	2.08	0.1000	190.539	9.0733	2.6175	6.4557	90.7328	1
Simple Curve 5	2.08	2.24	0.1600	293.519	13.9771	4.0601	9.9170	87.3570	1
Tangent	2.24	2.36	0.1200	160.590	7.6471	2.3733	5.2738	63.7261	0
Simple Curve 6	2.36	2.51	0.1500	195.214	9.2959	2.8959	6.4000	61.9727	0
Tangent	2.51	2.98	0.4700	581.628	27.6966	8.5054	19.1911	58.9288	0
Simple Curve 7	2.98	3.2	0.2200	0.000	0.0000	0.0000	0.0000	0.0000	0
Tangent	3.2	3.3	0.1000	0.000	0.0000	0.0000	0.0000	0.0000	0
Simple Curve 8	3.3	3.48	0.1800	0.000	0.0000	0.0000	0.0000	0.0000	0
Tangent	3.48	3.94	0.4600	0.000	0.0000	0.0000	0.0000	0.0000	0

Table 8. Predicted Crash Frequencies by Year (Section 1)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	189.65	57.75	30.453	131.89	69.547
2031	190.72	58.03	30.425	132.69	69.575
2032	191.79	58.30	30.397	133.49	69.603
2033	192.87	58.57	30.369	134.30	69.631

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2034	193.96	58.85	30.340	135.11	69.659
2035	195.04	59.12	30.312	135.92	69.688
2036	196.14	59.40	30.283	136.74	69.717
2037	197.24	59.67	30.255	137.57	69.746
2038	198.35	59.95	30.226	138.40	69.774
2039	199.46	60.23	30.197	139.23	69.803
2040	200.57	60.51	30.168	140.06	69.832
2041	201.69	60.79	30.138	140.91	69.862
2042	202.82	61.07	30.109	141.75	69.891
2043	203.95	61.35	30.080	142.60	69.920
2044	205.09	61.63	30.050	143.46	69.950
2045	206.23	61.91	30.021	144.32	69.979
2046	207.37	62.19	29.991	145.18	70.009
2047	208.52	62.48	29.962	146.05	70.038
2048	209.68	62.76	29.932	146.92	70.068
2049	210.84	63.05	29.902	147.79	70.098
2050	212.01	63.33	29.872	148.68	70.128
Total	4,213.97	1,270.93	30.160	2,943.04	69.840
Average	200.66	60.52	30.160	140.15	69.840

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 9. Predicted Crash Severity by Freeway Segment (Section 1)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.8842	2.5115	17.9268	89.2908	247.7184
3	0.0919	0.2609	1.8623	9.2761	25.6699
4	0.4141	1.1763	8.3960	41.8190	115.9908
6	0.3414	0.9698	6.9219	34.4771	95.9029
8	0.0641	0.1820	1.2991	6.4704	18.6692
9	0.3376	0.9845	6.4613	29.1710	78.2242
10	0.1819	0.5166	3.6875	18.3667	48.3240
12	0.0518	0.1471	1.0497	5.2286	13.6767
13	0.0841	0.2390	1.7061	8.4978	22.3959
14	0.3637	1.0590	6.9861	31.7330	85.0358
16	0.0762	0.2241	1.4304	6.2498	18.1390
17	1.1900	3.3918	23.9467	117.7603	320.1578
18	0.1248	0.3546	2.5311	12.6068	34.5633
20	2.8328	8.2728	54.0420	242.6755	759.1950
22	0.6343	1.8229	12.5349	59.7669	166.1256
23	0.0721	0.2122	1.3539	5.9155	16.6225
24	0.5111	1.4847	9.8613	45.1506	125.7824
25	0.1629	0.4626	3.3019	16.4462	42.6893
26	1.1021	3.1307	22.3459	111.3017	315.4023
Total	9.5211	27.4031	187.6449	892.2036	2,550.2849

Table 10. Predicted Crash Severity by Speed Change Lane (Speed Change)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
2	0.5861	1.6650	11.8842	59.1935	197.5710
5	0.1594	0.4529	3.2326	16.1012	35.9133
7	0.0536	0.1523	1.0874	5.4160	12.3752
11	0.2060	0.5850	4.1757	20.7987	71.5626
15	0.0445	0.1265	0.9027	4.4964	10.2129
19	0.1629	0.4628	3.3030	16.4518	58.0999
21	0.0196	0.0558	0.3980	1.9826	7.0237
Total	1.2322	3.5002	24.9837	124.4402	392.7585

Table 11. Predicted Freeway Crash Type Distribution (Section 1)

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Collision with Animal	1.16	0.0	9.53	0.3	10.69	0.3
Highway Segment	Collision with Fixed Object	208.57	5.7	310.27	8.5	518.84	14.1
Highway Segment	Collision with Other Object	14.73	0.4	60.23	1.6	74.97	2.0
Highway Segment	Other Single-vehicle Collision	60.09	1.6	46.37	1.3	106.45	2.9
Highway Segment	Collision with Parked Vehicle	4.33	0.1	6.93	0.2	11.27	0.3
Highway Segment	Total Single Vehicle Crashes	288.87	7.9	433.34	11.8	722.22	19.7
Highway Segment	Right-Angle Collision	25.66	0.7	38.10	1.0	63.77	1.7
Highway Segment	Head-on Collision	6.62	0.2	4.23	0.1	10.86	0.3
Highway Segment	Other Multi-vehicle Collision	25.66	0.7	50.81	1.4	76.47	2.1
Highway Segment	Rear-end Collision	620.92	16.9	1,460.69	39.8	2,081.61	56.8
Highway Segment	Sideswipe, Same Direction Collision	149.02	4.1	563.11	15.4	712.13	19.4
Highway Segment	Total Multiple Vehicle Crashes	827.90	22.6	2,116.94	57.7	2,944.84	80.3
Highway Segment	Total Highway Segment Crashes	1,116.77	30.5	2,550.28	69.5	3,667.06	100.0
	Total Crashes	1,116.77	30.5	2,550.28	69.5	3,667.06	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 12. Predicted Exit Speed Change Lane Crash Type Distribution (Speed Change)

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Collision with Animal	0.00	0.0	0.61	0.5	0.61	0.5
Highway Segment	Collision with Fixed Object	6.88	5.6	18.16	14.8	25.04	20.4
Highway Segment	Collision with Other Object	0.56	0.5	2.63	2.1	3.19	2.6
Highway Segment	Other Single-vehicle Collision	1.72	1.4	2.02	1.6	3.74	3.0
Highway Segment	Collision with Parked Vehicle	0.00	0.0	0.00	0.0	0.00	0.0
Highway Segment	Total Single Vehicle Crashes	9.16	7.5	23.42	19.1	32.58	26.5
Highway Segment	Right-Angle Collision	0.39	0.3	1.05	0.9	1.44	1.2
Highway Segment	Head-on Collision	0.18	0.1	0.17	0.1	0.35	0.3
Highway Segment	Other Multi-vehicle Collision	0.56	0.5	1.40	1.1	1.97	1.6
Highway Segment	Rear-end Collision	19.28	15.7	49.56	40.3	68.84	56.0
Highway Segment	Sideswipe, Same Direction Collision	5.55	4.5	12.10	9.9	17.65	14.4
Highway Segment	Total Multiple Vehicle Crashes	25.95	21.1	64.29	52.3	90.24	73.5
Highway Segment	Total Highway Segment Crashes	35.12	28.6	87.71	71.4	122.83	100.0
	Total Crashes	35.12	28.6	87.71	71.4	122.83	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 13. Predicted Entrance Speed Change Lane Crash Type Distribution (Speed Change)

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Collision with Animal	0.00	0.0	0.61	0.1	0.61	0.1
Highway Segment	Collision with Fixed Object	23.09	5.4	39.35	9.3	62.45	14.7
Highway Segment	Collision with Other Object	2.26	0.5	10.98	2.6	13.24	3.1
Highway Segment	Other Single-vehicle Collision	7.98	1.9	4.88	1.2	12.86	3.0
Highway Segment	Collision with Parked Vehicle	0.48	0.1	0.92	0.2	1.39	0.3
Highway Segment	Total Single Vehicle Crashes	33.81	8.0	56.74	13.4	90.55	21.4
Highway Segment	Right-Angle Collision	2.26	0.5	4.88	1.2	7.14	1.7
Highway Segment	Head-on Collision	0.48	0.1	0.30	0.1	0.78	0.2
Highway Segment	Other Multi-vehicle Collision	2.02	0.5	4.58	1.1	6.60	1.6
Highway Segment	Rear-end Collision	64.64	15.2	161.68	38.1	226.31	53.4

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Sideswipe, Same Direction Collision	15.83	3.7	76.87	18.1	92.70	21.9
Highway Segment	Total Multiple Vehicle Crashes	85.23	20.1	248.31	58.6	333.54	78.6
Highway Segment	Total Highway Segment Crashes	119.04	28.1	305.05	71.9	424.09	100.0
	Total Crashes	119.04	28.1	305.05	71.9	424.09	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 14. Evaluation Message

Start Location (MP)	End Location (MP)	Message
2.98	3.2	Warning: for segment #27 (2.98 to 3.2), unknown/unsupported segment type, no crash prediction supported
3.2	3.28	Warning: for segment #28 (3.2 to 3.28), unknown/unsupported segment type, no crash prediction supported
3.28	3.31	Warning: for segment #29 (3.28 to 3.31), unknown/unsupported segment type, no crash prediction supported
3.31	3.33	Warning: for segment #30 (3.31 to 3.33), unknown/unsupported segment type, no crash prediction supported
3.33	3.94	Warning: for segment #31 (3.33 to 3.94), unknown/unsupported segment type, no crash prediction supported
0.0	0.41	Information: for segment #1 (0.0 to 0.41), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.41	0.44	Information: for segment #3 (0.41 to 0.44), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.44	0.61	Information: for segment #4 (0.44 to 0.61), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.61	0.73	Information: for segment #6 (0.61 to 0.73), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
1.18	1.59	Information: for segment #17 (1.18 to 1.59), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
1.59	1.66	Information: for segment #18 (1.59 to 1.66), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway

Start Location (MP)	End Location (MP)	Message
1.66	2.22	Information: for segment #20 (1.66 to 2.22), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.16	0.41	Information: for segment #2 (0.16 to 0.41), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
0.52	0.61	Information: for segment #5 (0.52 to 0.61), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
0.7	0.73	Information: for segment #7 (0.7 to 0.73), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
1.59	1.66	Information: for segment #19 (1.59 to 1.66), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
1.66	1.67	Information: for segment #21 (1.66 to 1.67), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change

[Top]

APPENDIX O5

Build Alternative 2 Interactive Highway Safety Design Model (IHSDM)

APPENDIX

O5

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

Version v17.0.0 (Sep 22, 2021)

November 3, 2023

Table of Contents

Report Overview
Disclaimer Regarding Crash Prediction Method
Section Types
Section 1 Evaluation

List of Tables

Evaluation Freeway - Homogeneous Segments (Section 1)
Evaluation Freeway - Speed Change Lanes (Speed Change)
Predicted Freeway Crash Rates and Frequencies Summary (Section 1)
Predicted Freeway Speed Change Lane Crash Rates and Frequencies Summary (Speed Change)
Predicted Crash Frequencies and Rates by Freeway Segment/Intersection (Section 1)
Predicted Crash Frequencies and Rates by Freeway Speed Change Lane (Speed Change)
Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)
Predicted Crash Frequencies by Year (Section 1)
Predicted Crash Severity by Freeway Segment (Section 1)
Predicted Crash Severity by Speed Change Lane (Speed Change)
Predicted Freeway Crash Type Distribution (Section 1)
Predicted Exit Speed Change Lane Crash Type Distribution (Speed Change)
Predicted Entrance Speed Change Lane Crash Type Distribution (Speed Change)
Evaluation Message

List of Figures

Crash Prediction Summary (Section 1)

Disclaimer

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Report Overview

Report Generated: Nov 3, 2023 11:00 AM
Report Template: System: Single Page [System] (mlcpm3, Jun 22, 2023 3:05 PM)

Evaluation Date: Fri Nov 03 11:00:10 EDT 2023
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: andrija.milovanovic
Organization Name: Colliers Engineering & Design, Inc.
Phone: (757) 692-1021
E-Mail: andrija.milovanovic@collierseng.com

Project Title: Alternative 2 I-95
Project Comment: Created Thu Nov 02 11:06:01 EDT 2023
Project Unit System: U.S. Customary

Highway Title: I-95
Highway Comment: Created Thu Nov 02 11:06:21 EDT 2023
Highway Version: 1

Evaluation Title: Evaluation 4
Evaluation Comment: Created Fri Nov 03 10:59:51 EDT 2023

Minimum Location: 0.0
Maximum Location: 3.86

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration

Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

[Top]

Section Types

Section 1 Evaluation

Section: Section 1
Evaluation Start Location: 0.0
Evaluation End Location: 3.86
Functional Class: Freeway
Type of Alignment: Divided, Multilane
Model Category: Freeway Segment
Calibration Factor: FI_EN=1.0; FI_EX=1.0; FI_MV=1.0; FI_SV=1.0; PDO_EN=1.0; PDO_EX=1.0; PDO_MV=1.0; PDO_SV=1.0;

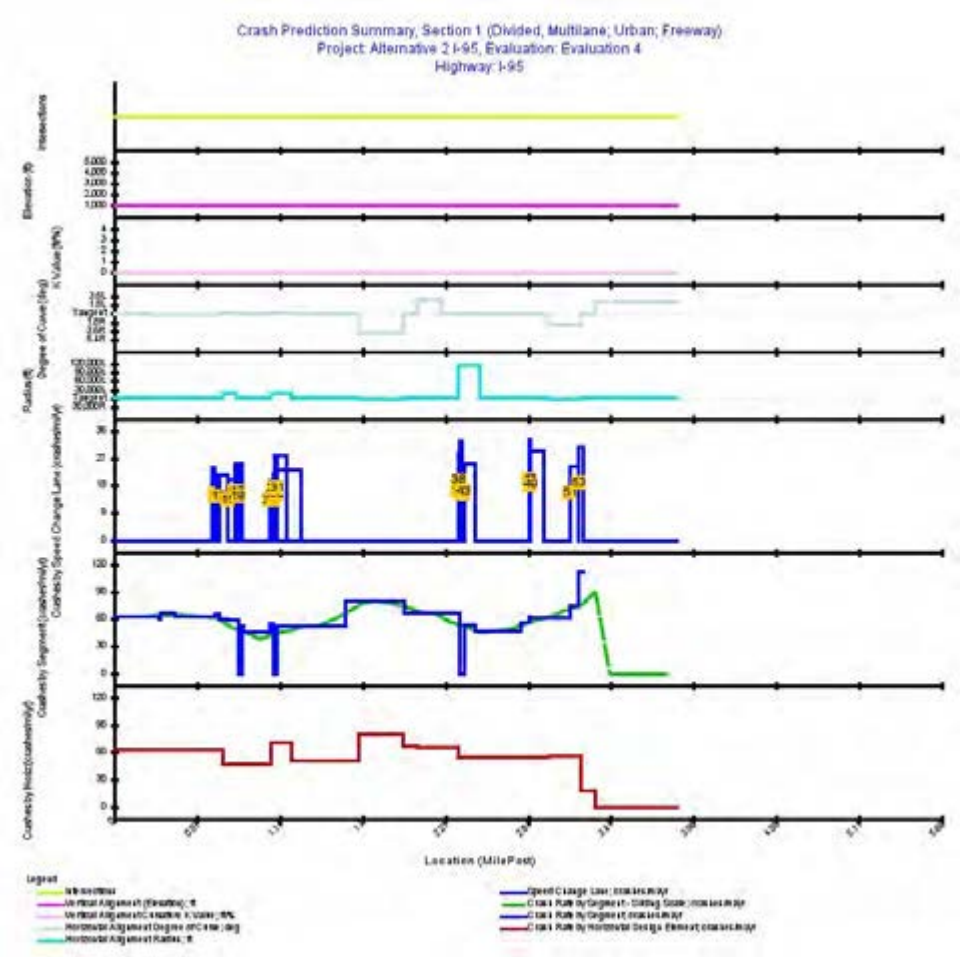

Figure Crash Prediction Summary (Section 1)

Table 1. Evaluation Freeway - Homogeneous Segments (Section 1)

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
1	Nine-lane Freeway	Urban	0.0	0.31	1,636.80	0.3100	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	13.00	Non-Traversable Median	23.00
2	Nine-lane Freeway	Urban	0.31	0.32	52.80	0.0100	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	13.00	Non-Traversable Median	23.00
3		Urban	0.32	0.34	105.60	0.0200	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735;	13.00		23.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
	Eight-lane Freeway						2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500		Non-Traversable Median	
4	Eight-lane Freeway	Urban	0.34	0.42	422.40	0.0800	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	13.00	Non-Traversable Median	23.00
5	Nine-lane Freeway	Urban	0.42	0.69	1,425.60	0.2700	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915; 2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500	13.00	Non-Traversable Median	23.00
7	Nine-lane Freeway	Urban	0.69	0.7	52.80	0.0100	2030: 168,500; 2031: 169,410; 2032: 170,320; 2033: 171,230; 2034: 172,140; 2035: 173,050; 2036: 173,960; 2037: 174,870; 2038: 175,780; 2039: 176,690; 2040: 177,600; 2041: 178,510; 2042: 179,420; 2043: 180,330; 2044: 181,240; 2045: 182,150; 2046: 183,060; 2047: 183,970; 2048: 184,880; 2049: 185,790; 2050: 186,700	13.00	Non-Traversable Median	23.00
9	Nine-lane Freeway	Urban	0.7	0.72	105.60	0.0200	2030: 168,500; 2031: 169,410; 2032: 170,320; 2033: 171,230; 2034: 172,140; 2035: 173,050; 2036: 173,960; 2037: 174,870; 2038: 175,780; 2039: 176,690; 2040: 177,600; 2041: 178,510; 2042: 179,420; 2043: 180,330; 2044: 181,240; 2045: 182,150; 2046: 183,060; 2047: 183,970; 2048: 184,880; 2049: 185,790; 2050: 186,700	13.00	Non-Traversable Median	23.00
11	Nine-lane Freeway	Urban	0.72	0.78	316.80	0.0600	2030: 168,500; 2031: 169,410; 2032: 170,320; 2033: 171,230; 2034: 172,140; 2035: 173,050; 2036: 173,960; 2037: 174,870; 2038: 175,780; 2039: 176,690; 2040: 177,600; 2041: 178,510; 2042: 179,420; 2043: 180,330; 2044: 181,240; 2045: 182,150; 2046: 183,060; 2047: 183,970; 2048: 184,880; 2049: 185,790; 2050: 186,700	13.00	Non-Traversable Median	23.00
13	Nine-lane Freeway	Urban	0.78	0.85	369.60	0.0700	2030: 157,700; 2031: 158,470; 2032: 159,240; 2033: 160,010;	13.00		23.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2034: 160,780; 2035: 161,550; 2036: 162,320; 2037: 163,090; 2038: 163,860; 2039: 164,630; 2040: 165,400; 2041: 166,170; 2042: 166,940; 2043: 167,710; 2044: 168,480; 2045: 169,250; 2046: 170,020; 2047: 170,790; 2048: 171,560; 2049: 172,330; 2050: 173,100		Non-Traversable Median	
16	Eight-lane Freeway	Urban	0.85	0.88	158.40	0.0300	2030: 157,700; 2031: 158,470; 2032: 159,240; 2033: 160,010; 2034: 160,780; 2035: 161,550; 2036: 162,320; 2037: 163,090; 2038: 163,860; 2039: 164,630; 2040: 165,400; 2041: 166,170; 2042: 166,940; 2043: 167,710; 2044: 168,480; 2045: 169,250; 2046: 170,020; 2047: 170,790; 2048: 171,560; 2049: 172,330; 2050: 173,100	13.00	Non-Traversable Median	23.00
19	Eight-lane Freeway	Urban	0.88	0.89	52.80	0.0100	2030: 157,700; 2031: 158,470; 2032: 159,240; 2033: 160,010; 2034: 160,780; 2035: 161,550; 2036: 162,320; 2037: 163,090; 2038: 163,860; 2039: 164,630; 2040: 165,400; 2041: 166,170; 2042: 166,940; 2043: 167,710; 2044: 168,480; 2045: 169,250; 2046: 170,020; 2047: 170,790; 2048: 171,560; 2049: 172,330; 2050: 173,100	13.00	Non-Traversable Median	23.00
20	Eight-lane Freeway	Urban	0.89	1.07	950.40	0.1800	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	13.00	Non-Traversable Median	23.00
21	Eight-lane Freeway	Urban	1.07	1.09	105.60	0.0200	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	13.00	Non-Traversable Median	23.00
23	Ten-lane Freeway	Urban	1.09	1.1	52.80	0.0100	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	13.00	Non-Traversable Median	23.00
26	Ten-lane Freeway	Urban	1.1	1.12	105.60	0.0200	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745;	13.00		23.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600		Non-Traversable Median	
29	Ten-lane Freeway	Urban	1.12	1.59	2,481.60	0.4700	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	23.00
32	Nine-lane Freeway	Urban	1.59	1.99	2,112.00	0.4000	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	23.00
33	Nine-lane Freeway	Urban	1.99	2.37	2,006.40	0.3800	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	23.00
36	Seven-lane Freeway	Urban	2.37	2.39	105.60	0.0200	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	23.00
39	Seven-lane Freeway	Urban	2.39	2.4	52.80	0.0100	2030: 142,800; 2031: 143,435; 2032: 144,070; 2033: 144,705; 2034: 145,340; 2035: 145,975; 2036: 146,610; 2037: 147,245; 2038: 147,880; 2039: 148,515; 2040: 149,150; 2041: 149,785; 2042: 150,420; 2043: 151,055; 2044: 151,690; 2045: 152,325; 2046: 152,960; 2047: 153,595; 2048: 154,230; 2049: 154,865; 2050: 155,500	13.00	Non-Traversable Median	23.00
42		Urban	2.4	2.48	422.40	0.0800	2030: 142,800; 2031: 143,435; 2032: 144,070; 2033: 144,705;	13.00		23.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
	Seven-lane Freeway						2034: 145,340; 2035: 145,975; 2036: 146,610; 2037: 147,245; 2038: 147,880; 2039: 148,515; 2040: 149,150; 2041: 149,785; 2042: 150,420; 2043: 151,055; 2044: 151,690; 2045: 152,325; 2046: 152,960; 2047: 153,595; 2048: 154,230; 2049: 154,865; 2050: 155,500		Non-Traversable Median	
44	Seven-lane Freeway	Urban	2.48	2.79	1,636.80	0.3100	2030: 142,800; 2031: 143,435; 2032: 144,070; 2033: 144,705; 2034: 145,340; 2035: 145,975; 2036: 146,610; 2037: 147,245; 2038: 147,880; 2039: 148,515; 2040: 149,150; 2041: 149,785; 2042: 150,420; 2043: 151,055; 2044: 151,690; 2045: 152,325; 2046: 152,960; 2047: 153,595; 2048: 154,230; 2049: 154,865; 2050: 155,500	13.00	Non-Traversable Median	23.00
45	Seven-lane Freeway	Urban	2.79	2.85	316.80	0.0600	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	13.00	Non-Traversable Median	23.00
46	Seven-lane Freeway	Urban	2.85	2.86	52.80	0.0100	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	13.00	Non-Traversable Median	23.00
48	Eight-lane Freeway	Urban	2.86	3.13	1,425.60	0.2700	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	13.00	Non-Traversable Median	23.00
50	Eight-lane Freeway	Urban	3.13	3.19	316.80	0.0600	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	13.00	Non-Traversable Median	23.00
52		Urban	3.19	3.22	158.40	0.0300	2030: 226,200; 2031: 227,365; 2032: 228,530; 2033: 229,695;	13.00		23.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
	Eight-lane Freeway						2034: 230,860; 2035: 232,025; 2036: 233,190; 2037: 234,355; 2038: 235,520; 2039: 236,685; 2040: 237,850; 2041: 239,015; 2042: 240,180; 2043: 241,345; 2044: 242,510; 2045: 243,675; 2046: 244,840; 2047: 246,005; 2048: 247,170; 2049: 248,335; 2050: 249,500		Non-Traversable Median	
54	Unknown	Urban	3.22	3.25	158.40	0.0300	2030: 226,200; 2031: 227,365; 2032: 228,530; 2033: 229,695; 2034: 230,860; 2035: 232,025; 2036: 233,190; 2037: 234,355; 2038: 235,520; 2039: 236,685; 2040: 237,850; 2041: 239,015; 2042: 240,180; 2043: 241,345; 2044: 242,510; 2045: 243,675; 2046: 244,840; 2047: 246,005; 2048: 247,170; 2049: 248,335; 2050: 249,500	13.00	Non-Traversable Median	23.00
56	Unknown	Urban	3.25	3.27	105.60	0.0200	2030: 226,200; 2031: 227,365; 2032: 228,530; 2033: 229,695; 2034: 230,860; 2035: 232,025; 2036: 233,190; 2037: 234,355; 2038: 235,520; 2039: 236,685; 2040: 237,850; 2041: 239,015; 2042: 240,180; 2043: 241,345; 2044: 242,510; 2045: 243,675; 2046: 244,840; 2047: 246,005; 2048: 247,170; 2049: 248,335; 2050: 249,500	13.00	Non-Traversable Median	23.00
58	Unknown	Urban	3.27	3.36	475.20	0.0900	2030: 226,200; 2031: 227,365; 2032: 228,530; 2033: 229,695; 2034: 230,860; 2035: 232,025; 2036: 233,190; 2037: 234,355; 2038: 235,520; 2039: 236,685; 2040: 237,850; 2041: 239,015; 2042: 240,180; 2043: 241,345; 2044: 242,510; 2045: 243,675; 2046: 244,840; 2047: 246,005; 2048: 247,170; 2049: 248,335; 2050: 249,500	13.00	Non-Traversable Median	23.00
60	Unknown	Urban	3.36	3.86	2,640.00	0.5000	2030: 226,200; 2031: 227,365; 2032: 228,530; 2033: 229,695; 2034: 230,860; 2035: 232,025; 2036: 233,190; 2037: 234,355; 2038: 235,520; 2039: 236,685; 2040: 237,850; 2041: 239,015; 2042: 240,180; 2043: 241,345; 2044: 242,510; 2045: 243,675; 2046: 244,840; 2047: 246,005; 2048: 247,170; 2049: 248,335; 2050: 249,500	13.00	Non-Traversable Median	23.00

Table 2. Evaluation Freeway - Speed Change Lanes (Speed Change)

Seg. No.	Type	Ramp Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
6	Nine-lane Freeway Speed Change	Entrance	0.67	0.69	84.80	0.0161	2030: 182,600; 2031: 183,645; 2032: 184,690; 2033: 185,735; 2034: 186,780; 2035: 187,825; 2036: 188,870; 2037: 189,915;	13.00	Non-Traversable Median	23.00

Seg. No.	Type	Ramp Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2038: 190,960; 2039: 192,005; 2040: 193,050; 2041: 194,095; 2042: 195,140; 2043: 196,185; 2044: 197,230; 2045: 198,275; 2046: 199,320; 2047: 200,365; 2048: 201,410; 2049: 202,455; 2050: 203,500			
8	Nine-lane Freeway Speed Change	Entrance	0.69	0.7	52.80	0.0100	2030: 168,500; 2031: 169,410; 2032: 170,320; 2033: 171,230; 2034: 172,140; 2035: 173,050; 2036: 173,960; 2037: 174,870; 2038: 175,780; 2039: 176,690; 2040: 177,600; 2041: 178,510; 2042: 179,420; 2043: 180,330; 2044: 181,240; 2045: 182,150; 2046: 183,060; 2047: 183,970; 2048: 184,880; 2049: 185,790; 2050: 186,700	13.00	Non-Traversable Median	23.00
10	Nine-lane Freeway Speed Change	Entrance	0.7	0.72	105.60	0.0200	2030: 168,500; 2031: 169,410; 2032: 170,320; 2033: 171,230; 2034: 172,140; 2035: 173,050; 2036: 173,960; 2037: 174,870; 2038: 175,780; 2039: 176,690; 2040: 177,600; 2041: 178,510; 2042: 179,420; 2043: 180,330; 2044: 181,240; 2045: 182,150; 2046: 183,060; 2047: 183,970; 2048: 184,880; 2049: 185,790; 2050: 186,700	13.00	Non-Traversable Median	23.00
12	Nine-lane Freeway Speed Change	Entrance	0.72	0.78	316.80	0.0600	2030: 168,500; 2031: 169,410; 2032: 170,320; 2033: 171,230; 2034: 172,140; 2035: 173,050; 2036: 173,960; 2037: 174,870; 2038: 175,780; 2039: 176,690; 2040: 177,600; 2041: 178,510; 2042: 179,420; 2043: 180,330; 2044: 181,240; 2045: 182,150; 2046: 183,060; 2047: 183,970; 2048: 184,880; 2049: 185,790; 2050: 186,700	13.00	Non-Traversable Median	23.00
14	Nine-lane Freeway Speed Change	Exit	0.83	0.85	107.60	0.0204	2030: 157,700; 2031: 158,470; 2032: 159,240; 2033: 160,010; 2034: 160,780; 2035: 161,550; 2036: 162,320; 2037: 163,090; 2038: 163,860; 2039: 164,630; 2040: 165,400; 2041: 166,170; 2042: 166,940; 2043: 167,710; 2044: 168,480; 2045: 169,250; 2046: 170,020; 2047: 170,790; 2048: 171,560; 2049: 172,330; 2050: 173,100	13.00	Non-Traversable Median	23.00
15	Nine-lane Freeway Speed Change	Entrance	0.78	0.85	369.60	0.0700	2030: 157,700; 2031: 158,470; 2032: 159,240; 2033: 160,010; 2034: 160,780; 2035: 161,550; 2036: 162,320; 2037: 163,090; 2038: 163,860; 2039: 164,630; 2040: 165,400; 2041: 166,170; 2042: 166,940; 2043: 167,710; 2044: 168,480; 2045: 169,250; 2046: 170,020; 2047: 170,790; 2048: 171,560; 2049: 172,330; 2050: 173,100	13.00	Non-Traversable Median	23.00
17	Eight-lane Freeway	Exit	0.85	0.88	158.40	0.0300	2030: 157,700; 2031: 158,470; 2032: 159,240; 2033: 160,010; 2034: 160,780; 2035: 161,550;	13.00	Non-Traversable Median	23.00

Seg. No.	Type	Ramp Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
	Speed Change						2036: 162,320; 2037: 163,090; 2038: 163,860; 2039: 164,630; 2040: 165,400; 2041: 166,170; 2042: 166,940; 2043: 167,710; 2044: 168,480; 2045: 169,250; 2046: 170,020; 2047: 170,790; 2048: 171,560; 2049: 172,330; 2050: 173,100			
18	Eight-lane Freeway Speed Change	Entrance	0.85	0.88	158.40	0.0300	2030: 157,700; 2031: 158,470; 2032: 159,240; 2033: 160,010; 2034: 160,780; 2035: 161,550; 2036: 162,320; 2037: 163,090; 2038: 163,860; 2039: 164,630; 2040: 165,400; 2041: 166,170; 2042: 166,940; 2043: 167,710; 2044: 168,480; 2045: 169,250; 2046: 170,020; 2047: 170,790; 2048: 171,560; 2049: 172,330; 2050: 173,100	13.00	Non-Traversable Median	23.00
22	Eight-lane Freeway Speed Change	Exit	1.07	1.09	105.60	0.0200	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	13.00	Non-Traversable Median	23.00
24	Ten-lane Freeway Speed Change	Exit	1.09	1.1	52.80	0.0100	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	13.00	Non-Traversable Median	23.00
25	Ten-lane Freeway Speed Change	Entrance	1.09	1.1	52.80	0.0100	2030: 145,700; 2031: 146,370; 2032: 147,040; 2033: 147,710; 2034: 148,380; 2035: 149,050; 2036: 149,720; 2037: 150,390; 2038: 151,060; 2039: 151,730; 2040: 152,400; 2041: 153,070; 2042: 153,740; 2043: 154,410; 2044: 155,080; 2045: 155,750; 2046: 156,420; 2047: 157,090; 2048: 157,760; 2049: 158,430; 2050: 159,100	13.00	Non-Traversable Median	23.00
27	Ten-lane Freeway Speed Change	Exit	1.1	1.12	105.60	0.0200	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	23.00
28	Ten-lane Freeway	Entrance	1.1	1.12	105.60	0.0200	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745;	13.00		23.00

Seg. No.	Type	Ramp Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
	Speed Change						2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600		Non-Traversable Median	
30	Ten-lane Freeway Speed Change	Exit	1.12	1.28	869.00	0.1646	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	23.00
31	Ten-lane Freeway Speed Change	Entrance	1.12	1.18	332.60	0.0630	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	23.00
34	Nine-lane Freeway Speed Change	Exit	2.36	2.37	27.60	0.0052	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	23.00
35	Nine-lane Freeway Speed Change	Entrance	2.37	2.37	19.20	0.0036	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	23.00
37	Seven-lane Freeway Speed Change	Exit	2.37	2.39	105.60	0.0200	2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600	13.00	Non-Traversable Median	23.00
38		Entrance	2.37	2.39	105.60	0.0200		13.00		23.00

Seg. No.	Type	Ramp Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
	Seven-lane Freeway Speed Change						2030: 176,300; 2031: 177,115; 2032: 177,930; 2033: 178,745; 2034: 179,560; 2035: 180,375; 2036: 181,190; 2037: 182,005; 2038: 182,820; 2039: 183,635; 2040: 184,450; 2041: 185,265; 2042: 186,080; 2043: 186,895; 2044: 187,710; 2045: 188,525; 2046: 189,340; 2047: 190,155; 2048: 190,970; 2049: 191,785; 2050: 192,600		Non-Traversable Median	
40	Seven-lane Freeway Speed Change	Exit	2.39	2.4	52.80	0.0100	2030: 142,800; 2031: 143,435; 2032: 144,070; 2033: 144,705; 2034: 145,340; 2035: 145,975; 2036: 146,610; 2037: 147,245; 2038: 147,880; 2039: 148,515; 2040: 149,150; 2041: 149,785; 2042: 150,420; 2043: 151,055; 2044: 151,690; 2045: 152,325; 2046: 152,960; 2047: 153,595; 2048: 154,230; 2049: 154,865; 2050: 155,500	13.00	Non-Traversable Median	23.00
41	Seven-lane Freeway Speed Change	Entrance	2.39	2.4	52.80	0.0100	2030: 142,800; 2031: 143,435; 2032: 144,070; 2033: 144,705; 2034: 145,340; 2035: 145,975; 2036: 146,610; 2037: 147,245; 2038: 147,880; 2039: 148,515; 2040: 149,150; 2041: 149,785; 2042: 150,420; 2043: 151,055; 2044: 151,690; 2045: 152,325; 2046: 152,960; 2047: 153,595; 2048: 154,230; 2049: 154,865; 2050: 155,500	13.00	Non-Traversable Median	23.00
43	Seven-lane Freeway Speed Change	Entrance	2.4	2.48	422.40	0.0800	2030: 142,800; 2031: 143,435; 2032: 144,070; 2033: 144,705; 2034: 145,340; 2035: 145,975; 2036: 146,610; 2037: 147,245; 2038: 147,880; 2039: 148,515; 2040: 149,150; 2041: 149,785; 2042: 150,420; 2043: 151,055; 2044: 151,690; 2045: 152,325; 2046: 152,960; 2047: 153,595; 2048: 154,230; 2049: 154,865; 2050: 155,500	13.00	Non-Traversable Median	23.00
47	Seven-lane Freeway Speed Change	Entrance	2.85	2.86	52.80	0.0100	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	13.00	Non-Traversable Median	23.00
49	Eight-lane Freeway Speed Change	Entrance	2.86	2.94	447.20	0.0847	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040;	13.00	Non-Traversable Median	23.00

Seg. No.	Type	Ramp Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2048: 174,860; 2049: 175,680; 2050: 176,500			
51	Eight-lane Freeway Speed Change	Exit	3.13	3.19	316.80	0.0600	2030: 160,100; 2031: 160,920; 2032: 161,740; 2033: 162,560; 2034: 163,380; 2035: 164,200; 2036: 165,020; 2037: 165,840; 2038: 166,660; 2039: 167,480; 2040: 168,300; 2041: 169,120; 2042: 169,940; 2043: 170,760; 2044: 171,580; 2045: 172,400; 2046: 173,220; 2047: 174,040; 2048: 174,860; 2049: 175,680; 2050: 176,500	13.00	Non-Traversable Median	23.00
53	Eight-lane Freeway Speed Change	Exit	3.19	3.22	158.40	0.0300	2030: 226,200; 2031: 227,365; 2032: 228,530; 2033: 229,695; 2034: 230,860; 2035: 232,025; 2036: 233,190; 2037: 234,355; 2038: 235,520; 2039: 236,685; 2040: 237,850; 2041: 239,015; 2042: 240,180; 2043: 241,345; 2044: 242,510; 2045: 243,675; 2046: 244,840; 2047: 246,005; 2048: 247,170; 2049: 248,335; 2050: 249,500	13.00	Non-Traversable Median	23.00

Table 3. Predicted Freeway Crash Rates and Frequencies Summary (Section 1)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Effective Length (mi)	**2.7712**
Average Future Road AADT (vpd)	**177,969**
Predicted Crashes	
Total Crashes	**3,574.78**
Fatal and Injury Crashes	**1,118.57**
Property-Damage-Only Crashes	**2,456.21**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**31**
Percent Property-Damage-Only Crashes (%)	**69**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**61.4272**
FI Crash Rate (crashes/mi/yr)	**19.2209**
PDO Crash Rate (crashes/mi/yr)	**42.2063**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**3,780.30**
Travel Crash Rate (crashes/million veh-mi)	**0.95**
Travel FI Crash Rate (crashes/million veh-mi)	**0.30**

Travel PDO Crash Rate (crashes/million veh-mi)	**0.65**

Note: *Effective Length* is the *segment length* minus the length of the *speed change lanes* if present.

Table 4. Predicted Freeway Speed Change Lane Crash Rates and Frequencies Summary (Speed Change)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Length (mi)	**0.8976**
Average Future Road AADT (vpd)	**87,183**
Predicted Crashes	
Total Crashes	**467.19**
Fatal and Injury Crashes	**154.45**
Property-Damage-Only Crashes	**312.74**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**33**
Percent Property-Damage-Only Crashes (%)	**67**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**24.7858**
FI Crash Rate (crashes/mi/yr)	**8.1941**
PDO Crash Rate (crashes/mi/yr)	**16.5917**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**599.81**
Travel Crash Rate (crashes/million veh-mi)	**0.78**
Travel FI Crash Rate (crashes/million veh-mi)	**0.26**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.52**

Note: *Total Travel and Crash Rates/Million Vehicle Miles* for *Speed Change Lanes* reflect AADTs that are **half of the Freeway Segment AADTs** based on the assumption of 50/50 directional distribution.

Table 5. Predicted Crash Frequencies and Rates by Freeway Segment/Intersection (Section 1)

Segment Number/Intersection Name/Cross Road	Start Location (MP)	End Location (MP)	Effective Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Cras Rate (crashes/mi/y
1	0.0	0.31	0.3100	409.211	19.4863	6.0982	13.3881	62.858
2	0.31	0.32	0.0100	12.640	0.6019	0.1884	0.4135	60.191
3	0.32	0.34	0.0200	27.778	1.3228	0.4029	0.9198	66.137
4	0.34	0.42	0.0800	111.281	5.2991	1.6146	3.6845	66.238
5	0.42	0.69	0.2620	344.991	16.4282	5.1451	11.2831	62.710
7	0.69	0.7	0.0050	6.668	0.3175	0.1011	0.2165	63.508
9	0.7	0.72	0.0100	13.743	0.6544	0.2078	0.4466	65.442
11	0.72	0.78	0.0300	37.511	1.7862	0.5712	1.2151	59.541

Segment Number/Intersection Name/Cross Road	Start Location (MP)	End Location (MP)	Effective Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Cras Rate (crashes/mi/y
13	0.78	0.85	0.0248	30.679	1.4609	0.4754	0.9855	58.883
16	0.85	0.88	0.0000	0.000	0.0000	0.0000	0.0000	0.000
19	0.88	0.89	0.0100	10.806	0.5146	0.1647	0.3498	51.457
20	0.89	1.07	0.1800	170.745	8.1307	2.6708	5.4599	45.170
21	1.07	1.09	0.0100	11.516	0.5484	0.1779	0.3705	54.839
23	1.09	1.1	0.0000	0.000	0.0000	0.0000	0.0000	0.000
26	1.1	1.12	0.0000	0.000	0.0000	0.0000	0.0000	0.000
29	1.12	1.59	0.3562	392.748	18.7023	6.1321	12.5702	52.503
32	1.59	1.99	0.4000	675.369	32.1604	9.7646	22.3959	80.401
33	1.99	2.37	0.3756	520.037	24.7637	7.7245	17.0392	65.936
36	2.37	2.39	0.0000	0.000	0.0000	0.0000	0.0000	0.000
39	2.39	2.4	0.0000	0.000	0.0000	0.0000	0.0000	0.000
42	2.4	2.48	0.0400	44.931	2.1396	0.6666	1.4729	53.489
44	2.48	2.79	0.3100	301.651	14.3643	4.5164	9.8479	46.336
45	2.79	2.85	0.0600	70.923	3.3773	1.0210	2.3562	56.287
46	2.85	2.86	0.0050	6.562	0.3125	0.0951	0.2174	62.499
48	2.86	3.13	0.2277	293.212	13.9625	4.3782	9.5842	61.332
50	3.13	3.19	0.0300	46.721	2.2248	0.6825	1.5423	74.160
52	3.19	3.22	0.0150	35.058	1.6694	0.4661	1.2033	111.295
Total			2.7712	3,574.784	170.2278	53.2652	116.9626	61.427

Note: *Effective Length* is the *segment length* minus the length of the *speed change lanes* if present. This may create Freeway segments with zero effective length and zero crashes.

Table 6. Predicted Crash Frequencies and Rates by Freeway Speed Change Lane (Speed Change)

Segment Number/Intersection Name/Cross Road	Start Location (MP)	End Location (MP)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)
6	0.67	0.69	0.0161	8.062	0.3839	0.1299	0.2540	23.9019
8	0.69	0.7	0.0100	4.541	0.2162	0.0733	0.1429	21.6229
10	0.7	0.72	0.0200	9.082	0.4325	0.1466	0.2858	21.6229
12	0.72	0.78	0.0600	27.288	1.2994	0.4403	0.8591	21.6569
14	0.83	0.85	0.0204	10.761	0.5124	0.1672	0.3452	25.1455
15	0.78	0.85	0.0700	29.259	1.3933	0.4728	0.9205	19.9041
17	0.85	0.88	0.0300	15.816	0.7532	0.2459	0.5072	25.1050
18	0.85	0.88	0.0300	13.886	0.6613	0.2284	0.4328	22.0417
22	1.07	1.09	0.0200	8.189	0.3899	0.1139	0.2760	19.4966
24	1.09	1.1	0.0100	4.101	0.1953	0.0570	0.1383	19.5281
25	1.09	1.1	0.0100	4.627	0.2203	0.0790	0.1414	22.0333
27	1.1	1.12	0.0200	9.783	0.4659	0.1355	0.3304	23.2925
28	1.1	1.12	0.0200	11.636	0.5541	0.1976	0.3565	27.7045
30	1.12	1.28	0.1646	80.403	3.8287	1.1139	2.7149	23.2631
31	1.12	1.18	0.0630	36.649	1.7452	0.6223	1.1229	27.7045
34	2.36	2.37	0.0052	3.151	0.1500	0.0522	0.0978	28.7048
35	2.37	2.37	0.0036	1.994	0.0950	0.0349	0.0601	26.1160
37	2.37	2.39	0.0200	12.056	0.5741	0.1997	0.3744	28.7048
38	2.37	2.39	0.0200	13.718	0.6533	0.2486	0.4046	32.6625

Segment Number/Intersection Name/Cross Road	Start Location (MP)	End Location (MP)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)
40	2.39	2.4	0.0100	4.956	0.2360	0.0824	0.1536	23.5997
41	2.39	2.4	0.0100	5.317	0.2532	0.0969	0.1563	25.3183
43	2.4	2.48	0.0800	42.535	2.0255	0.7752	1.2503	25.3183
47	2.85	2.86	0.0100	6.970	0.3319	0.1167	0.2152	33.1897
49	2.86	2.94	0.0847	52.496	2.4998	0.8610	1.6389	29.5148
51	3.13	3.19	0.0600	30.579	1.4562	0.4026	1.0536	24.2694
53	3.19	3.22	0.0300	19.335	0.9207	0.2612	0.6596	30.6911
Total			0.8976	467.189	22.2471	7.3548	14.8923	24.7858

Note: *Travel Crash Rates/Million Vehicle Miles* for *Speed Change Lanes* reflect AADTs that are **half of the Freeway Segment AADTs** based on the assumption of 50/50 directional distribution.

Table 7. Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)

Title	Start Location (MP)	End Location (MP)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Tra Crash Rate (crashes/milli veh-mi)
Tangent	0.0	0.75	0.7500	980.396	46.6855	14.6135	32.0720	62.2474	0
Simple Curve 1	0.75	0.84	0.0900	89.256	4.2503	1.4036	2.8467	47.2253	1
Tangent	0.84	1.08	0.2400	234.949	11.1880	3.6733	7.5147	46.6168	1
Simple Curve 2	1.08	1.22	0.1400	209.064	9.9554	3.2187	6.7367	71.1101	1
Tangent	1.22	1.68	0.4600	492.693	23.4616	7.4615	16.0001	51.0034	0
Simple Curve 3	1.68	1.86	0.1800	303.916	14.4722	4.3941	10.0781	80.4011	1
Simple Curve 4	1.86	1.98	0.1200	202.611	9.6481	2.9294	6.7188	80.4011	1
Tangent	1.98	2.08	0.1000	140.051	6.6691	2.0736	4.5955	66.6909	1
Simple Curve 5	2.08	2.24	0.1600	218.963	10.4268	3.2524	7.1744	65.1676	0
Tangent	2.24	2.36	0.1200	164.222	7.8201	2.4393	5.3808	65.1676	0
Simple Curve 6	2.36	2.51	0.1500	171.535	8.1684	2.7969	5.3714	54.4557	1
Tangent	2.51	2.98	0.4700	539.727	25.7013	8.1191	17.5822	54.6836	1
Simple Curve 7	2.98	3.2	0.2200	258.328	12.3013	3.7598	8.5415	55.9151	1
Tangent	3.2	3.3	0.1000	36.262	1.7268	0.4848	1.2419	17.2678	0
Simple Curve 8	3.3	3.86	0.5600	0.000	0.0000	0.0000	0.0000	0.0000	0

Table 8. Predicted Crash Frequencies by Year (Section 1)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	178.66	56.99	31.902	121.66	68.098
2031	180.01	57.35	31.862	122.66	68.138
2032	181.37	57.72	31.822	123.66	68.178
2033	182.74	58.08	31.782	124.66	68.219
2034	184.10	58.44	31.742	125.67	68.258

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2035	185.47	58.80	31.702	126.67	68.298
2036	186.85	59.16	31.662	127.69	68.338
2037	188.23	59.52	31.622	128.71	68.378
2038	189.61	59.88	31.583	129.73	68.417
2039	191.00	60.25	31.543	130.75	68.457
2040	192.40	60.61	31.504	131.78	68.496
2041	193.79	60.98	31.464	132.82	68.536
2042	195.19	61.34	31.425	133.85	68.575
2043	196.60	61.70	31.386	134.90	68.614
2044	198.01	62.07	31.347	135.94	68.653
2045	199.43	62.44	31.308	136.99	68.692
2046	200.84	62.80	31.269	138.04	68.731
2047	202.27	63.17	31.231	139.10	68.769
2048	203.70	63.54	31.192	140.16	68.808
2049	205.13	63.91	31.154	141.22	68.846
2050	206.57	64.27	31.116	142.29	68.885
Total	4,041.97	1,273.02	31.495	2,768.95	68.505
Average	192.47	60.62	31.495	131.85	68.505

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 9. Predicted Crash Severity by Freeway Segment (Section 1)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	1.0236	2.9077	20.7546	103.3756	281.1499
2	0.0316	0.0898	0.6413	3.1944	8.6829
3	0.0676	0.1921	1.3713	6.8303	19.3165
4	0.2710	0.7698	5.4950	27.3697	77.3755
5	0.8637	2.4533	17.5108	87.2185	236.9452
7	0.0170	0.0482	0.3439	1.7131	4.5462
9	0.0349	0.0991	0.7073	3.5230	9.3785
11	0.1048	0.3031	2.0453	9.5415	25.5163
13	0.0953	0.2804	1.7893	7.8181	20.6963
16	0.0000	0.0000	0.0000	0.0000	0.0000
19	0.0277	0.0785	0.5606	2.7924	7.3467
20	0.4483	1.2735	9.0899	45.2754	114.6574
21	0.0327	0.0944	0.6371	2.9723	7.7798
23	0.0000	0.0000	0.0000	0.0000	0.0000
26	0.0000	0.0000	0.0000	0.0000	0.0000
29	1.0390	2.9567	20.9816	103.7972	263.9737
32	1.8734	5.4631	35.8528	161.8666	470.3134
33	1.4030	4.0471	27.4959	129.2676	357.8236
36	0.0000	0.0000	0.0000	0.0000	0.0000
39	0.0000	0.0000	0.0000	0.0000	0.0000
42	0.1337	0.3932	2.5092	10.9632	30.9318

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
44	0.7714	2.1987	15.5243	76.3502	206.8067
45	0.1714	0.4869	3.4751	17.3087	49.4808
46	0.0160	0.0454	0.3238	1.6128	4.5646
48	0.8266	2.4027	15.9301	72.7837	201.2692
50	0.1368	0.4026	2.5689	11.2242	32.3889
52	0.0830	0.2387	1.6412	7.8251	25.2701
Total	9.4725	27.2249	187.2492	894.6234	2,456.2141

Table 10. Predicted Crash Severity by Speed Change Lane (Speed Change)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
6	0.0218	0.0619	0.4420	2.2013	5.3345
8	0.0123	0.0350	0.2495	1.2427	3.0013
10	0.0246	0.0699	0.4990	2.4855	6.0026
12	0.0808	0.2336	1.5766	7.3549	18.0418
14	0.0307	0.0889	0.5993	2.7923	7.2499
15	0.0924	0.2706	1.7545	7.8107	19.3308
17	0.0413	0.1173	0.8369	4.1685	10.6522
18	0.0383	0.1089	0.7775	3.8724	9.0891
22	0.0209	0.0604	0.4079	1.9027	5.7967
24	0.0114	0.0336	0.2146	0.9375	2.9038
25	0.0158	0.0466	0.2972	1.2988	2.9686
27	0.0272	0.0799	0.5098	2.2277	6.9383
28	0.0396	0.1165	0.7437	3.2493	7.4868
30	0.2084	0.6047	4.0319	18.5460	57.0120
31	0.1248	0.3670	2.3423	10.2341	23.5804
34	0.0105	0.0308	0.1965	0.8585	2.0547
35	0.0070	0.0206	0.1312	0.5732	1.2623
37	0.0400	0.1178	0.7518	3.2848	7.8616
38	0.0499	0.1467	0.9359	4.0891	8.4968
40	0.0165	0.0486	0.3103	1.3557	3.2248
41	0.0194	0.0572	0.3647	1.5936	3.2820
43	0.1554	0.4572	2.9178	12.7486	26.2557
47	0.0196	0.0557	0.3973	1.9790	4.5182
49	0.1445	0.4105	2.9302	14.5949	34.4160
51	0.0807	0.2374	1.5152	6.6202	22.1258
53	0.0465	0.1337	0.9196	4.3846	13.8509
Total	1.3805	4.0110	26.6531	122.4068	312.7376

Table 11. Predicted Freeway Crash Type Distribution (Section 1)

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Collision with Animal	1.22	0.0	9.71	0.3	10.93	0.3
Highway Segment	Collision with Fixed Object	219.68	6.1	316.00	8.8	535.68	15.0
Highway Segment	Collision with Other Object	15.52	0.4	61.35	1.7	76.86	2.1
Highway Segment	Other Single-vehicle Collision	63.29	1.8	47.22	1.3	110.51	3.1
Highway Segment	Collision with Parked Vehicle	4.56	0.1	7.06	0.2	11.62	0.3
Highway Segment	Total Single Vehicle Crashes	304.27	8.5	441.34	12.3	745.61	20.9
Highway Segment	Right-Angle Collision	25.24	0.7	36.27	1.0	61.51	1.7
Highway Segment	Head-on Collision	6.51	0.2	4.03	0.1	10.54	0.3
Highway Segment	Other Multi-vehicle Collision	25.24	0.7	48.36	1.4	73.60	2.1
Highway Segment	Rear-end Collision	610.72	17.1	1,390.27	38.9	2,000.99	56.0
Highway Segment	Sideswipe, Same Direction Collision	146.57	4.1	535.96	15.0	682.53	19.1
Highway Segment	Total Multiple Vehicle Crashes	814.30	22.8	2,014.88	56.4	2,829.18	79.1
Highway Segment	Total Highway Segment Crashes	1,118.57	31.3	2,456.21	68.7	3,574.78	100.0
	Total Crashes	1,118.57	31.3	2,456.21	68.7	3,574.78	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 12. Predicted Exit Speed Change Lane Crash Type Distribution (Speed Change)

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Collision with Animal	0.00	0.0	0.98	0.5	0.98	0.5
Highway Segment	Collision with Fixed Object	11.65	5.9	28.91	14.5	40.57	20.4
Highway Segment	Collision with Other Object	0.95	0.5	4.19	2.1	5.14	2.6
Highway Segment	Other Single-vehicle Collision	2.91	1.5	3.21	1.6	6.13	3.1
Highway Segment	Collision with Parked Vehicle	0.00	0.0	0.00	0.0	0.00	0.0
Highway Segment	Total Single Vehicle Crashes	15.52	7.8	37.29	18.7	52.81	26.5
Highway Segment	Right-Angle Collision	0.65	0.3	1.68	0.8	2.33	1.2
Highway Segment	Head-on Collision	0.30	0.1	0.28	0.1	0.58	0.3
Highway Segment	Other Multi-vehicle Collision	0.95	0.5	2.23	1.1	3.19	1.6
Highway Segment	Rear-end Collision	32.64	16.4	78.91	39.6	111.56	56.0

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Sideswipe, Same Direction Collision	9.39	4.7	19.27	9.7	28.67	14.4
Highway Segment	Total Multiple Vehicle Crashes	43.94	22.1	102.38	51.4	146.32	73.5
Highway Segment	Total Highway Segment Crashes	59.46	29.9	139.67	70.1	199.13	100.0
	Total Crashes	59.46	29.9	139.67	70.1	199.13	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 13. Predicted Entrance Speed Change Lane Crash Type Distribution (Speed Change)

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Collision with Animal	0.00	0.0	0.35	0.1	0.35	0.1
Highway Segment	Collision with Fixed Object	18.43	6.9	22.33	8.3	40.75	15.2
Highway Segment	Collision with Other Object	1.80	0.7	6.23	2.3	8.04	3.0
Highway Segment	Other Single-vehicle Collision	6.36	2.4	2.77	1.0	9.13	3.4
Highway Segment	Collision with Parked Vehicle	0.38	0.1	0.52	0.2	0.90	0.3
Highway Segment	Total Single Vehicle Crashes	26.98	10.1	32.19	12.0	59.17	22.1
Highway Segment	Right-Angle Collision	1.80	0.7	2.77	1.0	4.57	1.7
Highway Segment	Head-on Collision	0.38	0.1	0.17	0.1	0.55	0.2
Highway Segment	Other Multi-vehicle Collision	1.61	0.6	2.60	1.0	4.21	1.6
Highway Segment	Rear-end Collision	51.58	19.2	91.73	34.2	143.31	53.5
Highway Segment	Sideswipe, Same Direction Collision	12.63	4.7	43.61	16.3	56.25	21.0
Highway Segment	Total Multiple Vehicle Crashes	68.01	25.4	140.88	52.6	208.89	77.9
Highway Segment	Total Highway Segment Crashes	94.99	35.4	173.07	64.6	268.06	100.0
	Total Crashes	94.99	35.4	173.07	64.6	268.06	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 14. Evaluation Message

Start Location (MP)	End Location (MP)	Message
3.22	3.25	Warning: for segment #54 (3.22 to 3.25), unknown/unsupported segment type, no crash prediction supported
3.25	3.27	

Start Location (MP)	End Location (MP)	Message
		Warning: for segment #56 (3.25 to 3.27), unknown/unsupported segment type, no crash prediction supported
3.27	3.36	Warning: for segment #58 (3.27 to 3.36), unknown/unsupported segment type, no crash prediction supported
3.36	3.86	Warning: for segment #60 (3.36 to 3.86), unknown/unsupported segment type, no crash prediction supported
0.0	0.31	Information: for segment #1 (0.0 to 0.31), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.31	0.32	Information: for segment #2 (0.31 to 0.32), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.42	0.69	Information: for segment #5 (0.42 to 0.69), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.69	0.7	Information: for segment #7 (0.69 to 0.7), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.7	0.72	Information: for segment #9 (0.7 to 0.72), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.72	0.78	Information: for segment #11 (0.72 to 0.78), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.78	0.85	Information: for segment #13 (0.78 to 0.85), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
1.59	1.99	Information: for segment #32 (1.59 to 1.99), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
1.99	2.37	Information: for segment #33 (1.99 to 2.37), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (180,375 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (181,190 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (182,005 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	

Start Location (MP)	End Location (MP)	Message
		Warning: for segment #36 (2.37 to 2.39), traffic volume (182,820 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (183,635 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (184,450 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (185,265 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (186,080 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (186,895 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (187,710 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (188,525 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (189,340 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (190,155 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (190,970 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (191,785 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Warning: for segment #36 (2.37 to 2.39), traffic volume (192,600 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6F
2.37	2.39	Information: for segment #36 (2.37 to 2.39), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
2.39	2.4	Information: for segment #39 (2.39 to 2.4), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
2.4	2.48	Information: for segment #42 (2.4 to 2.48), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
2.48	2.79	Information: for segment #44 (2.48 to 2.79), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway

Start Location (MP)	End Location (MP)	Message
2.79	2.85	Information: for segment #45 (2.79 to 2.85), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
2.85	2.86	Information: for segment #46 (2.85 to 2.86), Freeway Segment of type Seven-lane Freeway is using unbalanced lane processing with types Six-lane Freeway and Eight-lane Freeway
0.67	0.69	Information: for segment #6 (0.67 to 0.69), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
0.69	0.7	Information: for segment #8 (0.69 to 0.7), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
0.7	0.72	Information: for segment #10 (0.7 to 0.72), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
0.72	0.78	Information: for segment #12 (0.72 to 0.78), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
0.83	0.85	Information: for segment #14 (0.83 to 0.85), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
0.78	0.85	Information: for segment #15 (0.78 to 0.85), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
2.36	2.37	Information: for segment #34 (2.36 to 2.37), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
2.37	2.37	Information: for segment #35 (2.37 to 2.37), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (180,375 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (181,190 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (182,005 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (182,820 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (183,635 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	

Start Location (MP)	End Location (MP)	Message
		Warning: for segment #37 (2.37 to 2.39), traffic volume (184,450 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (185,265 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (186,080 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (186,895 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (187,710 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (188,525 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (189,340 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (190,155 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (190,970 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (191,785 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #37 (2.37 to 2.39), traffic volume (192,600 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Information: for segment #37 (2.37 to 2.39), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (180,375 vpd) for 2035 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (181,190 vpd) for 2036 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (182,005 vpd) for 2037 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (182,820 vpd) for 2038 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (183,635 vpd) for 2039 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (184,450 vpd) for 2040 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC

Start Location (MP)	End Location (MP)	Message
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (185,265 vpd) for 2041 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (186,080 vpd) for 2042 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (186,895 vpd) for 2043 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (187,710 vpd) for 2044 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (188,525 vpd) for 2045 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (189,340 vpd) for 2046 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (190,155 vpd) for 2047 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (190,970 vpd) for 2048 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (191,785 vpd) for 2049 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Warning: for segment #38 (2.37 to 2.39), traffic volume (192,600 vpd) for 2050 is not within the model limit (180,000 vpd) for reliable results for segment type 6SC
2.37	2.39	Information: for segment #38 (2.37 to 2.39), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
2.39	2.4	Information: for segment #40 (2.39 to 2.4), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
2.39	2.4	Information: for segment #41 (2.39 to 2.4), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
2.4	2.48	Information: for segment #43 (2.4 to 2.48), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change
2.85	2.86	Information: for segment #47 (2.85 to 2.86), Speed Change Segment of type Seven-lane Freeway Speed Change is using unbalanced lane processing with types Six-lane Freeway Speed Change and Eight-lane Freeway Speed Change

[Top]

APPENDIX O6

Build Alternative 3 Interactive Highway Safety Design Model (IHSDM)

APPENDIX

O6

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

Version v17.0.0 (Sep 22, 2021)

November 3, 2023

Table of Contents

Report Overview
Disclaimer Regarding Crash Prediction Method
Section Types
Section 1 Evaluation

List of Tables

Evaluation Freeway - Homogeneous Segments (Section 1)
Evaluation Freeway - Speed Change Lanes (Speed Change)
Predicted Freeway Crash Rates and Frequencies Summary (Section 1)
Predicted Freeway Speed Change Lane Crash Rates and Frequencies Summary (Speed Change)
Predicted Crash Frequencies and Rates by Freeway Segment/Intersection (Section 1)
Predicted Crash Frequencies and Rates by Freeway Speed Change Lane (Speed Change)
Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)
Predicted Crash Frequencies by Year (Section 1)
Predicted Crash Severity by Freeway Segment (Section 1)
Predicted Crash Severity by Speed Change Lane (Speed Change)
Predicted Freeway Crash Type Distribution (Section 1)
Predicted Exit Speed Change Lane Crash Type Distribution (Speed Change)
Predicted Entrance Speed Change Lane Crash Type Distribution (Speed Change)
Evaluation Message

List of Figures

Crash Prediction Summary (Section 1)

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Report Overview

Report Generated: Nov 3, 2023 10:38 AM
Report Template: System: Single Page [System] (mlcpm3, Jun 22, 2023 3:05 PM)

Evaluation Date: Fri Nov 03 10:38:10 EDT 2023
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: andrija.milovanovic
Organization Name: Colliers Engineering & Design, Inc.
Phone: (757) 692-1021
E-Mail: andrija.milovanovic@collierseng.com

Project Title: Alternative 3 I-95
Project Comment: Created Wed Oct 25 08:16:01 EDT 2023
Project Unit System: U.S. Customary

Highway Title: I-95
Highway Comment: Created Thu Oct 26 11:32:31 EDT 2023
Highway Version: 1

Evaluation Title: Evaluation 10
Evaluation Comment: Created Fri Nov 03 10:37:46 EDT 2023

Minimum Location: 0.0
Maximum Location: 3.58

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration

Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

[Top]

Section Types

Section 1 Evaluation

Section: Section 1
Evaluation Start Location: 0.0
Evaluation End Location: 3.58
Functional Class: Freeway
Type of Alignment: Divided, Multilane
Model Category: Freeway Segment
Calibration Factor: FI_EN=1.0; FI_EX=1.0; FI_MV=1.0; FI_SV=1.0; PDO_EN=1.0; PDO_EX=1.0; PDO_MV=1.0; PDO_SV=1.0;

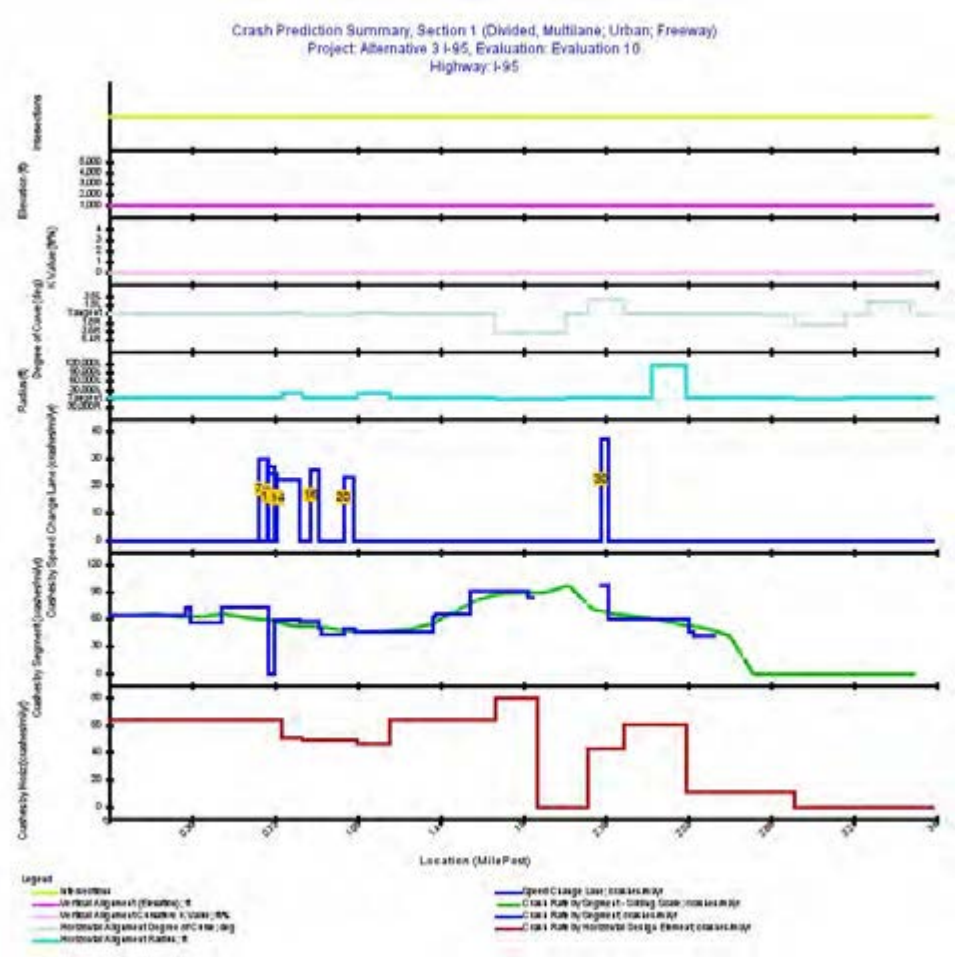


Figure Crash Prediction Summary (Section 1)

Table 1. Evaluation Freeway - Homogeneous Segments (Section 1)

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
1	Nine-lane Freeway	Urban	0.0	0.33	1,742.40	0.3300	2030-2050: 203,500	13.00	Non-Traversable Median	33.00
2	Nine-lane Freeway	Urban	0.33	0.34	52.80	0.0100	2030-2050: 203,500	13.00	Non-Traversable Median	33.00
3	Nine-lane Freeway	Urban	0.34	0.35	52.80	0.0100	2030-2050: 203,500	13.00	Non-Traversable Median	33.00
4	Ten-lane Freeway	Urban	0.35	0.49	739.20	0.1400	2030-2050: 203,500	13.00	Non-Traversable Median	33.00
5	Eight-lane Freeway	Urban	0.49	0.69	1,056.00	0.2000	2030-2050: 203,500	13.00	Non-Traversable Median	33.00
8	Nine-lane Freeway	Urban	0.69	0.72	158.40	0.0300	2030: 189,400; 2031: 189,265; 2032: 189,130; 2033: 188,995; 2034: 188,860; 2035: 188,725; 2036: 188,590; 2037: 188,455; 2038: 188,320; 2039: 188,185; 2040: 188,050; 2041: 187,915; 2042: 187,780; 2043: 187,645; 2044: 187,510; 2045: 187,375; 2046: 187,240; 2047: 187,105;	13.00	Non-Traversable Median	33.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2048: 186,970; 2049: 186,835; 2050: 186,700			
11	Nine-lane Freeway	Urban	0.72	0.73	52.80	0.0100	2030: 189,400; 2031: 189,265; 2032: 189,130; 2033: 188,995; 2034: 188,860; 2035: 188,725; 2036: 188,590; 2037: 188,455; 2038: 188,320; 2039: 188,185; 2040: 188,050; 2041: 187,915; 2042: 187,780; 2043: 187,645; 2044: 187,510; 2045: 187,375; 2046: 187,240; 2047: 187,105; 2048: 186,970; 2049: 186,835; 2050: 186,700	13.00	Non-Traversable Median	33.00
13	Nine-lane Freeway	Urban	0.73	0.83	528.00	0.1000	2030: 178,600; 2031: 178,325; 2032: 178,050; 2033: 177,775; 2034: 177,500; 2035: 177,225; 2036: 176,950; 2037: 176,675; 2038: 176,400; 2039: 176,125; 2040: 175,850; 2041: 175,575; 2042: 175,300; 2043: 175,025; 2044: 174,750; 2045: 174,475; 2046: 174,200; 2047: 173,925; 2048: 173,650; 2049: 173,375; 2050: 173,100	13.00	Non-Traversable Median	33.00
15	Nine-lane Freeway	Urban	0.83	0.91	422.40	0.0800	2030: 178,600; 2031: 178,325; 2032: 178,050; 2033: 177,775; 2034: 177,500; 2035: 177,225; 2036: 176,950; 2037: 176,675; 2038: 176,400; 2039: 176,125; 2040: 175,850; 2041: 175,575; 2042: 175,300; 2043: 175,025; 2044: 174,750; 2045: 174,475; 2046: 174,200; 2047: 173,925; 2048: 173,650; 2049: 173,375; 2050: 173,100	13.00	Non-Traversable Median	33.00
17	Nine-lane Freeway	Urban	0.91	0.92	52.80	0.0100	2030: 178,600; 2031: 178,325; 2032: 178,050; 2033: 177,775; 2034: 177,500; 2035: 177,225; 2036: 176,950; 2037: 176,675; 2038: 176,400; 2039: 176,125; 2040: 175,850; 2041: 175,575; 2042: 175,300; 2043: 175,025; 2044: 174,750; 2045: 174,475; 2046: 174,200; 2047: 173,925; 2048: 173,650; 2049: 173,375; 2050: 173,100	13.00	Non-Traversable Median	33.00
18	Nine-lane Freeway	Urban	0.92	1.02	528.00	0.1000	2030: 166,600; 2031: 166,225; 2032: 165,850; 2033: 165,475; 2034: 165,100; 2035: 164,725; 2036: 164,350; 2037: 163,975; 2038: 163,600; 2039: 163,225; 2040: 162,850; 2041: 162,475; 2042: 162,100; 2043: 161,725; 2044: 161,350; 2045: 160,975; 2046: 160,600; 2047: 160,225; 2048: 159,850; 2049: 159,475; 2050: 159,100	13.00	Non-Traversable Median	33.00
19	Nine-lane Freeway	Urban	1.02	1.07	264.00	0.0500	2030: 166,600; 2031: 166,225; 2032: 165,850; 2033: 165,475; 2034: 165,100; 2035: 164,725; 2036: 164,350; 2037: 163,975; 2038: 163,600; 2039: 163,225; 2040: 162,850; 2041: 162,475; 2042: 162,100; 2043: 161,725; 2044: 161,350; 2045: 160,975; 2046: 160,600; 2047: 160,225;	13.00	Non-Traversable Median	33.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2048: 159,850; 2049: 159,475; 2050: 159,100			
21	Ten-lane Freeway	Urban	1.07	1.41	1,795.20	0.3400	2030: 180,400; 2031: 180,090; 2032: 179,780; 2033: 179,470; 2034: 179,160; 2035: 178,850; 2036: 178,540; 2037: 178,230; 2038: 177,920; 2039: 177,610; 2040: 177,300; 2041: 176,990; 2042: 176,680; 2043: 176,370; 2044: 176,060; 2045: 175,750; 2046: 175,440; 2047: 175,130; 2048: 174,820; 2049: 174,510; 2050: 174,200	13.00	Non-Traversable Median	33.00
22	Ten-lane Freeway	Urban	1.41	1.42	52.80	0.0100	2030: 180,400; 2031: 180,090; 2032: 179,780; 2033: 179,470; 2034: 179,160; 2035: 178,850; 2036: 178,540; 2037: 178,230; 2038: 177,920; 2039: 177,610; 2040: 177,300; 2041: 176,990; 2042: 176,680; 2043: 176,370; 2044: 176,060; 2045: 175,750; 2046: 175,440; 2047: 175,130; 2048: 174,820; 2049: 174,510; 2050: 174,200	13.00	Non-Traversable Median	33.00
23	Ten-lane Freeway	Urban	1.42	1.57	792.00	0.1500	2030: 197,200; 2031: 196,970; 2032: 196,740; 2033: 196,510; 2034: 196,280; 2035: 196,050; 2036: 195,820; 2037: 195,590; 2038: 195,360; 2039: 195,130; 2040: 194,900; 2041: 194,670; 2042: 194,440; 2043: 194,210; 2044: 193,980; 2045: 193,750; 2046: 193,520; 2047: 193,290; 2048: 193,060; 2049: 192,830; 2050: 192,600	13.00	Non-Traversable Median	33.00
24	Ten-lane Freeway	Urban	1.57	1.82	1,320.00	0.2500	2030: 197,200; 2031: 196,970; 2032: 196,740; 2033: 196,510; 2034: 196,280; 2035: 196,050; 2036: 195,820; 2037: 195,590; 2038: 195,360; 2039: 195,130; 2040: 194,900; 2041: 194,670; 2042: 194,440; 2043: 194,210; 2044: 193,980; 2045: 193,750; 2046: 193,520; 2047: 193,290; 2048: 193,060; 2049: 192,830; 2050: 192,600	13.00	Non-Traversable Median	33.00
25	Ten-lane Freeway	Urban	1.82	1.83	52.80	0.0100	2030: 197,200; 2031: 196,970; 2032: 196,740; 2033: 196,510; 2034: 196,280; 2035: 196,050; 2036: 195,820; 2037: 195,590; 2038: 195,360; 2039: 195,130; 2040: 194,900; 2041: 194,670; 2042: 194,440; 2043: 194,210; 2044: 193,980; 2045: 193,750; 2046: 193,520; 2047: 193,290; 2048: 193,060; 2049: 192,830; 2050: 192,600	13.00	Non-Traversable Median	33.00
26	Ten-lane Freeway	Urban	1.83	1.84	52.80	0.0100	2030: 195,600; 2031: 195,360; 2032: 195,120; 2033: 194,880; 2034: 194,640; 2035: 194,400; 2036: 194,160; 2037: 193,920; 2038: 193,680; 2039: 193,440; 2040: 193,200; 2041: 192,960; 2042: 192,720; 2043: 192,480; 2044: 192,240; 2045: 192,000; 2046: 191,760; 2047: 191,520;	13.00	Non-Traversable Median	33.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2048: 191,280; 2049: 191,040; 2050: 190,800			
27	Unknown	Urban	1.84	2.14	1,584.00	0.3000	2030: 195,600; 2031: 195,360; 2032: 195,120; 2033: 194,880; 2034: 194,640; 2035: 194,400; 2036: 194,160; 2037: 193,920; 2038: 193,680; 2039: 193,440; 2040: 193,200; 2041: 192,960; 2042: 192,720; 2043: 192,480; 2044: 192,240; 2045: 192,000; 2046: 191,760; 2047: 191,520; 2048: 191,280; 2049: 191,040; 2050: 190,800	13.00	Non-Traversable Median	33.00
29	Eight-lane Freeway	Urban	2.14	2.17	158.40	0.0300	2030: 195,600; 2031: 195,360; 2032: 195,120; 2033: 194,880; 2034: 194,640; 2035: 194,400; 2036: 194,160; 2037: 193,920; 2038: 193,680; 2039: 193,440; 2040: 193,200; 2041: 192,960; 2042: 192,720; 2043: 192,480; 2044: 192,240; 2045: 192,000; 2046: 191,760; 2047: 191,520; 2048: 191,280; 2049: 191,040; 2050: 190,800	13.00	Non-Traversable Median	33.00
31	Eight-lane Freeway	Urban	2.17	2.52	1,848.00	0.3500	2030: 179,900; 2031: 179,565; 2032: 179,230; 2033: 178,895; 2034: 178,560; 2035: 178,225; 2036: 177,890; 2037: 177,555; 2038: 177,220; 2039: 176,885; 2040: 176,550; 2041: 176,215; 2042: 175,880; 2043: 175,545; 2044: 175,210; 2045: 174,875; 2046: 174,540; 2047: 174,205; 2048: 173,870; 2049: 173,535; 2050: 173,200	13.00	Non-Traversable Median	33.00
32	Eight-lane Freeway	Urban	2.52	2.54	105.60	0.0200	2030: 163,600; 2031: 163,200; 2032: 162,800; 2033: 162,400; 2034: 162,000; 2035: 161,600; 2036: 161,200; 2037: 160,800; 2038: 160,400; 2039: 160,000; 2040: 159,600; 2041: 159,200; 2042: 158,800; 2043: 158,400; 2044: 158,000; 2045: 157,600; 2046: 157,200; 2047: 156,800; 2048: 156,400; 2049: 156,000; 2050: 155,600	13.00	Non-Traversable Median	33.00
33	Nine-lane Freeway	Urban	2.54	2.63	475.20	0.0900	2030: 163,600; 2031: 163,200; 2032: 162,800; 2033: 162,400; 2034: 162,000; 2035: 161,600; 2036: 161,200; 2037: 160,800; 2038: 160,400; 2039: 160,000; 2040: 159,600; 2041: 159,200; 2042: 158,800; 2043: 158,400; 2044: 158,000; 2045: 157,600; 2046: 157,200; 2047: 156,800; 2048: 156,400; 2049: 156,000; 2050: 155,600	13.00	Non-Traversable Median	33.00
34	Unknown	Urban	2.63	2.63	21.12	0.0040	2030: 163,600; 2031: 163,200; 2032: 162,800; 2033: 162,400; 2034: 162,000; 2035: 161,600; 2036: 161,200; 2037: 160,800; 2038: 160,400; 2039: 160,000; 2040: 159,600; 2041: 159,200; 2042: 158,800; 2043: 158,400; 2044: 158,000; 2045: 157,600; 2046: 157,200; 2047: 156,800;	13.00	Non-Traversable Median	33.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2048: 156,400; 2049: 156,000; 2050: 155,600			
35	Unknown	Urban	2.63	2.85	1,140.48	0.2160	2030: 163,600; 2031: 163,200; 2032: 162,800; 2033: 162,400; 2034: 162,000; 2035: 161,600; 2036: 161,200; 2037: 160,800; 2038: 160,400; 2039: 160,000; 2040: 159,600; 2041: 159,200; 2042: 158,800; 2043: 158,400; 2044: 158,000; 2045: 157,600; 2046: 157,200; 2047: 156,800; 2048: 156,400; 2049: 156,000; 2050: 155,600	13.00	Non-Traversable Median	33.00
36	Unknown	Urban	2.85	2.91	316.80	0.0600	2030: 163,600; 2031: 163,200; 2032: 162,800; 2033: 162,400; 2034: 162,000; 2035: 161,600; 2036: 161,200; 2037: 160,800; 2038: 160,400; 2039: 160,000; 2040: 159,600; 2041: 159,200; 2042: 158,800; 2043: 158,400; 2044: 158,000; 2045: 157,600; 2046: 157,200; 2047: 156,800; 2048: 156,400; 2049: 156,000; 2050: 155,600	13.00	Non-Traversable Median	33.00
37	Unknown	Urban	2.91	2.92	52.80	0.0100	2030: 179,400; 2031: 179,165; 2032: 178,930; 2033: 178,695; 2034: 178,460; 2035: 178,225; 2036: 177,990; 2037: 177,755; 2038: 177,520; 2039: 177,285; 2040: 177,050; 2041: 176,815; 2042: 176,580; 2043: 176,345; 2044: 176,110; 2045: 175,875; 2046: 175,640; 2047: 175,405; 2048: 175,170; 2049: 174,935; 2050: 174,700	13.00	Non-Traversable Median	33.00
38	Unknown	Urban	2.92	3.2	1,478.40	0.2800	2030: 179,400; 2031: 179,165; 2032: 178,930; 2033: 178,695; 2034: 178,460; 2035: 178,225; 2036: 177,990; 2037: 177,755; 2038: 177,520; 2039: 177,285; 2040: 177,050; 2041: 176,815; 2042: 176,580; 2043: 176,345; 2044: 176,110; 2045: 175,875; 2046: 175,640; 2047: 175,405; 2048: 175,170; 2049: 174,935; 2050: 174,700	13.00	Non-Traversable Median	33.00
40	Unknown	Urban	3.2	3.41	1,108.80	0.2100	2030: 179,400; 2031: 179,165; 2032: 178,930; 2033: 178,695; 2034: 178,460; 2035: 178,225; 2036: 177,990; 2037: 177,755; 2038: 177,520; 2039: 177,285; 2040: 177,050; 2041: 176,815; 2042: 176,580; 2043: 176,345; 2044: 176,110; 2045: 175,875; 2046: 175,640; 2047: 175,405; 2048: 175,170; 2049: 174,935; 2050: 174,700	13.00	Non-Traversable Median	33.00
42	Unknown	Urban	3.41	3.43	105.60	0.0200	2030: 196,100; 2031: 195,975; 2032: 195,850; 2033: 195,725; 2034: 195,600; 2035: 195,475; 2036: 195,350; 2037: 195,225; 2038: 195,100; 2039: 194,975; 2040: 194,850; 2041: 194,725; 2042: 194,600; 2043: 194,475; 2044: 194,350; 2045: 194,225; 2046: 194,100; 2047: 193,975;	13.00	Non-Traversable Median	33.00

Seg. No.	Type	Area Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
							2048: 193,850; 2049: 193,725; 2050: 193,600			
44	Unknown	Urban	3.43	3.45	105.60	0.0200	2030: 196,100; 2031: 195,975; 2032: 195,850; 2033: 195,725; 2034: 195,600; 2035: 195,475; 2036: 195,350; 2037: 195,225; 2038: 195,100; 2039: 194,975; 2040: 194,850; 2041: 194,725; 2042: 194,600; 2043: 194,475; 2044: 194,350; 2045: 194,225; 2046: 194,100; 2047: 193,975; 2048: 193,850; 2049: 193,725; 2050: 193,600	13.00	Non-Traversable Median	33.00
46	Unknown	Urban	3.45	3.58	686.40	0.1300	2030: 223,400; 2031: 223,260; 2032: 223,120; 2033: 222,980; 2034: 222,840; 2035: 222,700; 2036: 222,560; 2037: 222,420; 2038: 222,280; 2039: 222,140; 2040: 222,000; 2041: 221,860; 2042: 221,720; 2043: 221,580; 2044: 221,440; 2045: 221,300; 2046: 221,160; 2047: 221,020; 2048: 220,880; 2049: 220,740; 2050: 220,600	13.00	Non-Traversable Median	33.00

Table 2. Evaluation Freeway - Speed Change Lanes (Speed Change)

Seg. No.	Type	Ramp Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
6	Eight-lane Freeway Speed Change	Exit	0.68	0.69	27.60	0.0052	2030-2050: 203,500	13.00	Non-Traversable Median	33.00
7	Eight-lane Freeway Speed Change	Entrance	0.65	0.69	207.80	0.0394	2030-2050: 203,500	13.00	Non-Traversable Median	33.00
9	Nine-lane Freeway Speed Change	Exit	0.69	0.72	158.40	0.0300	2030: 189,400; 2031: 189,265; 2032: 189,130; 2033: 188,995; 2034: 188,860; 2035: 188,725; 2036: 188,590; 2037: 188,455; 2038: 188,320; 2039: 188,185; 2040: 188,050; 2041: 187,915; 2042: 187,780; 2043: 187,645; 2044: 187,510; 2045: 187,375; 2046: 187,240; 2047: 187,105; 2048: 186,970; 2049: 186,835; 2050: 186,700	13.00	Non-Traversable Median	33.00
10	Nine-lane Freeway Speed Change	Entrance	0.69	0.72	158.40	0.0300	2030: 189,400; 2031: 189,265; 2032: 189,130; 2033: 188,995; 2034: 188,860; 2035: 188,725; 2036: 188,590; 2037: 188,455; 2038: 188,320; 2039: 188,185; 2040: 188,050; 2041: 187,915; 2042: 187,780; 2043: 187,645; 2044: 187,510; 2045: 187,375; 2046: 187,240; 2047: 187,105; 2048: 186,970; 2049: 186,835; 2050: 186,700	13.00	Non-Traversable Median	33.00
12		Entrance	0.72	0.73	52.80	0.0100		13.00		33.00

Seg. No.	Type	Ramp Type	Start Location (MP)	End Location (MP)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
	Nine-lane Freeway Speed Change						2030: 189,400; 2031: 189,265; 2032: 189,130; 2033: 188,995; 2034: 188,860; 2035: 188,725; 2036: 188,590; 2037: 188,455; 2038: 188,320; 2039: 188,185; 2040: 188,050; 2041: 187,915; 2042: 187,780; 2043: 187,645; 2044: 187,510; 2045: 187,375; 2046: 187,240; 2047: 187,105; 2048: 186,970; 2049: 186,835; 2050: 186,700		Non-Traversable Median	
14	Nine-lane Freeway Speed Change	Entrance	0.73	0.83	528.00	0.1000	2030: 178,600; 2031: 178,325; 2032: 178,050; 2033: 177,775; 2034: 177,500; 2035: 177,225; 2036: 176,950; 2037: 176,675; 2038: 176,400; 2039: 176,125; 2040: 175,850; 2041: 175,575; 2042: 175,300; 2043: 175,025; 2044: 174,750; 2045: 174,475; 2046: 174,200; 2047: 173,925; 2048: 173,650; 2049: 173,375; 2050: 173,100	13.00	Non-Traversable Median	33.00
16	Nine-lane Freeway Speed Change	Exit	0.88	0.91	177.00	0.0335	2030: 178,600; 2031: 178,325; 2032: 178,050; 2033: 177,775; 2034: 177,500; 2035: 177,225; 2036: 176,950; 2037: 176,675; 2038: 176,400; 2039: 176,125; 2040: 175,850; 2041: 175,575; 2042: 175,300; 2043: 175,025; 2044: 174,750; 2045: 174,475; 2046: 174,200; 2047: 173,925; 2048: 173,650; 2049: 173,375; 2050: 173,100	13.00	Non-Traversable Median	33.00
20	Nine-lane Freeway Speed Change	Exit	1.02	1.06	216.00	0.0409	2030: 166,600; 2031: 166,225; 2032: 165,850; 2033: 165,475; 2034: 165,100; 2035: 164,725; 2036: 164,350; 2037: 163,975; 2038: 163,600; 2039: 163,225; 2040: 162,850; 2041: 162,475; 2042: 162,100; 2043: 161,725; 2044: 161,350; 2045: 160,975; 2046: 160,600; 2047: 160,225; 2048: 159,850; 2049: 159,475; 2050: 159,100	13.00	Non-Traversable Median	33.00
30	Eight-lane Freeway Speed Change	Entrance	2.14	2.17	158.40	0.0300	2030: 195,600; 2031: 195,360; 2032: 195,120; 2033: 194,880; 2034: 194,640; 2035: 194,400; 2036: 194,160; 2037: 193,920; 2038: 193,680; 2039: 193,440; 2040: 193,200; 2041: 192,960; 2042: 192,720; 2043: 192,480; 2044: 192,240; 2045: 192,000; 2046: 191,760; 2047: 191,520; 2048: 191,280; 2049: 191,040; 2050: 190,800	13.00	Non-Traversable Median	33.00

Table 3. Predicted Freeway Crash Rates and Frequencies Summary (Section 1)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Effective Length (mi)	**2.1705**

Average Future Road AADT (vpd)	**186,930**
Predicted Crashes	
Total Crashes	**2,819.83**
Fatal and Injury Crashes	**861.87**
Property-Damage-Only Crashes	**1,957.96**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**31**
Percent Property-Damage-Only Crashes (%)	**69**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**61.8650**
FI Crash Rate (crashes/mi/yr)	**18.9088**
PDO Crash Rate (crashes/mi/yr)	**42.9562**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**3,109.92**
Travel Crash Rate (crashes/million veh-mi)	**0.91**
Travel FI Crash Rate (crashes/million veh-mi)	**0.28**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.63**

Note: *Effective Length* is the *segment length* minus the length of the *speed change lanes* if present.

Table 4. Predicted Freeway Speed Change Lane Crash Rates and Frequencies Summary (Speed Change)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Length (mi)	**0.3190**
Average Future Road AADT (vpd)	**91,178**
Predicted Crashes	
Total Crashes	**173.21**
Fatal and Injury Crashes	**57.25**
Property-Damage-Only Crashes	**115.96**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**33**
Percent Property-Damage-Only Crashes (%)	**67**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**25.8551**
FI Crash Rate (crashes/mi/yr)	**8.5452**
PDO Crash Rate (crashes/mi/yr)	**17.3099**
Predicted Travel Crash Rate	

Total Travel (million veh-mi)	**222.95**
Travel Crash Rate (crashes/million veh-mi)	**0.78**
Travel FI Crash Rate (crashes/million veh-mi)	**0.26**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.52**

Note: *Total Travel and Crash Rates/Million Vehicle Miles* for *Speed Change Lanes* reflect AADTs that are **half of the Freeway Segment AADTs** based on the assumption of 50/50 directional distribution.

Table 5. Predicted Crash Frequencies and Rates by Freeway Segment/Intersection (Section 1)

Segment Number/Intersection Name/Cross Road	Start Location (MP)	End Location (MP)	Effective Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr
1	0.0	0.33	0.3300	444.647	21.1737	6.2316	14.9421	64.162
2	0.33	0.34	0.0100	15.109	0.7195	0.2113	0.5082	71.948
3	0.34	0.35	0.0100	15.402	0.7334	0.2152	0.5182	73.342
4	0.35	0.49	0.1400	164.808	7.8480	2.3770	5.4710	56.057
5	0.49	0.69	0.1777	271.175	12.9131	3.7168	9.1963	72.664
8	0.69	0.72	0.0000	0.000	0.0000	0.0000	0.0000	0.000
11	0.72	0.73	0.0050	6.188	0.2946	0.0891	0.2055	58.928
13	0.73	0.83	0.0500	61.250	2.9167	0.9204	1.9963	58.333
15	0.83	0.91	0.0632	75.761	3.6077	1.1140	2.4937	57.048
17	0.91	0.92	0.0100	10.286	0.4898	0.1506	0.3392	48.980
18	0.92	1.02	0.1000	90.969	4.3319	1.3630	2.9689	43.318
19	1.02	1.07	0.0295	30.576	1.4560	0.4581	0.9980	49.280
21	1.07	1.41	0.3400	329.170	15.6748	5.0310	10.6438	46.102
22	1.41	1.42	0.0100	13.107	0.6241	0.2053	0.4188	62.411
23	1.42	1.57	0.1500	207.693	9.8902	3.1660	6.7241	65.934
24	1.57	1.82	0.2500	473.958	22.5694	6.9773	15.5921	90.277
25	1.82	1.83	0.0100	17.721	0.8438	0.2552	0.5886	84.384
26	1.83	1.84	0.0100	17.487	0.8327	0.2527	0.5800	83.270
29	2.14	2.17	0.0150	30.653	1.4597	0.4153	1.0443	97.310
31	2.17	2.52	0.3500	445.257	21.2027	6.4121	14.7905	60.579
32	2.52	2.54	0.0200	19.322	0.9201	0.2843	0.6358	46.003
33	2.54	2.63	0.0900	79.290	3.7757	1.1952	2.5806	41.952
Total			2.1705	2,819.828	134.2775	41.0414	93.2361	61.865

Note: *Effective Length* is the *segment length* minus the length of the *speed change lanes* if present. This may create Freeway segments with zero effective length and zero crashes.

Table 6. Predicted Crash Frequencies and Rates by Freeway Speed Change Lane (Speed Change)

Segment Number/Intersection Name/Cross Road	Start Location (MP)	End Location (MP)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)
6	0.68	0.69	0.0052	3.185	0.1517	0.0523	0.0993	29.0159
7	0.65	0.69	0.0394	24.407	1.1622	0.3786	0.7836	29.5307
9	0.69	0.72	0.0300	16.997	0.8094	0.2798	0.5296	26.9786
10	0.69	0.72	0.0300	15.246	0.7260	0.2330	0.4930	24.2000
12	0.72	0.73	0.0100	5.082	0.2420	0.0777	0.1643	24.2000

Segment Number/Intersection Name/Cross Road	Start Location (MP)	End Location (MP)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)
14	0.73	0.83	0.1000	47.004	2.2383	0.7189	1.5194	22.3827
16	0.88	0.91	0.0335	17.958	0.8551	0.2992	0.5559	25.5089
20	1.02	1.06	0.0409	19.983	0.9516	0.3200	0.6316	23.2609
30	2.14	2.17	0.0300	23.351	1.1119	0.3666	0.7454	37.0646
Total			0.3190	173.211	8.2482	2.7261	5.5221	25.8551

Note: *Travel Crash Rates/Million Vehicle Miles* for *Speed Change Lanes* reflect AADTs that are **half of the Freeway Segment AADTs** based on the assumption of 50/50 directional distribution.

Table 7. Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)

Title	Start Location (MP)	End Location (MP)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Tra Crash Rate (crashes/milli veh-mi)
Tangent	0.0	0.75	0.7500	1,003.896	47.8046	14.1902	33.6143	63.7394	0
Simple Curve 1	0.75	0.84	0.0900	96.073	4.5749	1.4507	3.1242	50.8323	1
Tangent	0.84	1.08	0.2400	245.745	11.7021	3.7135	7.9886	48.7589	1
Simple Curve 2	1.08	1.22	0.1400	135.541	6.4543	2.0716	4.3827	46.1022	0
Tangent	1.22	1.68	0.4600	613.289	29.2042	9.2528	19.9515	63.4875	0
Simple Curve 3	1.68	1.86	0.1800	300.624	14.3154	4.4152	9.9002	79.5302	1
Simple Curve 4	1.86	1.98	0.1200	0.000	0.0000	0.0000	0.0000	0.0000	0
Tangent	1.98	2.08	0.1000	0.000	0.0000	0.0000	0.0000	0.0000	0
Simple Curve 5	2.08	2.24	0.1600	143.055	6.8121	2.0643	4.7478	42.5758	0
Tangent	2.24	2.36	0.1200	152.659	7.2695	2.1984	5.0710	60.5791	0
Simple Curve 6	2.36	2.51	0.1500	190.824	9.0869	2.7481	6.3388	60.5791	0
Tangent	2.51	2.98	0.4700	111.334	5.3016	1.6626	3.6390	11.2800	0
Simple Curve 7	2.98	3.2	0.2200	0.000	0.0000	0.0000	0.0000	0.0000	0
Tangent	3.2	3.3	0.1000	0.000	0.0000	0.0000	0.0000	0.0000	0
Simple Curve 8	3.3	3.48	0.1800	0.000	0.0000	0.0000	0.0000	0.0000	0
Tangent	3.48	3.58	0.1000	0.000	0.0000	0.0000	0.0000	0.0000	0

Table 8. Predicted Crash Frequencies by Year (Section 1)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	145.13	44.42	30.608	100.71	69.392
2031	144.87	44.35	30.618	100.51	69.382
2032	144.60	44.29	30.628	100.31	69.372
2033	144.34	44.22	30.638	100.12	69.362
2034	144.08	44.16	30.648	99.92	69.352
2035	143.82	44.09	30.659	99.72	69.341
2036	143.56	44.03	30.669	99.53	69.331

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2037	143.30	43.96	30.679	99.33	69.321
2038	143.04	43.90	30.689	99.14	69.311
2039	142.78	43.83	30.699	98.94	69.301
2040	142.52	43.77	30.709	98.75	69.291
2041	142.26	43.70	30.720	98.56	69.281
2042	142.00	43.64	30.730	98.36	69.270
2043	141.74	43.57	30.740	98.17	69.260
2044	141.49	43.51	30.750	97.98	69.250
2045	141.23	43.44	30.760	97.79	69.240
2046	140.97	43.38	30.770	97.59	69.230
2047	140.72	43.31	30.780	97.40	69.220
2048	140.46	43.25	30.790	97.21	69.210
2049	140.21	43.18	30.800	97.02	69.200
2050	139.95	43.12	30.810	96.83	69.190
Total	2,993.04	919.12	30.709	2,073.92	69.291
Average	142.53	43.77	30.709	98.76	69.291

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 9. Predicted Crash Severity by Freeway Segment (Section 1)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	1.4839	4.2319	23.3840	101.7637	313.7835
2	0.0503	0.1435	0.7930	3.4510	10.6713
3	0.0512	0.1461	0.8075	3.5142	10.8828
4	0.5660	1.6142	8.9196	38.8166	114.8915
5	0.8850	2.5241	13.9472	60.6960	193.1231
8	0.0000	0.0000	0.0000	0.0000	0.0000
11	0.0212	0.0605	0.3345	1.4557	4.3156
13	0.2516	0.7380	3.7282	14.6103	41.9218
15	0.2727	0.7819	4.2448	18.0939	52.3680
17	0.0359	0.1023	0.5651	2.4591	7.1235
18	0.3246	0.9256	5.1146	22.2579	62.3465
19	0.1091	0.3111	1.7189	7.4804	20.9570
21	1.2867	3.7228	19.6436	80.9970	223.5198
22	0.0489	0.1394	0.7705	3.3530	8.7947
23	0.7539	2.1501	11.8804	51.7018	141.2070
24	1.8306	5.3241	27.6305	111.7384	327.4347
25	0.0722	0.2132	1.0534	4.0214	12.3604
26	0.0715	0.2111	1.0429	3.9812	12.1801
29	0.1175	0.3470	1.7141	6.5437	21.9305
31	1.7022	4.9627	25.5578	102.4322	310.6015
32	0.0677	0.1930	1.0667	4.6421	13.3521
33	0.2846	0.8116	4.4848	19.5171	54.1924
Total	10.2872	29.6542	158.4021	663.5267	1,957.9577

Table 10. Predicted Crash Severity by Speed Change Lane (Speed Change)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
6	0.0125	0.0355	0.1964	0.8548	2.0859
7	0.0902	0.2571	1.4209	6.1835	16.4548
9	0.0666	0.1900	1.0498	4.5684	11.1217
10	0.0555	0.1582	0.8742	3.8045	10.3535
12	0.0185	0.0527	0.2914	1.2682	3.4512
14	0.1965	0.5764	2.9120	11.4117	31.9071
16	0.0712	0.2032	1.1227	4.8860	11.6745
20	0.0762	0.2173	1.2009	5.2261	13.2627
30	0.1037	0.3062	1.5128	5.7753	15.6527
Total	0.6909	1.9968	10.5812	43.9783	115.9643

Table 11. Predicted Freeway Crash Type Distribution (Section 1)

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Collision with Animal	0.76	0.0	7.16	0.3	7.92	0.3
Highway Segment	Collision with Fixed Object	137.96	4.9	232.87	8.3	370.83	13.2
Highway Segment	Collision with Other Object	9.74	0.3	45.21	1.6	54.95	1.9
Highway Segment	Other Single-vehicle Collision	39.74	1.4	34.80	1.2	74.54	2.6
Highway Segment	Collision with Parked Vehicle	2.87	0.1	5.20	0.2	8.07	0.3
Highway Segment	Total Single Vehicle Crashes	191.07	6.8	325.24	11.5	516.32	18.3
Highway Segment	Right-Angle Collision	20.80	0.7	29.39	1.0	50.18	1.8
Highway Segment	Head-on Collision	5.37	0.2	3.27	0.1	8.63	0.3
Highway Segment	Other Multi-vehicle Collision	20.80	0.7	39.19	1.4	59.98	2.1
Highway Segment	Rear-end Collision	503.10	17.8	1,126.57	40.0	1,629.67	57.8
Highway Segment	Sideswipe, Same Direction Collision	120.74	4.3	434.30	15.4	555.05	19.7
Highway Segment	Total Multiple Vehicle Crashes	670.80	23.8	1,632.72	57.9	2,303.51	81.7
Highway Segment	Total Highway Segment Crashes	861.87	30.6	1,957.96	69.4	2,819.83	100.0
	Total Crashes	861.87	30.6	1,957.96	69.4	2,819.83	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 12. Predicted Exit Speed Change Lane Crash Type Distribution (Speed Change)

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Collision with Animal	0.00	0.0	0.27	0.5	0.27	0.5
Highway Segment	Collision with Fixed Object	3.92	6.7	7.90	13.6	11.81	20.3
Highway Segment	Collision with Other Object	0.32	0.6	1.14	2.0	1.46	2.5
Highway Segment	Other Single-vehicle Collision	0.98	1.7	0.88	1.5	1.86	3.2
Highway Segment	Collision with Parked Vehicle	0.00	0.0	0.00	0.0	0.00	0.0
Highway Segment	Total Single Vehicle Crashes	5.21	9.0	10.19	17.5	15.40	26.5
Highway Segment	Right-Angle Collision	0.22	0.4	0.46	0.8	0.68	1.2
Highway Segment	Head-on Collision	0.10	0.2	0.08	0.1	0.18	0.3
Highway Segment	Other Multi-vehicle Collision	0.32	0.6	0.61	1.1	0.93	1.6
Highway Segment	Rear-end Collision	10.97	18.9	21.55	37.1	32.52	56.0
Highway Segment	Sideswipe, Same Direction Collision	3.16	5.4	5.26	9.1	8.42	14.5
Highway Segment	Total Multiple Vehicle Crashes	14.76	25.4	27.96	48.1	42.72	73.5
Highway Segment	Total Highway Segment Crashes	19.98	34.4	38.15	65.6	58.12	100.0
	Total Crashes	19.98	34.4	38.15	65.6	58.12	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 13. Predicted Entrance Speed Change Lane Crash Type Distribution (Speed Change)

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Collision with Animal	0.00	0.0	0.16	0.1	0.16	0.1
Highway Segment	Collision with Fixed Object	7.23	6.3	10.04	8.7	17.27	15.0
Highway Segment	Collision with Other Object	0.71	0.6	2.80	2.4	3.51	3.0
Highway Segment	Other Single-vehicle Collision	2.50	2.2	1.25	1.1	3.74	3.3
Highway Segment	Collision with Parked Vehicle	0.15	0.1	0.23	0.2	0.38	0.3
Highway Segment	Total Single Vehicle Crashes	10.59	9.2	14.47	12.6	25.06	21.8
Highway Segment	Right-Angle Collision	0.71	0.6	1.25	1.1	1.95	1.7
Highway Segment	Head-on Collision	0.15	0.1	0.08	0.1	0.23	0.2
Highway Segment	Other Multi-vehicle Collision	0.63	0.6	1.17	1.0	1.80	1.6
Highway Segment	Rear-end Collision	20.24	17.6	41.24	35.8	61.48	53.4

Element Type	Crash Type	Fatal and Injury		Property Damage Only		Total	
		Crashes	Crashes (%)	Crashes	Crashes (%)	Crashes	Crashes (%)
Highway Segment	Sideswipe, Same Direction Collision	4.96	4.3	19.61	17.0	24.57	21.3
Highway Segment	Total Multiple Vehicle Crashes	26.68	23.2	63.34	55.0	90.03	78.2
Highway Segment	Total Highway Segment Crashes	37.27	32.4	77.82	67.6	115.09	100.0
	Total Crashes	37.27	32.4	77.82	67.6	115.09	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 14. Evaluation Message

Start Location (MP)	End Location (MP)	Message
1.84	2.14	Warning: for segment #27 (1.84 to 2.14), unknown/unsupported segment type, no crash prediction supported
2.63	2.63	Warning: for segment #34 (2.63 to 2.63), unknown/unsupported segment type, no crash prediction supported
2.63	2.85	Warning: for segment #35 (2.63 to 2.85), unknown/unsupported segment type, no crash prediction supported
2.85	2.91	Warning: for segment #36 (2.85 to 2.91), unknown/unsupported segment type, no crash prediction supported
2.91	2.92	Warning: for segment #37 (2.91 to 2.92), unknown/unsupported segment type, no crash prediction supported
2.92	3.2	Warning: for segment #38 (2.92 to 3.2), unknown/unsupported segment type, no crash prediction supported
3.2	3.41	Warning: for segment #40 (3.2 to 3.41), unknown/unsupported segment type, no crash prediction supported
3.41	3.43	Warning: for segment #42 (3.41 to 3.43), unknown/unsupported segment type, no crash prediction supported
3.43	3.45	Warning: for segment #44 (3.43 to 3.45), unknown/unsupported segment type, no crash prediction supported
3.45	3.58	Warning: for segment #46 (3.45 to 3.58), unknown/unsupported segment type, no crash prediction supported
0.0	0.33	Information: for segment #1 (0.0 to 0.33), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.33	0.34	Information: for segment #2 (0.33 to 0.34), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.34	0.35	

Start Location (MP)	End Location (MP)	Message
		Information: for segment #3 (0.34 to 0.35), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.69	0.72	Information: for segment #8 (0.69 to 0.72), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.72	0.73	Information: for segment #11 (0.72 to 0.73), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.73	0.83	Information: for segment #13 (0.73 to 0.83), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.83	0.91	Information: for segment #15 (0.83 to 0.91), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.91	0.92	Information: for segment #17 (0.91 to 0.92), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.92	1.02	Information: for segment #18 (0.92 to 1.02), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
1.02	1.07	Information: for segment #19 (1.02 to 1.07), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
2.54	2.63	Information: for segment #33 (2.54 to 2.63), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
0.69	0.72	Information: for segment #9 (0.69 to 0.72), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
0.69	0.72	Information: for segment #10 (0.69 to 0.72), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
0.72	0.73	Information: for segment #12 (0.72 to 0.73), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
0.73	0.83	Information: for segment #14 (0.73 to 0.83), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
0.88	0.91	Information: for segment #16 (0.88 to 0.91), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change
1.02	1.06	

Start Location (MP)	End Location (MP)	Message
		Information: for segment #20 (1.02 to 1.06), Speed Change Segment of type Nine-lane Freeway Speed Change is using unbalanced lane processing with types Eight-lane Freeway Speed Change and Ten-lane Freeway Speed Change

[Top]

APPENDIX P

Conceptual Signing Plan

APPENDIX

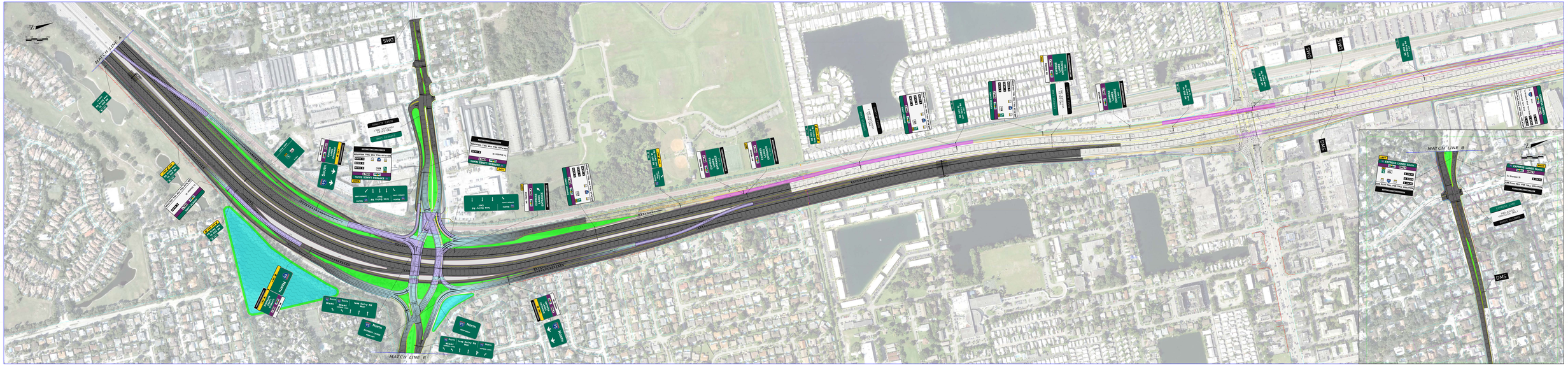
P

SIGNING AND MARKINGS CONCEPT PLANS

SH 5

SH 5

MARCH LANE


MATCH LINE A
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APPENDIX Q

Build Alternatives
FDOT Long Range Estimates Calculations

APPENDIX

Q

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01 **Apr-23**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line

District: 06 **County:** 87 MIAMI-DADE

Project Manager: Benitez, Auraliz

Version 2 Project Grand Total **$336,325,381.93**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 1

EARTHWORK COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
110-1-1	CLEARING & GRUBBING	187.97	AC	$40,000.00	$7,518,800.00
120-6	EMBANKMENT	336,957.70	CY	$26.70	$8,996,770.59
	Earthwork Component Total				$16,515,570.59

ROADWAY COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
160-4	TYPE B STABILIZATION	612,790.41	SY	$11.10	$6,801,973.56
285-709	OPTIONAL BASE,BASE GROUP 09	468,213.67	SY	$37.25	$17,440,959.22
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	11,950.32	TN	$165.00	$1,971,802.80
334-1-15	SUPERPAVE ASPHALTIC CONC, TRAFFIC E	77,738.06	TN	$210.00	$16,324,992.60
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	15,058.85	TN	$240.00	$3,614,124.00
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	4,766.36	TN	$230.00	$1,096,262.80
515-1-2	PIPE HANDRAIL - GUIDERAIL, ALUMINUM	105.00	LF	$100.00	$10,500.00
519-78	BOLLARDS	8,600.00	EA	$1,250.00	$10,750,000.00
544-2-1	CRASH CUSHION, TL-2, NARROW	4.00	EA	$18,881.05	$75,524.20
706-1-3	RAISED PAVMT MARK, TYPE B	6,024.00	EA	$3.78	$22,770.72
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	55.70	GM	$920.95	$51,296.92
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	41.33	GM	$373.96	$15,455.76
710-11-231	PAINTED PAVT MARK,STD,YELLOW,SKIP,6"	1.14	GM	$384.76	$438.63
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	14.73	GM	$5,486.64	$80,818.21
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	21.76	GM	$1,807.76	$39,336.86
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	9.38	GM	$4,247.28	$39,839.48
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	5.18	GM	$1,291.06	$6,687.70

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01 **Apr-23**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line

District: 06 **County:** 87 MIAMI-DADE

Project Manager: Benitez, Auraliz

Version 2 Project Grand Total **$336,325,381.93**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 1

711-16-231	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"	1.14	GM	$1,347.03	$1,535.61
	Roadway Component Total				$58,344,319.07

SHOULDER COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
104-10-3	SEDIMENT BARRIER	116,209.64	LF	$2.12	$246,364.45
104-11	FLOATING TURBIDITY BARRIER	2,211.40	LF	$14.69	$32,485.48
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	2,211.40	LF	$13.91	$30,760.56
104-15	SOIL TRACKING PREVENTION DEVICE	10.00	EA	$2,826.29	$28,262.90
104-18	INLET PROTECTION SYSTEM	129.00	EA	$116.59	$15,040.11
107-1	LITTER REMOVAL	216.42	AC	$17.71	$3,832.79
107-2	MOWING	216.42	AC	$21.37	$4,624.90
285-704	OPTIONAL BASE,BASE GROUP 04	75,954.15	SY	$14.59	$1,108,171.03
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	6,081.66	TN	$165.00	$1,003,473.90
520-1-10	CONCRETE CURB & GUTTER, TYPE F	17,409.20	LF	$29.33	$510,611.84
521-72-27	SHLDR CONC BAR WALL, 14' NOISE WALL	8,600.00	LF	$659.87	$5,674,882.00
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	20,950.00	LF	$335.00	$7,018,250.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	11,606.14	SY	$45.38	$526,686.63
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	7.20	GM	$1,586.75	$11,424.60
570-1-1	PERFORMANCE TURF	11,579.63	SY	$2.39	$27,675.32
	Shoulder Component Total				$16,242,546.51

MEDIAN COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
285-704	OPTIONAL BASE,BASE GROUP 04	52,693.02	SY	$14.59	$768,791.16
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	4,229.50	TN	$165.00	$697,867.50
520-1-7	CONCRETE CURB & GUTTER, TYPE E	7,479.65	LF	$23.64	$176,818.93

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 2 Project Grand Total					**$336,325,381.93**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 1					
520-1-10	CONCRETE CURB & GUTTER, TYPE F	9,929.57	LF	$29.33	$291,234.29
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	900.00	LF	$63.72	$57,348.00
521-1-11	MEDIAN CONC BARRIER, 38" HEIGHT	9,600.00	LF	$127.18	$1,220,928.00
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	18,800.00	LF	$335.00	$6,298,000.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	7.00	GM	$1,586.75	$11,107.25
570-1-1	PERFORMANCE TURF	34,401.72	SY	$2.39	$82,220.11
	Median Component Total				$9,604,315.24
DRAINAGE COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	60.00	EA	$6,669.09	$400,145.40
425-1-451	INLETS, CURB, TYPE J-5, <10'	18.00	EA	$7,558.31	$136,049.58
425-1-521	INLETS, DT BOT, TYPE C, <10'	9.00	EA	$5,664.92	$50,984.28
425-1-551	INLETS, DT BOT, TYPE E, <10'	45.00	EA	$7,458.63	$335,638.35
425-2-41	MANHOLES, P-7, <10'	9.00	EA	$5,241.85	$47,176.65
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	7,520.00	LF	$185.68	$1,396,313.60
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	6,888.00	LF	$133.91	$922,372.08
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	2,944.00	LF	$272.09	$801,032.96
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	8,248.00	LF	$521.03	$4,297,455.44
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	379.00	EA	$1,971.95	$747,369.05
524-1-1	CONCRETE DITCH PAVT, NR, 3"	14,564.40	SY	$83.09	$1,210,156.00
570-1-1	PERFORMANCE TURF	7,101.79	SY	$2.39	$16,973.28
	Drainage Component Total				$10,361,666.67
SIGNING COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
700-1-11	SINGLE POST SIGN, F&I GM,	74.00	AS	$357.30	$26,440.20
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	227.00	AS	$1,090.99	$247,654.73
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	18.00	AS	$5,370.58	$96,670.44

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 2 Project Grand Total					**$336,325,381.93**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 1					
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	30.00	AS	$7,506.54	$225,196.20
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	4.00	AS	$11,058.36	$44,233.44
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	3.00	EA	$388.66	$1,165.98
700-3-206	SIGN PANEL, F&I OM, 101-200 SF	55.00	EA	$7,379.28	$405,860.40
700-3-208	SIGN PANEL, F&I OM, 301-400 SF	4.00	EA	$11,688.47	$46,753.88
700-4-114	OH STATIC SIGN STR, F&I, C 41-50 FT	24.00	EA	$145,000.00	$3,480,000.00
700-4-125	OH STATIC SIGN STR, F&I, S 51-100 FT	22.00	EA	$225,000.00	$4,950,000.00
700-7-131	EMBED DYNAMIC MESS SIGN, F&I, FULL, >12	5.00	EA	$40,000.00	$200,000.00
700-7-600	EMBED DYNAMIC MESS SIGN, REMOVE	8.00	EA	$808.85	$6,470.80
700-8-135	FRONT ACC DYN MESS SIGN, F&I, FUL,51-100	4.00	EA	$191,173.14	$764,692.56
700-8-600	FRONT ACC DYN MESS SIGN, REMOVE	6.00	EA	$2,842.95	$17,057.70
700-9-137	WALK-IN DYN MESS SIGN,F&I, FULL,201-	1.00	EA	$138,185.45	$138,185.45
700-9-600	WALK-IN DYN MESS SIGN, REMOVE	1.00	EA	$4,037.80	$4,037.80
700-10-116	DMS SUPPORT STRUCTURE, SPAN, 101-150 FT	3.00	EA	$205,866.67	$617,600.01
700-10-124	DMS SUPPORT STRUCTURE, CANT, 41-50 FT	4.00	EA	$87,992.06	$351,968.24
700-12-11	SIGN BEACON, F&I GM- AC, ONE BEACON	6.00	AS	$6,157.82	$36,946.92
	Signing Component Total				$11,660,934.75
LIGHTING COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	12,000.00	LF	$15.91	$190,920.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	14,200.00	LF	$23.72	$336,824.00
630-2-14	CONDUIT, F& I, ABOVEGROUND	108.00	LF	$30.99	$3,346.92
630-2-16	CONDUIT, F& I, EMBEDDED-BARR./RAILINGS	143,703.00	LF	$13.09	$1,881,072.27
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	167.00	EA	$771.13	$128,778.71
635-3-12	JUNCTION BOX, FURNISH & INSTALL, MOUNTED	60.00	EA	$521.63	$31,297.80

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 2 Project Grand Total					**$336,325,381.93**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 1					
635-3-13	JUNCTION BOX, FURNISH & INSTALL, EMBED	223.00	EA	$471.98	$105,251.54
715-1-12	LIGHTING CONDUCTORS, F&I, INSUL,NO.8-6	26,000.00	LF	$2.48	$64,480.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	26,000.00	LF	$3.45	$89,700.00
715-1-15	LIGHTING CONDUCTORS, F&I,NO.1/0-3/0	26,000.00	LF	$5.19	$134,940.00
715-1-60	LIGHTING CONDUCTORS,R&D, CONT OWNS	53,176.00	LF	$0.40	$21,270.40
715-7-11	LOAD CENTER, F&I, SECONDARY VOLTAGE	3.00	EA	$14,872.96	$44,618.88
715-7-41	LOAD CENTER, REMOVE, SECONDARY VOLTAGE	3.00	EA	$616.56	$1,849.68
715-11-125	LUMINAIRE,F&I,UNDER DECK, WALL MOUNT	60.00	EA	$1,478.52	$88,711.20
715-11-500	LUMINAIRE, REMOVE	42.00	EA	$135.61	$5,695.62
715-61-342	LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L	265.00	EA	$11,736.51	$3,110,175.15
715-69-000	LIGHT POLE COMPLETE, REMV POLE AND FND	218.00	EA	$1,406.65	$306,649.70
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	265.00	EA	$1,001.50	$265,397.50
715-500-3	POLE CABLE DISTRIBUTION SYS, WALL MOUNT	108.00	EA	$643.75	$69,525.00
715-514-140	LI/PL COM, F&I, DBLARM WALL MNT, AL, 40'	108.00	EA	$8,000.00	$864,000.00
	Lighting Component Total				$7,744,504.37
SIGNALIZATIONS COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
611-1-1	ITSFM SUBSURFACE DOCUMENTATION- PROJ LEN	4.50	MI	$2,241.64	$10,087.38
611-2-2	ITSFM LOCATION DOCUMENTATION- ITS SITE	80.00	EA	$1,605.00	$128,400.00
630-2-11	CONDUIT, F& I, OPEN TRENCH	5,800.00	LF	$15.91	$92,278.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	2,200.00	LF	$23.72	$52,184.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	11.00	PI	$6,752.64	$74,279.04
632-7-6	SIGNAL CABLE, REMOVE-INTERSECTION	3.00	PI	$629.72	$1,889.16
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	152.00	EA	$771.13	$117,211.76

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 2 Project Grand Total					**$336,325,381.93**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 1					
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	8.00	AS	$4,784.35	$38,274.80
639-2-1	ELECTRICAL SERVICE WIRE, F&I	480.00	LF	$5.98	$2,870.40
639-3-11	ELEC SERV DISCON, F&I, POLE MNT	69.00	EA	$1,911.53	$131,895.57
639-6-1	ELECTRICAL POWER SERVICE-TRANSF, F&I	69.00	EA	$2,600.34	$179,423.46
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	73.00	EA	$3,482.77	$254,242.21
641-2-15	PREST CNC POLE,F&I,TYP P-V	38.00	EA	$10,589.87	$402,415.06
641-2-80	PREST CNC POLE, REMOVE COMPLETE	30.00	EA	$3,406.51	$102,195.30
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	3.00	EA	$1,451.13	$4,353.39
646-1-60	ALUMINUM SIGNALS POLE, REMOVE	3.00	EA	$227.43	$682.29
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	16.00	EA	$75,000.00	$1,200,000.00
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	24.00	EA	$100,000.00	$2,400,000.00
650-1-13	VEH TRAF SIGNAL,F&I ALUMINUM, 2 S 1-2 W	6.00	AS	$993.56	$5,961.36
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	128.00	AS	$1,064.46	$136,250.88
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	64.00	AS	$870.92	$55,738.88
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	128.00	EA	$1,800.00	$230,400.00
660-1-109	LOOP DETECTOR INDUCTIVE, F&I, TYPE 9	9.00	EA	$347.49	$3,127.41
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	12.00	AS	$1,060.00	$12,720.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	128.00	AS	$1,377.64	$176,337.92
660-7-21	VEH DET SYS- WRONG WAY FOR EXIT, 1-2, AC	2.00	EA	$84,274.57	$168,549.14
660-7-22	VEH DET SYS- WRONG WAY EXIT, 3-MORE, AC	1.00	EA	$99,167.39	$99,167.39
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	64.00	EA	$290.63	$18,600.32
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	8.00	AS	$31,991.97	$255,935.76
676-2-146	ITS CABINET- F&I, BASE SUN, 340	6.00	EA	$19,101.51	$114,609.06
676-2-600	ITS CABINET- REMOVE	30.00	EA	$615.70	$18,471.00
685-1-12	UPS, F&I, ONLINE DOUBLE CONVERSION	69.00	EA	$7,709.39	$531,947.91
685-2-1	REMOTE POWER MANAGEMENT UNIT- RPMU, F&I	69.00	EA	$836.10	$57,690.90

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 2 Project Grand Total					**$336,325,381.93**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 1					
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	32.00	EA	$388.66	$12,437.12
	Signalizations Component Total				$7,090,626.87
INTELLIGENT TRAFFIC SYSTEM (ITS) COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	2,218.00	LF	$15.91	$35,288.38
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	22,176.00	LF	$23.72	$526,014.72
630-2-14	CONDUIT, F& I, ABOVEGROUND	828.00	LF	$30.99	$25,659.72
633-1-121	FIBER OPTIC CABLE, F&I, UG,2-12	3,210.00	LF	$3.95	$12,679.50
633-1-122	FIBER OPTIC CABLE, F&I, UG,13-48	26,420.00	LF	$3.01	$79,524.20
633-1-124	FIBER OPTIC CABLE, F&I, UG,97-144	44,352.00	LF	$4.49	$199,140.48
633-1-620	FIBER OPTIC CABLE, REM, UG	44,352.00	LF	$1.34	$59,431.68
633-2-31	FIBER OPTIC CONNECTION, INSTALL, SPLICE	2,988.00	EA	$45.35	$135,505.80
633-2-32	FIBER OPTIC CONNECTION, INSTALL, TERM	576.00	EA	$109.68	$63,175.68
633-3-11	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE	73.00	EA	$1,011.27	$73,822.71
633-3-12	FIBER OPTIC CONN HDWR, SPLICE TRAY	249.00	EA	$71.63	$17,835.87
633-3-13	FIBER OPTIC CONN HDWR, PRETERM CONNECT A	2,232.00	EA	$51.94	$115,930.08
633-3-16	FIBER OPTIC CONN HDWR, PATCH PANEL- FIE	73.00	EA	$1,109.97	$81,027.81
633-6	FIBER OPTIC CABLE LOCATOR	1.00	DA	$613.53	$613.53
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	240.00	EA	$771.13	$185,071.20
635-2-12	PULL & SPLICE BOX, F&I, 24" X 36"	100.00	EA	$1,692.82	$169,282.00
635-2-13	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"	73.00	EA	$2,980.15	$217,550.95
635-3-11	JUNCTION BOX, FURNISH & INSTALL, AERIAL	69.00	EA	$521.73	$35,999.37
639-1-122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	3.00	AS	$3,552.55	$10,657.65
639-1-620	ELECTRICAL POWER SRV,REM UND	2.00	AS	$777.79	$1,555.58
639-2-1	ELECTRICAL SERVICE WIRE, F&I	44,352.00	LF	$5.98	$265,224.96
639-3-60	ELEC SERV DISCON, REMOVE	30.00	EA	$412.16	$12,364.80

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 2 Project Grand Total					**$336,325,381.93**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 1					
641-3-163	CONCRETE CCTV POLE, FUR & INS W/LOW	12.00	EA	$21,911.81	$262,941.72
641-3-186	CONCRETE CCTV POLE, FUR & INS W/LOW	12.00	EA	$32,305.69	$387,668.28
660-3-11	VEHICLE DETECTION SYSTEM-MICRO,F&I, CAB	38.00	EA	$4,378.66	$166,389.08
660-3-12	VEHICLE DETECTION SYSTEM-MICRO,F&I, ABO	38.00	EA	$9,065.64	$344,494.32
660-3-60	VEHICLE DETECTION SYSTEM-MICRO,REM,SYST	31.00	EA	$314.40	$9,746.40
676-2-122	ITS CABINET- F&I, POLE, 336S	51.00	EA	$7,382.59	$376,512.09
676-2-143	ITS CABINET- F&I, BASE, 334	12.00	EA	$10,735.17	$128,822.04
676-2-600	ITS CABINET- REMOVE	30.00	EA	$615.70	$18,471.00
682-1-133	ITS CCTV CAMERA, F&I, DOME ENCL-NP.	24.00	EA	$4,864.45	$116,746.80
682-1-600	ITS CCTV CAMERA, REM0VE & DISPOSAL	20.00	EA	$327.29	$6,545.80
684-1-1	MANAGED FIELD ETHERNET SWITCH, F&I	69.00	EA	$3,820.64	$263,624.16
684-2-1	DEVICE SERVER, F&I	38.00	EA	$1,109.21	$42,149.98
102-25-101	TEMPORARY INTELLIGENT TRANSPORTATION SYSTEM	1.00	DA	$800.00	$800.00
639-5-10	EMERGENCY GENERATOR - PERMENANT, UP TO 25 KW	3.00	EA	$58,000.00	$174,000.00
639-5-50	EMERGENCY GENERATOR - PERMENANT, REMOVE	1.00	EA	$4,500.00	$4,500.00
	Intelligent Traffic System (ITS) Component Total				$4,626,768.34
BRIDGES COMPONENT					
Bridge Type: High Level					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
415-1-9	REINF STEEL- APPROACH SLABS	100,982.00	LB	$1.36	$137,335.52
Bridge No. 5-1 Type=HLB		**Length=376.07 FT**		**Width=29.67 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$2,677,919.26
Bridge Final Cost Per SF $250.05					
Bridge No. 7-1 Type=HLB		**Length=600 FT**		**Width=230 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$33,120,000.00
Bridge Final Cost Per SF $246.30					

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01 **Apr-23**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line

District: 06 **County:** 87 MIAMI-DADE

Project Manager: Benitez, Auraliz

Version 2 Project Grand Total **$336,325,381.93**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 1

Bridge Type: Overpass Bridge

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
415-1-9	REINF STEEL- APPROACH SLABS	183,944.25	LB	$1.36	$250,164.18
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	139,064.00	SF	$60.00	$8,343,840.00
Bridge No. 1-1 Type=OPB		**Length=955 FT**		**Width=233 FT**	
Bridge Basic Cost based on Factored Cost $190.80 SF					$42,455,862.00
Bridge Final Cost Per SF $194.76					
Bridge No. 1-2 Type=OPB		**Length=122 FT**		**Width=240 FT**	
Bridge Basic Cost based on Factored Cost $190.80 SF					$5,586,624.00
Bridge Final Cost Per SF $221.79					

Bridge Type: High Level

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
400-2-10	CONC CLASS II, APPROACH SLABS	577.04	CY	$1,463.48	$844,486.50
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	82,226.00	SF	$60.00	$4,933,560.00
Bridge No. 5-1 Type=HLB		**Length=376.07 FT**		**Width=29.67 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$2,677,919.26
Bridge Final Cost Per SF $250.05					
Bridge No. 7-1 Type=HLB		**Length=600 FT**		**Width=230 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$33,120,000.00
Bridge Final Cost Per SF $246.30					

Bridge Type: Overpass Bridge

Pay Items

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01 **Apr-23**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line

District: 06 **County:** 87 MIAMI-DADE

Project Manager: Benitez, Auraliz

Version 2 Project Grand Total **$336,325,381.93**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 1

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
400-2-10	CONC CLASS II, APPROACH SLABS	1,051.11	CY	$1,463.48	$1,538,278.46
Bridge No. 1-1	**Type=OPB**	**Length=955 FT**		**Width=233 FT**	
Bridge Basic Cost based on Factored Cost $190.80 SF					$42,455,862.00
Bridge Final Cost Per SF $194.76					
Bridge No. 1-2	**Type=OPB**	**Length=122 FT**		**Width=240 FT**	
Bridge Basic Cost based on Factored Cost $190.80 SF					$5,586,624.00
Bridge Final Cost Per SF $221.79					
	Bridges Component Total				$99,888,069.92

RETAINING WALLS COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
521-8-3	CONC TRAF RAIL BAR,JCT SLAB,32"V SHP	10,805.00	LF	$356.07	$3,847,336.35
521-8-11	CONC BARRIER, W/JUNCT SLAB, 8'-NWALL	1,100.00	LF	$449.47	$494,417.00
548-12	RET WALL SYSTEM, PERM, EX BARRIER	65,175.00	SF	$44.24	$2,883,342.00
	Retaining Walls Component Total				$7,225,095.35

MISCELLANEOUS COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
1	PD&E	1.00	LS	$3,597,775.44	$3,597,775.44
2	DESIGN	1.00	LS	############	$14,837,720.74
3	CEI	1.00	LS	############	$12,718,046.35
999-20-1	DISPUTES REVIEW BOARD, MEETING- DO NOT BID	1.00	DA	$3,900.00	$3,900.00
999-20-2	DISPUTES REVIEW BOARD, HEARING- DO NOT BID	2.00	EA	$4,500.00	$9,000.00
TOLL	TOLLING	1.00	LS	$2,500,000.00	$2,500,000.00
	Miscellaneous Component Total				$33,666,442.53

Project Sequences Subtotal **$282,970,860.21**

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 2 Project Grand Total					**$336,325,381.93**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 1					
102-1	MAINTENANCE OF TRAFFIC	10.00			$28,297,086.02
101-1	MOBILIZATION	8.00			$24,901,435.70
Project Sequences Total					**$336,169,381.93**
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Non-Bid Components:					
Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-16	PARTNERING (DO NOT BID)	2.00	LS	$3,000.00	$6,000.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$150,000.00	$150,000.00
Project Non-Bid Subtotal					$156,000.00
Version 2 Project Grand Total					**$336,325,381.93**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01 **Apr-23**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line

District: 06 **County:** 87 MIAMI-DADE

Project Manager: Benitez, Auraliz

Version 3 Project Grand Total **$545,004,166.28**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 2

EARTHWORK COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
110-1-1	CLEARING & GRUBBING	197.25	AC	$40,000.00	$7,890,000.00
120-6	EMBANKMENT	402,477.27	CY	$26.70	$10,746,143.12
	Earthwork Component Total				$18,636,143.12

ROADWAY COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
160-4	TYPE B STABILIZATION	746,752.66	SY	$11.10	$8,288,954.53
285-709	OPTIONAL BASE,BASE GROUP 09	567,555.81	SY	$37.25	$21,141,453.97
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	15,211.88	TN	$165.00	$2,509,960.20
334-1-15	SUPERPAVE ASPHALTIC CONC, TRAFFIC E	92,406.96	TN	$210.00	$19,405,461.60
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	19,378.56	TN	$240.00	$4,650,854.40
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	4,164.62	TN	$230.00	$957,862.60
515-1-2	PIPE HANDRAIL - GUIDERAIL, ALUMINUM	105.00	LF	$100.00	$10,500.00
519-78	BOLLARDS	8,600.00	EA	$1,250.00	$10,750,000.00
521-72-27	SHLDR CONC BAR WALL, 14' NOISE WALL	5,300.00	LF	$659.87	$3,497,311.00
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	1,510.00	LF	$335.00	$505,850.00
544-2-1	CRASH CUSHION, TL-2, NARROW	4.00	EA	$18,881.05	$75,524.20
706-1-3	RAISED PAVMT MARK, TYPE B	6,514.00	EA	$3.78	$24,622.92
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	53.31	GM	$920.95	$49,095.87
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	40.39	GM	$373.96	$15,104.24
710-11-231	PAINTED PAVT MARK,STD,YELLOW,SKIP,6"	1.10	GM	$384.77	$423.25
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	32.54	GM	$5,493.10	$178,745.48
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	32.53	GM	$1,793.65	$58,347.43

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 3 Project Grand Total					**$545,004,166.28**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 2					
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	13.18	GM	$4,222.32	$55,650.18
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	1.80	GM	$1,293.64	$2,328.55
711-16-231	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"	1.10	GM	$1,347.03	$1,481.73
	Roadway Component Total				$72,179,532.15
SHOULDER COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
104-10-3	SEDIMENT BARRIER	81,895.44	LF	$2.12	$173,618.33
104-11	FLOATING TURBIDITY BARRIER	1,586.94	LF	$14.69	$23,312.16
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	1,586.94	LF	$13.91	$22,074.33
104-15	SOIL TRACKING PREVENTION DEVICE	9.00	EA	$2,826.29	$25,436.61
104-18	INLET PROTECTION SYSTEM	110.00	EA	$116.59	$12,824.90
107-1	LITTER REMOVAL	148.29	AC	$17.71	$2,626.21
107-2	MOWING	148.29	AC	$21.37	$3,168.95
285-704	OPTIONAL BASE,BASE GROUP 04	101,075.99	SY	$14.59	$1,474,698.69
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	8,043.40	TN	$165.00	$1,327,161.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	17,490.54	LF	$29.33	$512,997.54
521-72-27	SHLDR CONC BAR WALL, 14' NOISE WALL	16,125.00	LF	$659.87	$10,640,403.75
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	30,250.00	LF	$335.00	$10,133,750.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	11,660.35	SY	$45.35	$528,796.88
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	8.13	GM	$1,586.75	$12,900.28
570-1-1	PERFORMANCE TURF	5,272.37	SY	$2.39	$12,600.96
	Shoulder Component Total				$24,906,370.59
MEDIAN COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	17,490.53	LF	$23.64	$413,476.13
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	1,680.00	LF	$63.72	$107,049.60

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 3 Project Grand Total					**$545,004,166.28**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 2					
521-1-11	MEDIAN CONC BARRIER, 38" HEIGHT	3,500.00	LF	$126.17	$441,595.00
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	35,000.00	LF	$335.00	$11,725,000.00
570-1-1	PERFORMANCE TURF	17,072.17	SY	$2.39	$40,802.48
	Median Component Total				$12,727,923.21
DRAINAGE COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	61.00	EA	$6,669.09	$406,814.49
425-1-451	INLETS, CURB, TYPE J-5, <10'	17.00	EA	$7,558.31	$128,491.27
425-1-521	INLETS, DT BOT, TYPE C, <10'	9.00	EA	$5,664.92	$50,984.28
425-1-551	INLETS, DT BOT, TYPE E, <10'	50.00	EA	$7,458.63	$372,931.50
425-2-41	MANHOLES, P-7, <10'	9.00	EA	$5,241.85	$47,176.65
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	10,696.00	LF	$185.68	$1,986,033.28
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	7,192.00	LF	$133.91	$963,080.72
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	3,728.00	LF	$272.09	$1,014,351.52
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	8,288.00	LF	$521.03	$4,318,296.64
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	539.00	EA	$1,971.95	$1,062,881.05
524-1-1	CONCRETE DITCH PAVT, NR, 3"	16,266.00	SY	$83.09	$1,351,541.94
570-1-1	PERFORMANCE TURF	9,875.79	SY	$2.39	$23,603.13
	Drainage Component Total				$11,726,186.47
SIGNING COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
700-1-11	SINGLE POST SIGN, F&I GM,	86.00	AS	$357.30	$30,727.80
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	307.00	AS	$1,090.99	$334,933.93
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	36.00	AS	$5,370.58	$193,340.88
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	54.00	AS	$7,506.54	$405,353.16
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	4.00	AS	$11,058.36	$44,233.44

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01 **Apr-23**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line

District: 06 **County:** 87 MIAMI-DADE

Project Manager: Benitez, Auraliz

Version 3 Project Grand Total **$545,004,166.28**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 2

700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	3.00	EA	$388.66	$1,165.98
700-3-206	SIGN PANEL, F&I OM, 101-200 SF	65.00	EA	$7,379.28	$479,653.20
700-3-207	SIGN PANEL, F&I OM, 201-300 SF	1.00	EA	$9,945.68	$9,945.68
700-3-208	SIGN PANEL, F&I OM, 301-400 SF	4.00	EA	$11,688.47	$46,753.88
700-4-114	OH STATIC SIGN STR, F&I, C 41-50 FT	27.00	EA	$145,000.00	$3,915,000.00
700-4-125	OH STATIC SIGN STR, F&I, S 51-100 FT	16.00	EA	$225,000.00	$3,600,000.00
700-4-126	OH STATIC SIGN STR, F&I, S 101-150 FT	2.00	EA	$300,000.00	$600,000.00
700-4-127	OH STATIC SIGN STR, F&I, S 151-200 FT	4.00	EA	$416,067.66	$1,664,270.64
700-7-131	EMBED DYNAMIC MESS SIGN, F&I, FULL, >12	5.00	EA	$40,000.00	$200,000.00
700-7-600	EMBED DYNAMIC MESS SIGN, REMOVE	8.00	EA	$808.85	$6,470.80
700-8-135	FRONT ACC DYN MESS SIGN, F&I, FUL,51-100	4.00	EA	$191,173.14	$764,692.56
700-8-600	FRONT ACC DYN MESS SIGN, REMOVE	6.00	EA	$2,842.95	$17,057.70
700-9-137	WALK-IN DYN MESS SIGN,F&I, FULL,201-	1.00	EA	$138,185.45	$138,185.45
700-9-600	WALK-IN DYN MESS SIGN, REMOVE	1.00	EA	$4,037.80	$4,037.80
700-10-116	DMS SUPPORT STRUCTURE, SPAN, 101-150 FT	3.00	EA	$205,866.67	$617,600.01
700-10-124	DMS SUPPORT STRUCTURE, CANT, 41-50 FT	4.00	EA	$87,992.06	$351,968.24
700-12-11	SIGN BEACON, F&I GM- AC, ONE BEACON	8.00	AS	$6,157.82	$49,262.56
	Signing Component Total				$13,474,653.71

LIGHTING COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	12,000.00	LF	$15.91	$190,920.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	14,200.00	LF	$23.72	$336,824.00
630-2-14	CONDUIT, F& I, ABOVEGROUND	108.00	LF	$30.99	$3,346.92
630-2-16	CONDUIT, F& I, EMBEDDED-BARR./RAILINGS	168,903.00	LF	$13.09	$2,210,940.27
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	167.00	EA	$771.13	$128,778.71

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 3 Project Grand Total					**$545,004,166.28**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 2					
635-3-12	JUNCTION BOX, FURNISH & INSTALL, MOUNTED	60.00	EA	$521.63	$31,297.80
635-3-13	JUNCTION BOX, FURNISH & INSTALL, EMBED	268.00	EA	$471.98	$126,490.64
715-1-12	LIGHTING CONDUCTORS, F&I, INSUL,NO.8-6	27,200.00	LF	$2.48	$67,456.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	27,200.00	LF	$3.45	$93,840.00
715-1-15	LIGHTING CONDUCTORS, F&I,NO.1/0-3/0	27,200.00	LF	$5.19	$141,168.00
715-1-60	LIGHTING CONDUCTORS,R&D, CONT OWNS	56,876.00	LF	$0.40	$22,750.40
715-7-11	LOAD CENTER, F&I, SECONDARY VOLTAGE	3.00	EA	$14,872.96	$44,618.88
715-7-41	LOAD CENTER, REMOVE, SECONDARY VOLTAGE	3.00	EA	$616.56	$1,849.68
715-11-125	LUMINAIRE,F&I,UNDER DECK, WALL MOUNT	60.00	EA	$1,478.52	$88,711.20
715-11-500	LUMINAIRE, REMOVE	42.00	EA	$135.61	$5,695.62
715-61-342	LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L	295.00	EA	$11,736.51	$3,462,270.45
715-69-000	LIGHT POLE COMPLETE, REMV POLE AND FND	246.00	EA	$1,406.65	$346,035.90
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	295.00	EA	$1,001.50	$295,442.50
715-500-3	POLE CABLE DISTRIBUTION SYS, WALL MOUNT	125.00	EA	$643.75	$80,468.75
715-514-140	LI/PL COM, F&I, DBLARM WALL MNT, AL, 40'	125.00	EA	$8,000.00	$1,000,000.00
	Lighting Component Total				$8,678,905.72
SIGNALIZATIONS COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
611-1-1	ITSFM SUBSURFACE DOCUMENTATION- PROJ LEN	4.90	MI	$2,241.64	$10,984.04
611-2-2	ITSFM LOCATION DOCUMENTATION- ITS SITE	86.00	EA	$1,605.00	$138,030.00
630-2-11	CONDUIT, F& I, OPEN TRENCH	10,300.00	LF	$15.91	$163,873.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	3,700.00	LF	$23.72	$87,764.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	17.00	PI	$6,752.64	$114,794.88
632-7-6	SIGNAL CABLE, REMOVE-INTERSECTION	3.00	PI	$629.72	$1,889.16

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 3 Project Grand Total					**$545,004,166.28**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 2					
633-3-11	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE	4.00	EA	$1,011.27	$4,045.08
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	252.00	EA	$771.13	$194,324.76
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	14.00	AS	$4,784.35	$66,980.90
639-2-1	ELECTRICAL SERVICE WIRE, F&I	840.00	LF	$5.98	$5,023.20
639-6-1	ELECTRICAL POWER SERVICE-TRANSF, F&I	76.00	EA	$2,600.34	$197,625.84
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	82.00	EA	$3,482.77	$285,587.14
641-2-15	PREST CNC POLE,F&I,TYP P-V	44.00	EA	$10,589.87	$465,954.28
641-2-80	PREST CNC POLE, REMOVE COMPLETE	32.00	EA	$3,406.51	$109,008.32
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	3.00	EA	$1,451.13	$4,353.39
646-1-60	ALUMINUM SIGNALS POLE, REMOVE	3.00	EA	$227.43	$682.29
649-21-4	STEEL MAST ARM ASSEMBLY, F&I, 40'- 30'	8.00	EA	$67,427.00	$539,416.00
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	24.00	EA	$75,000.00	$1,800,000.00
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	36.00	EA	$100,000.00	$3,600,000.00
650-1-13	VEH TRAF SIGNAL,F&I ALUMINUM, 2 S 1-2 W	6.00	AS	$993.56	$5,961.36
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	208.00	AS	$1,064.46	$221,407.68
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	112.00	AS	$870.92	$97,543.04
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	208.00	EA	$1,800.00	$374,400.00
660-1-109	LOOP DETECTOR INDUCTIVE, F&I, TYPE 9	9.00	EA	$347.49	$3,127.41
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	12.00	AS	$1,060.00	$12,720.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	208.00	AS	$1,377.64	$286,549.12
660-7-21	VEH DET SYS- WRONG WAY FOR EXIT, 1-2, AC	2.00	EA	$84,274.57	$168,549.14
660-7-22	VEH DET SYS- WRONG WAY EXIT, 3-MORE, AC	2.00	EA	$99,167.39	$198,334.78
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	112.00	EA	$290.63	$32,550.56
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	14.00	AS	$32,025.59	$448,358.26
676-2-146	ITS CABINET- F&I, BASE SUN, 340	6.00	EA	$19,101.51	$114,609.06
685-1-12	UPS, F&I, ONLINE DOUBLE CONVERSION	76.00	EA	$7,709.39	$585,913.64

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 3 Project Grand Total					**$545,004,166.28**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 2					
685-2-1	REMOTE POWER MANAGEMENT UNIT- RPMU, F&I	76.00	EA	$836.10	$63,543.60
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	56.00	EA	$388.66	$21,764.96
	Signalizations Component Total				$10,425,668.89
INTELLIGENT TRAFFIC SYSTEM (ITS) COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	2,587.00	LF	$15.91	$41,159.17
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	25,872.00	LF	$23.72	$613,683.84
630-2-14	CONDUIT, F& I, ABOVEGROUND	912.00	LF	$30.99	$28,262.88
633-1-121	FIBER OPTIC CABLE, F&I, UG,2-12	3,210.00	LF	$3.95	$12,679.50
633-1-122	FIBER OPTIC CABLE, F&I, UG,13-48	27,220.00	LF	$3.01	$81,932.20
633-1-124	FIBER OPTIC CABLE, F&I, UG,97-144	51,744.00	LF	$4.49	$232,330.56
633-1-620	FIBER OPTIC CABLE, REM, UG	51,744.00	LF	$1.34	$69,336.96
633-2-31	FIBER OPTIC CONNECTION, INSTALL, SPLICE	3,184.00	EA	$45.35	$144,394.40
633-2-32	FIBER OPTIC CONNECTION, INSTALL, TERM	576.00	EA	$109.68	$63,175.68
633-3-11	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE	80.00	EA	$1,011.27	$80,901.60
633-3-12	FIBER OPTIC CONN HDWR, SPLICE TRAY	265.00	EA	$71.63	$18,981.95
633-3-13	FIBER OPTIC CONN HDWR, PRETERM CONNECT A	2,400.00	EA	$51.94	$124,656.00
633-3-16	FIBER OPTIC CONN HDWR, PATCH PANEL- FIE	80.00	EA	$1,109.97	$88,797.60
633-6	FIBER OPTIC CABLE LOCATOR	1.00	DA	$613.53	$613.53
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	240.00	EA	$771.13	$185,071.20
635-2-12	PULL & SPLICE BOX, F&I, 24" X 36"	100.00	EA	$1,692.82	$169,282.00
635-2-13	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"	80.00	EA	$2,980.15	$238,412.00
639-1-122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	3.00	AS	$3,552.55	$10,657.65
639-1-620	ELECTRICAL POWER SRV,REM UND	3.00	AS	$777.79	$2,333.37
639-2-1	ELECTRICAL SERVICE WIRE, F&I	51,744.00	LF	$5.98	$309,429.12

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 3 Project Grand Total					**$545,004,166.28**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 2					
639-3-11	ELEC SERV DISCON, F&I, POLE MNT	76.00	EA	$1,911.53	$145,276.28
639-3-60	ELEC SERV DISCON, REMOVE	38.00	EA	$412.16	$15,662.08
641-3-163	CONCRETE CCTV POLE, FUR & INS W/LOW	13.00	EA	$21,911.81	$284,853.53
641-3-186	CONCRETE CCTV POLE, FUR & INS W/LOW	14.00	EA	$32,305.69	$452,279.66
660-3-11	VEHICLE DETECTION SYSTEM-MICRO,F&I, CAB	42.00	EA	$4,378.66	$183,903.72
660-3-12	VEHICLE DETECTION SYSTEM-MICRO,F&I, ABO	42.00	EA	$9,065.64	$380,756.88
660-3-60	VEHICLE DETECTION SYSTEM-MICRO,REM,SYST	40.00	EA	$314.40	$12,576.00
676-2-122	ITS CABINET- F&I, POLE, 336S	109.00	EA	$7,382.59	$804,702.31
676-2-143	ITS CABINET- F&I, BASE, 334	25.00	EA	$10,735.17	$268,379.25
676-2-600	ITS CABINET- REMOVE	68.00	EA	$615.70	$41,867.60
682-1-133	ITS CCTV CAMERA, F&I, DOME ENCL-NP.	27.00	EA	$4,864.45	$131,340.15
682-1-600	ITS CCTV CAMERA, REM0VE & DISPOSAL	25.00	EA	$327.29	$8,182.25
684-1-1	MANAGED FIELD ETHERNET SWITCH, F&I	76.00	EA	$3,820.64	$290,368.64
684-2-1	DEVICE SERVER, F&I	42.00	EA	$1,109.21	$46,586.82
639-5-10	EMERGENCY GENERATOR - PERMENANT, UP TO 25 KW	3.00	EA	$58,000.00	$174,000.00
639-5-50	EMERGENCY GENERATOR - PERMENANT, REMOVE	2.00	EA	$4,500.00	$9,000.00
	Intelligent Traffic System (ITS) Component Total				$5,765,826.38
BRIDGES COMPONENT					
Bridge Type: Medium Level					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
400-2-10	CONC CLASS II, APPROACH SLABS	104.44	CY	$1,463.48	$152,845.85
Bridge No. 3-1 Type=MLB		**Length=480 FT**		**Width=47 FT**	
Bridge Basic Cost based on Factored Cost $200.00 SF					$4,512,000.00
Bridge Final Cost Per SF $207.88					
Bridge Type: High Level					
Pay Items					

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01 **Apr-23**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line

District: 06 **County:** 87 MIAMI-DADE

Project Manager: Benitez, Auraliz

Version 3 Project Grand Total **$545,004,166.28**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 2

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
415-1-9	REINF STEEL- APPROACH SLABS	163,626.75	LB	$1.36	$222,532.38
Bridge No. 7-1 Type=HLB		**Length=4004 FT**		**Width=29.67 FT**	
Bridge Basic Cost based on Factored Cost $200.00 SF					$23,759,736.00
Bridge Final Cost Per SF $200.94					
Bridge No. 7-1 Type=HLB		**Length=321.61 FT**		**Width=40.22 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$3,104,437.01
Bridge Final Cost Per SF $251.76					
Bridge No. 5-1 Type=HLB		**Length=1431 FT**		**Width=45 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$15,454,800.00
Bridge Final Cost Per SF $242.64					
Bridge No. 6-1 Type=HLB		**Length=1907 FT**		**Width=45 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$20,595,600.00
Bridge Final Cost Per SF $241.98					
Bridge No. 11-1 Type=HLB		**Length=1331 FT**		**Width=29.67 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$9,477,784.80
Bridge Final Cost Per SF $242.84					
Bridge No. 12-1 Type=HLB		**Length=1120 FT**		**Width=29.67 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$7,975,296.00
Bridge Final Cost Per SF $243.38					
Bridge No. 12-2 Type=HLB		**Length=555 FT**		**Width=29.67 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$3,952,044.00
Bridge Final Cost Per SF $246.81					
Bridge No. 14-1 Type=HLB		**Length=1291 FT**		**Width=29.67 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$9,192,952.80
Bridge Final Cost Per SF $242.93					
Bridge No. 16-1 Type=HLB		**Length=684.8 FT**		**Width=83.65 FT**	
Bridge Basic Cost based on Factored Cost $200.00 SF					$11,456,704.00
Bridge Final Cost Per SF $205.52					

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01 **Apr-23**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line

District: 06 **County:** 87 MIAMI-DADE

Project Manager: Benitez, Auraliz

Version 3 Project Grand Total **$545,004,166.28**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 2

Bridge No. 17-1 Type=HLB **Length=558.35 FT** **Width=58.54 FT**

Bridge Basic Cost based on Factored Cost $200.00 SF $6,537,161.80

Bridge Final Cost Per SF $206.77

Bridge Type: Overpass Bridge

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
415-1-9	REINF STEEL- APPROACH SLABS	265,931.75	LB	$1.36	$361,667.18
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	221,290.00	SF	$60.00	$13,277,400.00

Bridge No. 1-1 Type=OPB **Length=675 FT** **Width=200 FT**

Bridge Basic Cost based on Factored Cost $190.80 SF $25,758,000.00

Bridge Final Cost Per SF $196.40

Bridge No. 1-2 Type=OPB **Length=180 FT** **Width=240 FT**

Bridge Basic Cost based on Factored Cost $190.80 SF $8,242,560.00

Bridge Final Cost Per SF $211.81

Bridge No. 4-1 Type=OPB **Length=577.89 FT** **Width=243.83 FT**

Bridge Basic Cost based on Factored Cost $240.00 SF $33,817,660.49

Bridge Final Cost Per SF $264.43

Bridge Type: High Level

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
400-2-10	CONC CLASS II, APPROACH SLABS	935.01	CY	$1,463.48	$1,368,368.45

Bridge No. 7-1 Type=HLB **Length=4004 FT** **Width=29.67 FT**

Bridge Basic Cost based on Factored Cost $200.00 SF $23,759,736.00

Bridge Final Cost Per SF $200.94

Bridge No. 7-1 Type=HLB **Length=321.61 FT** **Width=40.22 FT**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 3 Project Grand Total					**$545,004,166.28**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 2					
Bridge Basic Cost based on Factored Cost $240.00 SF					$3,104,437.01
Bridge Final Cost Per SF $251.76					
Bridge No. 5-1 Type=HLB		**Length=1431 FT**		**Width=45 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$15,454,800.00
Bridge Final Cost Per SF $242.64					
Bridge No. 6-1 Type=HLB		**Length=1907 FT**		**Width=45 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$20,595,600.00
Bridge Final Cost Per SF $241.98					
Bridge No. 11-1 Type=HLB		**Length=1331 FT**		**Width=29.67 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$9,477,784.80
Bridge Final Cost Per SF $242.84					
Bridge No. 12-1 Type=HLB		**Length=1120 FT**		**Width=29.67 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$7,975,296.00
Bridge Final Cost Per SF $243.38					
Bridge No. 12-2 Type=HLB		**Length=555 FT**		**Width=29.67 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$3,952,044.00
Bridge Final Cost Per SF $246.81					
Bridge No. 14-1 Type=HLB		**Length=1291 FT**		**Width=29.67 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$9,192,952.80
Bridge Final Cost Per SF $242.93					
Bridge No. 16-1 Type=HLB		**Length=684.8 FT**		**Width=83.65 FT**	
Bridge Basic Cost based on Factored Cost $200.00 SF					$11,456,704.00
Bridge Final Cost Per SF $205.52					
Bridge No. 17-1 Type=HLB		**Length=558.35 FT**		**Width=58.54 FT**	
Bridge Basic Cost based on Factored Cost $200.00 SF					$6,537,161.80
Bridge Final Cost Per SF $206.77					
Bridge Type: Overpass Bridge					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 3 Project Grand Total					**$545,004,166.28**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 2					
400-2-10	CONC CLASS II, APPROACH SLABS	1,519.61	CY	$1,463.48	$2,223,918.84
Bridge No. 1-1 Type=OPB		**Length=675 FT**		**Width=200 FT**	
Bridge Basic Cost based on Factored Cost $190.80 SF					$25,758,000.00
Bridge Final Cost Per SF $196.40					
Bridge No. 1-2 Type=OPB		**Length=180 FT**		**Width=240 FT**	
Bridge Basic Cost based on Factored Cost $190.80 SF					$8,242,560.00
Bridge Final Cost Per SF $211.81					
Bridge No. 4-1 Type=OPB		**Length=577.89 FT**		**Width=243.83 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$33,817,660.49
Bridge Final Cost Per SF $264.43					
Bridge Type: Medium Level					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
415-1-9	REINF STEEL- APPROACH SLABS	18,277.00	LB	$1.36	$24,856.72
Bridge No. 3-1 Type=MLB		**Length=480 FT**		**Width=47 FT**	
Bridge Basic Cost based on Factored Cost $200.00 SF					$4,512,000.00
Bridge Final Cost Per SF $207.88					
	Bridges Component Total				$201,468,326.32
RETAINING WALLS COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
521-8-3	CONC TRAF RAIL BAR,JCT SLAB,32"V SHP	32,955.00	LF	$356.07	$11,734,286.85
521-8-4	CONC TRAF RAIL BAR,JCT SLAB,42"V SHP	1,400.00	LF	$293.38	$410,732.00
521-8-11	CONC BARRIER, W/JUNCT SLAB, 8'-NWALL	4,750.00	LF	$449.47	$2,134,982.50
548-12	RET WALL SYSTEM, PERM, EX BARRIER	380,984.30	SF	$29.83	$11,364,761.68
	Retaining Walls Component Total				$25,644,763.03

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01 **Apr-23**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line

District: 06 **County:** 87 MIAMI-DADE

Project Manager: Benitez, Auraliz

Version 3 Project Grand Total **$545,004,166.28**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 2

MISCELLANEOUS COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
1	PD&E	1.00	LS	$3,597,775.44	$3,597,775.44
2	DESIGN	1.00	LS	############	$24,166,922.53
3	CEI	1.00	LS	############	$20,714,505.03
999-20-1	DISPUTES REVIEW BOARD, MEETING- DO NOT BID	1.00	DA	$3,900.00	$3,900.00
999-20-2	DISPUTES REVIEW BOARD, HEARING- DO NOT BID	2.00	EA	$4,500.00	$9,000.00
TOLL	TOLL FACILITIES	1.00	LS	$4,500,000.00	$4,500,000.00
	Miscellaneous Component Total				$52,992,103.00
Project Sequences Subtotal					**$458,626,402.59**
102-1	MAINTENANCE OF TRAFFIC	10.00			$45,862,640.26
101-1	MOBILIZATION	8.00			$40,359,123.43
Project Sequences Total					**$544,848,166.28**
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-16	PARTNERING (DO NOT BID)	2.00	LS	$3,000.00	$6,000.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$150,000.00	$150,000.00
Project Non-Bid Subtotal					$156,000.00
Version 3 Project Grand Total					**$545,004,166.28**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01 **Apr-23**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line

District: 06 **County:** 87 MIAMI-DADE

Project Manager: Benitez, Auraliz

Version 6 Project Grand Total **$527,789,887.91**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3

EARTHWORK COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
110-1-1	CLEARING & GRUBBING	196.98	AC	$40,000.00	$7,879,200.00
120-6	EMBANKMENT	394,413.73	CY	$26.70	$10,530,846.60
	Earthwork Component Total				$18,410,046.60

ROADWAY COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
160-4	TYPE B STABILIZATION	778,685.42	SY	$11.10	$8,643,408.17
285-709	OPTIONAL BASE,BASE GROUP 09	575,265.84	SY	$37.25	$21,428,652.58
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	21,385.37	TN	$165.00	$3,528,586.05
334-1-15	SUPERPAVE ASPHALTIC CONC, TRAFFIC E	85,769.86	TN	$210.00	$18,011,670.60
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	19,514.94	TN	$240.00	$4,683,585.60
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	4,286.83	TN	$230.00	$985,970.90
515-1-2	PIPE HANDRAIL - GUIDERAIL, ALUMINUM	105.00	LF	$100.00	$10,500.00
519-78	BOLLARDS	8,160.00	EA	$1,250.00	$10,200,000.00
521-72-27	SHLDR CONC BAR WALL, 14' NOISE WALL	1,800.00	LF	$659.87	$1,187,766.00
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	25,150.00	LF	$335.00	$8,425,250.00
706-1-3	RAISED PAVMT MARK, TYPE B	6,473.00	EA	$3.78	$24,467.94
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	55.15	GM	$920.95	$50,790.41
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	38.77	GM	$373.96	$14,498.43
710-11-231	PAINTED PAVT MARK,STD,YELLOW,SKIP,6"	2.33	GM	$384.77	$896.51
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	30.90	GM	$5,493.10	$169,736.80
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	30.91	GM	$1,793.65	$55,441.72
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	13.95	GM	$4,222.32	$58,901.38

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 6 Project Grand Total					**$527,789,887.91**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3					
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	1.80	GM	$1,293.64	$2,328.55
711-16-231	THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6"	2.33	GM	$1,347.03	$3,138.58
	Roadway Component Total				$77,485,590.22
SHOULDER COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
104-10-3	SEDIMENT BARRIER	32,905.71	LF	$2.12	$69,760.10
104-11	FLOATING TURBIDITY BARRIER	694.79	LF	$14.69	$10,206.47
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	694.79	LF	$13.91	$9,664.52
104-15	SOIL TRACKING PREVENTION DEVICE	5.00	EA	$2,826.29	$14,131.45
104-18	INLET PROTECTION SYSTEM	85.00	EA	$116.59	$9,910.15
107-1	LITTER REMOVAL	55.76	AC	$17.71	$987.51
107-2	MOWING	55.76	AC	$21.37	$1,191.59
285-704	OPTIONAL BASE,BASE GROUP 04	111,208.90	SY	$27.01	$3,003,752.40
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	8,851.89	TN	$165.00	$1,460,561.85
520-1-10	CONCRETE CURB & GUTTER, TYPE F	17,490.28	LF	$29.33	$512,989.92
521-72-27	SHLDR CONC BAR WALL, 14' NOISE WALL	20,500.00	LF	$659.87	$13,527,335.00
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	69,900.00	LF	$335.00	$23,416,500.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	9,526.85	SY	$45.35	$432,042.65
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	7.73	GM	$1,625.55	$12,565.50
570-1-1	PERFORMANCE TURF	866.62	SY	$2.39	$2,071.22
570-1-2	PERFORMANCE TURF, SOD	5,272.37	SY	$5.54	$29,208.93
	Shoulder Component Total				$42,512,879.26
MEDIAN COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
285-704	OPTIONAL BASE,BASE GROUP 04	55,895.47	SY	$27.01	$1,509,736.64
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	8,477.26	TN	$165.00	$1,398,747.90

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 6 Project Grand Total					**$527,789,887.91**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3					
520-1-7	CONCRETE CURB & GUTTER, TYPE E	17,490.53	LF	$23.64	$413,476.13
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	630.00	LF	$63.72	$40,143.60
521-1-11	MEDIAN CONC BARRIER, 38" HEIGHT	3,200.00	LF	$126.17	$403,744.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	8.00	GM	$1,625.55	$13,004.40
570-1-2	PERFORMANCE TURF, SOD	24,071.98	SY	$5.54	$133,358.77
	Median Component Total				$3,912,211.44
DRAINAGE COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	61.00	EA	$6,669.09	$406,814.49
425-1-451	INLETS, CURB, TYPE J-5, <10'	17.00	EA	$7,558.31	$128,491.27
425-1-521	INLETS, DT BOT, TYPE C, <10'	9.00	EA	$5,664.92	$50,984.28
425-1-551	INLETS, DT BOT, TYPE E, <10'	48.00	EA	$7,458.63	$358,014.24
425-2-41	MANHOLES, P-7, <10'	9.00	EA	$5,241.85	$47,176.65
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	11,248.00	LF	$185.68	$2,088,528.64
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	7,064.00	LF	$133.91	$945,940.24
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	3,816.00	LF	$272.09	$1,038,295.44
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	8,288.00	LF	$521.03	$4,318,296.64
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	568.00	EA	$1,971.95	$1,120,067.60
524-1-1	CONCRETE DITCH PAVT, NR, 3"	15,454.40	SY	$83.09	$1,284,106.10
570-1-1	PERFORMANCE TURF	10,338.15	SY	$2.39	$24,708.15
	Drainage Component Total				$11,811,423.74
SIGNING COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
700-1-11	SINGLE POST SIGN, F&I GM,	89.00	AS	$357.30	$31,799.70
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	330.00	AS	$1,090.99	$360,026.70
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	39.00	AS	$5,370.58	$209,452.62
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	53.00	AS	$7,506.54	$397,846.62

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 6 Project Grand Total					**$527,789,887.91**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3					
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	4.00	AS	$11,058.36	$44,233.44
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	3.00	EA	$388.66	$1,165.98
700-3-206	SIGN PANEL, F&I OM, 101-200 SF	71.00	EA	$7,379.28	$523,928.88
700-3-208	SIGN PANEL, F&I OM, 301-400 SF	6.00	EA	$11,688.47	$70,130.82
700-4-114	OH STATIC SIGN STR, F&I, C 41-50 FT	30.00	EA	$145,000.00	$4,350,000.00
700-4-125	OH STATIC SIGN STR, F&I, S 51-100 FT	21.00	EA	$225,000.00	$4,725,000.00
700-4-126	OH STATIC SIGN STR, F&I, S 101-150 FT	2.00	EA	$300,000.00	$600,000.00
700-4-127	OH STATIC SIGN STR, F&I, S 151-200 FT	4.00	EA	$416,067.66	$1,664,270.64
700-7-131	EMBED DYNAMIC MESS SIGN, F&I, FULL, >12	5.00	EA	$40,000.00	$200,000.00
700-7-600	EMBED DYNAMIC MESS SIGN, REMOVE	8.00	EA	$808.85	$6,470.80
700-8-135	FRONT ACC DYN MESS SIGN, F&I, FUL,51-100	4.00	EA	$191,173.14	$764,692.56
700-8-600	FRONT ACC DYN MESS SIGN, REMOVE	6.00	EA	$2,842.95	$17,057.70
700-9-137	WALK-IN DYN MESS SIGN,F&I, FULL,201-	1.00	EA	$138,185.45	$138,185.45
700-9-600	WALK-IN DYN MESS SIGN, REMOVE	1.00	EA	$4,037.80	$4,037.80
700-10-116	DMS SUPPORT STRUCTURE, SPAN, 101-150 FT	3.00	EA	$205,866.67	$617,600.01
700-10-124	DMS SUPPORT STRUCTURE, CANT, 41-50 FT	4.00	EA	$87,992.06	$351,968.24
700-12-11	SIGN BEACON, F&I GM- AC, ONE BEACON	6.00	AS	$6,157.82	$36,946.92
	Signing Component Total				$15,114,814.88
LIGHTING COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	12,000.00	LF	$15.91	$190,920.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	14,200.00	LF	$23.72	$336,824.00
630-2-14	CONDUIT, F& I, ABOVEGROUND	108.00	LF	$30.99	$3,346.92
630-2-16	CONDUIT, F& I, EMBEDDED-BARR./RAILINGS	159,903.00	LF	$13.09	$2,093,130.27
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	167.00	EA	$771.13	$128,778.71

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01 **Apr-23**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line

District: 06 **County:** 87 MIAMI-DADE

Project Manager: Benitez, Auraliz

Version 6 Project Grand Total **$527,789,887.91**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3

635-3-12	JUNCTION BOX, FURNISH & INSTALL, MOUNTED	60.00	EA	$521.63	$31,297.80
635-3-13	JUNCTION BOX, FURNISH & INSTALL, EMBED	232.00	EA	$471.98	$109,499.36
715-1-12	LIGHTING CONDUCTORS, F&I, INSUL,NO.8-6	27,800.00	LF	$2.48	$68,944.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	27,800.00	LF	$3.45	$95,910.00
715-1-15	LIGHTING CONDUCTORS, F&I,NO.1/0-3/0	27,800.00	LF	$5.19	$144,282.00
715-1-60	LIGHTING CONDUCTORS,R&D, CONT OWNS	54,976.00	LF	$0.40	$21,990.40
715-7-11	LOAD CENTER, F&I, SECONDARY VOLTAGE	3.00	EA	$14,872.96	$44,618.88
715-7-41	LOAD CENTER, REMOVE, SECONDARY VOLTAGE	3.00	EA	$616.56	$1,849.68
715-11-125	LUMINAIRE,F&I,UNDER DECK, WALL MOUNT	60.00	EA	$1,478.52	$88,711.20
715-11-500	LUMINAIRE, REMOVE	42.00	EA	$135.61	$5,695.62
715-61-342	LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L	283.00	EA	$11,736.51	$3,321,432.33
715-69-000	LIGHT POLE COMPLETE, REMV POLE AND FND	229.00	EA	$1,406.65	$322,122.85
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	283.00	EA	$1,001.50	$283,424.50
715-500-3	POLE CABLE DISTRIBUTION SYS, WALL MOUNT	116.00	EA	$643.75	$74,675.00
715-514-140	LI/PL COM, F&I, DBLARM WALL MNT, AL, 40'	116.00	EA	$8,000.00	$928,000.00
	Lighting Component Total				$8,295,453.52

SIGNALIZATIONS COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
611-1-1	ITSFM SUBSURFACE DOCUMENTATION- PROJ LEN	4.20	MI	$2,241.64	$9,414.89
611-2-2	ITSFM LOCATION DOCUMENTATION- ITS SITE	80.00	EA	$1,605.00	$128,400.00
630-2-11	CONDUIT, F& I, OPEN TRENCH	10,300.00	LF	$15.91	$163,873.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	3,700.00	LF	$23.72	$87,764.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	17.00	PI	$6,752.64	$114,794.88
632-7-6	SIGNAL CABLE, REMOVE-INTERSECTION	3.00	PI	$629.72	$1,889.16

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 6 Project Grand Total					**$527,789,887.91**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3					
633-3-11	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE	4.00	EA	$1,011.27	$4,045.08
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	252.00	EA	$771.13	$194,324.76
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	14.00	AS	$4,784.35	$66,980.90
639-2-1	ELECTRICAL SERVICE WIRE, F&I	840.00	LF	$5.98	$5,023.20
639-6-1	ELECTRICAL POWER SERVICE-TRANSF, F&I	69.00	EA	$2,600.34	$179,423.46
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	75.00	EA	$3,482.77	$261,207.75
641-2-15	PREST CNC POLE,F&I,TYP P-V	38.00	EA	$10,589.87	$402,415.06
641-2-80	PREST CNC POLE, REMOVE COMPLETE	30.00	EA	$3,406.51	$102,195.30
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	3.00	EA	$1,451.13	$4,353.39
646-1-60	ALUMINUM SIGNALS POLE, REMOVE	3.00	EA	$227.43	$682.29
649-21-4	STEEL MAST ARM ASSEMBLY, F&I, 40'- 30'	8.00	EA	$67,427.00	$539,416.00
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	24.00	EA	$75,000.00	$1,800,000.00
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	36.00	EA	$100,000.00	$3,600,000.00
650-1-13	VEH TRAF SIGNAL,F&I ALUMINUM, 2 S 1-2 W	6.00	AS	$993.56	$5,961.36
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	208.00	AS	$1,064.46	$221,407.68
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	112.00	AS	$870.92	$97,543.04
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	208.00	EA	$1,800.00	$374,400.00
660-1-109	LOOP DETECTOR INDUCTIVE, F&I, TYPE 9	9.00	EA	$347.49	$3,127.41
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	12.00	AS	$1,060.00	$12,720.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	208.00	AS	$1,377.64	$286,549.12
660-7-21	VEH DET SYS- WRONG WAY FOR EXIT, 1-2, AC	2.00	EA	$84,274.57	$168,549.14
660-7-22	VEH DET SYS- WRONG WAY EXIT, 3-MORE, AC	1.00	EA	$99,167.39	$99,167.39
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	112.00	EA	$290.63	$32,550.56
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	14.00	AS	$32,025.59	$448,358.26
676-2-146	ITS CABINET- F&I, BASE SUN, 340	6.00	EA	$19,101.51	$114,609.06
676-2-600	ITS CABINET- REMOVE	30.00	EA	$615.70	$18,471.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 6 Project Grand Total					**$527,789,887.91**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3					
685-1-12	UPS, F&I, ONLINE DOUBLE CONVERSION	69.00	EA	$7,709.39	$531,947.91
685-2-1	REMOTE POWER MANAGEMENT UNIT- RPMU, F&I	69.00	EA	$836.10	$57,690.90
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	56.00	EA	$388.66	$21,764.96
	Signalizations Component Total				$10,161,020.91
INTELLIGENT TRAFFIC SYSTEM (ITS) COMPONENT					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	2,218.00	LF	$15.91	$35,288.38
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	22,176.00	LF	$23.72	$526,014.72
630-2-14	CONDUIT, F& I, ABOVEGROUND	828.00	LF	$30.99	$25,659.72
633-1-121	FIBER OPTIC CABLE, F&I, UG,2-12	3,210.00	LF	$3.95	$12,679.50
633-1-122	FIBER OPTIC CABLE, F&I, UG,13-48	26,420.00	LF	$3.01	$79,524.20
633-1-124	FIBER OPTIC CABLE, F&I, UG,97-144	44,352.00	LF	$4.49	$199,140.48
633-1-620	FIBER OPTIC CABLE, REM, UG	44,352.00	LF	$1.34	$59,431.68
633-2-31	FIBER OPTIC CONNECTION, INSTALL, SPLICE	2,988.00	EA	$45.35	$135,505.80
633-2-32	FIBER OPTIC CONNECTION, INSTALL, TERM	576.00	EA	$109.68	$63,175.68
633-3-11	FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE	73.00	EA	$1,011.27	$73,822.71
633-3-12	FIBER OPTIC CONN HDWR, SPLICE TRAY	249.00	EA	$71.63	$17,835.87
633-3-13	FIBER OPTIC CONN HDWR, PRETERM CONNECT A	2,232.00	EA	$51.94	$115,930.08
633-3-16	FIBER OPTIC CONN HDWR, PATCH PANEL- FIE	73.00	EA	$1,109.97	$81,027.81
633-6	FIBER OPTIC CABLE LOCATOR	1.00	DA	$613.53	$613.53
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	240.00	EA	$771.13	$185,071.20
635-2-12	PULL & SPLICE BOX, F&I, 24" X 36"	100.00	EA	$1,692.82	$169,282.00
635-2-13	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"	73.00	EA	$2,980.15	$217,550.95
635-3-11	JUNCTION BOX, FURNISH & INSTALL, AERIAL	69.00	EA	$521.73	$35,999.37
639-1-122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	3.00	AS	$3,552.55	$10,657.65

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 6 Project Grand Total					**$527,789,887.91**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3					
639-1-620	ELECTRICAL POWER SRV,REM UND	2.00	AS	$777.79	$1,555.58
639-2-1	ELECTRICAL SERVICE WIRE, F&I	44,352.00	LF	$5.98	$265,224.96
639-3-11	ELEC SERV DISCON, F&I, POLE MNT	69.00	EA	$1,911.53	$131,895.57
639-3-60	ELEC SERV DISCON, REMOVE	30.00	EA	$412.16	$12,364.80
641-3-163	CONCRETE CCTV POLE, FUR & INS W/LOW	12.00	EA	$21,911.81	$262,941.72
641-3-186	CONCRETE CCTV POLE, FUR & INS W/LOW	12.00	EA	$32,305.69	$387,668.28
660-3-11	VEHICLE DETECTION SYSTEM-MICRO,F&I, CAB	38.00	EA	$4,378.66	$166,389.08
660-3-12	VEHICLE DETECTION SYSTEM-MICRO,F&I, ABO	38.00	EA	$9,065.64	$344,494.32
660-3-60	VEHICLE DETECTION SYSTEM-MICRO,REM,SYST	31.00	EA	$314.40	$9,746.40
676-2-122	ITS CABINET- F&I, POLE, 336S	51.00	EA	$7,382.59	$376,512.09
676-2-143	ITS CABINET- F&I, BASE, 334	12.00	EA	$10,735.17	$128,822.04
676-2-600	ITS CABINET- REMOVE	30.00	EA	$615.70	$18,471.00
682-1-133	ITS CCTV CAMERA, F&I, DOME ENCL-NP.	24.00	EA	$4,864.45	$116,746.80
682-1-600	ITS CCTV CAMERA, REM0VE & DISPOSAL	20.00	EA	$327.29	$6,545.80
684-1-1	MANAGED FIELD ETHERNET SWITCH, F&I	69.00	EA	$3,820.64	$263,624.16
684-2-1	DEVICE SERVER, F&I	38.00	EA	$1,109.21	$42,149.98
639-5-10	EMERGENCY GENERATOR - PERMENANT, UP TO 25 KW	3.00	EA	$58,000.00	$174,000.00
639-5-50	EMERGENCY GENERATOR - PERMENANT, REMOVE	1.00	EA	$4,500.00	$4,500.00
	Intelligent Traffic System (ITS) Component Total				$4,757,863.91
BRIDGES COMPONENT					
Bridge Type: High Level					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
415-1-9	REINF STEEL- APPROACH SLABS	117,838.00	LB	$1.36	$160,259.68
Bridge No. 7-1 Type=HLB		**Length=425 FT**		**Width=43 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$4,386,000.00
Bridge Final Cost Per SF $248.90					
Bridge No. 8-1 Type=HLB		**Length=940 FT**		**Width=43 FT**	

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01 **Apr-23**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line

District: 06 **County:** 87 MIAMI-DADE

Project Manager: Benitez, Auraliz

Version 6 Project Grand Total **$527,789,887.91**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3

Bridge Basic Cost based on Factored Cost $200.00 SF $8,084,000.00

Bridge Final Cost Per SF $204.02

Bridge No. 11-1 Type=HLB **Length=870 FT** **Width=43 FT**

Bridge Basic Cost based on Factored Cost $200.00 SF $7,482,000.00

Bridge Final Cost Per SF $204.35

Bridge No. 10-1 Type=HLB **Length=561 FT** **Width=27 FT**

Bridge Basic Cost based on Factored Cost $200.00 SF $3,029,400.00

Bridge Final Cost Per SF $206.74

Bridge No. 10-2 Type=HLB **Length=810 FT** **Width=27 FT**

Bridge Basic Cost based on Factored Cost $200.00 SF $4,374,000.00

Bridge Final Cost Per SF $204.67

Bridge No. 6-1 Type=HLB **Length=1540 FT** **Width=30 FT**

Bridge Basic Cost based on Factored Cost $200.00 SF $9,240,000.00

Bridge Final Cost Per SF $202.46

Bridge No. 9-1 Type=HLB **Length=561 FT** **Width=30 FT**

Bridge Basic Cost based on Factored Cost $200.00 SF $3,366,000.00

Bridge Final Cost Per SF $206.74

Bridge No. 9-2 Type=HLB **Length=810 FT** **Width=30 FT**

Bridge Basic Cost based on Factored Cost $160.00 SF $3,888,000.00

Bridge Final Cost Per SF $164.67

Bridge No. 5-1 Type=HLB **Length=1540 FT** **Width=30 FT**

Bridge Basic Cost based on Factored Cost $200.00 SF $9,240,000.00

Bridge Final Cost Per SF $202.46

Bridge Type: Overpass Bridge

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
415-1-9	REINF STEEL- APPROACH SLABS	323,555.75	LB	$1.36	$440,035.82
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	160,920.00	SF	$60.00	$9,655,200.00

Bridge No. 1-1 Type=OPB **Length=735 FT** **Width=99 FT**

Bridge Basic Cost based on Factored Cost $189.60 SF $13,796,244.00

Bridge Final Cost Per SF $194.74

Bridge No. 1-3 Type=OPB **Length=172 FT** **Width=103 FT**

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 6 Project Grand Total					**$527,789,887.91**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3					
Bridge Basic Cost based on Factored Cost $189.60 SF					$3,358,953.60
Bridge Final Cost Per SF $211.58					
Bridge No. 1-2 Type=OPB		**Length=330 FT**		**Width=120 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$9,504,000.00
Bridge Final Cost Per SF $251.46					
Bridge No. 1-4 Type=OPB		**Length=189 FT**		**Width=92 FT**	
Bridge Basic Cost based on Factored Cost $189.60 SF					$3,296,764.80
Bridge Final Cost Per SF $209.61					
Bridge No. 23-1 Type=OPB		**Length=690 FT**		**Width=205 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$33,948,000.00
Bridge Final Cost Per SF $245.48					
Bridge No. 4-1 Type=OPB		**Length=110 FT**		**Width=37 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$976,800.00
Bridge Final Cost Per SF $274.37					
Bridge No. 4-2 Type=OPB		**Length=182 FT**		**Width=41 FT**	
Bridge Basic Cost based on Factored Cost $159.60 SF					$1,190,935.20
Bridge Final Cost Per SF $180.37					
Bridge No. 8-2 Type=OPB		**Length=825 FT**		**Width=41 FT**	
Bridge Basic Cost based on Factored Cost $159.60 SF					$5,398,470.00
Bridge Final Cost Per SF $164.18					
Bridge No. 21-1 Type=OPB		**Length=910 FT**		**Width=30 FT**	
Bridge Basic Cost based on Factored Cost $200.40 SF					$5,470,920.00
Bridge Final Cost Per SF $204.56					
Bridge No. 12-1 Type=OPB		**Length=1015 FT**		**Width=37 FT**	
Bridge Basic Cost based on Factored Cost $200.40 SF					$7,526,022.00
Bridge Final Cost Per SF $204.13					
Bridge No. 17-1 Type=OPB		**Length=1015 FT**		**Width=27 FT**	
Bridge Basic Cost based on Factored Cost $150.00 SF					$4,110,750.00
Bridge Final Cost Per SF $153.73					
Bridge Type: High Level					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 6 Project Grand Total					**$527,789,887.91**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3					
400-2-10	CONC CLASS II, APPROACH SLABS	673.36	CY	$1,463.48	$985,448.89
Bridge No. 7-1 Type=HLB		**Length=425 FT**		**Width=43 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$4,386,000.00
Bridge Final Cost Per SF $248.90					
Bridge No. 8-1 Type=HLB		**Length=940 FT**		**Width=43 FT**	
Bridge Basic Cost based on Factored Cost $200.00 SF					$8,084,000.00
Bridge Final Cost Per SF $204.02					
Bridge No. 11-1 Type=HLB		**Length=870 FT**		**Width=43 FT**	
Bridge Basic Cost based on Factored Cost $200.00 SF					$7,482,000.00
Bridge Final Cost Per SF $204.35					
Bridge No. 10-1 Type=HLB		**Length=561 FT**		**Width=27 FT**	
Bridge Basic Cost based on Factored Cost $200.00 SF					$3,029,400.00
Bridge Final Cost Per SF $206.74					
Bridge No. 10-2 Type=HLB		**Length=810 FT**		**Width=27 FT**	
Bridge Basic Cost based on Factored Cost $200.00 SF					$4,374,000.00
Bridge Final Cost Per SF $204.67					
Bridge No. 6-1 Type=HLB		**Length=1540 FT**		**Width=30 FT**	
Bridge Basic Cost based on Factored Cost $200.00 SF					$9,240,000.00
Bridge Final Cost Per SF $202.46					
Bridge No. 9-1 Type=HLB		**Length=561 FT**		**Width=30 FT**	
Bridge Basic Cost based on Factored Cost $200.00 SF					$3,366,000.00
Bridge Final Cost Per SF $206.74					
Bridge No. 9-2 Type=HLB		**Length=810 FT**		**Width=30 FT**	
Bridge Basic Cost based on Factored Cost $160.00 SF					$3,888,000.00
Bridge Final Cost Per SF $164.67					
Bridge No. 5-1 Type=HLB		**Length=1540 FT**		**Width=30 FT**	
Bridge Basic Cost based on Factored Cost $200.00 SF					$9,240,000.00
Bridge Final Cost Per SF $202.46					
Bridge Type: Overpass Bridge					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
400-2-10	CONC CLASS II, APPROACH SLABS	1,848.89	CY	$1,463.48	$2,705,813.54

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 6 Project Grand Total					**$527,789,887.91**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3					
Bridge No. 1-1 Type=OPB		**Length=735 FT**		**Width=99 FT**	
Bridge Basic Cost based on Factored Cost $189.60 SF					$13,796,244.00
Bridge Final Cost Per SF $194.74					
Bridge No. 1-3 Type=OPB		**Length=172 FT**		**Width=103 FT**	
Bridge Basic Cost based on Factored Cost $189.60 SF					$3,358,953.60
Bridge Final Cost Per SF $211.58					
Bridge No. 1-2 Type=OPB		**Length=330 FT**		**Width=120 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$9,504,000.00
Bridge Final Cost Per SF $251.46					
Bridge No. 1-4 Type=OPB		**Length=189 FT**		**Width=92 FT**	
Bridge Basic Cost based on Factored Cost $189.60 SF					$3,296,764.80
Bridge Final Cost Per SF $209.61					
Bridge No. 23-1 Type=OPB		**Length=690 FT**		**Width=205 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$33,948,000.00
Bridge Final Cost Per SF $245.48					
Bridge No. 4-1 Type=OPB		**Length=110 FT**		**Width=37 FT**	
Bridge Basic Cost based on Factored Cost $240.00 SF					$976,800.00
Bridge Final Cost Per SF $274.37					
Bridge No. 4-2 Type=OPB		**Length=182 FT**		**Width=41 FT**	
Bridge Basic Cost based on Factored Cost $159.60 SF					$1,190,935.20
Bridge Final Cost Per SF $180.37					
Bridge No. 8-2 Type=OPB		**Length=825 FT**		**Width=41 FT**	
Bridge Basic Cost based on Factored Cost $159.60 SF					$5,398,470.00
Bridge Final Cost Per SF $164.18					
Bridge No. 21-1 Type=OPB		**Length=910 FT**		**Width=30 FT**	
Bridge Basic Cost based on Factored Cost $200.40 SF					$5,470,920.00
Bridge Final Cost Per SF $204.56					
Bridge No. 12-1 Type=OPB		**Length=1015 FT**		**Width=37 FT**	
Bridge Basic Cost based on Factored Cost $200.40 SF					$7,526,022.00
Bridge Final Cost Per SF $204.13					
Bridge No. 17-1 Type=OPB		**Length=1015 FT**		**Width=27 FT**	
Bridge Basic Cost based on Factored Cost $150.00 SF					$4,110,750.00
Bridge Final Cost Per SF $153.73					
Bridges Component Total					$155,614,017.53

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Component

Project: 414964-1-22-01 **Apr-23**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line

District: 06 **County:** 87 MIAMI-DADE

Project Manager: Benitez, Auraliz

Version 6 Project Grand Total **$527,789,887.91**

Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3

RETAINING WALLS COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
521-8-3	CONC TRAF RAIL BAR,JCT SLAB,32"V SHP	48,255.00	LF	$356.07	$17,182,157.85
521-8-4	CONC TRAF RAIL BAR,JCT SLAB,42"V SHP	1,060.00	LF	$293.38	$310,982.80
521-8-11	CONC BARRIER, W/JUNCT SLAB, 8'-NWALL	12,020.00	LF	$449.47	$5,402,629.40
548-12	RET WALL SYSTEM, PERM, EX BARRIER	640,372.05	SF	$29.83	$19,102,298.29
	Retaining Walls Component Total				$41,998,068.34

MISCELLANEOUS COMPONENT

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
1	PD&E	1.00	LS	$3,597,775.44	$3,597,775.44
2	DESIGN	1.00	LS	############	$23,397,340.34
3	CEI	1.00	LS	############	$20,054,863.15
999-20-1	DISPUTES REVIEW BOARD, MEETING- DO NOT BID	1.00	DA	$3,900.00	$3,900.00
999-20-2	DISPUTES REVIEW BOARD, HEARING- DO NOT BID	2.00	EA	$4,500.00	$9,000.00
TOLL	TOLL FACILITIES	1.00	LS	$7,000,000.00	$7,000,000.00
	Miscellaneous Component Total				$54,062,878.93
Project Sequences Subtotal					**$444,136,269.28**
102-1	MAINTENANCE OF TRAFFIC	10.00			$44,413,626.93
101-1	MOBILIZATION	8.00			$39,083,991.70
Project Sequences Total					**$527,633,887.91**
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-16	PARTNERING (DO NOT BID)	2.00	LS	$3,000.00	$6,000.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$150,000.00	$150,000.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Component					
Project: 414964-1-22-01					**Apr-23**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line					
District: 06	**County:** 87 MIAMI-DADE				
Project Manager: Benitez, Auraliz					
Version 6 Project Grand Total					**$527,789,887.91**
Description: SR 9 / I-95 from South of SR 860 / Miami Gardens Drive to North of Broward County Line Alternative 3					
Project Non-Bid Subtotal					$156,000.00
Version 6 Project Grand Total					**$527,789,887.91**